SPECIFICATION NO. PW21-0719F

SOUTH YAKIMA SIGNAL AND SAFETY IMPROVEMENTS

Project No. PWK-G0037
Federal Aid Project No. HSIP-3011 (005)
State Contract No. LA-9709
Public Works Department
South Yakima Signal and Safety Improvements
PWK-G0037-02-01

SPECIFICATIONS
Stamp and Signature Page

Division 1 through 9 and Front End

Division 8-20 and 9-29

10/25/2021

10/25/2021
NOTE: ALL BIDDERS MUST HAVE A COPY OF THE SPECIFICATIONS AND THE BID SUBMITTAL PACKAGE

REQUEST FOR BIDS

SPECIAL REMINDER TO ALL BIDDERS

PART I  BID PROPOSAL AND CONTRACT FORMS

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Bid Proposal</td>
</tr>
<tr>
<td>2</td>
<td>Bid Proposal Signature Sheet</td>
</tr>
<tr>
<td>3</td>
<td>Local Agency Certification for Federal-Aid Contracts</td>
</tr>
<tr>
<td>4</td>
<td>Bid Bond</td>
</tr>
<tr>
<td>5</td>
<td>Certification Of Compliance With Wage Payment Statutes</td>
</tr>
<tr>
<td>6</td>
<td>Non-Collusion Declaration</td>
</tr>
<tr>
<td>7</td>
<td>State Responsibility and Reciprocal Bid Preference Information</td>
</tr>
<tr>
<td>8</td>
<td>List of Subcontractor Categories of Work</td>
</tr>
<tr>
<td>9</td>
<td>DBE Utilization Certification</td>
</tr>
<tr>
<td>10</td>
<td>DBE Written Confirmation Document</td>
</tr>
<tr>
<td>11</td>
<td>DBE Bid Item Breakdown Form</td>
</tr>
<tr>
<td>12</td>
<td>DBE Trucking Credit Form</td>
</tr>
<tr>
<td>13</td>
<td>Acknowledgement</td>
</tr>
<tr>
<td>14</td>
<td>Contract</td>
</tr>
<tr>
<td>15</td>
<td>Payment Bond to the City of Tacoma</td>
</tr>
<tr>
<td>16</td>
<td>Performance Bond to the City of Tacoma</td>
</tr>
<tr>
<td>17</td>
<td>General Release Form</td>
</tr>
</tbody>
</table>

PART II  REQUIRED FEDERAL AID CONTRACT PROVISIONS

PART III  SPECIAL PROVISIONS

| Division 1 | General Requirements                                      |
| Division 2 | Earthwork                                                 |
| Division 3 | Production from Quarry and Pit Sites and Stockpiling      |
| Division 4 | Bases                                                     |
| Division 5 | Surface Treatments and Pavements                          |
| Division 6 | Structures                                                 |
| Division 7 | Drainage Structures, Storm Sewers, Sanitary Sewers, Water Mains, and Conduits |
| Division 8 | Miscellaneous Construction                                |
| Division 9 | Materials                                                  |
| Appendix A | WSDOT Standard Plans                                      |
| Appendix B | City of Tacoma Plans                                      |
| Appendix C | Traffic Control Handbook                                  |

PART IV  FEDERAL WAGE RATES

PART V  STATE PREVAILING WAGE RATES AND INSURANCE REQUIREMENTS
**Submittal Deadline:** 11:00 a.m., Pacific Time, Tuesday, December 7, 2021

Submittals must be received by the City’s Procurement and Payables Division prior to 11:00 a.m. Pacific Time.

For electronic submittals, the City of Tacoma will designate the time of receipt recorded by our email, bids@cityoftacoma.org, as the official time of receipt. This clock will be used as the official time of receipt of all parts of electronic bid submittals.

**Submittal Delivery:** Sealed submittals will be received as follows:

<table>
<thead>
<tr>
<th><strong>By Email:</strong></th>
<th><a href="mailto:bids@cityoftacoma.org">bids@cityoftacoma.org</a></th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum file size: 35 MB. Multiple emails may be sent for each submittal</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>By Carrier:</strong></th>
<th>If possible, please include a flash drive of your full submittal.</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Tacoma Procurement &amp; Payables Division</td>
<td></td>
</tr>
<tr>
<td>Tacoma Public Utilities</td>
<td></td>
</tr>
<tr>
<td>3628 S 35th Street</td>
<td></td>
</tr>
<tr>
<td>Tacoma, WA 98409</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>In Person:</strong></th>
<th>If possible, please include a flash drive of your full submittal.</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Tacoma Procurement &amp; Payables Division</td>
<td></td>
</tr>
<tr>
<td>Tacoma Public Utilities Administration Building North</td>
<td></td>
</tr>
<tr>
<td>Guard House (east side of main building)</td>
<td></td>
</tr>
<tr>
<td>3628 S 35th Street</td>
<td></td>
</tr>
<tr>
<td>Tacoma, WA 98409</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>By Mail:</strong></th>
<th>If possible, please include a flash drive of your full submittal.</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Tacoma Procurement &amp; Payables Division</td>
<td></td>
</tr>
<tr>
<td>Tacoma Public Utilities</td>
<td></td>
</tr>
<tr>
<td>PO Box 11007</td>
<td></td>
</tr>
<tr>
<td>Tacoma, WA 98411-0007</td>
<td></td>
</tr>
</tbody>
</table>

**Bid Opening:** Held virtually each Tuesday at 11AM. Attend via this link or call 1 (253) 215 8782.

Submittals in response to a RFB will be recorded as received. As soon as possible on the day of submittal deadline, preliminary results will be posted to www.TacomaPurchasing.org.

**Solicitation Documents:** An electronic copy of the complete solicitation documents may be viewed and obtained at the City’s plan distribution service provider, ARC, 632 Broadway, Tacoma, WA, or by going to http://www.e-arc.com/location/tacoma. Prospective bidders will be required to pay reproduction costs. A list of vendors registered for this solicitation is also available at their website.

**Pre-Proposal Meeting:** A pre-proposal meeting will not be held.
**Project Scope:** This Contract shall generally consist of asphalt paving, curb ramps and sidewalk, illumination, signs, pavement markings, PPBs and signal improvements. These improvements will complete work along South Yakima Avenue at the intersections of 72nd Street, 84th Street and 96th Street, all in accordance with the attached Contract Plans, these Contract Provisions, and the Standard Specifications.

**Estimate:** $950,000 to 1,000,000

**Paid Sick Leave:** The City of Tacoma requires all employers to provide paid sick leave as set forth in Title 18 of the Tacoma Municipal Code. For more information, visit our Minimum Employment Standards Paid Sick Leave webpage.

**Americans with Disabilities Act (ADA Information):** The City of Tacoma, in accordance with Section 504 of the Rehabilitation Act (Section 504) and the Americans with Disabilities Act (ADA), commits to nondiscrimination on the basis of disability, in all of its programs and activities. Specification materials can be made available in an alternate format by emailing Gail Himes at ghimes@cityoftacoma.org, or by calling her collect at 253-591-5785.

**Federal Title VI Information:** “The City of Tacoma” in accordance with provisions of Title VI of the Civil Rights Act of 1964, (78 Stat. 252, 42 U.S.C. sections 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, national origin in consideration of award.

**Additional Information:** Requests for information regarding the specifications may be obtained by contacting Doreen Klaaskate, Senior Buyer by email to dklaaskate@cityoftacoma.org.

**Protest Policy:** City of Tacoma protest policy, located at www.tacomapurchasing.org, specifies procedures for protests submitted prior to and after submittal deadline.

Meeting sites are accessible to persons with disabilities. Reasonable accommodations for persons with disabilities can be arranged with 48 hours advance notice by calling 253-502-8468.
SPECIAL REMINDER TO ALL BIDDERS

HEALTH & SAFETY: Be sure to comply with all City of Tacoma health and safety requirements.

1. This project has been deemed to be an essential project by the City of Tacoma and it is anticipated that the contract will be operational during the COVID-19 outbreak. Therefore the contractor shall complete a health and safety plan describing how the contractor will complete the work while combating the COVID-19 spread (social distancing practices) and what Personal Protective Equipment (PPE) will be in place.

PLEASE NOTE: Be sure you have complied with all specifications and requirements and have signed all required documents.

YOUR ATTENTION IS PARTICULARLY CALLED to the following forms, which must be executed in full before the bid is submitted:

1. BID PROPOSAL: The unit prices bid must be shown in the space provided. Check your computations for omissions and errors.

2. BID PROPOSAL SIGNATURE SHEET: To be filled in and executed by a duly authorized officer or representative of the bidding entity. If the bidder is a subsidiary or doing business on behalf of another entity, so state, and provide the firm name under which business is hereby transacted.

3. BID BOND: The Bid Bond must be executed by the person legally authorized to sign the bid, and must be properly signed by the representatives of the surety company unless the bid is accompanied by a certified check. If Bid Bond is furnished, the form furnished by the City must be followed; no variations from the language thereof will be accepted. The amount of the Bid Bond must be not less than 5% of the total amount bid.

4. NON-COLLUSION DECLARATION: Must be returned by the bidder and included with the submittal.

FAILURE TO RETURN THE AFOREMENTIONED NON-COLLUSION DECLARATION AND TO SUBMIT SAID DECLARATION WITH THE BID SHALL BE DUE CAUSE FOR REJECTION OF BID.

5. CERTIFICATION OF COMPLIANCE WITH WAGE PAYMENT STATUTES: Bidder shall complete this form in its entirety to ensure compliance with state legislation (SHB 2017).
6. **STATE RESPONSIBILITY AND RECIPROCAL BID PREFERENCE INFORMATION:** Bidder shall complete this form in its entirety to ensure compliance with state legislation (SHB 2010).

7. **SUBCONTRACTOR LIST:** Bidder shall list all subcontractor(s) proposed to perform the work of heating, ventilation and air conditioning, plumbing, as described in Chapter 18.106 RCW, and electrical as described in Chapter 19.28 RCW. **FAILURE TO LIST SUBCONTRACTORS WILL RESULT IN THE BID BEING NON-RESPONSIVE AND THEREFORE VOID.**

8. **DBE UTILIZATION CERTIFICATE:** For federal purposes, DBEs proposed to be used on this project shall be shown as a DBE listed in the current Office of Minority and Women’s Business Enterprises (OMWBE) Directory, or who can produce written proof from OMWBE showing they were certified as a DBE as of the date fixed for opening bids. When DBE goals are established failure to submit this form will render the proposal as non-responsive. The federal DBE goal for this project is **fourteen percent (14%)**.

9. **ACKNOWLEDGEMENT:** Must be signed by the bidder and be subscribed and sworn to before a Notary Public. Be sure all parties whose signatures are legally necessary have signed, whether the bidder be an individual, partnership or corporation.

**POST AWARD FORMS EXECUTED UPON AWARD:**

A. **CONTRACT:** Must be executed by the successful bidder.

B. **PAYMENT BOND TO THE CITY OF TACOMA:** Must be executed by the successful bidder and his/her surety company.

C. **PERFORMANCE BOND TO THE CITY OF TACOMA:** Must be executed by the successful bidder and his/her surety company.

D. **CERTIFICATE OF INSURANCE:** Shall be submitted with all required endorsements.

E. **GENERAL RELEASE.**

**CODE OF ETHICS:** The successful bidder agrees that its violation of the City’s Code of Ethics contained in TMC Chapter 1.46 shall constitute a breach of the contract subjecting the contract to termination.
PART I

BID PROPOSAL AND CONTRACT FORMS
BID PROPOSAL

SPECIFICATION NO. PW21-0719F

South Yakima Signal and Safety Improvements

The undersigned hereby certifies that he/she has examined the location and construction details of work as outlined on the Plans and Specifications for Project No. PWK-G0037 and has read and thoroughly understands the Plans and Specifications and contract governing the work embraced in this improvement and the method by which payment will be made for said work, and hereby proposes to undertake and complete the work embraced in this improvement in accordance with said Plans, Specifications and contract and at the following schedule of rates and prices:

NOTE:  1. Unit prices of all items, all extensions and total amount of bid should be shown. Show unit prices in figures only.

2. The notations below the item numbers refer to the specification section where information may be found regarding each contract item. These notations are intended only as a guide and are not warranted to refer to all specification sections where information may be found.

The bid items are grouped as follows:

Group R: Roadway Bid Items

Group L: Lump Sum Bid Items

Summarize totals as indicated on the pages that follow below:

Contractor’s Name:__________________________________________________________
Specification Number: PW21-0719F
South Yakima Signal and Safety Improvements
### Group-R: South Yakima Signal and Safety Improvements
### Roadway Bid Items R-1 through R-22
### Specification No. PW21-0719F

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ITEM DESCRIPTION</th>
<th>ESTIMATE QUANTITY</th>
<th>UNIT PRICE</th>
<th>TOTAL AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-2-14</td>
<td>Remove Existing Pavement, Type I, Class A8, per square yard</td>
<td>350</td>
<td>SY</td>
<td>$</td>
</tr>
<tr>
<td>R-2-14</td>
<td>Remove Existing Pavement, Type I, Class C6, per square yard</td>
<td>380</td>
<td>SY</td>
<td>$</td>
</tr>
<tr>
<td>R-2-15</td>
<td>Remove Curb, per linear foot</td>
<td>610</td>
<td>LF</td>
<td>$</td>
</tr>
<tr>
<td>R-4-04</td>
<td>Recycled Concrete Aggregate, per ton</td>
<td>220</td>
<td>TN</td>
<td>$</td>
</tr>
<tr>
<td>R-5-04</td>
<td>Planing Bituminous Pavement, per square yard</td>
<td>2,570</td>
<td>SY</td>
<td>$</td>
</tr>
<tr>
<td>R-5-04</td>
<td>Fiber Reinforced HMA CL 1/2&quot; PG 58H-22, per ton</td>
<td>420</td>
<td>TN</td>
<td>$</td>
</tr>
<tr>
<td>R-5-04</td>
<td>Temporary Pavement Patch, per ton</td>
<td>40</td>
<td>TN</td>
<td>$</td>
</tr>
<tr>
<td>R-7-05</td>
<td>Adjust Existing Catch Basin, Furnish New Frame and Grate, per each</td>
<td>7</td>
<td>EA</td>
<td>$</td>
</tr>
<tr>
<td>R-7-05</td>
<td>Adjust Existing Manhole, Furnish New Frame and Cover, per each</td>
<td>2</td>
<td>EA</td>
<td>$</td>
</tr>
<tr>
<td>R-7-05</td>
<td>Adjust Existing Valve Chamber to Grade, per each</td>
<td>2</td>
<td>EA</td>
<td>$</td>
</tr>
<tr>
<td>R-8-04</td>
<td>Cement Conc. Traffic Curb and Gutter, per linear foot</td>
<td>610</td>
<td>LF</td>
<td>$</td>
</tr>
<tr>
<td>R-8-06</td>
<td>Cement Conc. Driveway Entrance, per square yard</td>
<td>22</td>
<td>SY</td>
<td>$</td>
</tr>
</tbody>
</table>

**Contractor's Name:**

**Specification Number:** PW21-0719F

Group R, Page 1 of 2
<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ITEM DESCRIPTION</th>
<th>ESTIMATE QUANTITY</th>
<th>UNIT PRICE</th>
<th>TOTAL AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-13</td>
<td>Cement Conc. Sidewalk, per square yard</td>
<td>300</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>8-14</td>
<td></td>
<td>SY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R-14</td>
<td>Cement Conc. Curb Ramp , per each</td>
<td>16</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>8-14</td>
<td></td>
<td>EA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R-15</td>
<td>Plastic Line, per linear foot</td>
<td>800</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>8-22</td>
<td></td>
<td>LF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R-16</td>
<td>Bike Lane Skip Line, per linear foot</td>
<td>90</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>8-22</td>
<td></td>
<td>LF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R-17</td>
<td>Plastic Wide Lane Line, per linear foot</td>
<td>160</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>8-22</td>
<td></td>
<td>LF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R-18</td>
<td>Plastic Stop Line, per linear foot</td>
<td>260</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>8-22</td>
<td></td>
<td>LF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R-19</td>
<td>Plastic Crosswalk Line, per linear foot</td>
<td>1,200</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>8-22</td>
<td></td>
<td>LF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R-20</td>
<td>Plastic Traffic Arrow, per each</td>
<td>1</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>8-22</td>
<td></td>
<td>EA</td>
<td></td>
<td></td>
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</table>

SubTotal, Group R  
Unit Bid Item Nos. R-1 through R-20  

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ITEM DESCRIPTION</th>
<th>ESTIMATE QUANTITY</th>
<th>UNIT PRICE</th>
<th>TOTAL AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-21</td>
<td>Field Adjustment</td>
<td></td>
<td>$1,000.00</td>
<td></td>
</tr>
<tr>
<td>2-03</td>
<td>Force Account</td>
<td></td>
<td>Estimated</td>
<td>(2)</td>
</tr>
<tr>
<td>R-22</td>
<td>Roadside Restoration</td>
<td></td>
<td>$1,000.00</td>
<td></td>
</tr>
<tr>
<td>8-02</td>
<td>Force Account</td>
<td></td>
<td>Estimated</td>
<td>(3)</td>
</tr>
</tbody>
</table>

Total, Group R  

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ITEM DESCRIPTION</th>
<th>ESTIMATE QUANTITY</th>
<th>UNIT PRICE</th>
<th>TOTAL AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)+(2)+(3)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Contractor's Name:  

Specification Number: PW21-0719F  
Group R, Page 2 of 2
## Group-L: South Yakima Signal and Safety Improvements

**Lump Sum Bid Items L-1 through L-12**

**Specification No. PW21-0719F**

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ITEM DESCRIPTION</th>
<th>ESTIMATE QUANTITY</th>
<th>UNIT PRICE</th>
<th>TOTAL AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>L- 1 1-05.4</td>
<td>Roadway Surveying, lump sum</td>
<td>1</td>
<td>LUMP SUM</td>
<td>$</td>
</tr>
<tr>
<td>L- 2 1-07.15(1)</td>
<td>SPCC Plan, lump sum</td>
<td>1</td>
<td>LUMP SUM</td>
<td>$</td>
</tr>
<tr>
<td>L- 3 1-09.7</td>
<td>Mobilization, lump sum</td>
<td>1</td>
<td>LUMP SUM</td>
<td>$</td>
</tr>
<tr>
<td>L- 4 1-10</td>
<td>Project Temporary Traffic Control, lump sum</td>
<td>1</td>
<td>LUMP SUM</td>
<td>$</td>
</tr>
<tr>
<td>L- 5 2-01</td>
<td>Clearing and Grubbing, lump sum</td>
<td>1</td>
<td>LUMP SUM</td>
<td>$</td>
</tr>
<tr>
<td>L- 6 2-06</td>
<td>Subgrade Maintenance and Protection, lump sum</td>
<td>1</td>
<td>LUMP SUM</td>
<td>$</td>
</tr>
<tr>
<td>L- 7 8-01</td>
<td>Erosion Control and Water Pollution Prevention, lump sum</td>
<td>1</td>
<td>LUMP SUM</td>
<td>$</td>
</tr>
<tr>
<td>L- 8 8-01</td>
<td>Stormwater Pollution Prevention Plan (SWPPP), lump sum</td>
<td>1</td>
<td>LUMP SUM</td>
<td>$</td>
</tr>
<tr>
<td>L- 9 8-20</td>
<td>Traffic Signal Modification at S Yakima Avenue and S 72nd Street, Lump Sum</td>
<td>1</td>
<td>LUMP SUM</td>
<td>$</td>
</tr>
<tr>
<td>L- 10 8-20</td>
<td>Traffic Signal Modification at S Yakima Avenue and S 84th Street, Lump Sum</td>
<td>1</td>
<td>LUMP SUM</td>
<td>$</td>
</tr>
<tr>
<td>L- 11 8-20</td>
<td>Traffic Signal Modification at S Yakima Avenue and S 96th Street, Lump Sum</td>
<td>1</td>
<td>LUMP SUM</td>
<td>$</td>
</tr>
<tr>
<td>L- 12 8-21</td>
<td>Permanent Signing, lump sum</td>
<td>1</td>
<td>LUMP SUM</td>
<td>$</td>
</tr>
</tbody>
</table>

**Total, Group L Bid Item Nos. L-1 through L-12**

$ (5)

Contractor's Name: _______________________

Specification Number: PW21-0719F

Group L, Page 1 of 1
BID TOTALS SUMMARY:

GROUP R: Roadway Bid Items

GROUP R TOTAL $ (4)

GROUP L: Lump Sum Bid Items

GROUP L TOTAL $ (5)

TOTAL BASE BID (4) + (5) $ (6)

---

Proposal for Incorporating Recycled Materials into the Project

In compliance with a new law that went into effect January 1, 2016 (SHB1695), the Bidder shall propose below, the total percent of construction aggregate and concrete materials to be incorporated into the Project that are recycled materials. Calculated percentages must be within the amounts allowed in Section 9-03.21(1)E, Table on Maximum Allowable Percent (By Weight) of Recycled Material, of the Standard Specifications. Proposed total percentage: ________________ percent.

Note: Use of recycled materials is highly encouraged within the limits shown above, but does not constitute a Bidder Preference, and will not affect the determination of award, unless two or more lowest responsive Bid totals are exactly equal, in which case proposed recycling percentages will be used as a tie-breaker, per the APWA GSP in Section 1-02.6 of the Special Provisions. Regardless, the Bidder’s stated proposed percentages will become a goal the Contractor should do its best to accomplish. Bidders will be required to report on recycled materials actually incorporated into the Project, in accordance with the APWA GSP in Section 1-06.6 of the Special Provisions.

---

Contractor's Name: ____________________________
Specification Number: PW21-0719F
South Yakima Signal and Safety Improvements
BID PROPOSAL SIGNATURE SHEET

The total bid price for completion of all the work required in accordance with the Plans and Specifications, together with any and all Addenda issued as a Supplement thereto, is

$___________________ (GRAND TOTAL FROM BID PROPOSAL)

ACKNOWLEDGMENT OF ADDENDUM FOR: PW21-0719F

SOUTH YAKIMA SIGNAL AND SAFETY IMPROVEMENTS

#1 ____ (initial)
#2 ____ (initial)
#3 ____ (initial)
#4 ____ (initial)

Bidder: ____________________________________________

Signed: ________________________________________ Title: ______________

Print Name: _________________________________________

Address: __________________________________________ City/State/Zip: ______

Telephone Number: __________________________ Title: ______________

Contractor's Registration Number: ____________________________

NOTE: 1. If the bidder is a co-partnership, so state, giving firm name under which business is transacted.

2. If the bidder is a corporation, this Bid Proposal must be executed by its duly authorized officials.

3. The bidder agrees, by submitting a bid under these Specifications, that in the event any litigation should arise concerning the submission of bids or the award of contract under this Specification or Request for Bids, the venue of such action or litigation shall be in the Superior Court of the State of Washington, in and for the County of Pierce.

CITY OF TACOMA
Elizabeth Pauli
CITY MANAGER
Local Agency Certification for Federal-Aid Contracts

The prospective participant certifies by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

(1) 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.

(2) 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.

This certification is material representation of the 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 Section 1352, Title 31, U.S. Code. 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 failure.

The prospective participant also agrees by submitting his or her bid or proposal that he or she shall require that the language of this certification be included in all lower tier subcontracts, which exceed $100,000 and that all such subrecipients shall certify and disclose accordingly.
Herewith find deposit in the form of a cashier’s check in the amount of $__________________ which amount is not less than 5-percent of the total bid.

SIGN HERE__________________________________

BID BOND

KNOW ALL MEN BY THESE PRESENTS:
That we, ______________________________________________________________, as Principal, and ______________________________________________________________, as Surety, are held and firmly bound unto the City of Tacoma, as Obligee, in the penal sum of $__________________ dollars, for the payment of which the Principal and the Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, by these presents.

The condition of this obligation is such that if the Obligee shall make any award to the Principal for

according to the terms of the proposal or bid made by the Principal therefor, and the Principal shall duly make and enter into a contract with the Obligee in accordance with the terms of said proposal or bid and award and shall give bond for faithful performance thereof, with Surety or Sureties approved by the Obligee; or if the Principal shall, in case of failure to do so, pay and forfeit to the Obligee the penal amount of the deposit specified in the call for bids, then this obligation shall be null and void; otherwise it shall be and remain in full force and effect and the Surety shall forthwith pay and forfeit to the Obligee, as penalty and liquidated damages, the amount of this bond.

SIGNED, SEALED AND DATED THIS _______________ DAY OF __________________, 20______.

PRINCIPAL:  

SURETY:  

___________________________  

___________________________  

___________________________  

___________________________, 20______

Received return of deposit in the sum of $ ________________________________  

___________________________________  

___________________________________  

___________________________________  

___________________________________, 20______

Form No. SPEC-090A  

Revised: 08/2004
Certification of Compliance with Wage Payment Statutes

The bidder hereby certifies that, within the three-year period immediately preceding the bid solicitation date (November 9, 2021), that 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 judgment 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

______________________________
Signature of Authorized Official*

______________________________
Printed Name

______________________________
Title

______________________________
Date  __________________________  City  __________________________  State

Check One:  
Individual ☐  Partnership ☐  Joint Venture ☐  Corporation ☐

State of Incorporation, or if not a corporation, the 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 Declaration as part of the bid proposal package will make the bid nonresponsive and ineligible for award.

NON-COLLUSION DECLARATION

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

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

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

NOTICE TO ALL BIDDERS

To report rigging activities call:

1-800-424-9071

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

The “hotline” is part of USDOT’s continuing effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the USDOT Inspector General. All information will be treated confidentially and caller anonymity will be respected.
State Responsibility and Reciprocal Bid Preference Information

Certificate of registration as a contractor (Must be in effect at the time of bid submittal):

Number:__________________________
Effective Date:____________________
Expiration Date:____________________

Current Washington Unified Business Identifier (UBI) Number:

Number:__________________________

Do you have industrial insurance (workers’ compensation) Coverage nor your employees working in Washington?

☐ Yes  ☐ No  ☐ Not Applicable

Washington Employment Security Department Number

Number:__________________________
☐ Not Applicable

Washington Department of Revenue state excise tax Registration number:

Number:__________________________
☐ Not Applicable

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

☐ Yes  ☐ No
If yes, provide an explanation of your disqualification on a separate page.

Do you have a physical office located in the state of Washington?

☐ Yes  ☐ No

If incorporated, in what state were you incorporated?

State:_______________ ☐ Not Incorporated

If not incorporated, in what state was your business entity formed?

State:_______________

Have you completed the training required by RCW 39.04.350, or are you on the list of exempt businesses maintained by the Department of Labor and Industries?

☐ Yes  ☐ No
List of Subcontractor Categories of Work

Project Name

Subcontractor(s) that are proposed to perform the work of heating, ventilation and air conditioning, and/or plumbing, as described in Chapter 18.106 RCW, and electrical as described in Chapter 19.28 RCW must be listed below. **This information must be submitted with the bid proposal or within one hour of the published bid submittal time via email to bids@cityoftacoma.org.**

Subcontractor(s) that are proposed to perform the work of structural steel installation and/or rebar installation must be listed below. **This information must be submitted with the bid proposal or within forty-eight hours of the published bid submittal time via email to bids@cityoftacoma.org.**

Failure to list subcontractors or naming more than one subcontractor to perform the same work will result in your bid being non-responsive. Contractors self-performing must list themselves below. The work to be performed is to be listed below the subcontractor(s) name.

<table>
<thead>
<tr>
<th>Subcontractor Name</th>
<th>Work to be Performed</th>
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</table>
To be eligible for Award of this Contract the Bidder shall fill out and submit, as a supplement to its sealed Bid Proposal, a Disadvantaged Business Enterprise (DBE) Utilization Certification. The Contracting Agency shall consider as non-responsive and shall reject any Bid Proposal that does not contain a DBE Utilization Certification which properly demonstrates that the Bidder will meet the DBE participation requirements in one of the manners provided for in the proposed Contract. Refer to the instructions on Page 2 when filling out this form or the Bid may be rejected. An example form has been provided on Page 3. The successful Bidder’s DBE Utilization Certification shall be deemed a part of the resulting Contract.

Box 1: ____________________________________________________________________________

Box 2: ____________________________________________________________________________

<table>
<thead>
<tr>
<th>Column 1</th>
<th>Column 2</th>
<th>Column 3</th>
<th>Column 4</th>
<th>Column 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name of DBE (See instructions)</td>
<td>Project Role (See instructions)</td>
<td>Description of Work (See instructions)</td>
<td>Dollar Amount Subcontracted to DBE (See instructions)</td>
<td>Dollar Amount to be Applied Towards Goal (See instructions)</td>
</tr>
</tbody>
</table>

Disadvantaged Business Enterprise ____________ Total DBE Commitment Dollar Amount ____________

Condition of Award Contract Goal Box 3

Box 4

5 ☐ By checking Box 5 the Bidder is stating that their attempts to solicit sufficient DBE participation to meet the COA Contract goal has been unsuccessful and good faith effort will be submitted in accordance with Section 1-02.9 of the Contract

DOT Form 272-056
Revised 03/2018
Instructions for Disadvantaged Business Enterprise Utilization Certification Form

Box 1: Name of Bidder (Proposal holder) submitting Bid.

Box 2: Name of the Project.

Column 1: Name of the Disadvantaged Business Enterprise (DBE). DBE firms can be found using the Diversity Management and Compliance System web page: https://wsdot.diversitycompliance.com. Repeat the name of the DBE for each Project Role that will be performed.

Column 2: The Project Role that the DBE will be performing as follows:

- Prime Contractor
- Subcontractor
- Subcontractor (Force Account)
  - Work sublet as Force Account must be listed separately.
- Manufacturer
- Regular Dealer
  - Work sublet to a Regular Dealer must be listed separately.
  - Regular Dealer status must be approved prior to Bid submittal by the Office of Equal Opportunity, Washington State Department of Transportation, on each Contract.
- Broker
  - Work sublet to a Broker must be listed separately.

List each project role to be performed by a single DBE individually on a separate row. The role is used to determine what portion of the amount to be subcontracted (Column 4) may be applied toward meeting the goal (column 5).

Column 3: Provide a description of work to be performed by the DBE. The work to be performed must be consistent with the Certified Business Description of the DBE provided at the Diversity Management and Compliance System web page https://wsdot.diversitycompliance.com

- A Bidder subletting a portion of a bid item shall state “Partial!” and describe the Work that is included.
  - For example; “Electrical (Partial) – Trenching”.
  - “Mobilization” will not be accepted as a description of Work.

Column 4: List the total amount to be subcontracted to each DBE for each Project Role they are performing.

Column 5: This is the dollar amount for each line listed in the certification that the prime intends to apply towards meeting the COA Contract goal. It may be that only a portion of the amount subcontracted to a DBE in Column 4 is eligible to be credited toward meeting the goal See Note 1, Note 2, Note 3. The Contracting Agency will utilize the sum of this column (Box 4) to determine whether or not the bidder has met the goal. In the event of an arithmetic error in summing column 5 or an error in making appropriate reductions in the amounts in columns four, See Note 1, Note 2, Note 3, then the mathematics will be corrected and the total (Box 4) will be revised accordingly.

Note 1: For Work sublet as Force Account the bidder may only claim 50% of the amount subcontracted (Column 4) towards meeting the goal (Column 5). This information will be used to demonstrate that the DBE contract goal is met at the time that the bidder submits their bid. For example; amount sublet as force account = $100,000 (Column 4) equates to ($100,000 X 50%) = $50,000 (Column 5) to be applied towards the goal.

Note 2: For Work sublet to a Regular Dealer the bidder may only claim 60% of the cost of the materials or supplies (Column 4) towards meeting the goal (Column 5). For example; Material cost = $100,000 (Column 4) equates to ($100,000 X 60%) = $60,000 (Column 5) to be applied towards the goal.

Note 3: For Work sublet to a Broker the bidder may only claim the fees paid to a Broker towards meeting the goal (Column 4). For example; amount sublet to a broker = $100,000 (Column 4) equates to ($100,000 X reasonable fee %) = $ (Column 5) to be applied towards the goal.

Box 3: Box 3 is the COA Contract goal which is the minimum required DBE participation. The goal stated in the Contract will be in terms of a dollar amount or a percentage in the Contract. When expressed as a percentage you must multiply the percentage times the sum total of all bid items as submitted in the Bidder’s Proposal to determine the dollar goal and write it in Box 3. In the event of an error in this box, the Contracting Agency will revise the amount accordingly.

Box 4: Box 4 is the sum of the values in column 5. This value must equal or exceed the COA Contract goal amount written in Box 3 or;

Box 5: Check Box 5 if insufficient DBE Participation has been achieved and a good faith effort is required. Refer to the subsection titled, Selection of Successful Bidder/Good Faith Efforts (GFE) in the Contract.

See the Disadvantaged Business Enterprise Participation specification in the Contract for more information.
Disadvantaged Business Enterprise Utilization Certification

To be eligible for Award of this Contract the Bidder shall fill out and submit, as a supplement to its sealed Bid Proposal, a Disadvantaged Business Enterprise (DBE) Utilization Certification. The Contracting Agency shall consider as non-responsive and shall reject any Bid Proposal that does not contain a DBE Utilization Certification which properly demonstrates that the Bidder will meet the DBE participation requirements in one of the manners provided for in the proposed Contract. Refer to the instructions on Page 2 when filling out this form or the Bid may be rejected. An example form has been provided on Page 3. The successful Bidder’s DBE Utilization Certification shall be deemed a part of the resulting Contract.

Box 1: A Plus Construction Company certifies that the DBE firms listed below have been contacted regarding participation on this project. If this Bidder is successful on this project and is awarded the Contract, it shall assure that subcontracts or supply agreements are executed with named DBEs. (If necessary, use additional sheets.)

Box 2: US 395, Spokane City Limits to Stevens County Line - Paving and Safety

<table>
<thead>
<tr>
<th>Column 1</th>
<th>Column 2</th>
<th>Column 3</th>
<th>Column 4</th>
<th>Column 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name of DBE (See instructions)</td>
<td>Project Role (See instructions)</td>
<td>Description of Work (See instructions)</td>
<td>Dollar Amount Subcontracted to DBE (See instructions)</td>
<td>Dollar Amount to be Applied Towards Goal (See instructions)</td>
</tr>
<tr>
<td>A Plus Construction Company</td>
<td>Prime</td>
<td>Asphalt and concrete paving, asphalt milling, preleveling and pavement repair</td>
<td>N/A</td>
<td>900,000</td>
</tr>
<tr>
<td>In the Line Services, Inc.</td>
<td>Subcontractor (Force Account)</td>
<td>Crack sealing</td>
<td>20,000</td>
<td>10,000</td>
</tr>
<tr>
<td>In the Line Services, Inc.</td>
<td>Subcontractor</td>
<td>Guideposts, joint seal, pavement markers, temporary signage, construction sign installation</td>
<td>200,000</td>
<td>200,000</td>
</tr>
<tr>
<td>The Everything Guys, LLC</td>
<td>Regular Dealer</td>
<td>Rental and sales of highway construction and related equipment and materials</td>
<td>100,000</td>
<td>60,000</td>
</tr>
<tr>
<td>Optimus Prime Trucking, Inc.</td>
<td>Subcontractor</td>
<td>Dump Trucking</td>
<td>50,000</td>
<td>50,000</td>
</tr>
<tr>
<td>Metalheads, Inc.</td>
<td>Manufacturer</td>
<td>Dowel Bars</td>
<td>75,000</td>
<td>75,000</td>
</tr>
<tr>
<td>Erosion Under Control Co.</td>
<td>Broker</td>
<td>Erosion control blankets, straw bales and wattles, sand bags</td>
<td>15,000</td>
<td>250</td>
</tr>
</tbody>
</table>

Disadvantaged Business Enterprise 356,968.16
Condition of Award Contract Goal  Box 3
Total DBE Commitment Dollar Amount 1,295,250
Box 4

5 By checking Box 5 the Bidder is stating that their attempts to solicit sufficient DBE participation to meet the COA Contract goal has been unsuccessful and good faith effort will be submitted in accordance with Section 1-02.9 of the Contract

DOT Form 272-056
Revised 02/2018
Disadvantaged Business Enterprise (DBE) Written Confirmation Document


THIS FORM SHALL ONLY BE SUBMITTED TO A DBE THAT IS LISTED ON THE CONTRACTOR’S DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION CERTIFICATION.

THE CONTRACTOR SHALL COMPLETE PART A PRIOR TO SENDING TO THE DBE.

________________________________________

PART A: To be completed by the bidder

The entries below shall be consistent with what is shown on the Bidder’s Disadvantaged Business Enterprise Utilization Certification. Failure to do so will result in Bid rejection.

Contract Title: ________________________________

Bidder’s Business Name: ________________________________

DBE’s Business Name: ________________________________

Description of DBE’s Work: ________________________________

Dollar Amount to be Applied Towards DBE Goal: ________________________________

Dollar Amount to be Subcontracted to DBE*: ________________________________

*Optional Field

________________________________________

PART B: To be completed by the Disadvantaged Business Enterprise

As an authorized representative of the Disadvantaged Business Enterprise, I confirm that we have been contacted by the Bidder with regard to the referenced project for the purpose of performing the Work described above. If the Bidder is awarded the Contract, we will enter into an agreement with the Bidder to participate in the project consistent with the information provided in Part A of this form.

Name (printed): ________________________________

Signature: ________________________________

Title: ________________________________

Address: ________________________________

Date: ________________________________
## Disadvantaged Business Enterprise (DBE) Bid Item Breakdown Form

<table>
<thead>
<tr>
<th>1. Contract Number</th>
<th>2. Contract Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>3. Prime Contractor</td>
<td>4. Prime Contractor Representative Name</td>
</tr>
<tr>
<td>5. Prime Contractor Representative Phone Number</td>
<td>6. Prime Contractor Representative Email</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Column 1</th>
<th>Column 2</th>
<th>Column 3</th>
<th>Column 4</th>
<th>Column 5</th>
<th>Column 6</th>
<th>Column 7</th>
<th>Column 8</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name of UDBE</td>
<td>Bid Item #</td>
<td>Full/Partial</td>
<td>Quantity</td>
<td>Description</td>
<td>Unit Price</td>
<td>Total Unit Cost</td>
<td>Dollar Amount to be Applied Towards Goal</td>
</tr>
<tr>
<td>Name of UDBE</td>
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<td>Total Unit Cost</td>
<td>Dollar Amount to be Applied Towards Goal</td>
</tr>
</tbody>
</table>

**Subtotal:** $0.00 $0.00

**Subtotal:** $0.00 $0.00

**Subtotal:** $0.00 $0.00

**Subtotal:** $0.00 $0.00

**TOTAL UDBE Dollar Amount:** $0.00 $0.00
Instructions for Disadvantaged Business Enterprise (DBE) Bid Item Breakdown Form

Box 1: Provide the Contract Number as stated in the project information webpage.

Box 2: Provide the Name of the project as stated in the project information webpage.

Box 3: Provide the Name of the bidder (Proposal holder) submitting Bid.

Box 4: Provide the name of the prime contractor’s representative available to contact regarding this form.

Box 5: Provide the phone number of the prime contractor’s representative available to contact regarding this form.

Box 6: Provide the email of the prime contractor’s representative available to contact regarding this form.

Column 1: Provide the Name of the Disadvantaged Business Enterprise (DBE) Firm. DBE Firms can be found using the search tools under the Firm Certification section of the Diversity Management and Compliance System (DMCS) webpage https://wsdot.diversitycompliance.com.

Column 2: Provide the Bid Item Number (as it appears in the engineer’s estimate bid check report) available on the project information webpage.

Column 3: If the DBE is performing only part of the bid item, mark “Partial”. If the DBE is performing the entire bid item, mark “Complete”.

Column 4: Provide the estimated quantity for the specific bid item. For trucking firms, use hour or another unit of measure.

Column 5: Provide a description of the work to be performed by the DBE.

Column 6: Provide the price per unit and specify the type of unit used. For trucking firms, use hour or another unit of measure.

Column 7: Provide the estimated total unit cost amount per bid item.

Column 8: Provide the amount of the bid item being used to fulfill the DBE goal. The work to be performed must be consistent with the Certified Business Description of the DBE provided in the DMCS webpage https://wsdot.diversitycompliance.com. Mobilization up to 10% is acceptable. If mobilization is more than 10% additional information and/or justification may be requested. The total amount shown for each DBE shall match the amount shown on the DBE Utilization Certification Form.

Use Additional Sheets if necessary.
**PART A: TO BE COMPLETED BY THE BIDDER**

This form is in support of the trucking commitment identified on the DBE Utilization Certification Form submitted with the proposal. Please note that DBE’s must be certified prior to time of submittal.

<table>
<thead>
<tr>
<th>Federal Aid #</th>
<th>Contract #</th>
<th>Project Name</th>
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If listing items by hours, or by lump sum amounts, please provide calculations to substantiate the quantities listed.

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<tr>
<th>Bid Item</th>
<th>Item Description</th>
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Use additional sheets as necessary.

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<th>Phone</th>
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<th>Signature</th>
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I certify that the above information is complete and accurate.

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<th>Email</th>
<th>Date</th>
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**PART B: TO BE COMPLETED BY THE DBE TRUCKING FIRM**

**Note:** DBE trucking firm participation may only be credited as DBE participation for the value of the hauling services, not for the materials being hauled unless the trucking firm is also recognized as a supplier of the materials used on the project and approved for this project as a regular dealer.

1. Type of Material expected to be hauled?

2. Number of fully operational trucks expected to be used on this project?

   Tractor/trailers: _________

   Dump trucks: _________

3. Number of trucks and trailers owned by the DBE that will be used on this project?

   Tractor/trailers: _________

   Dump trucks: _________

4. Number of trucks and trailers leased by the DBE that will be used on this project?

   Tractor/trailers: _________

   Dump trucks: _________

<table>
<thead>
<tr>
<th>DBE Firm Name</th>
<th>Name/Title (please print)</th>
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I certify that the above information is complete and accurate.

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Submit this form to in accordance with section 1-02.9 of the Contract.

Instruction to Bidder: The Bidder shall complete and submit the Disadvantaged Business Enterprise (DBE) Trucking Credit Form in accordance with Section 1-02.9 of the Contract.

INSTRUCTIONS

Please note – All Fields are required

PART A: TO BE COMPLETED BY THE BIDDER

Federal Aid: Include the project federal-aid number.
County: Specify the County where the project will take place.
Contract #: Specify the Project Contract Number which can be found in the Engineer’s estimate bid check report.
Bid Item: Provide the Bid Item Number (as it appears in the engineer’s estimate bid check report) for which trucking services will be utilized.
Item Description: Provide description of the bid item (as it appears in the engineer’s estimate bid check report) for which trucking will be utilized.
Bidder: In this section, provide the bidder’s legal name, title, Business address, Phone and email.

The bidder’s representative signature is required in addition to the date the form was signed.

PART B: TO BE COMPLETED BY THE DBE TRUCKING FIRM

Question 1: Specify type of material that will be hauled (i.e. Sand, HMA, gravel)
Question 2: Specify the total number of operational trucks that will be used on the project.
Question 3: Specify the total number of operational trucks and trailers owned by the DBE that will be used on the project.
Question 4: Specify the total number of operational trucks and trailers leased by the DBE that will be used on the project.

DBE Firm: In this section, provide the DBE Firm's legal name, DBE Firm’s representative legal name and title, certification Number (Found in the firm’s OMWBE Profile page in the OMWBE directory), Business address, Phone, fax and email.

The DBE Firm’s representative signature is required in addition to the date the form was signed.
SPECIFICATION NO. PW21-0719F

The bidder is hereby advised that by signature of this bid proposal he/she is deemed to have acknowledged all requirements and signed all certificates contained herein.

The undersigned hereby agrees to pay labor not less than the prevailing rates of wages in accordance with the requirements of the Special provisions for this project.

A bid 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 CITY TREASURER

BID BOND   ____ IN THE AMOUNT OF 5% OF THE TOTAL AMOUNT BID

**Receipt is hereby acknowledged of Addendum No.(s) __, __, __, & __.

SIGNATURE OF AUTHORIZED OFFICIAL(S)

________________________________________

________________________________________

Firm Name ______________________________

Signed and sworn to (or affirmed) before me on __________________________

Date

__________________________

Notary Public

My appointment expires__________________________

(Seal or Stamp)

NOTE:

1. This bid proposal form is not transferable and any alteration of the firm’s name entered hereon without prior permission from the Secretary of Transportation will because for considering the bid proposal irregular and subsequent rejection of the bid.

2. Please refer to Section 1-02.6 of the standard Specification, re: “Preparation of Proposal,” or “Article 4” of the Instructions to Bidders for building construction jobs.
This Contract is made and entered into effective this _____ day of ,20 _____, ("Effective Date") by and between the City of Tacoma, a Municipal Corporation of the State of Washington ("City"), and legal name of Supplier including type of business entity ("Contractor").

That in consideration of the mutual promises and obligations hereinafter set forth the Parties hereto agree as follows:

I. Contractor shall fully execute and diligently and completely perform all work and provide all services and deliverables described herein and in the items listed below each of which are fully incorporated herein and which collectively are referred to as "Contract Documents":

1. Specification No. Enter Spec Number and Enter Spec Title together with all authorized addenda.
2. Contractor’s submittal (or specifically described portions thereof) dated Enter Submittal Date submitted in response to Specification No. Enter Spec Number and Enter Spec Title.
3. Describe with specific detail and list separately any other documents that will make up the contract (fee schedule, work schedule, authorized personnel, etc.) or any other additional items mutually intended to be binding upon the parties.

II. In the event of a conflict or inconsistency between the terms and conditions contained in this document entitled Contract and any terms and conditions contained the above referenced Contract Documents the following order of precedence applies with the first listed item being the most controlling and the last listed item the least controlling:

1. Contract
2. List remaining Contract Documents in applicable controlling order.

III. The Contract terminates on xxxxx. {May remove if not applicable}

IV. The total price to be paid by City for Contracts full and complete performance hereunder may not exceed: 
$     , plus any applicable taxes.

V. Contractor agrees to accept as full payment hereunder the amounts specified herein and in Contract Documents, and the City agrees to make payments at the times and in the manner and upon the terms and conditions specified. Except as may be otherwise provided herein or in Contract Documents Contractor shall provide and bear the expense of all equipment, work and labor of any sort whatsoever that may be required for the transfer of materials and for constructing and completing the work and providing the services and deliverables required by this Contract.

VI. The City’s preferred method of payment is by ePayables (Payment Plus), followed by credit card (aka procurement card), then Electronic Funds Transfer (EFT) by Automated Clearing House (ACH), then check or other cash equivalent. CONTRACTOR may be required to have the capability of accepting the City’s ePayables or credit card methods of payment. The City of Tacoma will not accept price changes or pay additional fees when ePayables (Payment Plus) or credit card is used. The City, in its sole discretion, will determine the method of payment for this Contract.

VII. Failure by City to identify a deficiency in the insurance documentation provided by Contractor or failure of City to demand verification of coverage or compliance by Contractor with these insurance requirements shall not be construed as a waiver of Contractor’s obligation to maintain such insurance.

VIII. Contractor acknowledges, and by signing this Contract agrees, that the Indemnification provisions set forth in the controlling Contract Documents, including the Industrial Insurance immunity waiver (if applicable), are totally and fully part of this Contract and, within the context of the competitive bidding laws, have been mutually negotiated by the Parties hereto.
IX. Contractor and for its heirs, executors, administrators, successors, and assigns, does hereby agree to the full performance of all the requirements contained herein and in Contract Documents.

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

IN WITNESS WHEREOF, the Parties hereto have accepted and executed, as of the Effective Date stated above, which shall be Effective Date for bonding purposes as applicable.

CITY OF TACOMA: CONTRACTOR:

By: By:

(City of Tacoma use only - blank lines are intentional)

Director of Finance: ______________________________________________________________

City Attorney (approved as to form): _________________________________________________

Approved By: ___________________________________________________________________

Approved By: ___________________________________________________________________

Approved By: ___________________________________________________________________

Approved By: ___________________________________________________________________

Approved By: ___________________________________________________________________

Approved By: ___________________________________________________________________

Approved By: ___________________________________________________________________
PAYMENT BOND
TO THE CITY OF TACOMA

That we, the undersigned,

as principal, and

as a surety, are jointly and severally held and firmly bound to the CITY OF TACOMA, in the penal sum of,

$ ______________________ , for the payment whereof Contractor and Surety bind themselves,

their executors, administrators, legal representatives, successors and assigns, jointly and severally, firmly by these presents.

This obligation is entered into in pursuance of the statutes of the State of Washington, the Ordinances of the City of Tacoma.

WHEREAS, under and pursuant to the City Charter and general ordinances of the City of Tacoma, the said City has or is about to enter with the above bounden principal, a contract, providing for

_________________________

Specification No.

_________________________

Specification Title:

_________________________

Contract No.

(which contract is referenced to herein and is made a part hereof as though attached hereto), and

WHEREAS, the said principal has accepted, the said contract, and undertake to perform the work therein provided for in the manner and within the time set forth.

This statutory payment bond shall become null and void, if and when the Principal, its heirs, executors, administrators, successors, or assigns shall pay all persons in accordance with RCW 39.08, 39.12, and 60.28, including all workers, laborers, mechanics, subcontractors, and materialmen, and all person who shall supply such contractor or subcontractor with provisions and supplies for the carrying on of such work, and all taxes incurred on said Contract under Titles 50 and 51 RCW and all taxes imposed on the Principal under Title 82 RCW; and if such payment obligations have not been fulfilled, this bond shall remain in full force and effect.

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

No suit or action shall be commenced hereunder by any claimant unless claimant shall have given the written notices to the City, and where required, the Contractor, in accordance with RCW 39.08.030.

The amount of this bond shall be reduced by and to the extent of any payment or payments made in good faith hereunder, inclusive of the payment by Surety of claims which may be properly filed in accordance with RCW 39.08 whether or not suit is commenced under and against this bond.

If any claimant shall commence suit and obtain judgment against the Surety for recovery hereunder, then the Surety, in addition to such judgment and attorney fees as provided by RCW 39.08.030, shall also pay such costs and attorney fees as may be incurred by the City as a result of such suit. Venue for any action arising out of or in connection with this bond shall be in Pierce County, WA.

Surety companies executing bonds must be authorized to transact business in the State of Washington as surety and named in the current list of “Surety Companies Acceptable in Federal Bonds” as published in the Federal Register by the Audit Staff Bureau of Accounts, U.S. Department of the Treasury.
One original bond shall be executed, and be signed by the parties’ duly authorized officers. This bond will only be accepted if it is accompanied by a fully executed power of attorney for the office executing on behalf of the surety.

Principal: Enter Vendor Legal Name

__________________________________________
By: _________________________________________

Surety:

__________________________________________
By: _________________________________________

By: _________________________________________

Agent’s Name: _______________________________

Agent’s Address: _____________________________
PERFORMANCE BOND
TO THE CITY OF TACOMA

That we, the undersigned,

as principal, and

as a surety, are jointly and severally held and firmly bound to the CITY OF TACOMA, in the penal sum of

$ ____________________ , for the payment whereof Contractor and Surety bind themselves,

their executors, administrators, legal representatives, successors and assigns, jointly and severally, firmly by these presents.

This obligation is entered into in pursuance of the statutes of the State of Washington, the Ordinances of the City of Tacoma.

WHEREAS, under and pursuant to the City Charter and general ordinances of the City of Tacoma, the said City has or is about to enter with the above bounden principal, a contract, providing for

Specification No.

Specification Title:

Contract No.

(which contract is referenced to herein and is made a part hereof as though attached hereto), and

WHEREAS, the said principal has accepted, the said contract, and undertake to perform the work therein provided for in the manner and within the time set forth.

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

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

If the City shall commence suit and obtain judgment against the Surety for recovery hereunder, then the Surety, in addition to such judgement, shall pay all costs and attorney’s fees incurred by the City in enforcement of its rights hereunder. Venue for any action arising out of in connection with this bond shall be in Pierce County, Washington.

Surety companies executing bonds must be authorized to transact business in the State of Washington as surety and named in the current list of “Surety Companies Acceptable in Federal Bonds” as published in the Federal Register by the Audit Staff Bureau of Accounts, U.S. Department of the Treasury.

One original bond shall be executed, and signed by the parties’ duly authorized officers. This bond will only be accepted if it is accompanied by a fully executed power of attorney for the office executing on behalf of the surety.

Principal: Enter Vendor Legal Name

By: ____________________________

Surety:

By: ____________________________

Agent’s Name: ____________________________

Agent’s Address: ____________________________

Resolution No.

Bond No.

Form No. SPEC-100A 04/09/2020
GENERAL RELEASE TO THE CITY OF TACOMA

The undersigned, named as the contractor for _________
Project / Spec. #
between _________________________ and the City of Tacoma,
(Themselves or Itself)
dated _________________________, 20___, hereby releases the City of
Tacoma, its departmental officers and agents from any and all claim or claims
whatsoever in any manner whatsoever at any time whatsoever arising out of
and/or in connection with and/or relating to said contract, excepting only the
equity of the undersigned in the amount now retained by the City of Tacoma
under said contract, to-wit the sum of $______________________.

Signed at Tacoma, Washington this _____ day of __________, 20___.

______________________________________________
Contractor

By _____________________________

Title ___________________________
PART II

REQUIRED FEDERAL AID

CONTRACT PROVISIONS
I. General

II. Nondiscrimination

III. Nonsegregated 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. Compliance with Governmentwide Suspension and Debarment Requirements

XI. Certification Regarding Use of Contract Funds for Lobbying

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 (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).

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.

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). 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 bid proposal or request for proposal 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).

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.

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. The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors.

II. NONDISCRIMINATION

The provisions of this section related to 23 CFR Part 230 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 60, 29 CFR 1625-1627, Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), Title VI of the Civil Rights Act of 1964, as amended, 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 60, and 29 CFR 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), and Title VI of the Civil Rights Act of 1964, as amended, 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 230, 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 (28 CFR 35, 29 CFR 1630, 29 CFR 1625-1627, 41 CFR 60 and 49 CFR 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 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this
contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the 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.

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, 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 who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring 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, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with 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. 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, 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, 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 there under. 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, 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 and 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. Assurance Required by 49 CFR 26.13(b):

   a. The requirements of 49 CFR Part 26 and the State DOT’s U.S. DOT-approved DBE program are incorporated by reference.

   b. The contractor 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 contracting agency deems appropriate.

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 $10,000 or more.

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, 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). The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. Contracting agencies may elect to apply these requirements to other projects.

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

   a. All laborers and mechanics employed or working upon the site of the work, will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of 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.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph 1.d. 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 shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). 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 classification and wage rates conformed under paragraph 1.b. of this section) and the Davis-Bacon poster (WH–1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b. (1) The contracting officer shall 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 shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore 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 utilized 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) 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 shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, DC 20210. 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.

   (3) 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 shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. The Wage and Hour 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.

   (4) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs 1.b.(2) or 1.b.(3) of this section, shall 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.
c. 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 shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

d. 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, 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.

2. Withholding

The contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor under this contract, or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the contracting agency may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

3. Payrolls and basic records

a. Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, 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 section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the contractor shall 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. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.
b. (1) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the contracting agency. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g., the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH–347 is available for this purpose from the Wage and Hour Division Web site at http://www.dol.gov/esa/whd/forms/wh347instr.htm or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the contracting agency for transmission to the State DOT, the FHWA or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the contracting agency.

(2) Each payroll submitted shall be accompanied by a “Statement of Compliance,” signed by the contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(i) That the payroll for the payroll period contains the information required to be provided under §5.5 (a)(3)(ii) of Regulations, 29 CFR part 5, the appropriate information is being maintained under §5.5 (a)(3)(i) of Regulations, 29 CFR part 5, and that such information is correct and complete;

(ii) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations, 29 CFR part 3;

(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 of work performed, as specified in the applicable wage determination incorporated into the contract.

(3) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH–347 shall satisfy the requirement for submission of the “Statement of Compliance” required by paragraph 3.b.(2) of this section.

(4) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under section 1001 of title 18 and section 231 of title 31 of the United States Code.

c. The contractor or subcontractor shall make the records required under paragraph 3.a. of this section available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the FHWA may,
after written notice to the contractor, the contracting agency or the State DOT, 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 may be grounds for debarment action pursuant to 29 CFR 5.12.

4. Apprentices and trainees

   a. Apprentices (programs of the USDOL).

Apprentices will be permitted to work at less than the predetermined rate for the work they performed 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 Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice.

The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall 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 the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

   b. Trainees (programs of the USDOL).

Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and
individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration.

The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration.

Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Equal employment opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

d. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

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.

6. Subcontracts. The contractor or subcontractor shall insert Form FHWA-1273 in any subcontracts and also require the subcontractors to include Form FHWA-1273 in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 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.

9. Disputes concerning labor standards. 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 he or she) 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 section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

   b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).


V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

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 watchmen 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.

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. 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 watchmen and guards, employed in violation of the clause set forth in paragraph (1.) of this section, in the sum of $10 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.

3. Withholding for unpaid wages and liquidated damages. The FHWA or the contacting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2.) of this section.

4. Subcontracts. The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraph (1.) through (4.) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1.) through (4.) of this section.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System.

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” 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:

   (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.

2. 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. 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.

5. The 30% self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements.

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 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.

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 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).
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 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 1, 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

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.
By submission of this bid/proposal or the execution of this contract, or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

1. That any person who is or will be utilized in the performance of this contract is not prohibited from receiving an award due to a violation of Section 508 of the Clean Water Act or Section 306 of the Clean Air Act.
2. That the contractor agrees to include or cause to be included the requirements of paragraph (1) of this Section X in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements.

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.

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.
   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.
   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.
   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 and 1200. “First Tier Covered Transactions” refers to any covered transaction between a grantee or subgrantee 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 grantee or subgrantee 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.

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.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant 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 Excluded Parties List System website (https://www.epls.gov/), which is compiled by the General Services Administration.

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. 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) 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;

(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; 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.

b. Where the prospective participant is unable to certify to any of the statements in this
certification, such prospective participant shall attach an explanation to this proposal.

2. Instructions for Certification - Lower Tier 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)

a. By signing and submitting this proposal, the prospective lower tier is providing the
certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was
placed when this transaction was entered into. If it is later determined that the prospective lower
tier participant knowingly rendered an erroneous certification, in addition to other remedies
available to the Federal Government, the department, or agency with which this transaction
originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person
to which this proposal is
submitted if at any time the prospective lower tier participant learns that
its certification was erroneous by reason of changed circumstances.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant,"
"person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR
Parts 180 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 grantee or subgrantee 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 grantee
or subgrantee 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.

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.

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 Excluded Parties List System website
(https://www.epls.gov/), which is compiled by the General Services Administration.

h. Nothing contained in the foregoing shall be construed to require establishment of a system
of records in order to render in good faith the certification required by this clause. The
knowledge and information of participant is not required to exceed that which is normally
possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in
a covered transaction knowingly enters into a lower tier covered transaction with a person who
is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction,
in addition to other remedies available to the Federal Government, the department or agency
with which this transaction originated may pursue available remedies, including suspension
and/or debarment.

* * * * *

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--
Lower Tier Participants:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it
nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible,
or voluntarily excluded from participating in covered transactions by any Federal department or
agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in
this certification, such prospective participant shall attach an explanation to this proposal.

* * * * *
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 20).

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

   a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

   b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

3. The prospective participant also agrees by submitting 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.
ATTACHMENT A - EMPLOYMENT AND MATERIALS PREFERENCE FOR APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS ROAD CONTRACTS
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.
AMENDMENT
REQUIRED CONTRACT PROVISIONS
(Exclusive of Appalachian Contracts)

FEDERAL-AID CONSTRUCTION CONTRACTS

The Federal–Aid provisions are supplemented with the following:

XII. Cargo Preference Act

1. U.S. Department of Transportation Federal Highway Administration memorandum dated December 11, 2015 requires that all federal-aid highway programs awarded after February 15, 2016 must comply with the Cargo Preference Act and its regulation of 46 CFR 381.7 (a)-(b).
PART III

SPECIAL PROVISIONS
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INTRODUCTION TO THE SPECIAL PROVISIONS

(December 10, 2020 APWA GSP)

The work on this project shall be accomplished in accordance with the Standard Specifications for Road, Bridge and Municipal Construction, 2021 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 project-specific Special Provisions are not labeled as such. The GSPs are labeled under the headers of each GSP, with the effective date of the GSP and its source. For example:

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

Also incorporated into the Contract Documents by reference are:

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

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

DESCRIPTION OF WORK

(March 13, 1995)

This Contract shall generally consist of asphalt paving, curb ramps and sidewalk, illumination, signs, pavement markings, PPBs and signal improvements. These improvements will complete work along South Yakima Avenue at the intersections of 72nd Street, 84th Street and 96th Street, all in accordance with the attached Contract Plans, these Contract Provisions, and the Standard Specifications.

END OF SECTION
1-01 DEFINITIONS AND TERMS

1-01.3 Definitions

(January 4, 2016 APWA GSP)

Delete the heading Completion Dates and the three paragraphs that follow it, and replace them with the following:

Dates

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

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

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

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

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

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

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

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

Supplement this Section with the following:

All references in the Standard Specifications, Amendments, or WSDOT General Special Provisions, to the terms “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.

END OF SECTION
1-02 BID PROCEDURES AND CONDITIONS

1-02.1 Prequalification of Bidders

Delete this section and replace it with the following:

1-02.1 Qualifications of Bidder

(January 24, 2011 APWA GSP)

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

1-02.2 Plans and Specifications

(June 27, 2011 APWA GSP)

Delete this section and replace it with the following:

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

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

<table>
<thead>
<tr>
<th>To Prime Contractor</th>
<th>No. of Sets</th>
<th>Basis of Distribution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduced plans (11&quot; x 17&quot;)</td>
<td>6</td>
<td>Furnished automatically upon award.</td>
</tr>
<tr>
<td>Contract Provisions</td>
<td>6</td>
<td>Furnished automatically upon award.</td>
</tr>
<tr>
<td>Large plans (e.g., 22&quot; x 34&quot;)</td>
<td>2</td>
<td>Furnished only upon request.</td>
</tr>
</tbody>
</table>

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

1-02.4(1) General

(August 15, 2016 APWA GSP Option B)

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

Any prospective Bidder desiring an explanation or interpretation of the Bid Documents, shall request the explanation or interpretation in writing by close of business 6 business days preceding the bid opening to allow a written reply to reach all prospective Bidders before the submission of their Bids.
1-02.5 Proposal Forms  
(July 31, 2017  APWA GSP)  
Delete this section and replace it with the following:

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

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

1-02.6 Preparation of Proposal  
(December 10, 2020  APWA GSP, Option A)  

Supplement this section with the following:

The Bidder shall submit with the Bid a completed Disadvantaged Business Enterprise (DBE) Utilization Certification, when required by the Special Provisions. For each and every DBE firm listed on the Bidder’s completed Disadvantaged Business Enterprise Utilization Certification, the Bidder shall submit written confirmation from that DBE firm that the DBE is in agreement with the DBE participation commitment that the Bidder has made in the Bidder’s completed Disadvantaged Business Enterprise Utilization Certification.

WSDOT Form 422 031 (Disadvantaged Business Enterprise Written Confirmation Document) is to be used for this purpose. Bidder must submit good faith effort documentation only in the event the bidder’s efforts to solicit sufficient DBE participation have been unsuccessful.

The Bidder shall submit a DBE Bid Item Breakdown form defining the scope of work to be performed by each DBE listed on the DBE Utilization Certification.

If the Bidder lists a DBE Trucking firm on the DBE Utilization Certification, then the Bidder must also submit a DBE Trucking Credit Form (WSDOT Form 272-058) documenting how the DBE Trucking firm will be able to perform the scope of work subcontracted to them.

Directions for delivery of the Disadvantaged Business Enterprise Written Confirmation Documents, Disadvantaged Business Enterprise Good Faith Effort documentation, DBE Bid Item Breakdown Form and the DBE Trucking Credit Form are included in Section 1-02.9.
The Bidder shall submit with the Bid, its proposal for incorporating recycled materials into the project, using the form provided in the Contract Provisions.

1-02.7 Bid Deposit
(March 1, 2021 Tacoma GSP)

Delete this section and replace it with the following:

A deposit of at least 5 percent of the total Bid shall accompany each Bid. This deposit may be cash, certified check, cashier’s check, or a proposal bond (Surety bond). Any proposal bond shall be on the Contracting Agency’s form and shall be signed by the Bidder and the Surety. A proposal bond shall not be conditioned in any way to modify the minimum 5 percent required. The Surety shall: (1) be registered with the Washington State Insurance Commissioner, and (2) appear on the current Authorized Insurance List in the State of Washington published by the Office of the Insurance Commissioner.

The failure to furnish a Bid deposit of a minimum of 5 percent shall make the Bid nonresponsive and shall cause the Bid to be rejected by the Contracting Agency.

If submitting your bid electronically, a scanned version of the original bid bond or cashier’s check shall accompany your electronic bid submittal. The original bid bond or cashier’s check shall be sent to the Contracting Agency and received by the Contracting Agency within 7 calendar days of the bid opening or the bidder may be deemed non-responsive.

Original bid bonds or cashier’s check will be delivered to:
City of Tacoma Procurement & Payables Division
Tacoma Public Utilities
P.O. Box 11007
Tacoma, WA 98411-0007

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

1-02.9 Delivery of Proposal
(March 1, 2021 Tacoma GSP)

Delete this section and replace it with the following:

Each Proposal shall be submitted in a sealed envelope or shall be submitted electronically via email to bids@cityoftacoma.org, 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.

To be considered responsive on a FHWA-funded project, the Bidder may be required to submit the following items, as required by Section 1-02.6:
• DBE Written Confirmation Document from each DBE firm listed on the Bidder’s completed DBE Utilization Certification (WSDOT 272-056);
• Good Faith Effort (GFE) Documentation
• DBE Bid Item Breakdown (WSDOT 272-054)
• DBE Trucking Credit Form (WSDOT 272-058)

These documents, if applicable, shall be received either with the Bid Proposal or as a Supplement to the Bid. The documents shall be received no later than 48 hours (not including Saturdays, Sundays and Holidays) after the time for delivery of the Bid Proposal.

If submitted after the Bid Proposal is due, the document(s) shall be submitted as follows:

1. In a sealed envelope labeled the same as for the Proposal, with “Supplemental Information” added, or
2. By e-mail to bids@cityoftacoma.org with “Supplemental Information” noted in the subject line.

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.

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” (DBE confirmations or GFE documentation) that is received after the time specified above, 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 Tuesday on which the normal work processes of the Contracting Agency resume.

1-02.10 Withdrawing, Revising, or Supplementing Proposal
(March 1, 2021 Tacoma GSP)

Delete this section and replace it with the following:

After submitting a 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 emails it to bids@cityoftacoma.org, and
2. The Contracting Agency receives the request before the time set for receipt of 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.
The Bidder’s written request to revise or supplement a Bid Proposal must be accompanied by the revised or supplemented package in its entirety. If the Bidder does not submit a revised or supplemented package, 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.

1-02.12 Public Opening of Proposals
(March 1, 2021 Tacoma GSP)

Proposals will be opened and publicly read via webcast at the time indicated in the call for Bids unless the Bid opening has been delayed or canceled.

This public bid opening will be held via webinar. Please use the link below or on the Request for Bids page to join the webinar:

https://us02web.zoom.us/j/83250498294

Preliminary and final bid results are posted at www.TacomaPurchasing.org.

1-02.13 Irregular Proposals
(October 1, 2020 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 authorized Proposal form furnished by the Contracting Agency is not used or is altered;
   c. The completed Proposal form contains any unauthorized additions, deletions, alternate Bids, or conditions;
   d. The Bidder adds provisions reserving the right to reject or accept the award, or enter into the Contract;
   e. A price per unit cannot be determined from the Bid Proposal;
   f. The Proposal form is not properly executed;
   g. The Bidder fails to submit or properly complete a Subcontractor list, if applicable, as required in Section 1-02.6;
   h. The Bidder fails to submit or properly complete a Disadvantaged Business Enterprise Certification, if applicable, as required in Section 1-02.6;
   i. The Bidder fails to submit written confirmation from each DBE firm listed on the Bidder’s completed DBE Utilization Certification that they are in agreement with the bidder’s DBE participation commitment, if applicable, as required in Section 1-02.6, or if the written confirmation that is submitted fails to meet the requirements of the Special Provisions;
   j. The Bidder fails to submit DBE Good Faith Effort documentation, if applicable, as required in Section 1-02.6, or if the documentation that is submitted fails to demonstrate that a Good Faith Effort to meet the Condition of Award was made;
k. The Bidder fails to submit a DBE Bid Item Breakdown form, if applicable, as required in Section 1-02.6, or if the documentation that is submitted fails to meet the requirements of the Special Provisions;

l. The Bidder fails to submit DBE Trucking Credit Forms, if applicable, as required in Section 1-02.6, or if the documentation that is submitted fails to meet the requirements of the Special Provisions;

m. The Bid Proposal does not constitute a definite and unqualified offer to meet the material terms of the Bid invitation; or

n. More than one Proposal is submitted for the same project from a Bidder under the same or different names.

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. Receipt of Addenda is not acknowledged;
   d. 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
   e. 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.
Revise this section to read:

Before awarding any contract, the Contracting Agency may require one or more of these items or actions of the apparent lowest responsible bidder:

1. A complete statement of the origin, composition, and manufacture of any or all materials to be used,
2. Samples of these materials for quality and fitness tests,
3. A progress schedule (in a form the Contracting Agency requires) showing the order of and time required for the various phases of the work,
4. A breakdown of costs assigned to any bid item,
5. Attendance at a conference with the Engineer or representatives of the Engineer,
6. Obtain, and furnish a copy of, a business license to do business in the city or county where the work is located.
7. Any other information or action taken that is deemed necessary to ensure that the bidder is the lowest responsible bidder.

END OF SECTION
1-03 AWARD AND EXECUTION OF CONTRACT

1-03.1 Consideration of Bids
(January 23, 2006 APWA GSP)

Revise the first paragraph to read:

After opening and reading proposals, the Contracting Agency will check them for correctness of extensions of the prices per unit and the total price. If a discrepancy exists between the price per unit and the extended amount of any bid item, the price per unit will control. If a minimum bid amount has been established for any item and the bidder’s unit or lump sum price is less than the minimum specified amount, the Contracting Agency will unilaterally revise the unit or lump sum price, to the minimum specified amount and recalculate the extension. The total of extensions, corrected where necessary, including sales taxes where applicable and such additives and/or alternates as selected by the Contracting Agency, will be used by the Contracting Agency for award purposes and to fix the Awarded Contract Price amount and the amount of the contract bond.

1-03.1(1) Identical Bid Totals
(January 4, 2016 APWA GSP)

Revise this section to read:

After opening Bids, if two or more lowest responsive Bid totals are exactly equal, then the tie-breaker will be the Bidder with an equal lowest bid, that proposed to use the highest percentage of recycled materials in the Project, per the form submitted with the Bid Proposal. If those percentages are also exactly equal, then the tie-breaker will be determined by drawing as follows: Two or more slips of paper will be marked as follows: one marked “Winner” and the other(s) marked “unsuccessful”. The slips will be folded to make the marking unseen. The slips will be placed inside a box. One authorized representative of each Bidder shall draw a slip from the box. Bidders shall draw in alphabetic order by the name of the firm as registered with the Washington State Department of Licensing. The slips shall be unfolded and the firm with the slip marked “Winner” will be determined to be the successful Bidder and eligible for Award of the Contract. Only those Bidders who submitted a Bid total that is exactly equal to the lowest responsive Bid, and with a proposed recycled materials percentage that is exactly equal to the highest proposed recycled materials amount, are eligible to draw.

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

Revise this section to read:

Copies of the Contract Provisions, including the unsigned Form of Contract, will be available for signature by the successful bidder on the first business day following award. The number of copies to be executed by the Contractor will be determined by the Contracting Agency. Within 10 calendar days after the award date, the successful bidder shall return the signed Contracting Agency-prepared contract, an insurance certification as required by Section 1-07.18, and a satisfactory bond as required by law and Section 1-03.4. Before execution of the contract by the Contracting Agency, the successful bidder shall provide any pre-award information the Contracting Agency may require under Section 1-02.15.
Until the Contracting Agency executes a contract, no proposal shall bind the Contracting Agency nor shall any work begin within the project limits or within Contracting Agency-furnished sites. The Contractor shall bear all risks for any work begun outside such areas and for any materials ordered before the contract is executed by the Contracting Agency.

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

1-03.4 Contract Bond

(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).

END OF SECTION
1-04 SCOPE OF THE WORK

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

(December 10, 2020  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

Section 1-04.4 is supplemented with the following:

(April 30, 2020)

Change Orders will be transmitted electronically to the Contractor for signature. The Contractor shall apply all signatures electronically using the software provided by the Contracting Agency. Within 21 days of execution of the Contract, the Contractor shall submit a Type 1 Working Drawing consisting of the names, email addresses, and text message capable phone numbers for the authorized change order signers and shall bear the name, phone number and email of the officer providing this authorization. Delegation of authority to sign Change Orders shall be by the officer authorized to sign the Contract in accordance with Section 1-02.1.

END OF SECTION
1-05 CONTROL OF WORK

1-05.4 Conformity With and Deviations from Plans and Stakes

Add the following two new sub-sections:

1-05.4(1) Roadway and Utility Surveys
(October 1, 2005 APWA GSP)

The Engineer shall furnish to the Contractor one time only all principal lines, grades, and measurements the Engineer deems necessary for completion of the work. These shall generally consist of one initial set of:

1. Slope stakes for establishing grading;
2. Curb grade stakes;
3. Centerline finish grade stakes for pavement sections wider than 25 feet; and
4. Offset points to establish line and grade for underground utilities such as water, sewers, and storm drains.

On alley construction projects with minor grade changes, the Engineer shall provide only offset hubs on one side of the alley to establish the alignment and grade.

1-05.4(2) Bridge and Structure Surveys
(October 1, 2005 APWA GSP)

For all structural work such as bridges and retaining walls, the Contractor shall retain as a part of Contractor’s organization an experienced team of surveyors. The Contractor shall provide all surveys required to complete the structure, except the following primary survey control which will be provided by the Engineer:

1. Centerline or offsets to centerline of the structure.
2. Stations of abutments and pier centerlines.
3. A sufficient number of bench marks for levels to enable the Contractor to set grades at reasonably short distances.
4. Monuments and control points as shown in the Plans.

The Contractor shall establish all secondary survey controls, both horizontal and vertical, as necessary to assure proper placement of all project elements based on the primary control points provided by the Engineer. Survey work shall be within the following tolerances:

- Stationing: +.01 foot
- Alignment: +.01 foot (between successive points)
- Superstructure Elevations: +.01 foot (from plan elevations)
- Substructure Elevations: +.05 foot (from plan elevations)

During the progress of the work, the Contractor shall make available to the Engineer all field books including survey information, footing elevations, cross sections and quantities.

The Contractor shall be fully responsible for the close coordination of field locations and measurements with appropriate dimensions of structural members being fabricated.

1-05.7 Removal of Defective and Unauthorized Work
(October 1, 2005 APWA GSP)

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

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

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

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

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

1-05.11 Final Inspection

Delete this section and replace it with the following:

1-05.11 Final Inspections and Operational Testing

(October 1, 2005 APWA GSP)

1-05.11(1) Substantial Completion Date

When the Contractor considers the work to be substantially complete, the Contractor shall so notify the Engineer and request the Engineer establish the Substantial Completion Date. The Contractor’s request shall list the specific items of work that remain to be completed in order to reach physical completion. The Engineer will schedule an inspection of the work with the Contractor to determine the status of completion. The Engineer may also establish the Substantial Completion Date unilaterally.

If, after this inspection, the Engineer concurs with the Contractor that the work is substantially complete and ready for its intended use, the Engineer, by written notice to the Contractor, will set the Substantial Completion Date. If, after this inspection the Engineer does not consider the work substantially complete and ready for its intended use,
use, the Engineer will, by written notice, so notify the Contractor giving the reasons therefore.

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.

Add the following new section:

1-05.13 Superintendents, Labor and Equipment of Contractor
(August 14, 2013 APWA GSP)

Delete the sixth and seventh paragraphs of this section.

1-05.15 Method of Serving Notices
(March 25, 2009 APWA GSP)

Revise the second paragraph to read:

All correspondence from the Contractor shall be directed to the Project Engineer. All
correspondence from the Contractor constituting any notification, notice of protest, notice
of dispute, or other correspondence constituting notification required to be furnished
under the Contract, must be in paper format, hand delivered or sent via mail delivery
service to the Project Engineer’s office. Electronic copies such as e-mails or
electronically delivered copies of correspondence will not constitute such notice and will
not comply with the requirements of the Contract.

Add the following new section:

1-05.16 Water and Power
(October 1, 2005 APWA GSP)

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

Add the following new section:

1-05.18 Record Drawings
(March 8, 2013 APWA GSP)

The Contractor shall maintain one set of full size plans for Record Drawings, updated
with clear and accurate red-lined field revisions on a daily basis, and within 2 business
days after receipt of information that a change in Work has occurred. The Contractor
shall not conceal any work until the required information is recorded.
This Record Drawing set shall be used for this purpose alone, shall be kept separate from other Plan sheets, and shall be clearly marked as Record Drawings. These Record Drawings shall be kept on site at the Contractor’s field office, and shall be available for review by the Contracting Agency at all times. The Contractor shall bring the Record Drawings to each progress meeting for review.

The preparation and upkeep of the Record Drawings is to be the assigned responsibility of a single, experienced, and qualified individual. The quality of the Record Drawings, in terms of accuracy, clarity, and completeness, is to be adequate to allow the Contracting Agency to modify the computer-aided drafting (CAD) Contract Drawings to produce a complete set of Record Drawings for the Contracting Agency without further investigative effort by the Contracting Agency.

The Record Drawing markups shall document all changes in the Work, both concealed and visible. Items that must be shown on the markups include but are not limited to:

- Actual dimensions, arrangement, and materials used when different than shown in the Plans.
- Changes made by Change Order or Field Order.
- Changes made by the Contractor.
- Accurate locations of storm sewer, sanitary sewer, water mains and other water appurtenances, structures, conduits, light standards, vaults, width of roadways, sidewalks, landscaping areas, building footprints, channelization and pavement markings, etc. Include pipe invert elevations, top of castings (manholes, inlets, etc.).

If the Contract calls for the Contracting Agency to do all surveying and staking, the Contracting Agency will provide the elevations at the tolerances the Contracting Agency requires for the Record Drawings.

When the Contract calls for the Contractor to do the surveying/staking, the applicable tolerance limits include, but are not limited to the following:

<table>
<thead>
<tr>
<th>As-built item</th>
<th>Vertical</th>
<th>Horizontal</th>
</tr>
</thead>
<tbody>
<tr>
<td>As-built sanitary &amp; storm invert and grate elevations</td>
<td>± 0.01 foot</td>
<td>± 0.01 foot</td>
</tr>
<tr>
<td>As-built monumentation</td>
<td>± 0.001 foot</td>
<td>± 0.001 foot</td>
</tr>
<tr>
<td>As-built waterlines, inverts, valves, hydrants</td>
<td>± 0.10 foot</td>
<td>± 0.10 foot</td>
</tr>
<tr>
<td>As-built ponds/swales/water features</td>
<td>± 0.10 foot</td>
<td>± 0.10 foot</td>
</tr>
<tr>
<td>As-built buildings (fin. Floor elev.)</td>
<td>± 0.01 foot</td>
<td>± 0.10 foot</td>
</tr>
<tr>
<td>As-built gas lines, power, TV, Tel, Com</td>
<td>± 0.10 foot</td>
<td>± 0.10 foot</td>
</tr>
<tr>
<td>As-built signs, signals, etc.</td>
<td>N/A</td>
<td>± 0.10 foot</td>
</tr>
</tbody>
</table>

Making Entries on the Record Drawings:

- Use erasable colored pencil (not ink) for all markings on the Record Drawings, conforming to the following color code:
• Additions - Red
• Deletions - Green
• Comments - Blue
• Dimensions - Graphite
• Provide the applicable reference for all entries, such as the change order number, the request for information (RFI) number, or the approved shop drawing number.
• Date all entries.
• Clearly identify all items in the entry with notes similar to those in the Contract Drawings (such as pipe symbols, centerline elevations, materials, pipe joint abbreviations, etc.).

The Contractor shall certify on the Record Drawings that said drawings are an accurate depiction of built conditions, and in conformance with the requirements detailed above. The Contractor shall submit final Record Drawings to the Contracting Agency. Contracting Agency acceptance of the Record Drawings is one of the requirements for achieving Physical Completion.

Payment will be made for the following bid item:

<table>
<thead>
<tr>
<th>Record Drawings (Minimum Bid $5,000.00)</th>
<th>Lump Sum</th>
</tr>
</thead>
</table>

Payment for this item will be made on a prorated monthly basis for work completed in accordance with this section up to 75% of the lump sum bid. The final 25% of the lump sum item will be paid upon submittal and approval of the completed Record Drawings set prepared in conformance with these Special Provisions.

A minimum bid amount has been entered in the Bid Proposal for this item. The Contractor must bid at least that amount.

END OF SECTION
Section 1-06 is supplemented with the following:

**Buy America**
(August 6, 2012)

In accordance with Buy America requirements contained in 23 CFR 635.410, the major quantities of steel and iron construction material that is permanently incorporated into the project shall consist of American-made materials only. Buy America does not apply to temporary steel 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. To further define the coverage, a domestic product is a manufactured steel 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.

If domestically produced steel billets or iron ingots are exported outside of the area of coverage, 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 does not apply to raw materials (iron ore and alloys), scrap (recycled steel or iron), and pig iron or 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 any items comprised of, or containing, steel or iron construction materials prior to such items being incorporated into the permanent work. The certification shall be on DOT Form 350-109EF provided by the Engineer, or such other form the Contractor chooses, provided it contains the same information as DOT Form 350-109EF.

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.

END OF SECTION
1-07  LEGAL RELATIONS AND RESPONSIBILITIES TO THE PUBLIC

1-07.1 Laws to be Observed

(October 1, 2005 APWA GSP)

*Supplement this section with the following:*

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

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

The Contractor shall maintain at the project site office, or other well-known place at the project site, all articles necessary for providing first aid to the injured. The Contractor shall establish, publish, and make known to all employees, procedures for ensuring immediate removal to a hospital, or doctor's care, persons, including employees, who may have been injured on the project site. Employees should not be permitted to work on the project site before the Contractor has established and made known procedures for removal of injured persons to a hospital or a doctor's care.

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

Section 1-07.1 is supplemented with the following:

(May 13, 2020)

**COVID-19 Health and Safety Plan**

In response to COVID-19, the Contractor shall prepare a project specific COVID-19 health and safety plan (CHSP) in conformance with Section 1-07.4(2) as supplemented in these specifications, **COVID-19 Health and Safety Plan (CHSP)**.

Section 1-07.1 is supplemented with the following:

(February 25, 2021)

**General**

The Contractor shall always comply with all Federal, State, tribal, or local laws, ordinances, and regulations that affect Work under the Contract. The Contractor shall indemnify, defend, and save harmless the State (including the Governor, Commission, Secretary, and any agents, officers, and employees) against any claims that may arise because the Contractor (or any employee of the Contractor or Subcontractor or material-person) violated a legal requirement.
Without usurping the authority of other agencies, the Contracting Agency will cooperate with them in their efforts to enforce legal requirements. Upon awareness of a violation of a legal requirement, the Engineer will notify the Contractor in an effort to achieve compliance. The Engineer may also notify the agency responsible for enforcement if the Engineer deems that action is necessary to achieve compliance with legal requirements. The Engineer will also assist the enforcement agency to obtain Contractor compliance to the extent such assistance is consistent with the provisions of the Contract.

Health and Safety
The Contractor shall be responsible for the safety of all workers and shall comply with all appropriate state safety and health standards, codes, rules, and regulations, including, but not limited to, those promulgated under the Washington Industry Safety and Health Act RCW 49.17 (WISHA) and as set forth in Title 296 WAC (Department of Labor and Industries). In particular the Contractor’s attention is drawn to the requirements of WAC 296.800 which requires employers to provide a safe workplace. More specifically WAC 296.800.11025 prohibits alcohol and narcotics from the workplace. The Contractor shall likewise be obligated to comply with all federal safety and health standards, codes, rules, and regulations that may be applicable to the Contract Work. A copy of all safety plans (e.g., fall protection work plan) that are developed by the Contractor shall be submitted to the Engineer as a Type 1 Working Drawing. When requested by the Engineer, the Contractor shall provide training to Contracting Agency employees working on-site for any activity covered by a safety plan. Costs for training that is provided solely to Contracting Agency employees will be paid to the Contractor in accordance with Section 1-09.4.

Mine Safety
U.S. Mine Safety and Health Administration rules apply when the project includes pit or quarry operations. Among other actions, these regulations require the Contractor to notify the nearest Mine Safety and Health sub district office (1) of the project before it begins, (2) of the starting date, and (3) of the Physical Completion Date.

Changes to Laws to be Observed

General
The Contracting Agency will not adjust payment to compensate the Contractor for changes in legal requirements unless those changes are specifically within the scope of RCW 39.04.120. For changes under RCW 39.04.120, the Contracting Agency will compensate the Contractor by negotiated change order as provided in Section 1-04.4.

Taxes
Under certain conditions, the Contracting Agency will adjust payment to compensate for tax changes. First, the changes shall involve federal or state taxes on materials or fuel used in or consumed for the project. Second, the changes shall increase or decrease Contractor-paid taxes by more than $500. For items in the original Contract, the tax change must occur after the Bid opening date. For negotiated Contracts or items in a supplemental agreement, the tax change must take place after the execution date of the Contract or agreement. Within these conditions, the Contracting Agency will adjust compensation by the actual dollar amounts of increase or decrease caused by the tax changes. If the Engineer requests it, the Contractor shall certify in writing
that the Contract price does not include any extra amount to cover a possible change in taxes.

The Contracting Agency may audit the records of the Contractor as provided in Section 1-09.12, to verify any claim for compensation because of changes in laws or taxes.

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 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).

1-07.4(2) Health Hazards

Section 1-07.4(2) is supplemented with the following:

(May 13, 2020)

COVID-19 Health and Safety Plan (CHSP)

The Contractor shall prepare a project specific COVID-19 health and safety plan (CHSP). The CHSP shall be prepared and submitted as a Type 2 Working Drawing prior to beginning physical Work. The CHSP shall be based on the most current State and Federal requirements. If the State or Federal requirements are revised, the CHSP shall be updated as necessary to conform to the current requirements.

The Contractor shall update and resubmit the CHSP as the work progresses and new activities appear on the look ahead schedule required under Section 1-08.3(2)D. If the conditions change on the project, or a particular activity, the Contractor shall update and resubmit the CHSP. Work on any activity shall cease if conditions prevent full compliance with the CHSP.

The CHSP shall address the health and safety of all people associated with the project including State workers in the field, Contractor personnel, consultants, project staff, subcontractors, suppliers and anyone on the project site, staging areas, or yards.

COVID-19 Health and Safety Plan (CHSP) Inspection

The Contractor shall grant full and unrestricted access to the Engineer for CHSP Inspections. The Engineer (or designee) will conduct periodic compliance inspections on the project site, staging areas, or yards to verify that any ongoing work activity is following the CHSP plan. If the Engineer becomes aware of a noncompliance incident either through a site inspection or other means, the Contractor will be notified.
immediately (within 1 hour). The Contractor shall immediately remedy the
noncompliance incident or suspend all or part of the associated work activity. The
Contractor shall satisfy the Engineer that the noncompliance incident has been corrected
before the suspension will end.

1-07.9 Wages

General

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

(January 13, 2021)
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. WA20210001. These rates are applicable to
highway construction.

The Federal wage rates for Heavy Construction incorporated in this contract have
been established by the Secretary of Labor under United States Department of
Labor General Decision No. WA20210072. These rates are applicable to heavy
construction.

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

1-07.9(5) Required Documents
(January 3, 2020 APWA GSP)

Delete this section and replace it with the following:

General
All “Statements of Intent to Pay Prevailing Wages”, “Affidavits of Wages Paid” and
Certified Payrolls, including a signed Statement of Compliance for Federal-aid
projects, shall be submitted to the Engineer and the State L&I online Prevailing
Wage Intent & Affidavit (PWIA) system.

Intents and Affidavits
On forms provided by the Industrial Statistician of State L&I, the Contractor shall
submit to the Engineer the following for themselves and for each firm covered under
RCW 39.12 that will or has provided Work and materials for the Contract:

1. The approved “Statement of Intent to Pay Prevailing Wages” State L&I’s form
   number F700-029-000. The Contracting Agency will make no payment under
   this Contract until this statement has been approved by State L&I and
   reviewed by the Engineer.

2. The approved “Affidavit of Prevailing Wages Paid”, State L&I’s form number
   F700-007-000. The Contracting Agency will not grant Completion until all
   approved Affidavit of Wages paid for the Contractor and all Subcontractors
   have been received by the Engineer. The Contracting Agency will not release
to the Contractor any funds retained under RCW 60.28.011 until "Affidavit of Prevailing Wages Paid" forms have been approved by State L&I and all of the approved forms have been submitted to the Engineer for every firm that worked on the Contract.

The Contractor is responsible for requesting these forms from State L&I and for paying any fees required by State L&I.

Certified Payrolls
Certified payrolls are required to be submitted by the Contractor for themselves, all Subcontractors and all lower tier subcontractors. The payrolls shall be submitted weekly on all Federal-aid projects and no less than monthly on State funded projects.

Penalties for Noncompliance
The Contractor is advised, if these payrolls are not supplied within the prescribed deadlines, any or all payments may be withheld until compliance is achieved. In addition, failure to provide these payrolls may result in other sanctions as provided by State laws (RCW 39.12.050) and/or Federal regulations (29 CFR 5.12).

1-07.11 Requirements for Nondiscrimination
Section 1-07.11 is supplemented with the following:

(September 3, 2019)
Requirement for Affirmative Action to Ensure Equal Employment Opportunity (Executive Order 11246)


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

Women – Statewide

<table>
<thead>
<tr>
<th>Timetable</th>
<th>Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Until further notice</td>
<td>6.9%</td>
</tr>
</tbody>
</table>

Minorities – by Standard Metropolitan Statistical Area (SMSA)

Spokane, WA:

<table>
<thead>
<tr>
<th>SMSA Counties</th>
<th>Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spokane, WA.</td>
<td>2.8</td>
</tr>
<tr>
<td>WA Spokane.</td>
<td></td>
</tr>
</tbody>
</table>

Non-SMSA Counties

<table>
<thead>
<tr>
<th>Non-SMSA Counties</th>
<th>Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>WA Adams; WA Asotin; WA Columbia; WA Ferry; WA Garfield; WA Lincoln, WA Pend Oreille; WA Stevens; WA Whitman.</td>
<td>3.0</td>
</tr>
</tbody>
</table>
Richland, WA
SMSA Counties:
  Richland Kennewick, WA
  WA Benton; WA Franklin.
Non-SMSA Counties
  WA Walla Walla.

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

Seattle, WA:
SMSA Counties:
  Seattle Everett, WA
  WA King; WA Snohomish.
  Tacoma, WA
  WA Pierce.
Non-SMSA Counties
  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
  WA Clark.
Non-SMSA Counties
  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 time tables is
enforced by the Office of Federal Contract compliance Programs.

The Contractor's compliance with the Executive Order and the regulations in 41
CFR Part 60-4 shall be based on its implementation of the Equal Opportunity
Clause, specific affirmative action obligations required by the specifications set
forth in 41 CFR 60-4.3(a), and its efforts to meet the goals. The hours of minority
and female employment and training must be substantially uniform throughout
the length of the contract, in each construction craft and in each trade, and the
Contractor shall make a good faith effort to employ minorities and women evenly
on each of its projects. The transfer of minority or female employees or trainees
from Contractor to Contractor or from project to project for the sole purpose of
meeting the Contractor's goal shall be a violation of the contract, the Executive
Order and the regulations in 41 CFR Part 60-4. Compliance with the goals will
be measured against the total work hours performed.
3. The Contractor shall provide written notification to the 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
Phone: (415) 625-7800
Fax: (415) 625-7799

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

Standard Federal Equal Employment Opportunity Construction Contract Specifications (Executive Order 11246)

1. As used in these specifications:

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

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

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

   d. Minority includes:

      (1) Black, a person having origins in any of the Black Racial Groups of Africa.

      (2) Hispanic, a fluent Spanish speaking, Spanish surnamed person of Mexican, Puerto Rican, Cuban, Central American, South American, or other Spanish origin.

      (3) Asian or Pacific Islander, a person having origins in any of the original peoples of the Pacific rim or the Pacific Islands, the Hawaiian Islands and Samoa.
(4) American Indian or Alaskan Native, a person having origins in any of the original peoples of North America, and who maintain cultural identification through tribal affiliation or community recognition.

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

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

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

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

6. In order for the nonworking training hours of apprentices and trainees to be counted in meeting the goals, such apprentices and trainees must be employed by the Contractor during the training period, and the Contractor must have made a commitment to employ the apprentices and trainees at the completion of their training, subject to the availability of employment opportunities. Trainees must be trained pursuant to training programs approved by the U.S. Department of Labor.
7. The Contractor shall take specific affirmative actions to ensure equal employment opportunity. The evaluation of the Contractor's compliance with these specifications shall be based upon its effort to achieve maximum results from its action. The Contractor shall document these efforts fully, and shall implement affirmative action steps at least as extensive as the following:

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

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

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

16. 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 Equal Opportunity
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
Disadvantaged Business Enterprise Participation

The Disadvantaged Business Enterprise (DBE) requirements of 49 CFR Part 26 and USDOT’s official interpretations (i.e., Questions & Answers) apply to this Contract. Demonstrating compliance with these Specifications is a Condition of Award (COA) of this Contract. Failure to comply with the requirements of this Specification may result in your Bid being found to be nonresponsive resulting in rejection or other sanctions as provided by Contract.

DBE 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 DBE is certified to perform, as identified in the Certified Firm Directory, under the Vendor Information page.


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

Disadvantaged Business Enterprise (DBE) – A business firm certified by the Washington State Office of Minority and Women’s Business Enterprises, as meeting the criteria outlined in 49 CFR 26 regarding DBE certification.
Force Account Work – Work measured and paid in accordance with Section 1-09.6.

Good Faith Efforts – Efforts to achieve the DBE COA 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 (DBE) – A DBE 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 DBE 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 (DBE) – 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 (DBE) – A DBE 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 DBE 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 persons who arrange or expedite transactions shall not be regarded as Regular Dealers within the meaning of this definition.

DBE Commitment – The scope of work and dollar amount the Bidder indicates they will be subcontracting to be applied towards the DBE Condition of Award Goal as shown on the DBE Utilization Certification Form for each DBE Subcontractor. This DBE Commitment amount will be incorporated into the Contract and shall be considered a Contract requirement. The Contractor shall utilize the COA DBEs to perform the work and supply the materials for which they are committed. Any changes to the DBE Commitment require the Engineer’s prior written approval.

DBE Condition of Award (COA) Goal – An assigned numerical amount specified as a percentage of the Contract. Initially, this is the minimum amount that the Bidder must commit to by submission of the Utilization Certification Form and/or by Good Faith Effort (GFE).
DBE COA Goal
The Contracting Agency has established a DBE COA Goal for this Contract in
the amount of: 14%

Crediting DBE Participation
Subcontractors proposed as COA must be certified prior to the due date for bids
on the Contract. All non-COA DBE Subcontractors shall be certified before the
subcontract on which they are participating is executed.

DBE participation is only credited upon payment to the DBE.

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

DBE 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 DBE Prime
Contractor performs with its own forces and is certified to perform.

DBE 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
DBE performs with its own forces and is certified to perform. The value of
work performed by the DBE includes the cost of supplies and materials
purchased by the DBE and equipment leased by the DBE, for its work on
the contract. Supplies, materials or equipment obtained by a DBE that are
not utilized or incorporated in the contract work by the DBE will not be
eligible for DBE credit.

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

DBE credit will not be given in instances where the equipment lease
includes the operator. The DBE 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 DBE, but payment
is deducted from the Contractor’s payment to the DBE is not allowed.

When the subcontractor is part of a DBE Commitment, the following apply:

1. If a DBE subcontracts a portion of the Work of its contract to
another firm, the value of the subcontracted Work may be counted
toward the DBE COA Goal only if the Lower-Tier Subcontractor is
also a DBE.

2. Work subcontracted to a Lower-Tier Subcontractor that is a DBE,
may be counted toward the DBE COA Goal.

3. Work subcontracted to a non-DBE does not count towards the DBE
COA Goal.
DBE 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 DBE.

DBE Service Provider
The value of fees or commissions charged by a DBE 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 DBE participation, if the fee/commission is determined by the Contracting Agency to be reasonable and the firm has performed a CUF.

Force Account Work
When the Bidder elects to utilize force account Work to meet the DBE COA Goal, as demonstrated by listing this force account Work on the DBE Utilization Certification Form, for the purposes of meeting the DBE COA Goal, only 50% of the Proposal amount shall be credited toward the Bidder’s Commitment to meet the DBE COA Goal.

One hundred percent of the actual amounts paid to the DBE for the force account Work shall be credited towards the DBE COA Goal or DBE participation.

Temporary Traffic Control
If the DBE firm only provides “Flagging”, the DBE firm must provide a Traffic Control Supervisor (TCS) and flagger, which are under the direct control of the DBE. The DBE firm shall also provide all flagging equipment for it’s employees (e.g. paddles, hard hats, and vests).

If the DBE firm provides “Traffic Control Services”, the DBE 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
DBE trucking firm participation may only be credited as DBE 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 DBE’s work is priced per ton, the value of the hauling service must be calculated separately from the value of the materials in order to determine DBE credit for hauling.

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

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

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

**DBE Manufacturer and DBE Regular Dealer**
One hundred percent (100%) of the cost of the manufactured product obtained from a DBE manufacturer may count towards the DBE COA Goal.

Sixty percent (60%) of the cost of materials or supplies purchased from a DBE Regular Dealer may be credited towards the DBE Goal. If the role of the DBE Regular Dealer is determined to be that of a Broker, then DBE 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.

DBE firms proposed to be used as a Regular Dealer must be approved before being listed as a COA/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 the DBE COA Goal participation, the Regular Dealer must submit the Regular Dealer Status Request form a minimum of five calendar days prior to bid opening.

Purchase of materials or supplies from a DBE 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 the job site, may count towards the DBE COA Goal 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 DBE. The cost of the materials and supplies themselves cannot be counted toward the DBE COA Goal.

Note: Requests to be listed as a Regular Dealer will only be processed if the requesting firm is a material supplier certified by the Office of Minority and Women’s Business Enterprises in a NAICS code that falls within the 42XXXX NAICS Wholesale code section.

**Disadvantaged Business Enterprise Utilization**
To be eligible for award of the Contract, the Bidder shall properly complete and submit a Disadvantaged Business Enterprise (DBE) Utilization Certification with the Bidder’s sealed Bid Proposal, as specified in Section 1-02.9 Delivery of
Proposal. The Bidder’s DBE Utilization Certification must clearly demonstrate how the Bidder intends to meet the DBE COA Goal. A DBE Utilization Certification (WSDOT Form 272-056) is included in the Proposal package for this purpose as well as instructions on how to properly fill out the form.

The Bidder is advised that the items listed below when listed in the Utilization Certification must have their amounts reduced to the percentages shown and those reduced amounts will be the amount applied towards meeting the DBE COA Goal.

- Force account at 50%
- Regular dealer at 60%

In the event of arithmetic errors in completing the DBE Utilization Certification, the amount listed to be applied towards the DBE COA Goal for each DBE shall govern and the DBE total amount shall be adjusted accordingly.

Note: The Contracting Agency shall consider as non-responsive and shall reject any Bid Proposal submitted that does not contain a DBE Utilization Certification Form that accurately demonstrates how the Bidder intends to meet the DBE COA Goal.

Disadvantaged Business Enterprise Written Confirmation Document(s)
The Bidder shall submit a Disadvantaged Business Enterprise (DBE) Written Confirmation Document (completed and signed by the DBE) for each DBE firm listed in the Bidder’s completed DBE Utilization Certification submitted with the Bid. Failure to do so will result in the associated participation being disallowed, which may cause the Bid to be determined to be nonresponsive resulting in Bid rejection.

The Confirmation Documents provide confirmation from the DBEs that they are participating in the Contract as provided in the Bidder’s Commitment. The Confirmation Documents must be consistent with the Utilization Certification.

A DBE Written Confirmation Document (WSDOT Form 422-031) is included in the Proposal package for this purpose.

The form(s) shall be received as specified in the special provisions for Section 1-02.9 Delivery of Proposal.

It is prohibited for the Bidder to require a DBE to submit a Written Confirmation Document with any part of the form left blank. Should the Contracting Agency determine that an incomplete Written Confirmation Document was signed by a DBE, the validity of the document comes into question. The associated DBE participation may not receive credit.

Selection of Successful Bidder/Good Faith Efforts (GFE)
The successful Bidder shall be selected on the basis of having submitted the lowest responsive Bid, which demonstrates a good faith effort to achieve the DBE COA Goal. The Contracting Agency, at any time during the selection process, may request a breakdown of the bid items and amounts that are counted towards
the overall contract goal for any of the DBEs listed on the DBE Utilization Certification.

Achieving the DBE COA Goal may be accomplished in one of two ways:

1. By meeting the DBE COA Goal
   - Submission of the DBE Utilization Certification, supporting DBE Written Confirmation Document(s) showing the Bidder has obtained enough DBE participation to meet or exceed the DBE COA Goal, the DBE Bid Item Breakdown and the DBE Trucking Credit Form, if applicable.

2. By documentation that the Bidder made adequate GFE to meet the DBE COA Goal
   - The Bidder may demonstrate a GFE in whole or part through GFE documentation ONLY IN THE EVENT a Bidder’s efforts to solicit sufficient DBE participation have been unsuccessful. The Bidder must supply GFE documentation in addition to the DBE Utilization Certification, supporting DBE Written Confirmation Document(s), the DBE Bid Item Breakdown form and the DBE Trucking Credit Form, if applicable.

Note: In the case where a Bidder is awarded the contract based on demonstrating adequate GFE, the advertised DBE COA Goal will not be reduced. The Bidder shall demonstrate a GFE during the life of the Contract to attain the advertised DBE COA Goal.

GFE documentation, the DBE Bid Item Breakdown form, and the DBE Trucking Credit Form, if applicable, shall be submitted as specified in Section 1-02.9.

The Contracting Agency will review the GFE documentation and will determine if the Bidder made an adequate good faith effort.

**Good Faith Effort (GFE) Documentation**

GFE is evaluated when:

1. Determining award of a Contract that has COA goal,
2. When a COA DBE is terminated and substitution is required, and
3. Prior to Physical Completion when determining whether the Contractor has satisfied its DBE commitments.

49 CFR Part 26, Appendix A is intended as general guidance and does not, in itself, demonstrate adequate good faith efforts. The following is a list of types of actions, which would be considered as part of the Bidder’s GFE to achieve DBE participation. It is not intended to be a mandatory checklist, nor is it intended to be exclusive or exhaustive. Other factors or types of efforts may be relevant in appropriate cases.
1. Soliciting through all reasonable and available means (e.g. attendance at pre-bid meetings, advertising and/or written notices) the interest of all certified DBEs who have the capability to perform the Work of the Contract. The Bidder must solicit this interest within sufficient time to allow the DBEs to respond to the solicitation. The Bidder must determine with certainty if the DBEs are interested by taking appropriate steps to follow up initial solicitations.

2. Selecting portions of the Work to be performed by DBEs in order to increase the likelihood that the DBE COA Goal will be achieved. This includes, where appropriate, breaking out contract Work items into economically feasible units to facilitate DBE participation, even when the Bidder might otherwise prefer to perform these Work items with its own forces.

3. Providing interested DBEs 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. Negotiating in good faith with interested DBEs. It is the Bidder’s responsibility to make a portion of the Work available to DBE subcontractors and suppliers and to select those portions of the Work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of DBEs that were considered; 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 DBEs to perform the Work.
   b. A Bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm’s price and capabilities as well as the DBE COA Goal into consideration. However, the fact that there may be some additional costs involved in finding and using DBEs is not in itself sufficient reason for a Bidder’s failure to meet the DBE COA Goal, as long as such costs are reasonable. Also, the ability or desire of a Bidder to perform the Work of a Contract with its own organization does not relieve the Bidder of the responsibility to make Good Faith Efforts. Bidders are not, however, required to accept higher quotes from DBEs if the price difference is excessive or unreasonable.

4. Not rejecting DBEs as being unqualified without sound reasons based on a thorough investigation of their capabilities. The Bidder’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 Bidder’s efforts to meet the DBE COA Goal.
5. Making efforts to assist interested DBEs in obtaining bonding, lines of credit, or insurance as required by the recipient or Bidder.

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

7. Effectively using the services of available minority/women community organizations; minority/women contractors’ groups; local, State, and Federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBEs.

8. Documentation of GFE must include copies of each DBE and non-DBE subcontractor quotes submitted to the Bidder when a non-DBE subcontractor is selected over a DBE for Work on the Contract. (ref. updated DBE regulations – 26.53(b)(2)(vi) & App. A)

Administrative Reconsideration of GFE Documentation
A Bidder has the right to request reconsideration if the GFE documentation submitted with their Bid was determined to be inadequate.

• The Bidder must request within 48 hours of notification of being nonresponsive or forfeit the right to reconsideration.

• The reconsideration decision on the adequacy of the Bidder’s GFE documentation shall be made by an official who did not take part in the original determination.

• Only original GFE documentation submitted as a supplement to the Bid shall be considered. The Bidder shall not introduce new documentation at the reconsideration hearing.

• The Bidder shall have the opportunity to meet in person with the official for the purpose of setting forth the Bidder’s position as to why the GFE documentation demonstrates a sufficient effort.

• The reconsideration official shall provide the Bidder with a written decision on reconsideration within five working days of the hearing explaining the basis for their finding.

DBE Bid Item Breakdown
The Bidder shall submit a DBE Bid Item Breakdown Form (WSDOT Form 272-054) as specified in the Special Provisions for Section 1-02.9, Delivery of Proposal.

DBE Trucking Credit Form
The Bidder shall submit a DBE Trucking Credit Form (WSDOT Form 272-058), as specified in the Special Provisions for Section 1-02.9, Delivery of Proposal.
Note: The DBE Trucking Credit Form is only required for a DBE Firm listed on the DBE Utilization Certification as a subcontractor for "Trucking" or "Hauling" and are performing a part of a bid item. For example, if the item of Work is Structure Excavation including Haul, and another firm is doing the excavation and the DBE Trucking firm is doing the haul, the form is required. For a DBE subcontractor that is responsible for an entire item of work that may require some use of trucks, the form is not required.

Procedures between Award and Execution
After Award and prior to Execution, the Contractor shall provide the additional information described below. Failure to comply shall result in the forfeiture of the Bidder’s Proposal bond or deposit.

1. A list of all firms who submitted a bid or quote in attempt to participate in this project whether they were successful or not. Include the business name and mailing address.

Note: The firms identified by the Contractor may be contacted by the Contracting Agency to solicit general information as follows: age of the firm and average of its gross annual receipts over the past three years.

Procedures after Execution
Commercially Useful Function (CUF)
The Contractor may only take credit for the payments made for Work performed by a DBE that is determined to be performing a CUF. Payment must be commensurate with the work actually performed by the DBE. This applies to all DBEs performing Work on a project, whether or not the DBEs are COA, if the Contractor wants to receive credit for their participation. The Engineer will conduct CUF reviews to ascertain whether DBEs are performing a CUF. A DBE performs a CUF when it is carrying out its responsibilities of its contract by actually performing, managing, and supervising the Work involved. The DBE must be responsible for negotiating price; determining quality and quantity; ordering the material, installing (where applicable); and paying for the material itself. If a DBE 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 DBE COA Goal. Leasing of 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 DBE may not be credited as countable participation.

The DBE 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 in order to obtain the appearance of DBE participation.

In order for a DBE traffic control company to be considered to be performing a CUF, the DBE must be in control of its work inclusive of supervision. The DBE 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 a DBE trucking company is performing a CUF:

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

- The DBE itself 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 DBE must be exclusively employed by the DBE and reflected on the DBE’s payroll.

- Lease agreements for trucks shall indicate that the DBE 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 DBE and the lease provides the DBE absolute priority for use of the leased truck.

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

**UDBE/DBE/FSBE Truck Unit Listing Log**

In addition to the subcontracting requirements of Section 1-08.1, each DBE trucking firm shall submit supplemental information consisting of a completed Primary UDBE/DBE/FSBE Truck Unit Listing Log (WSDOT Form 350-077), copy of vehicle registrations, and all Rental/Lease agreements (if applicable). The supplemental information shall be submitted to the Engineer prior to any trucking services being performed for DBE credit. Incomplete or incorrect supplemental information will be returned for correction. The corrected Primary UDBE/DBE/FSBE Truck Unit Listing Log and any Updated Primary UDBE/DBE/FSBE 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 DBE participation.

Each DBE trucking firm shall complete a Daily UDBE/DBE/FSBE Trucking Unit Listing Log for each day that the DBE performs trucking services for DBE credit. The Daily UDBE/DBE/FSBE Trucking Unit Listing Log forms shall be submitted to the Engineer by Friday of the week after the work was performed.

**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 DBE 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 DBE involved using the DBE Joint Check Request Form (form # 272-053) prior to its use. The form must accompany the DBE 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 DBE credit for performing a CUF with respect to obtaining materials and supplies, a DBE 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 to the Engineer and be in receipt of written 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 DBE involved, no DBE credit will be given for the DBE’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**
Prior to a DBE performing Work on the Contract, an executed subcontract between the DBE and the Contractor shall be submitted to the Engineer. The executed subcontracts shall be submitted by email to the following email address

mhenry@cityoftacoma.org

The prime contractor shall notify the Engineer in writing within five calendar days of subcontract submittal.

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

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

**Changes in COA Work Committed to DBE**
The Contractor shall utilize the COA DBEs to perform the work and supply the materials for which each is committed unless prior written approval by the
Engineer is received by the Contractor. The Contractor shall not be entitled to any payment for work or material completed by the Contractor or subcontractors that was committed to be completed by the COA DBEs in the DBE Utilization Certification form.

**Owner Initiated Changes**
In instances where the Engineer makes changes that result in changes to Work that was committed to a COA DBE the Contractor may be directed to substitute for the Work.

**Contractor Initiated Changes**
The Contractor cannot change the scope or reduce the amount of work committed to a COA DBE without good cause. Reducing DBE Commitment is viewed as partial DBE termination, and therefore subject to the termination procedures below.

**Original Quantity Underruns**
In the event that Work committed to a DBE firm as part of the COA underruns the original planned quantities the Contractor may be required to substitute other remaining Work to another DBE.

**Contractor Proposed DBE Substitutions**
Requests to substitute a COA DBE must be for good cause (see DBE termination process below), and requires prior written approval of the Engineer. After receiving a termination with good cause approval, the Contractor may only replace a DBE with another certified DBE. When any changes between Contract Award and Execution result in a substitution of COA DBE, the substitute DBE shall have been certified prior to the bid opening on the Contract.

**DBE Termination**
Termination of a COA DBE (or an approved substitute DBE) is only allowed in whole or in part for good cause and with prior written approval of the Engineer. If the Contractor terminates a COA DBE without the prior written approval of the Engineer, the Contractor shall not be entitled to payment for work or material committed to, but not performed/supplied by the COA DBE. In addition, sanctions may apply as described elsewhere in this specification.

Prior to requesting approval to terminate a COA DBE, the Contractor shall give notice in writing to the DBE with a copy to the Engineer of its intent to request to terminate DBE Work and the reasons for doing so. The DBE shall have five (5) days to respond to the Contractor’s notice. The DBE’s response shall either support the termination or advise the Engineer and the Contractor of the reasons it objects to the termination of its subcontract.

If the request for termination is approved, the Contractor is required to substitute with another DBE to perform at least the same amount of work as the DBE that was terminated (or provide documentation of GFE). A plan
to replace the COA DBE Commitment amount shall be submitted to the
Engineer within 2 days of the approval of termination. The plan to replace
the Commitment shall provide the same detail as that required in the DBE
Utilization Certification.

The Contractor must have good cause to terminate a COA DBE.

Good cause typically includes situations where the DBE Subcontractor is
unable or unwilling to perform the work of its subcontract. Good cause
may exist if:

- The DBE fails or refuses to execute a written contract.
- The DBE fails or refuses to perform the Work of its subcontract in
  a way consistent with normal industry standards.
- The DBE fails or refuses to meet the Contractor’s reasonable
  nondiscriminatory bond requirements.
- The DBE becomes bankrupt, insolvent, or exhibits credit
  unworthiness.
- The DBE is ineligible to work on public works projects because of
  suspension and debarment proceedings pursuant to federal law
  or applicable State law.
- The DBE is ineligible to receive DBE credit for the type of work
  involved.
- The DBE voluntarily withdraws from the project and provides
  written notice of its withdrawal.
- The DBE’s work is deemed unsatisfactory by the Engineer and
  not in compliance with the Contract.
- The DBE’s owner dies or becomes disabled with the result that
  the DBE is unable to complete its Work on the Contract.

Good cause does not exist if:

- The Contractor seeks to terminate a COA DBE so that the
  Contractor can self-perform the Work.
- The Contractor seeks to terminate a COA DBE so the Contractor
  can substitute another DBE contractor or non-DBE contractor
  after Contract Award.
- The failure or refusal of the DBE to perform its Work on the
  subcontract results from the bad faith or discriminatory action of
  the Contractor (e.g., the failure of the Contractor to make timely
payments or the unnecessary placing of obstacles in the path of
the DBE’s Work).

Decertification
When a DBE is “decertified” from the DBE program during the course of
the Contract, the participation of that DBE shall continue to count as DBE
participation as long as the subcontract with the DBE was executed prior to
the decertification notice. The Contractor is obligated to substitute when a
DBE does not have an executed subcontract agreement at the time of
decertification.

Consequences of Non-Compliance

Breach of Contract
Each contract with a Contractor (and each subcontract the Contractor
signs with a Subcontractor) must include the following assurance clause:

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.

Notice
If the Contractor or any Subcontractor, Consultant, Regular Dealer, or
service provider is deemed to be in non-compliance, the Contractor will be
informed in writing, by certified mail by the Engineer that sanctions will be
imposed for failure to meet the DBE COA Commitment and/or submit
documentation of good faith efforts. The notice will state the specific
sanctions to be imposed which may include impacting a Contractor or
other entity’s ability to participate in future contracts.

Sanctions
If it is determined that the Contractor’s failure to meet all or part of the DBE COA
Commitment is due to the Contractor’s inadequate good faith efforts throughout
the life of the Contract, including failure to submit timely, required Good Faith
Efforts information and documentation, the Contractor may be required to pay
DBE penalty equal to the amount of the unmet Commitment, in addition to the
sanctions outlined in Section 1-07.11(5).
Payment
Compensation for all costs involved with complying with the conditions of this Specification and any other associated DBE requirements is included in payment for the associated Contract items of Work, except otherwise provided in the Specifications.

(January 13, 2021)
Special Training Provisions

General Requirements
The Contractor’s equal employment opportunity, affirmative action program shall include the requirements set forth below. The Contractor shall provide on-the-job training aimed at developing trainees to journey-level status in the trades involved. The number of training hours shall be 0. Trainees shall not be assigned less than 400 hours per individual per Contract. The Contractor may elect to accomplish training as part of the work of a subcontractor, however, the Prime Contractor shall retain the responsibility for complying with these Special Provisions (achieving the training goal). When the Contractor’s training plan includes trainees for Subcontractors or lower-tier Subcontractors, this special provision shall be included in the subcontract.

Trainee Approval
The Contractor shall make every effort to employ/enroll minority and women trainees to the extent such persons are available within a reasonable recruitment area. This training provision is not intended and shall not be used to discriminate against any applicant for training, whether that person is a minority, woman or otherwise. A non-minority male trainee or apprentice may be approved provided the following requirements are met:

1. The Contractor is otherwise in compliance with the contract’s Equal Employment Opportunity (EEO) and On-the-Job Training (OJT) requirements and provides documentation of the efforts taken to fill the specific training position with either minorities or females
2. or, if not otherwise in compliance, furnishes evidence of his/her systematic and direct recruitment efforts in regard to the position in question and in promoting the enrollment and/or employment of minorities and females in the craft which the proposed trainee is to be trained
3. and the Contractor has made a good faith effort towards recruiting of minorities and women. As a minimum good faith efforts shall consist of the following:
   a. Distribution of written notices of available employment opportunities with the Contractor and enrollment opportunities with its unions. Distribution should include but not be limited to; minority and female recruitment sources, WSDOT’s OJT Support Services Coordinator, and minority and female community organizations.
   b. Records documenting the Contractor’s efforts and the outcome of those efforts, to employ minority and female applicants and/or refer them to unions.
   c. Records reflecting the Contractor’s efforts in participating in developing minority and female on-the-job training opportunities, including upgrading programs and apprenticeship opportunities.
   d. Distribution of written notices to unions and training programs disseminating the Contractor’s EEO policy and requesting cooperation in
achieving EEO and OJT obligations (and their written responses). For assistance in locating trainee candidates, the Contractor may call WSDOT’s OJT Support Services Coordinator at (360) 704-6314 or email ojtssinfo@wsdot.wa.gov.

No employee shall be employed as a trainee in any classification in which the employee has successfully completed a training course leading to journey-level worker status or in which the employee has been employed as a journey-level worker. The Contractor’s records shall document the methods for determining the trainee’s status and findings in each case. When feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training.

For the purpose of this specification, acceptable training programs are those employing trainees/apprentices registered with the following:

1. Washington State Department of Labor & Industries — State Apprenticeship Training Council (SATC) approved apprenticeship agreement:
   a. Pursuant to RCW 49.04.060, an apprenticeship agreement shall be;
      i. an individual written agreement between an employer and apprentice
      ii. a written agreement between (an employer or an association of employers) and an organization of employees describing conditions of employment for apprentices
      iii. a written statement describing conditions of employment for apprentices in a plant where there is no bona fide employee organization.
   All such agreements shall conform to the basic standards and other provisions of RCW Chapter 49.04.


Or

3. Non-ATELS/SATC programs that have been submitted to the Contracting Agency for approval by the FHWA for the specific project.

**Obligation to Provide Information**

Upon starting a new trainee, the Contractor shall furnish the trainee a copy of the approved program the Contractor will follow in providing the training. Upon completion of the training, the Contractor shall provide the Contracting Agency with a certification showing the type and length of training satisfactorily completed by each trainee.

**Training Program Approval**

The Training Program shall meet the following requirements:

1. The Training Program (DOT Form 272-049) must be submitted to the Engineer for approval prior to commencing contract work and shall be resubmitted when modifications to the program occur.

2. The minimum length and type of training for each classification will be as established in the training program as approved by the Contracting Agency.
3. The Training Program shall contain the trades proposed for training, the number of trainees, the hours assigned to the trade and the estimated beginning work date for each trainee.

4. Unless otherwise specified, Training Programs will be approved if the proposed number of training hours equals the training hours required by contract and the trainees are not assigned less than 400 hours each.

5. After approval of the training program, information concerning each individual trainee and good faith effort documentation shall be submitted on (DOT Form 272-050.)

6. In King County, laborer trainees or apprentices will not be approved on contracts containing less than 2000 training hours as specified in this Section. In King County, no more than twenty percent (20%) of hours proposed for trainees or apprentices shall be in the laborer classification when the contract contains 2000 or more hours of training as specified in this Section. Trainees shall not be assigned less than 400 hours per contract.

7. Flagging programs will not be approved. Other programs that include flagging training will only be approved if the flagging portion is limited to an orientation of not more than 20 hours.

8. It is the intention of these provisions that training is to be provided in the construction crafts rather than clerk-typists or secretarial-type positions. Training is permissible in lower level management positions such as office engineers, estimators, timekeepers, etc., where the training is oriented toward construction applications. Some off-site training is permissible as long as the training is an integral part of an approved training program.

9. It is normally expected that a trainee will begin training on the project as soon as feasible after start of work, utilizing the skill involved and remain on the project as long as training opportunities exist in the work classification or the trainee reaches journey-level status. It is not required that all trainees be on board for the entire length of the contract. The number trained shall be determined on the basis of the total number enrolled on the contract for a significant period.

10. Wage Progressions: Trainees will be paid at least the applicable ratios or wage progressions shown in the apprenticeship standards published by the Washington State Department of Labor and Industries. In the event that no training program has been established by the Department of Labor and Industries, the trainee shall be paid in accordance with the provisions of RCW 39.12.021, which reads as follows:

   Apprentice workers employed upon public works projects for whom an apprenticeship agreement has been registered and approved with the State Apprenticeship Council pursuant to RCW 49.04, must be paid at least the prevailing hourly rate for an apprentice of that trade. Any worker for whom an apprenticeship agreement has not been registered and approved by the State Apprenticeship Council shall be considered to be a fully qualified journey-level worker, and, therefore, shall be paid at the prevailing hourly rate for journey-level worker.

Compliance

In the event that the Contractor is unable to accomplish the required training hours but can demonstrate a good faith effort to meet the requirements as specified, then the Contracting Agency will adjust the training goals accordingly.
Noncompliance and Sanctions

When a contractor violates EEO provisions of the contract, the Contracting Agency may impose damages in accordance with WSDOT’s Equal Opportunity Compliance Program and the FHWA 1273. These damages consist of additional administrative costs including, but not limited to, the inspection, supervision, engineering, compliance, and legal staff time and expenses necessary for investigating, reporting, and correcting violations, as well as loss of federal funding, if any. Damages attributable to a contractor’s violations of the EEO provisions may be deducted from progress payments due the Contractor. Before any money is withheld, the Contractor will be provided with a notice of the basis of the violations, the amount to be withheld and provided an opportunity to respond. The monetary value of the sanction will be calculated on a case-by-case basis and based on the damages incurred by the Contracting Agency.

The Contracting Agency’s decision to recover damages for an EEO violation does not limit its ability to suspend or revoke the contractor’s pre-qualification status or seek other remedies as allowed by federal or state law. In appropriate circumstances, the Contracting Agency may also refer the Contractor to other state or federal authorities for additional sanctions.

Requirements for Non ATELS/SATC Approved Training Programs

Contractors who are not affiliated with a program approved by ATELS or SATC may have their training program approved by FHWA provided that the program is submitted for approval on DOT Form 272-049, and the following standards are addressed and incorporated in the Contractor’s program:

1. The program establishes minimum qualifications for persons entering the training program.
2. The program shall outline the work processes in which the trainee will receive supervised work experience and training on-the-job and the allocation of the approximate time to be spent in each major process. The program shall include the method for recording and reporting the training completed shall be stated.
3. The program shall include a numeric ratio of trainees to journey-level worker consistent with proper supervision, training, safety, and continuity of employment. The ratio language shall be specific and clear as to application in terms of job site and workforce during normal operations (normally considered to fall between 1:10 and 1:4).
4. The terms of training shall be stated in hours. The number of hours required for completion to journey-level worker status shall be comparable to the apprenticeship hours established for that craft by the SATC. The following are examples of programs that are currently approved:

<table>
<thead>
<tr>
<th>CRAFT</th>
<th>HOURS</th>
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<tbody>
<tr>
<td>Laborer</td>
<td>4,000</td>
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<tr>
<td>Ironworker</td>
<td>6,000</td>
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<tr>
<td>Carpenter</td>
<td>5,200-8,000</td>
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<tr>
<td>Construction Electrician</td>
<td>8,000</td>
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<tr>
<td>Operating Engineer</td>
<td>6,000-8,000</td>
</tr>
<tr>
<td>Cement Mason</td>
<td>5,400</td>
</tr>
<tr>
<td>Teamster</td>
<td>2,100</td>
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</table>
5. The method to be used for recording and reporting the training completed shall be stated.

**Measurement**

The Contractor may request that the total number of “training” hours for the contract be increased subject to approval by the Contracting Agency. This reimbursement will be made even though the Contractor receives additional training program funds from other sources, provided such other sources do not prohibit other reimbursement. Reimbursement to the Contractor for off-site training as indicated previously may only be made when the Contractor does one or more of the following and the trainees are concurrently employed on a Federal-aid project:

1. contributes to the cost of the training,
2. provides the instruction to the trainee,
3. pays the trainee’s wages during the off-site training period.

Reimbursement will be made upon receipt of a certified invoice that shows the related payroll number, the name of trainee, total hours trained under the program, previously paid hours under the contract, hours due this estimate, and dollar amount due this estimate. The certified invoice shall show a statement indicating the Contractor’s effort to enroll minorities and women when a new enrollment occurs. If a trainee is participating in a SATC/ATELS approved apprenticeship program, a copy of the certificate showing apprenticeship registration must accompany the first invoice on which the individual appears. Reimbursement for training occurring prior to approval of the training program will be allowed if the Contractor verbally notifies the Engineer of this occurrence at the time the apprentice/trainee commences work. A trainee/apprentice, regardless of craft, must have worked on the contract for at least 20 hours to be eligible for reimbursement.

Training hours that are not in compliance with the approved training plan will not be measured.

**Payment**

The Contractor will be reimbursed under the item “Training” per hour for each hour of approved training provided under the Contract.

**1-07.12 Federal Agency Inspection**

Section 1-07.12 is supplemented with the following:

(January 25, 2016)

Required Federal Aid Provisions

The Required Contract Provisions Federal Aid Construction Contracts (FHWA 1273) Revised May 1, 2012 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.

1-07.17 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 or their Contractors that will be adjusting, relocating, replacing or constructing utilities within the project limits are supplied for the Contractor's use:

- Troy Saghafi, Tacoma Water, 253.502.8746, tsaghafi@cityoftacoma.org
- Greg Horodyski, Tacoma Power, 253.502.8557, GHorodyski@cityoftacoma.org
- Christa Lee, Environmental Services, 253.502.2256, CLEE@cityoftacoma.org
- City of Tacoma Light Division, Contact: Kevin Kelley, phone: (253) 502-8229
- City of Tacoma Water Division, Contact: Kimberly Baard, phone: (253) 396-3317
- City of Tacoma Traffic Division, Signal/Streetlight Shop, phone: (253) 591-5287
- CLICK! Network, Contact: Ken Mathes, phone: (253) 502-8851
- Puget Sound Energy, Contact: Mike Klapperich, Electric, phone: (253) 313-3790
  OR Amber Uhls, Gas, phone: (253) 476-6137
- CenturyLink, Contact: Eric Charity, phone: (206) 733-8871
- Comcast, Contact: Todd Gallant, phone: (253) 878-4955
- AT&T Broadband Information Services, Contact: Dan McGeough, phone: (425) 896-9830
- Level 3 Communications, Level3NetworkRelocations@Level3.com
- One-Number Locator Service “One Call System” telephone 1-800-424-5555
- Verizon, Contact: David Lacombe, phone: (206) 305-5366
- MCI Metro Utility, Contact: Brad Landis, phone: (425) 229-3123

1-07.18 Public Liability and Property Damage Insurance
Delete this section in its entirety, and replace it with the following:
(January 4, 2016 APWA GSP)

1-07.18 Insurance

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  
available, 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.  

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

H. 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.  

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

1-07.18(2) Additional Insured  

All insurance policies, with the exception of 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.

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:

<table>
<thead>
<tr>
<th>Limit</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1,000,000</td>
<td>Each Occurrence</td>
</tr>
<tr>
<td>$2,000,000</td>
<td>General Aggregate</td>
</tr>
<tr>
<td>$2,000,000</td>
<td>Products &amp; Completed Operations Aggregate</td>
</tr>
<tr>
<td>$1,000,000</td>
<td>Personal &amp; Advertising Injury each offence</td>
</tr>
<tr>
<td>$1,000,000</td>
<td>Stop Gap / Employers’ Liability each accident</td>
</tr>
</tbody>
</table>

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:

<table>
<thead>
<tr>
<th>Limit</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1,000,000</td>
<td>Combined single limit each accident</td>
</tr>
</tbody>
</table>
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.

1-07.18(5)D Excess or Umbrella Liability
(January 4, 2016 APWA GSP)

The Contractor shall provide Excess or Umbrella Liability insurance with limits of not less than 10 million each occurrence and annual aggregate. This excess or umbrella liability coverage shall be excess over and as least as broad in coverage as the Contractor’s Commercial General and Auto Liability insurance.

All entities listed under 1-07.18(2) of these Special Provisions shall be named as additional insureds on the Contractor’s Excess or Umbrella Liability insurance policy.

This requirement may be satisfied instead through the Contractor’s primary Commercial General and Automobile Liability coverages, or any combination thereof that achieves the overall required limits of insurance.

1-07.18(5)J Pollution Liability
(January 4, 2016 APWA GSP)

The Contractor shall provide a Contractors Pollution Liability policy, providing coverage for claims involving bodily injury, property damage (including loss of use of tangible property that has not been physically injured), cleanup costs, remediation, disposal or other handling of pollutants, including costs and expenses incurred in the investigation, defense, or settlement of claims, arising out of any one or more of the following:

1. Contractor’s operations related to this project.
2. Remediation, abatement, repair, maintenance or other work with lead-based paint or materials containing asbestos.
3. Transportation of hazardous materials away from any site related to this project.

All entities listed under 1-07.18(2) of these Special Provisions shall be named by endorsement as additional insureds on the Contractors Pollution Liability insurance policy.

Such Pollution Liability policy shall provide the following minimum limits:

$1,000,000 each loss and $2,000,000 annual aggregate

1-07.23 Public Convenience and Safety

1-07.23(1) Construction Under Traffic
(May 2, 2017 APWA GSP)

Revise the third sentence of the second paragraph to read:

Accessibility to existing or temporary pedestrian push buttons shall not be impaired; if approved by the Contracting Agency activating pedestrian recall timing or other accommodation may be allowed during construction.
Section 1-07.23(1) is supplemented with the following:

(February 3, 2020)

Work Zone Clear Zone

The Work Zone Clear Zone (WZCZ) applies during working and nonworking hours. The WZCZ applies only to temporary roadside objects introduced by the Contractor’s operations and does not apply to preexisting conditions or permanent Work. Those work operations that are actively in progress shall be in accordance with adopted and approved Traffic Control Plans, and other contract requirements.

During nonworking hours equipment or materials shall not be within the WZCZ unless they are protected by permanent guardrail or temporary concrete barrier. The use of temporary concrete barrier shall be permitted only if the Engineer approves the installation and location.

During actual hours of work, unless protected as described above, only materials absolutely necessary to construction shall be within the WZCZ and only construction vehicles absolutely necessary to construction shall be allowed within the WZCZ or allowed to stop or park on the shoulder of the roadway.

The Contractor's nonessential vehicles and employees private vehicles shall not be permitted to park within the WZCZ at any time unless protected as described above.

Deviation from the above requirements shall not occur unless the Contractor has requested the deviation in writing and the Engineer has provided written approval.

Minimum WZCZ distances are measured from the edge of traveled way and will be determined as follows:

<table>
<thead>
<tr>
<th>Regulatory Posted Speed</th>
<th>Distance From Traveled Way (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>35 mph or less</td>
<td>10</td>
</tr>
<tr>
<td>40 mph</td>
<td>15</td>
</tr>
<tr>
<td>45 to 50 mph</td>
<td>20</td>
</tr>
<tr>
<td>55 to 60 mph</td>
<td>30</td>
</tr>
<tr>
<td>60 mph or greater</td>
<td>35</td>
</tr>
</tbody>
</table>

The last paragraph of Section 1-07.23(1) is revised to read:

(September 30, 2020)

The Contractor shall conduct all operations to minimize any drop-offs (abrupt changes in roadway elevation) left exposed to traffic during nonworking hours. Unless otherwise specified in the Traffic Control Plan, drop-offs left exposed to traffic during nonworking hours shall be protected as follows with an accepted traffic control plan submittal in accordance with Section 1-10.2(2):
1. Drop-offs up to 0.20 foot, unless otherwise ordered by the Engineer, may remain exposed with appropriate warning signs alerting motorists of the condition.

2. Drop-offs more than 0.20 foot that are in the Traveled Way or Auxiliary Lane will not be allowed unless protected with appropriate warning signs and further protected as indicated in 3b or 3c below.

3. Drop-offs more than 0.20 foot, but no more than 0.50 foot, that are not within the Traveled Way shall be protected with appropriate warning signs and further protected by having one of the following:
   a. A wedge of compacted stable material placed at a slope of 4:1 or flatter.
   b. Channelizing devices (Type I barricades, plastic safety drums, or other devices 36 inches or more in height) placed along the traffic side of the drop-off and a new edge of pavement stripes placed a minimum of 3 feet from the drop-off. The maximum spacing between the devices in feet shall be the posted speed in miles per hour. Pavement drop-off warning signs shall be placed in advance and throughout the drop-off treatment.
   c. A temporary concrete barrier, temporary steel barrier, or other approved traffic barrier installed on the traffic side of a drop-off with a new edge line placed a minimum of 2-feet from the traffic face of the barrier. The barrier shall have a lateral offset from the edge of the drop-off to the back of the barrier as follows:
      i. A minimum offset of 3-feet for temporary Type F or Type 2 concrete barrier when not anchored.
      ii. A minimum offset of 1-foot for temporary Type F or Type 2 concrete barrier when anchored on hot mix asphalt pavement as shown on WSDOT Standard Plans C-60.10 or K-80.35.
      iii. A minimum offset of 1-foot for temporary Type F concrete barrier when anchored on cement concrete pavement as shown on WSDOT Standard Plan C-60.10.
      iv. A minimum offset of 9-inches for temporary Type F or Type 2 concrete barrier when anchored on cement concrete pavement and/or concrete bridge decks as shown on WSDOT Standard Plan K-80.35.
      v. A minimum offset of 6-inches or 9-inches for temporary Type F or Type 2 narrow base concrete barrier when anchored on cement concrete pavement and concrete bridge decks as shown on WSDOT Standard Plan K-80.37.
      vi. A minimum offset following manufacturer recommendations for temporary steel barrier when not anchored; or when anchored on hot mix asphalt pavement, cement concrete pavement, or concrete bridge decks.
      vii. A minimum offset as directed by the Engineer for any barrier type or configuration not shown in this Section.

An approved terminal, flare, or impact attenuator is required at the approach end of the barrier run, and is required at the trailing end of a barrier run in two-way operations when shown in the plans or as directed by the Engineer.

4. Drop-offs more than 0.50 foot not within the Traveled Way or Auxiliary Lane shall be protected with appropriate warning signs and further protected as indicated in 3a, 3b, or 3c if all of the following conditions are met:
   a. The drop-off is less than 2 feet;
b. The total length throughout the project is less than 1 mile;
c. The drop-off does not remain for more than 3 working days;
d. The drop-off is not present on any of the holidays listed in Section 1-08.5;
e. The drop-off is only on one side of the Roadway.

5. Drop-offs more than 0.50 foot that are not within the Traveled Way or Auxiliary Lane and are not otherwise covered by No. 4 above shall be protected with appropriate warning signs and further protected as indicated in 3a or 3c.

6. Open trenches within the Traveled Way or Auxiliary Lane shall have a steel-plate cover placed and anchored over them. A wedge of suitable material, if required, shall be placed for a smooth transition between the pavement and the steel plate. Warning signs shall be used to alert motorists of the presence of the steel plates.

1-07.23(2) Construction and Maintenance of Detours
(April 1, 2018 Tacoma GSP)

This section is supplemented with the following:

Detour signing during any allowed road closures shall be in accordance with Detour Plans, when included in the Contract Documents. When plans are not included in the Contract Documents, the Contractor shall submit plans for detours in accordance with the “Manual on Uniform Traffic Control Devices (MUTCD)”. In addition, where the Contractor believes an alternate plan will safely and adequately maintain vehicular and pedestrian traffic, the Contractor may submit alternate plans to those for traffic control and detours required by MUTCD or contract documents. Such alternate plans must comply with the MUTCD and shall be in writing and submitted to the Engineer at least fifteen (15) days in advance of their intended use. In general, detouring of arterial traffic must be accomplished on streets designated as City Arterials. Detouring of arterial traffic on non-arterial streets will not be allowed. The acceptance of any alternate plan shall be entirely at the discretion of the Engineer and the Contractor shall have no claim by reason of a plan being rejected or modified, nor shall there be any additional payment by reason of using a substitute plan.

The Contractor shall notify the Engineer three (3) working days in advance of implementation of any street closures/detours allowed under the Contract. Advance notice signing shall be placed a minimum of three (3) working days prior to implementation of any street closure/detour.

A minimum of three (3) working days prior to any street closure, the Contractor shall notify all entities below:

Tacoma Fire Dept. (253-591-5775)
Tacoma Police Dept. (253-591-5932)
LESA Communications Center (253-798-4721 - Opt.#2)
Tacoma Public Schools Transportation Office (253-571-1853)
Pierce Transit (253-581-8001)
Tacoma Environmental Services Solid Waste (253-591-5544)
Tacoma Public Works Engineering Division (253-591-5500)
Tacoma Public Works Streets and Grounds (253-591-5495)
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.

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.

END OF SECTION
1-08 PROSECUTION AND PROGRESS

1-08.0 Preliminary Matters
(May 25, 2006 APWA GSP)

1-08.0(1) Preconstruction Conference
(October 10, 2008 APWA GSP)

Prior to the Contractor beginning the work, a preconstruction conference will be held
between the Contractor, the Engineer and such other interested parties as may be
invited. The purpose of the preconstruction conference will be:

1. To review the initial progress schedule;
2. To establish a working understanding among the various parties associated or
   affected by the work;
3. To establish and review procedures for progress payment, notifications,
   approvals, submittals, etc.;
4. To establish normal working hours for the work;
5. To review safety standards and traffic control; and
6. To discuss such other related items as may be pertinent to the work.

The Contractor shall prepare and submit at the preconstruction conference the following:

1. A breakdown of all lump sum items;
2. A preliminary schedule of working drawing submittals; and
3. A list of material sources for approval if applicable.

1-08.0(2) Hours of Work
(December 8, 2014 APWA GSP)

Except in the case of emergency or unless otherwise approved by the Engineer, the
normal working hours for the Contract shall be any consecutive 8-hour period between
7:00 a.m. and 6:00 p.m. Monday through Friday, exclusive of a lunch break. If the
Contractor desires different than the normal working hours stated above, the request
must be submitted in writing prior to the preconstruction conference, subject to the
provisions below. The working hours for the Contract shall be established at or prior to
the preconstruction conference.

All working hours and days are also subject to local permit and ordinance conditions
(such as noise ordinances).

If the Contractor wishes to deviate from the established working hours, the Contractor
shall submit a written request to the Engineer for consideration. This request shall state
what hours are being requested, and why. Requests shall be submitted for review no
later than two (2) working days prior to the day(s) the Contractor is requesting to
change the hours.

If the Contracting Agency approves such a deviation, such approval may be subject to
certain other conditions, which will be detailed in writing. For example:

1. On non-Federal aid projects, requiring the Contractor to reimburse the
   Contracting Agency for the costs in excess of straight-time costs for Contracting
   Agency representatives who worked during such times. (The Engineer may
   require designated representatives to be present during the work.)
Representatives who may be deemed necessary by the Engineer include, but are not limited to: survey crews; personnel from the Contracting Agency’s material testing lab; inspectors; and other Contracting Agency employees or third party consultants when, in the opinion of the Engineer, such work necessitates their presence.

2. Considering the work performed on Saturdays, Sundays, and holidays as working days with regard to the contract time.

3. Considering multiple work shifts as multiple working days with respect to contract time even though the multiple shifts occur in a single 24-hour period.

4. If a 4-10 work schedule is requested and approved the non working day for the week will be charged as a working day.

5. If Davis Bacon wage rates apply to this Contract, all requirements must be met and recorded properly on certified payroll.

1-08.1 Subcontracting
(December 19, 2019 APWA GSP, Option A)

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 ninth paragraph, beginning with “On all projects, …” is revised to read:

The Contractor shall certify to the actual amount received from the Contracting Agency and amounts paid to all firms that were used as Subcontractors, lower tier subcontractors, manufacturers, regular dealers, or service providers on the Contract. This includes all Disadvantaged, Minority, Small, Veteran or Women’s Business Enterprise firms. This Certification shall be submitted to the Engineer on a monthly basis each month between Execution of the Contract and Physical Completion of the Contract using the application available at: https://wsdot.diversitycompliance.com. A monthly report shall be submitted for every month between Execution of the Contract and Physical Completion regardless of whether payments were made or work occurred.
1-08.3(2)A Type A Progress Schedule  
(March 13, 2012 APWA GSP)  
Revise this section to read:  

The Contractor shall submit **four (4)** 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 used, the schedule shall identify  
the critical path. The Engineer will evaluate the Type A Progress Schedule and approve  
or return the schedule for corrections within 15 calendar days of receiving the submittal.  

1-08.4 Prosecution of Work  
Delete this section and replace it with the following:  

1-08.4 Notice to Proceed and Prosecution of Work  
(July 23, 2015  APWA GSP)  

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

When shown in the Plans, the first order of work shall be the installation of high visibility  
fencing to delineate all areas for protection or restoration, as described in the Contract.  
Installation of high visibility fencing adjacent to the roadway shall occur after the  
placement of all necessary signs and traffic control devices in accordance with 1-10.1(2).  
Upon construction of the fencing, the Contractor shall request the Engineer to inspect  
the fence. No other work shall be performed on the site until the Contracting Agency has  
accepted the installation of high visibility fencing, as described in the Contract.  

1-08.5 Time for Completion  
(November 30, 2018  APWA GSP, Option A)  

Revise the third and fourth paragraphs to read:  

Contract time shall begin on the first working day following the Notice to Proceed  
Date.  

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

Revise the sixth paragraph to read:

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

1. The physical work on the project must be complete; and
2. The Contractor must furnish all documentation required by the contract and
required by law, to allow the Contracting Agency to process final acceptance of
the contract. The following documents must be received by the Project Engineer
prior to establishing a completion date:
   a. Certified Payrolls (per Section 1-07.9(5)).
   b. Material Acceptance Certification Documents
   c. Monthly Reports of Amounts Credited as DBE Participation, as required by
      the Contract Provisions.
   d. Final Contract Voucher Certification
   e. Copies of the approved “Affidavit of Prevailing Wages Paid” for the Contractor
      and all Subcontractors
   f. 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

This section is supplemented with the following:

(March 13, 1995)

This project shall be physically completed within 75 working days.

1-08.6 Suspension of Work

Section 1-08.6 is supplemented with the following

(January 2, 2018)

Contract time may be suspended for procurement of critical materials (Procurement
Suspension). In order to receive a Procurement Suspension, the Contractor shall within
21 calendar days after execution by the Contracting Agency, place purchase orders for
all materials deemed critical by the Contracting Agency for physical completion of the
contract. The Contractor shall provide copies of purchase orders for the critical
materials. Such purchase orders shall disclose the purchase order date and estimated
delivery dates for such critical material.

Charging of contract time will resume upon delivery of the critical materials to the
Contractor or 120 calendar days after execution by the Contracting Agency, whichever
occurs first.

1-08.9 Liquidated Damages
(March 3, 2021  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 $1,650.00 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 Project 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.

END OF SECTION
1-09 MEASUREMENT AND PAYMENT

1-09.2(1) General Requirements for Weighing Equipment
(July 23, 2015 APWA GSP, Option 2)

Revise item 4 of the fifth paragraph to read:

4. Test results and scale weight records for each day’s hauling operations are
provided to the Engineer daily. Reporting shall utilize WSDOT form 422-027,
Scaleman’s Daily Report, unless the printed ticket contains the same information
that is on the Scaleman’s Daily Report Form. The scale operator must provide
AM and/or PM tare weights for each truck on the printed ticket.

1-09.6 Force Account
(October 10, 2008 APWA GSP)
Supplement this Section with the following:

The Contracting Agency has estimated and included in the Proposal, dollar amounts for
all items to be paid per force account, only to provide a common proposal for Bidders.
All such dollar amounts are to become a part of Contractor’s total bid. However, the
Contracting Agency does not warrant expressly or by implication, that the actual amount
of work will correspond with those estimates. Payment will be made on the basis of the
amount of work actually authorized by Engineer.

1-09.7 Mobilization
(December 10, 2020 APWA GSP)

Delete this Section and replace it with the following:

Mobilization consists of preconstruction expenses and the costs of preparatory Work
and operations performed by the Contractor which occur before 10 percent of the
total original amount of an individual Bid Schedule is earned from other Contract
items on that Bid Schedule. Items which are not to be included in the item of
Mobilization include but are not limited to:

1. Any portion of the Work covered by the specific Contract item or incidental
   Work which is to be included in a Contract item or items.
2. Profit, interest on borrowed money, overhead, or management costs.
3. Any costs of mobilizing equipment for force account Work.

Based on the lump sum Contract price for “Mobilization”, partial payments will be
made as follows:

1. When 5 percent of the total original Bid Schedule amount is earned from
   other Contract items on that original Bid Schedule, excluding amounts paid
   for materials on hand, 50 percent of the Bid Item for mobilization on that
   original Bid Schedule, 5 percent of the total of that original Bid Schedule, or 5
   percent of the total original Contract amount, whichever is the least, will be
   paid.
2. When 10 percent of the total original Bid Schedule amount is earned from
   other Contract items on that original Bid Schedule, excluding amounts paid
for materials on hand, 100 percent of the Bid Item for mobilization on that
original Bid Schedule, 10 percent of the total of that original Bid Schedule, or
10 percent of the total original Contract amount, whichever is the least, will be
paid.

3. When the Substantial Completion Date has been established for the project,
payment of any remaining amount Bid for mobilization will be paid.

Nothing herein shall be construed to limit or preclude partial payments otherwise
provided by the Contract.

1-09.9 Payments
(March 13, 2012 APWA GSP)

Delete the first four paragraphs and replace them with the following:

The basis of payment will be the actual quantities of Work performed according to the
Contract and as specified for payment.

The Contractor shall submit a breakdown of the cost of lump sum bid items at the
Preconstruction Conference, to enable the Project Engineer to determine the Work
performed on a monthly basis. A breakdown is not required for lump sum items that
include a basis for incremental payments as part of the respective Specification. Absent
a lump sum breakdown, the Project Engineer will make a determination based on
information available. The Project Engineer’s determination of the cost of work shall be
final.

Progress payments for completed work and material on hand will be based upon
progress estimates prepared by the Engineer. A progress estimate cutoff date will be
established at the preconstruction conference.

The initial progress estimate will be made not later than 30 days after the Contractor
commences the work, and successive progress estimates will be made every month
thereafter until the Completion Date. Progress estimates made during progress of the
work are tentative, and made only for the purpose of determining progress payments.
The progress estimates are subject to change at any time prior to the calculation of the
final payment.

The value of the progress estimate will be the sum of the following:

1. Unit Price Items in the Bid Form — the approximate quantity of acceptable
   units of work completed multiplied by the unit price.

2. Lump Sum Items in the Bid Form — based on the approved Contractor’s lump
   sum breakdown for that item, or absent such a breakdown, based on the
   Engineer’s determination.

3. Materials on Hand — 100 percent of invoiced cost of material delivered to Job
   site or other storage area approved by the Engineer.

4. Change Orders — entitlement for approved extra cost or completed extra work
   as determined by the Engineer.

Progress payments will be made in accordance with the progress estimate less:

1. Retainage per Section 1-09.9(1), on non FHWA-funded projects;
2. The amount of progress payments previously made; and
3. Funds withheld by the Contracting Agency for disbursement in accordance with the Contract Documents.

Progress payments for work performed shall not be evidence of acceptable performance or an admission by the Contracting Agency that any work has been satisfactorily completed. The determination of payments under the contract will be final in accordance with Section 1-05.1.

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

(June 27, 2011)
Vacant

1-09.13(3)A Administration of Arbitration
(November 30, 2018  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.

END OF SECTION
1-10 TEMPORARY TRAFFIC CONTROL

Traffic Control Management

1-10.2(1) General
(January 3, 2017)

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

Only training with WSDOT TCS card and WSDOT training curriculum is recognized in the State of Washington. The Traffic Control Supervisor shall be certified by one of the following:

The Northwest Laborers-Employers Training Trust
27055 Ohio Ave.
Kingston, WA 98346
(360) 297-3035

Evergreen Safety Council
12545 135th Ave. NE
Kirkland, WA 98034-8709
1-800-521-0778

The American Traffic Safety Services Association
15 Riverside Parkway, Suite 100
Fredericksburg, Virginia 22406-1022
Training Dept. Toll Free (877) 642-4637
Phone: (540) 368-1701

1-10.3 Traffic Control Labor, Procedures and Devices
(May 20, 2020)

Contractor Provided Uniformed Police Officers

The Contractor shall provide, direct, and monitor Uniformed Police Officers having jurisdiction to control traffic in accordance with the Plans. A uniformed police officer (UPO) is a sworn police officer from a local law enforcement agency or a Washington State Patrol officer. The UPO shall provide traffic control as shown in an accepted traffic control plan.

The following contact information for potential service providers is supplied for the Contractor’s convenience:

Tacoma Police Department
Special Events Sergeant
(253) 591-5932
TacomaPoliceEvents@ci.tacoma.wa.us
1-10.4 Measurement

Section 1-10.4(1) is supplemented with the following:

(August 2, 2004)

The proposal contains the item “Project Temporary Traffic Control”, lump sum. The provisions of Section 1-10.4(1) shall apply

END OF SECTION
2-01  CLEARING, GRUBBING, AND ROADSIDE CLEANUP

(*******)

2-01.1 Description
The first sentence of the first paragraph is revised to read:
The Contractor shall clear, grub, and cleanup those areas within the area of ground
disturbance in accordance with the Plans and Specifications and as needed to complete
the Contract Work.

This section is supplemented with the following:
Trees, stumps, shrubs, and brush shall be considered as part of “Clearing and Grubbing”
where these are an obstacle to the Work in the Contract, or when identified for removal
on the Plans.

2-01.2 Disposal of Usable Material and Debris
The second paragraph is revised to read:
The Contractor shall dispose of all debris in accordance with Section 2-01.2(2).

(********)

2-01.3(1) Clearing
This section is revised to read:

1. Fell trees within the area to be cleared and individual trees as shown on the
Plans.
2. Close-cut parallel to the slope of the ground all stumps to be left in the
cleared area outside the slope stakes.
3. Close cut all stumps that will be buried by fills 5-feet or less in depth.
4. Follow these requirements for all stumps that will be buried by fills deeper
than 5-feet from the top, side, or end surface of the embankment or any
structure and are in a location that will not be terraced as described in
Section 2-03.3(14):
   a. Close-cut stumps under 18-inches in diameter.
   b. Trim stumps that exceed 18-inches in diameter to no more than 12-
      inches above original ground level.
5. Leave standing any trees or native growth indicated by the Engineer.
6. Trim all trees to be left standing to the height specified by the Engineer and
certified Arborist, with a minimum height of eight (8) feet above sidewalk and
fourteen (14) feet above the roadway surface. Neatly cut all limbs close to
the tree trunk. All tree trimming must be done by or under the direction of a
certified Arborist.
7. Thin clumps of native growth as the Engineer may direct.
8. Protect, by fencing if necessary, all trees or native growth from any damage
caused by construction operations in accordance with Standard Plans LS-08
through LS-11. This shall be included in the lump sum Contract price for the
Bid item “Clearing and Grubbing”.
9. Trim all shrubs and brush which covers sidewalks, curb, curb and gutter, and
curb ramps to a minimum of four inches from the edge of sidewalk or as
directed by the Engineer or Certified Arborist.
10. Remove and dispose of, or relocate the following existing features where necessary within the project limits or as indicated on the Plans:
   a. Cement concrete gutter boxes.
   b. Large rocks, garden stone, or other stones used for the purpose of landscaping or as a barrier when inside the paving limits.
   c. Wood curbs, logs, railroad ties, and other timber used for landscaping when inside the paving limits.
   d. All types of fence.
   e. Bollards inside the paving area and not designated to remain.
   f. Relocate Eco Blocks to a location outside of the paving limits.

11. Remove trees as indicated on the plans or as directed by the Engineer or certified Arborist. The tree removal shall include stump grinding to eight inches below final grade and removal of roots according to the Plans and Specifications, and as directed by the Engineer and certified Arborist, such that a new tree can be planted in the same area.

12. Perform all work as required by the certified Arborist Reports to protect, remove, trim, prune roots or limbs, and any other works detailed in the Arborist Reports. This work shall be performed on Force Account per Section 1-09.6.

13. All stumps identified for stump grinding or as directed by the Engineer or certified Arborist shall be ground to eight inches below final grade.

2-01.3(2) Grubbing

Item e is revised to read:

Upon which embankments will be placed, except stumps may be close-cut or trimmed as allowed in Section 2-01.3(1) item 4.

2-01.3(5) Definition of Vegetation

A “tree” is defined as any self-supporting, woody perennial plant having a main stem (trunk) and which normally attains a height of at least ten (10) feet at maturity.

A “shrub” is defined as any woody perennial plant which normally attains a height of less than ten (10) feet at maturity and which can be construed to have some landscape value.

“Brush” is defined as any perennial vegetation which normally attains a height of ten (10) feet or less at maturity, which is not maintained as part of a landscape feature, which is “volunteer” growth or which exists in a naturalized state. Examples include but are not limited to stands of blackberries and scotch broom.

2-01.3(5) Tree and Stump Classifications

Trees shall be classified by the measured diameter at a point four and one-half (4-½) feet above average ground level. Trees that have several stems at the four and one-half (4-½) foot height will be considered a tree clump. The largest diameter single stem will be measured and will dictate the class rating. Only the largest, single stem in the clump will be utilized for measurement and payment.
Stumps shall be classified by the measured diameter at the highest point of the stump above the average ground level or a point four and one-half (4-1/2) feet above the average ground level, whichever is less.

Trees and stumps will be classified as follows:

- Less than 4 inches: Class 0
- 4 inches up to but not including 12 inches: Class I
- 12 inches up to but not including 24 inches: Class II
- 24 inches up to and including 42 inches: Class III
- Greater than 42 inches (Tree height greater than 30 feet): Class IV
- Greater than 42 inches (Tree height of 30 feet or less): Class V

2-01.5 Payment

(******)

*The Bid item “Clearing and Grubbing” is supplemented with the following:*

In addition, the lump sum Contract price for “Clearing and Grubbing” shall be full pay for native growth protection and tree protection, including tree protection fencing in accordance with Standard Plans LS-08 thru LS-11.

In addition, the lump sum Contract price for “Clearing and Grubbing” shall include payment for removal of obstructions and for removal, salvage, and relocation of items as indicated on the Plans, that are not included in other bid items in the Proposal.

END OF SECTION
2-03 ROADWAY EXCAVATION AND EMBANKMENT
(* *****)

2-03.1 Description

The last sentence of the first paragraph is deleted.

2-03.3 Construction Requirements

2-03.3(5) Slope Treatment

This section is deleted.

2-03.3(19) Removal of Pavement, Sidewalks, Curbs, and Gutters

This section is deleted.

Section 2-03.3 is supplemented with the following:

(* *****)

2-03.3(20) Field Adjustment

Field adjustment involves adjustments to horizontal or vertical alignments, or grades that are shown in the plans or directed by the Engineer and will be performed as needed to address issues with drainage, street crowning, cross slopes, curb ramps, and connections to existing grades for the finished product as directed by the Engineer. The Contractor and the Engineer shall collaborate on field adjustments. All grade checking needed to complete the field adjustments shall be provided by the Contractor. The Contractor shall continue work, during the field adjustment time, in unaffected areas of the Project, in accordance with the Plans and Specifications. Some localized delay is inherent in this process, and the contractor shall be prepared to collaborate and move crews on to other work locations. Compensation for field adjustments shall be per Section 1-09.6, Force Account. The contractor shall not be entitled to additional compensation or additional work days due to delays from field adjustments.

2-03.5 Payment

This section is revised to read:

(* *****)

Payment for Roadway Excavation is included in the payment for Pavement Removal, in accordance with Section 2-14.

“Field Adjustment”, by Force Account

Excavation of unsuitable foundation material below design subgrade as directed by the Engineer, shall be compensated by Force Account under "Field Adjustment" in accordance with Section 2-06.

END OF SECTION
2-06 SUBGRADE PREPARATION

(* *****)

2-06.3 Construction Requirements
This section is supplemented with the following:

Subgrade Repair for Subgrade Not Constructed Under Same Contract
Upon removal of pavement, the Contractor and City Inspector shall walk the subgrade surface to determine and delineate any subgrade areas that need to be repaired. Any subgrade areas that require repair, from the initial walkthrough, shall be determined solely by the City Inspector. Any initial subgrade repairs shall be paid for according to Section 2-06.5(2). Subgrade repair shall be performed in accordance with Section 2-06 and immediately after it has been determined and delineated. In order to minimize damage to the subgrade, the Contractor is encouraged to minimize pavement removal during the work.

Subgrade Maintenance and Protection
Immediately after the contractor constructs the subgrade or completes initial subgrade repair to the City's satisfaction, the contractor shall maintain and protect the subgrade. Any defects or damage of the subgrade thereafter shall be repaired or replaced according to Section 2-06, at the Contractor's expense before placement of any succeeding courses or pavement. Maintenance and protection of the subgrade shall be the responsibility of the Contractor. The Contractor shall be required to take precautionary measures to prevent damage by heavy loads or equipment, as well as from inclement weather.

The Contractor and City Inspector should walk the exposed subgrade on a daily basis to determine if there is damage to the subgrade. Any Subgrade areas that require repair according to this section shall be determined solely by the City Inspector.

2-06.5 Measurement and Payment
This section is supplemented with the following:

Subgrade Maintenance and Protection shall be paid by lump sum and shall apply to all subgrade.

“Subgrade Maintenance and Protection”, lump sum

The lump sum price for “Subgrade Maintenance and Protection” shall be full pay for all material, labor, and equipment for implementation of subgrade maintenance and protection, as determined by the City Inspector.

If the contractor fails to protect the subgrade so that additional subgrade repairs are required as determined by the City Inspector, then the city shall not owe payment for these additional subgrade repairs in accordance with Section 2-06.3.
2-06.5(2) Subgrade Not Constructed Under Same Contract

Item 4 under this section is revised to read:

4. **Excavation and Backfill** – If the Engineer directs the Contractor to excavate unsuitable or unstable subgrade soil, then the Contracting Agency will measure and pay for the Work under “Field Adjustment”, by Force Account. The Contracting Agency will pay unit Contract prices for suitable backfill materials that are included in the Bid Proposal.

Item 5 under this section is deleted.

END OF SECTION
2-07 WATERING
(******)

2-07.3 Construction Requirements

The last sentence of the first paragraph is revised to read:
The Engineer may direct that the Contractor apply water during non-working hours such as evenings, weekends, or recognized holidays.

Section 2-07.3 is supplemented with the following:

2-07.3(1) Water Supplied from Hydrants

There is no guarantee that all fire hydrants will be available for use for cleaning, lining, or any other construction activities associated with this project. Prior to construction activities, it shall be the Contractor’s responsibility to verify which hydrants will be available by contacting Tacoma Water. The Contractor shall use only those hydrants designated by Tacoma Water.

Water supplied from hydrants governed by Tacoma Water shall be used in strict compliance with the “Operating Procedures for the use of Water Division Hydrants” available at the Tacoma Water Permit Counter.

The Contractor shall obtain a Hydrant Permit prior to start of work by contacting the Water Permit Counter at (253) 502-8247, 2nd floor, Tacoma Public Utilities, Administrative Building, 3628 South 35th Street, Tacoma, WA 98409. A copy of the approved Hydrant Permit shall be submitted to the Engineer.

Contractor personnel shall be in possession of a valid Tacoma Public Utilities Hydrant Certification Card prior to obtaining a permit. If necessary, contractor personnel shall undergo training to receive the required certification. Contact the Water Permit Counter to set up training as necessary.

END OF SECTION
2-14  PAVEMENT REMOVAL
(******)

2-14.1 Description

The Work described in this section includes the removal and disposal of pavement
surfaces identified on the Plans or as marked in the field and excavation of soil and
existing road base as required for construction of the new pavement in accordance with
the Plans, Specifications, and the Contract.

2-14.2 Pavement Classification

Removal of pavement is defined below by type and class based on composition and
thickness:

Type I  Pavement removal where all or portions of the existing pavement is
being removed in conjunction with street construction or any other
removal not described below for Type II or Type III.

Type II  Pavement removal required for the placing of utilities at greater and
varying depths, such as sewers.

Type III  Pavement removal required for narrow and shallow utility cuts in order
to install light cables, conduits and similar shallow utilities.

Class A2  Class A2 pavement removal shall apply to the removal of asphalt
concrete, bituminous road surfacing, multiple lift bituminous surface
treatments or any combination of these components having an
average thickness of two inches or less.

Class A8  Class A8 pavement removal shall apply to the removal of asphalt
concrete, bituminous road surfacing, multiple lift bituminous surface
treatments or any combination of these components having an
average thickness between four inches and eight inches.

Class A12  Class A12 pavement removal shall apply to the removal of asphalt
concrete, bituminous road surfacing, multiple lift bituminous surface
treatments or any combination of these components having an
average thickness between four inches and twelve inches.

Class C6  Class C6 pavement removal shall apply to all non-reinforced cement
concrete pavements or slabs having an average thickness of six
inches or less, typical for existing sidewalk and residential driveway
entrances. After the curbs and pavement have been constructed, the
Contractor may be required to remove additional sidewalk necessary
to provide proper connections and grades, as determined by the
Engineer. Protect building face where the pavement removal adjoins
the building face.
Class C12  Class C12 pavement removal shall apply to all cement concrete pavements or slabs having an average thickness of between six inches and twelve inches, typical for concrete road pavement and some commercial driveways.

Class CA  Class CA pavement removal shall apply to all pavements that have a wearing surface of asphalt concrete upon a cement concrete pavement or, cement concrete base, and for which the total combined thickness of the pavement averages between six inches and twelve inches.

Class H  Class H pavement removal shall apply to early type pavement of a cement concrete base with a brick or cobblestone surface and potentially an additional layer of asphalt concrete pavement for which the total combined thickness of the pavement averages between six inches and twelve inches.

2-14.3 Construction Requirements

The Work in the vehicle lanes shall include roadway excavation to a minimum 12-inch depth including existing pavement, and as needed to construct 4"HMA over 8"Recycled Concrete Aggregate between new gutter grades and sawcut lines in accordance with the Plans.

All final meetlines shall be sawcut. All pavement removal shall be Type I removal unless the Type is otherwise specified.

Where monolithic cement concrete pavement and curb are being removed, the curb removal shall be considered as pavement removal, and the measurement for payment will be to the back of the curb.

The removal of existing street improvements shall be conducted in such a manner as not to damage utilities and any portion of the improvement that is to remain in place. Any deviation in this matter will obligate the Contractor, at no expense to the Contracting Agency, to repair, replace, or otherwise make proper restoration to the satisfaction of the Engineer.

2-14.4 Measurement

Pavement removal will be measured per square yard.

Type I pavement removal will be measured in its original position through the use of survey techniques.

(*) Most pavement removal on this project is expected to be Class A8, with the exception of some know Class C6 removal for sidewalk etc. behind the curb. Therefore, all other classes of pavement removal not specifically included in the Bid Proposal shall be included in the area for Class A8 pavement removal.
2-14.5 Payment

Payment will be made in accordance with Section 1-04.1.

All costs associated with saw cutting meet lines, and with protection of adjoining pavements, walls, or other structures shall be included in the unit Contract price for pavement removal.

“Remove Existing Pavement, Type I Class___”, per square yard

(******)
All costs associated with roadway excavation of pavement and subgrade, haul and disposal, and saw cutting meet lines shall be included in the unit Contract price for pavement removal where these are not included in other bid items in the Proposal.

(******)
All classes of pavement removal not specifically included in the Bid Proposal shall be included in the Contract price per square yard for Class A8 pavement removal.

END OF SECTION
2-15 CURB AND CURB AND GUTTER REMOVAL
(******)

2-15.1 Description

The Work described in this section includes the complete removal and disposal of curbs and curb and gutter identified on the Plans or as marked in the field.

2-15.2 Curb Classification

Integral Curb - Integral curb shall consist of curb that is constructed monolithic with the adjacent cement concrete pavement.

Curb - Curb may consist of cement concrete curb, granite curb, or any other combination of rigid material that extends below the pavement surface elevation.

Extruded/Precast Curb - Extruded or precast curb may consist of asphalt or concrete extruded or precast curb that is installed on a pavement surface.

Curb and Gutter - Curb and gutter may be cement concrete, or a cement concrete curb with a brick gutter on a cement concrete base, or other combination of rigid material.

2-15.3 Construction Requirements

Integral curb removal shall consist of the removal of the curb and the integral base section under the curb. The removal shall be accomplished by sawcutting along the face of the curb.

The removal of the curb and/or curb and gutter shall be conducted in such a manner as not to damage utilities and any portion of the improvement that is to remain in place. Any deviation in this matter will obligate the Contractor, at no expense to the Contracting Agency, to repair, replace, or otherwise make proper restoration to the satisfaction of the Engineer.

2-15.4 Measurement

Curb and curb and gutter removal will be measured per linear foot.

2-15.5 Payment

Payment will be made in accordance with Section 1-04.1.

"Remove Curb", per linear foot.

The unit Contract price per linear foot for “Remove Curb” shall be full pay for all labor, material, and equipment required for the removal and disposal of all existing curb types, such as extruded curb, integral curb, curb, curb and gutter as specified in this section. All saw cutting, wheel trenching, hydro hammering, chipping, grinding, and all other work necessary for the removal of curb or curb and gutter shall be included in the unit Contract price for “Remove Curb”.

END OF SECTION
3-04 ACCEPTANCE OF AGGREGATE
(April 1, 2012 Tacoma GSP)

3-04.1 Description
The first and third paragraphs are deleted.

The fourth paragraph is revised to read:
Nonstatistical evaluation will be used for the acceptance of aggregate materials.

3-04.3(1) General
The first sentence is revised to read:

For the purpose of acceptance sampling and testing, all test results obtained for a material type will be evaluated collectively.

3-04.3(4) Testing Results
This section is replaced with the following:

The results of all acceptance testing will be provided by the City’s Project Engineer within 3 working days of testing.

3-04.3(6) Statistical Evaluation
This section is deleted:

END OF SECTION
**4-04 BALLAST AND CRUSHED SURFACING**

(********)

**4-04.2 Materials**

*This section is supplemented with the following:*

The Contractor shall substitute Recycled Concrete Aggregate for crushed surfacing and ballast for construction of road base and subgrade for HMA pavement, and for 2-inch foundation under driveway, sidewalk and curb ramps. Gradation shall approximate that for Crushed Surfacing Top Course, or as approved by the Engineer in order to facilitate grading and compaction.

Recycled Concrete Aggregate shall conform to the requirements of Section 9-03.21, 9-03.21(1)B and 9-03.21(1)B1.

**4-04.3(5) Shaping and Compaction**

*The second paragraph is revised to read:*

To evaluate the road base compaction of Recycled Concrete Aggregate the Contractor shall perform a wheel roll test with a loaded dump truck in the presence of the Engineer for evaluation of satisfactory compaction. The Engineer may direct test point compaction evaluation to be performed in accordance with SOP 738. The Engineer will evaluate achieved compaction based on the wheel roll test or with test point results.

**4-04.5 Payment**

*This section is supplemented with the following:*

All costs for labor, equipment, and materials required to furnish, place, and compact the material shall be included in the unit Contract price.

“Recycled Concrete Aggregate”, per ton

The Contract unit price per ton for “Recycled Concrete Aggregate” shall be full compensation for furnishing, hauling, placing and compacting the recycled concrete aggregate in place in accordance with the Contract, Plans and Specifications.

**END OF SECTION**
5-04  HOT MIX ASPHALT

(******)

This Section is revised according to the following overriding provisions:

Nonstatistical or test point evaluation shall be the method for HMA compaction acceptance for all HMA pavement, except where visual or commercial evaluation is specified. Visual evaluation shall be considered synonymous with commercial evaluation. The Contracting Agency will not be required to perform any acceptance by statistical evaluation.

All references to “statistical” are revised to read “nonstatistical”, and “nonstatistical” evaluation shall be considered synonymous with “test point” evaluation. Thus, all Specifications for test procedures, methods, construction requirements, and requirements for evaluation and acceptance shall apply to the Work with the following exceptions:

- The Contracting Agency shall not be required to perform statistical analysis of any acceptance test results.
- Quantities for sublots and lots shall be as determined by the Engineer. If test results are found not to be within specification requirements, additional testing as needed to determine a CPF may be performed.
- The Contracting Agency shall not be required to make price adjustments based on pay factors and composite pay factors.

5-04.2 Materials

This section is supplemented with the following:

(******)

Fiber Reinforcement

Fiber reinforcement shall consist of Aramid fibers and polyolefin fibers, with the polyolefin fibers intended to keep the Aramid fibers together until incorporation into the HMA mix. Once incorporated into the mix and during the HMA production process polyolefin fibers will melt and/or become plastically deformed allowing Aramid fibers to separate.

Aramid fibers shall meet the following requirements:

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>3/4&quot; (19 mm)</td>
</tr>
<tr>
<td>Form</td>
<td>Monofilament</td>
</tr>
<tr>
<td>Acid/Alkali Resistance</td>
<td>Inert</td>
</tr>
<tr>
<td>Tensile Strength</td>
<td>400,000 psi</td>
</tr>
<tr>
<td>Specific Gravity</td>
<td>1.44</td>
</tr>
<tr>
<td>Operating Temperatures</td>
<td>-300° F to 800° F (-73° C to 427° C)</td>
</tr>
</tbody>
</table>

Polyolefin fibers shall meet the following requirements:

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>3/4&quot; (19 mm)</td>
</tr>
<tr>
<td>Form</td>
<td>Fillibrated</td>
</tr>
<tr>
<td>Acid/Alkali Resistance</td>
<td>Inert</td>
</tr>
<tr>
<td>Specific Gravity</td>
<td>0.91</td>
</tr>
</tbody>
</table>
5-04.2(1) How to Get an HMA Mix Design on the QPL
(April 1, 2018 Tacoma GSP)
For Subsection 5-04.2(1) the term “Contracting Agency” is revised to read “WSDOT”.

5-04.2(2) Mix Design – Obtaining Project Approval
(April 1, 2018 Tacoma GSP)
This section is revised to read:

The Contactor shall submit each HMA mix design to the Contracting Agency on WSDOT Form 350-042. The Contractor shall provide a mix design based upon 3 million ESAL’s.

No paving shall begin prior to the HMA mix design acceptance by the Engineer for the Job Mix Formula (JMF) that will be used for the same paving. The Contracting Agency will evaluate HMA mix design submittals according to Visual Evaluation per Table 1. The mix design will be the initial JMF for the class of HMA. The Contractor may request a change in the JMF. Any adjustments to the JMF will require the approval of the Project Engineer and must be made in accordance with Section 9-03.8(7).

Mix designs for HMA shall have the aggregate structure and asphalt binder content determined in accordance with WSDOT Standard Operating Procedure 732 and meet the requirements of Sections 9-03.8(2) and 9-03.8(6). The Contractor shall determine anti-strip additive requirements for the HMA and submit laboratory test data for anti-stripping and rutting in accordance with the following options:
- Hamburg Wheel track Test and Section 9-03.8(2), or
- Tensile Strength Ratio (TSR) Test per AASHTO T 283, or
- Previous WSDOT Lab mix design verification test data and stripping evaluation, per the Engineer’s discretion and as stated below.

With the HMA mix design submittal 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.

At the discretion of the Engineer, the Contracting Agency 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.
For the use of Commercial HMA, the Contractor shall select a class of HMA and design level of Equivalent Single Axle Loads (ESAL’s) appropriate for the required use. Commercial HMA can be accepted by a Contractor certificate of compliance letter stating the material meets the HMA requirements defined in the Contract.

5-04.2(2)B Using HMA Additives
(April 1, 2018 Tacoma GSP)

This section is revised to read:

The Contractor may, at the Contractor’s discretion, 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 in the production of High RAP/Any RAS 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(2) Paving Under Traffic
(April 1, 2018 Tacoma GSP)

The second paragraph is supplemented with the following:

No traffic shall be allowed on any newly placed pavement without the approval of the Engineer.

5-04.3(3)C Pavers
(April 1, 2018 Tacoma GSP)

The second paragraph is deleted.

5-04.3(3)D Material Transfer Device or Material Transfer Vehicle
(April 1, 2018 Tacoma GSP)

The first paragraph is revised to read:

A Material Transfer Device/Vehicle (MTD/V) shall not be used unless specific paving areas are specified below. A MTD/V shall only be used according to this special provision for the following paving areas:

None

5-04.3(4)C Pavement Repair
(April 1, 2018 Tacoma GSP)

This section is revised to read:

Pavement repair shall be in accordance with the City of Tacoma Right-of-Way Restoration Policy found at:

Pavement repair consists of asphalt concrete saw-cutting, removing asphalt concrete pavement, removing crushed surfacing and subgrade, and installing Construction Geotextile for Separation, placing crushed surfacing top course over the Construction Geotextile, and HMA in accordance with the Contract or as directed by the Engineer.

Pavement repair excavation may also be performed by the use of a milling machine of a type that has operated successfully on work comparable with that to be done under the Contract and shall be approved by the Engineer prior to use. If a milling machine is used for excavation, the excavation shall be as directed by the Engineer.

In all types of excavation, after the removal of the asphalt, the base material will be evaluated by the Engineer to determine if it is suitable. If the base is determined not to be suitable, the Contractor shall remove the base material and restore the sub-grade in accordance with Section 2-06 and the Plans, regardless of the method used for excavation.

Estimated plan quantities for pavement repair are approximate and are provided for bidding purposes only. The actual dimensions to be used will be verified by the Engineer at the time of construction. Contrary to Section 1-04.6, no changes to the unit prices bid for the various items will be permitted due to any increase or decrease in the amount of pavement repair.

Payment for pavement repair shall be by the unit Bid prices according to the Contract for all materials, labor, and equipment required to complete the pavement repair. Items not included in the Proposal shall be paid for according to Section 1-04.1(2).

5-04.3(6) Mixing
(April 1, 2018 Tacoma GSP)

The first paragraph is revised to read:

The asphalt supplier shall add anti-stripping additive to the liquid asphalt prior to shipment to the asphalt mixing plant. The Contractor shall submit the anti-stripping additive amount and the manufacturer's certification, together with the HMA mix design submittal in accordance with Section 5-04.2. Paving shall not begin before the anti-stripping additive submittal is accepted by the Engineer.

This Section is supplemented with the following:

Mixing Fiber Reinforced HMA
(* *****)

Fiber reinforcement shall be added to the approved HMA mix at a rate of 1 pound of fiber per 1 ton of HMA.

Fiber shall be added to the HMA mix through specialized equipment that can accurately proportion and/or meter, by weight, the proper amount per batch for batch plants, or continuously and in a steady uniform manner for drum plants. Alternatively, upon the approval of the Engineer, fiber may be added manually using pre-weighed dissolvable bags.
Specialized equipment shall be as recommended by the fiber manufacturer and shall be capable of controlling the weight of fibers added.

Fiber shall be mixed with the HMA in accordance with the fiber manufacturer’s recommendations.

5-04.3(9) HMA Mixture Acceptance
(April 1, 2018 Tacoma GSP)
The first paragraph is revised to read:

The Contracting Agency will evaluate the HMA mixture by nonstatistical or visual evaluation as determined from the criteria in Table 7 or as determined by the Engineer.

5-04.3(9)A Test Sections
(April 1, 2018 Tacoma GSP)
The first paragraph is revised to read:

At the start of paving, if requested by the Contractor, a compaction test section shall be constructed as directed by the Engineer to determine the compactibility of the mix design. Compactibility shall be based on the ability of the mix to attain the specified minimum density (91 percent of the maximum density determined by WSDOT SOP 729, and FOP for AASHTO T 209).

Following determination of compactibility, the Contractor is responsible for the control of the compaction effort. If the Contractor does not request a test section, the mix will be considered compactible. See also Section 5-04.3(10)C2.

The second paragraph is revised to read:

The purpose of a test section is to determine whether or not the Contractor’s mix design and production processes will produce HMA meeting the Contract requirements related to mixture. Construct HMA mixture test sections at the beginning of paving, using at least 100 tons and a maximum of 800 tons or as specified by the Engineer. Each test section shall be constructed in one continuous operation.

5-04.3(9)B Mixture Acceptance – Statistical Evaluation
(April 1, 2018 Tacoma GSP)
The title of this section is revised to read:

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

5-04.3(9)B1 Mixture Statistical Evaluation – Lots and Sublots
(April 1, 2018 Tacoma GSP)
The title of this section is revised to read:
5-04.3(9)B1 Mixture Nonstatistical Evaluation – Lots and Sublots

This section is revised to read:

For HMA in a structural application, sampling and testing for total project quantities less than 400 tons is at the discretion of the engineer. For HMA used in a structural application and with a total project quantity less than 800 tons but more than 400 tons, a minimum of one acceptance test shall be performed:

i. If test results are found to be within specification requirements, additional testing will be at the engineer’s discretion.

ii. If test results are found not to be within specification requirements, additional testing as needed to determine a CPF shall be performed.

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

See also Section 5-04.3(11)F.

iv. If, before completing a mixture lot, the Contractor requests a change to the JMF which is approved by the Engineer, the mixture produced in that lot after the approved change will be evaluated on the basis of the changed JMF, and the mixture produced in that lot before the approved change will be evaluated on the basis of the unchanged JMF; however, the mixture before and after the change will be evaluated in the same lot. Acceptance of subsequent mixture lots will be evaluated on the basis of the changed JMF.

5-04.3(9)E Mixture Acceptance – Notification of Acceptance Test Results
(April 1, 2018 Tacoma GSP)

The first and second paragraphs of this section are revised to read:

The Contracting Agency will endeavor to provide written notification (via email to the Contractor’s designee) of acceptance test results within 24 hours of the sample being made available to the Contracting Agency. However, the Contractor agrees:

1. Quality control, defined as the system used by the Contractor to monitor, assess, and adjust its production processes to ensure that the final HMA mixture will meet the specified level of quality, is the sole responsibility of the Contractor.

2. The Contractor has no right to rely on any testing performed by the Contracting Agency, nor does the Contractor have any right to rely on timely notification by the Contracting Agency of the Contracting Agency’s test results (or statistical analysis thereof), for any part of quality control and/or for making changes or correction to any aspect of the HMA mixture.

3. The Contractor shall make no claim for untimely notification by the Contracting Agency of the Contracting Agency’s test results (or statistical analysis thereof).

5-04.3(10)B HMA Compaction - Cyclic Density
(April 1, 2018 Tacoma GSP)

This section is deleted.
5-04.3(10)C1 HMA Compaction Statistical Evaluation – Lots and Sublots
(April 1, 2018 Tacoma GSP)
This section is deleted.

5-04.3(10)C2 HMA Compaction Statistical Evaluation – Acceptance Testing
(April 1, 2018 Tacoma GSP)
The title of this section is revised to read:
5-04.3(10)C2 HMA Compaction Nonstatistical Evaluation – Acceptance Testing
The second paragraph is revised to read:
Compaction tests will be performed at a minimum of 5 various locations, as determined by the Engineer, for each 400 tons placed. The locations will be determined by the stratified random sampling procedure conforming to WSDOT Test Method T 716. For an area in progress with a CPF less than 0.75, a new compaction sequence will begin at the Contractor’s request after the Project Engineer is satisfied that material conforming to the Specifications can be produced. The Compaction Test Procedures will be provided to the Contractor by the Contracting Agency at the Pre-Construction Conference or a Pre-Paving Meeting, prior to the placement of HMA material on site.

This section is supplemented with the following:
Cores may be used as an addition to the nuclear density gauge tests. When cores are taken by the Engineer at the request of the Contractor, the request shall be made by noon of the first working day following placement of the mix. The Engineer shall be reimbursed for the coring expenses.

The Engineer will inform the Contractor of field compaction test results as work is being performed. Formal Test Report(s) will be provided to the Contractor within 3 Working Days.

HMA for preleveling shall be compacted to the satisfaction of the Engineer.

Section 5-04 is supplemented with the following:

Temporary Pavement Patch
(******)
To maintain the street or road open to traffic, the Contractor shall place a temporary pavement patch in accordance with the Specifications and as directed by the Engineer. Temporary pavement patches are allowed with Cold Plant Mix Asphalt, except temporary pavement patches placed between October 1st and March 31st shall be HMA Cl. ½” PG 58H-22.

5-04.4 Measurement
(******)
The first paragraph is revised to read:
HMA Cl. ___ PG ___, Fiber Reinforced HMA Cl. ___ PG ___, HMA for ___ Cl. ___ PG ___, and Commercial HMA will be measured by the ton in accordance with Section 1-09.2, with no deduction being made for the weight of asphalt binder, blending sand, mineral filler, anti-stripping additive, or any other component of the mixture; and the measurement shall include asphalt wedge curbs and thickened edges in accordance
with the Plans or as directed by the Engineer. If the Contractor elects to remove and replace mix as allowed in Section 5-04.3(11), the material removed will not be measured.

The second paragraph is revised to read:

No specific unit of measure will apply to roadway cores, which shall be included in the measurements for the HMA items that are included in the Proposal.

This section is supplemented with the following:

HMA for Approach Cl. ___ PG 58H-22 shall be measured per square yard of finished asphalt driveway and approach with 2-inch thickness HMA.

No specific unit of measure will apply to anti-stripping additive, which shall be included in the measurements for the HMA items that are included in the Proposal.

5-04.5 Payment

Pay items for "Job Mix Compliance Price Adjustment" and "Compaction Price Adjustment" are deleted.

This section is supplemented with the following:

"Temporary Pavement Patch", per ton.

The unit Contract price for "Temporary Pavement Patch" shall be full pay for all labor, equipment, and materials required to furnish and install; maintain; and remove and dispose of the temporary patch in accordance with Special Provision 5-04.3(18) and Section 5-04.

"Fiber Reinforced HMA Cl. ___ PG ___", per ton.

The unit Contract price per ton for "Fiber Reinforced HMA Cl. ___ PG ___" shall be full payment for all costs incurred to carry out the requirements of Section 5-04, including coring and testing, and shall include fiber reinforcement and anti-stripping additive in accordance with the Contract.

END OF SECTION
6-02 CONCRETE STRUCTURES

6-02.3(1) Classification of Structural Concrete
This section is supplemented with the following:

Sidewalks, Driveway Entrances, Curbs and Gutters shall be constructed with Concrete Class 3000 psi. at a minimum.

6-02.3(2)B Commercial Concrete
The second paragraph is revised to read:

Where concrete Class 3000 is specified for items such as culvert headwalls, plugging culverts, concrete pipe collars, pipe anchors, monument cases, Type PPB, PS, I, FB and RM signal standards, pedestals, cabinet bases, guardrail anchors, and fence post footings, the Contractor may use commercial concrete.

This section is supplemented with the following:

The Contractor shall not use commercial concrete for Driveway Entrances, Sidewalks and Trails, and Curbs and Gutters.

END OF SECTION
This section is deleted. The requirements of Section 7-17 shall apply to storm sewers.

END OF SECTION
7-05 MANHOLES, INLETS, CATCH BASINS, AND DRYWELLS
(******)

7-05.1 Description
This section is supplemented with the following:

All references to sanitary sewers shall be construed to also mean storm sewers.

7-05.3 Construction Requirements

7-05.3(1) Adjusting Manholes and Catch Basins to Grade
This section is revised to read:

7-05.3(1) Adjusting Utility Structures to Grade
Where shown in the Plans or where directed by the Engineer, utility structures shall be adjusted to grade as staked or as otherwise designated by the Engineer.

The materials and methods of construction shall conform to the requirements specified in Section 7-05.3 and Standard Plan No. SU-25 and SU-37. The finished structure shall conform to the requirements of the standard plan for the specific structure.

7-05.5 Payment
Add the following pay items:

"Adjust Existing Catch Basin, Furnish New Frame and Grate", per each
The unit Contract price per each for “Adjust Existing Catch Basin, Furnish New Frame and Grate” shall be full pay for all costs associated with adjusting the frame and grate to finished grade, including but not limited to furnishing and placing backfill, furnishing and installing the new frame and grate, compacting, surfacing, and restoration.

"Adjust Existing Manhole, Furnish New Frame and Cover", per each
The unit Contract price per each for “Adjust Existing Manhole, Furnish New Frame and Cover” shall be full pay for all costs associated with adjusting the frame and cover to finished grade, including but not limited to furnishing and placing backfill, furnishing and installing the new frame and cover, compacting, surfacing, and restoration.

“Adjust Existing Valve Chamber to Grade”, per each
The unit Contract price per each for “Adjust Existing Valve Chamber to Grade” shall be full pay for all costs associated with the adjusting the valve chamber to finished grade, including but not limited to furnishing and placing backfill, compacting, surfacing, and restoration.

END OF SECTION
7-07.3 Construction Requirements

Item three of paragraph two is revised to read:

3. If sediment and water from structures does not meet the conditions described in 1 or 2 above, the Contractor shall collect and dispose of all water used and all debris generated in cleaning operations. No cleaning water or debris shall be flushed downstream beyond the limits of the work.

END OF SECTION
8-01 EROSION CONTROL AND WATER POLLUTION CONTROL
(* *****)

8-01.1 Description
This section is supplemented with the following:

The City of Tacoma Stormwater Management Manual is available on the City’s website at www.cityoftacoma.org/stormwatermanual.

The City of Tacoma has been issued a Washington State Department of Ecology NPDES Construction Stormwater General Permit for this project. This Work also consists of administration and compliance with the requirements of this permit for this project. A copy of this permit is included in the Appendix of these Special Provisions.

Environmental information for the general area’s soil and groundwater is contained in the Appendix of these Special Provisions.

8-01.3(1) General
This section is supplemented with the following:

The Contractor shall perform all work in compliance with the NPDES Construction Stormwater General Permit issued for this project.

The permit shall be transferred to the Contractor prior to issuance of a Notice to Proceed and terminated upon completion of the project per the following:

1. The City will provide the Contractor with a Transfer of Coverage form prior to issuing a Notice to Proceed.
2. The Contractor shall sign and return the Transfer of Coverage form to the City.
3. The City will process the transfer and pay any associated transfer fees to the Washington State Department of Ecology.
4. Once the transfer is complete and a Notice to Proceed has been issued, the Contractor is responsible for performing all work in compliance with the permit and the plans and specifications.
5. The Contractor shall pay any renewal fees if the need for permit renewal is caused by contractor, otherwise the City will pay all renewal fees.
6. Upon Physical Completion of the Work the Contractor shall submit a Notice of Termination to the Washington State Department of Ecology and provide the City documentation that the termination is effective.

8-01.3(1)A Submittals
This section is revised to read:

The Contractor shall prepare and implement a project-specific Construction Stormwater Pollution Prevention Plan (SWPPP) in accordance with the City of Tacoma Stormwater Management Manual (SWMM), Volume 2. The SWPPP is a document that describes the potential for pollution problems on a construction site and explains and illustrates the measures to be taken on the construction site to control those problems.
The Construction SWPPP shall be prepared as a stand-alone document consisting of two sections: Section 1) Construction SWPPP Narrative and Section 2) Temporary Erosion and Sediment Control (TESC) Plans.

The Contracting Agency has prepared the Construction Stormwater Pollution Prevention Plan Checklist to aid the Contractor in development of the SWPPP. This checklist provides the Contractor with a tool to determine if all the major items are included in the Construction SWPPP and on the TESC Plans and can be found in Volume 2, Chapter 2 of the SWMM. Contractors are encouraged to complete and submit this checklist with the Construction SWPPP.

The Department of Ecology has prepared a SWPPP template that can be used for projects in the City of Tacoma. The template can be found on Ecology’s website at: http://www.ecy.wa.gov/programs/wq/stormwater/construction/resourcesguidance.html. The Contractor developing the SWPPP must ensure that all references are appropriate for the City of Tacoma.

The SWPPP is considered a “living” document that shall be revised to account for additional erosion control/pollution prevention BMPs as they become necessary and are implemented in the field during project construction. A copy of the most current SWPPP and TESC Plan shall remain on-site at all times and an additional copy shall be forwarded to the Engineer. At the Contractor’s preference, revisions to the SWPPP and TESC Plan may be forwarded to the Engineer rather than submitting a complete document. Revisions to the SWPPP and TESC Plan may be kept on-site in a file along with the original SWPPP document.

The Contractor shall provide Stormwater Pollution Prevention Plan inspection reports or forms per 8-01.3(1) B to the Project Engineer no later than the end of the next working day following the inspection.

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

This section is revised to read:

The Contractor shall identify the ESC Lead at the Preconstruction Meeting and the contact information for the ESC Lead shall be added to the Stormwater Pollution Prevention Plan (SWPPP) Report and the Temporary Erosion and Sediment Control (TESC) Plan Sheet. The ESC Lead shall maintain, for the life of the contract, a current Certified Erosion and Sediment Control Lead (CESCL) certificate or maintain a current Certified Professional in Erosion and Sediment Control (CPESC) certificate from a course approved by the Washington State Department of Ecology. The CESCL or CPESC shall be listed on the Emergency Contact List required under Section 1-05.13(1).

The CESCL or CPESC shall direct implementation of the measures identified in the SWPPP and as shown on the TESC plan. Implementation shall include, but is not limited to the following:

1. Installing and maintaining all temporary erosion and sediment control Best Management Practices (BMPs) included in the SWPPP and as shown on the TESC plan. Damaged or inadequate BMPs shall be corrected as needed to
assure continued performance of their intended function in accordance with
BMP specifications and Permit requirements.

2. Performing monitoring as required by the NPDES Construction Stormwater
General Permit.

3. Inspecting all on-site erosion and sediment control BMPs at least once every
calendar week and within 24 hours of any discharge from the site. A SWPPP
Inspection report or form shall be prepared for each inspection and shall be
included in the SWPPP file. A copy of each SWPPP Inspection report or
form shall be submitted to the Engineer no later than the end of the next
working day following the inspection. The report or form shall include, but not
be limited to the following:

   a. When, where, and how BMPs were installed, maintained, modified,
      and removed.
   b. Observations of BMP effectiveness and proper placement.
   c. Recommendations for improving future BMP performance with
      upgraded or replacement BMPs when inspections reveal SWPPP
      inadequacies.
   d. Approximate amount of precipitation since last inspection and when
      last inspection was performed.

4. Updating and maintaining a SWPPP file on site that includes, but is not
limited to the following:

   a. SWPPP Inspection Reports or Forms.
   b. SWPPP narrative.
   c. National Pollutant Discharge Elimination System Construction
      Stormwater General Permit (Notice of Intent).
   d. All documentation and correspondence related to the NPDES
      Construction Stormwater General Permit.
   e. Other applicable permits.

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

8-01.3(8) Street Cleaning

The last sentence is revised to read:

Street washing with water shall not be permitted.

8-01.3(9)D Inlet Protection

Replace the third paragraph of this section with the following:

When the depth of accumulated sediment and debris reaches approximately 1/3 the
height of an internal device or 1/3 the height of the external device (or less when so
specified by the manufacturer), or as designated by the Engineer, the sediment and
debris shall be removed and disposed of per SWMM BMP C220 or as specified on the
Plans or within the SWPPP.

The section is supplemented with the following:

Only bag-type filters are allowed for use in the public right of way.
8-01.4(2) Item Bids
This section is supplemented with the following:

No specific unit of measurement shall apply to the lump sum item “Stormwater Pollution Prevention Plan (SWPPP)”.

8-01.4(4) Items not included with Lump Sum Erosion Control and Water Pollution Prevention
This section is revised to read:

Vacant

8-01.5 Payment

8-01.5(2) Item Bids
This section is supplemented with the following:

“Stormwater Pollution Prevention Plan (SWPPP)”, lump sum.

The lump sum contract price for “Stormwater Pollution Prevention Plan (SWPPP)” shall be full pay for all costs, including but not limited to, preparing, submitting, revising, and resubmitting revisions for the Stormwater Pollution Prevention Plan.

8-01.5(4) Items not included with Lump Sum Erosion Control and Water Pollution Prevention
This section is revised to read:

Vacant

END OF SECTION
8-02 ROADSIDE RESTORATION
(******)

8-02.1 Description
This section is supplemented with the following:

Roadside Restoration shall be directed in the field by the Engineer. For this project it is expected to be minimal or none. Therefore payment shall be by Force Account in accordance with special provision 8-02.5.

8-02.3 Construction Requirements

8-02.3(5) Roadside Seeding, Lawn and Planting Area Preparation
This section is supplemented with the following:

All grades shall be maintained in the areas to be planted in a true and even condition. The contractor shall be careful not to disturb any of the existing or cut slopes. Where final grades have not been established, the areas shall be finish graded and all surfaces left in an even and compacted condition. The finished grade shall be such that after planting, the grade shall be flush with adjoining surfaces; positive drainage shall also be maintained.

8-02.3(5)B Lawn Area Preparation
Item 4. of this section is revised to read:

4. Amended topsoil shall be cultivated to a depth of 8 inches or imported and placed in accordance with Standard Plans GSI-01b through GSI-01d. Rake to a smooth even grade without low areas that trap water and compact. The finished grade of the soil shall be 1 inch below the top of all curbs, junction and valve boxes, walks, driveways and other structures.

8-02.3(5)C Planting Area Preparation
Item 5. of this section is revised to read:

5. Amended topsoil shall be cultivated to a depth of 8 inches or imported and placed in accordance with Standard Plans GSI-01b through GSI-01d. Do not till or place loose topsoil without compaction and stabilization measures on slopes 3H:1V or steeper.

8-02.3(6) Mulch and Amendments
This section is supplemented with the following:

Recycled/compost material in accordance with Section 9-14.4(8) shall be blended with the specified topsoil in accordance with Standard Plans GSI-01b through GSI-01d.

8-02.3(8)C Pruning, Staking, Guying, and Wrapping
This section is supplemented with the following:

Crossed or rubbing branches shall be removed providing the natural shape of the tree is preserved. Under no circumstances shall pruning be done prior to inspection and approval of plants by the Engineer. All cuts shall be made flush with the parent stem.
leaving no stubs. Pruning cuts shall be made in a manner to favor the earliest possible covering of the wound by callus growth. Cuts that produce large wounds and weaken the tree will not be acceptable.

Top growth removal to compensate for root loss shall not exceed one-third (1/3) of the top growth unless otherwise specified or directed by the Engineer. Cuts created 3/4 inch in diameter shall be treated with an approved tree wound dressing. All pruning shall produce a clean cut without bruising or tearing the bark and shall be in living wood where the wood can properly heal over.

Evergreens shall not be pruned, except to remove injured branches. The use of pole shears and/or hedge shears for pruning deciduous and evergreen trees will not be permitted. All trimmings and other debris left over from the planting operations shall be collected and disposed of off the site.

All evergreen trees and deciduous trees over 15 feet in height shall be guyed with three wires or cables.

All deciduous and evergreen trees shall be staked the same day of planting.

8-02.3(10) Lawn Installation

8-02.3(10)A Dates and Conditions for Lawn Installation

This section is supplemented with the following:

Where no irrigation system is to be installed, hydroseed lawn shall be installed during the following periods only:

- March 1st – June 30th
- September 1st - October 25th

8-02.3(10)B Lawn Seeding and Sodding

This section is supplemented with the following:

Hydroseeding will be the preferred method for lawn installation. All permanent seeding areas shall be seeded with Low-Growing Turf Seed Mix:

<table>
<thead>
<tr>
<th>Type of Seed</th>
<th>% by Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwarf tall fescue</td>
<td>45</td>
</tr>
<tr>
<td>Dwarf perennial rye</td>
<td>30</td>
</tr>
<tr>
<td>Red fescue</td>
<td>20</td>
</tr>
<tr>
<td>Colonial bentgrass</td>
<td>5</td>
</tr>
</tbody>
</table>

The rate of application shall be per manufacturer’s recommendation.

Seeding fertilizer shall be per manufacturer’s recommendation.

For Sodded Lawns: On sloped areas, the sod strips shall be laid perpendicular to the flow of water.
8-02.3(10)C Lawn Establishment
This section is supplemented with the following:

Lawn that is replaced shall be of the same mixture and grade as the surviving lawn.

8-02.3(11) Mulch
This section is supplemented with the following:

Mulch shall be feathered to plant material trunks, stems, canes, or root collars, and 1 inch below the top of junction and valve boxes, curbs and pavement edges.

Bark or wood chip mulch in accordance with Section 9-14.4(3) shall be applied to a depth of 4 inches at the location indicated on the Plans or as directed by the Engineer.

8-02.3(13) Plant Establishment
This section is supplemented with the following:

The Contractor shall maintain the planting areas and all plants planted within the project limits to ensure the resumption and continued growth of the planted material until physical completion of the contract.

Maintenance shall include, but not be limited to, labor and materials necessary for removal of foreign, dead, or rejected plant material, maintaining a weed-free condition, and the replacement of all unsatisfactory plant material planted under the contract.

Planting dates for replacement plant material will be approved by the Engineer.

The Contractor shall meet with the Engineer for the purpose of joint inspection of the project once installation has been completed and thereafter on a periodic "as needed" basis as determined by the Engineer, until the physical completion date of the contract.

All conditions unsatisfactory to the Engineer shall be corrected by the Contractor within a ten-day period immediately following the inspection. Failure to comply with corrective steps as outlined by the Engineer shall constitute justification of the Contracting Agency to take corrective steps and to deduct all costs thereof from any monies due the Contractor.

The Contractor shall replace all plants stolen or damaged by the acts of others until the physical completion date of the contract.

8-02.3(14) Plant Replacement
This section is supplemented with the following:

The Contractor shall provide the Contracting Agency a one (1) year non pro-rated, full labor and materials warranty for all planted material. The warranty shall cause the Contractor to remove and replace all rejected plant material during the warranty period. The warranty period shall begin at the date of physical completion of the contract and end one calendar year from that date. Thus, plant establishment shall be included in the Contract price per each for the duration of the warranty and the Contract, whichever is the longer duration.
The Contractor shall be responsible for growing or providing enough plants for replacement of all plant material rejected during the warranty period. All rejected plant material shall be replaced at dates approved by the Engineer.

All replacement plants shall be of the same species and quality as the plants they replace. Plants may vary in size reflecting one season of growth should the Contractor elect to hold plant material under nursery conditions for an additional year to serve as replacement plants.

Replacement plants will be subject to the original warranty provision as stated above.

8-02.4 Measurement
The first paragraph is revised to read:

Fertilizing, cultivation, compost, topsoil, soil amendments, mulch, weed control, and any pre-treatment of lawn or planting areas are included in other bid items such as "PSIPE__".

This section is supplemented with the following:

Irrigation water used to establish vegetation will be considered included in the cost of plants.

8-02.5 Payment
This section is supplemented with the following:

"Roadside Restoration", by Force Account

"Roadside Restoration" shall be payment for the requirements of Section 8-02 including but not limited to grass sod and seed, planting area preparation, soil amendment, grading, cultivating, plantings, mulch, and water. As this is expected to be a small area and as it is unclear as to how much will need restoration, compensation will be in accordance with Section 1-09.6, Force Account.

END OF SECTION
8-04 CURBS, GUTTERS, AND SPILLWAYS

8-04.3(1) Cement Concrete Curbs, Gutters, and Spillways

The first paragraph is revised to read:

Cement concrete curb, curb and gutters, gutters, and spillways shall be constructed with air entrained concrete Class 3000 conforming to the requirements of Section 6-02.

Section 8-04.3(1) Cement Concrete Curbs, Gutters, and Spillways is supplemented with the following:

8-04.3(1)C Integral Cement Concrete Curb

When integral curb is being constructed with the pavement, fresh concrete for the integral curb shall be placed at such time as will enable the top section of the curb to be consolidated, finished, and bonded to the pavement slab while the concrete is plastic.

Where curb is not being placed integral with the pavement slab, reinforcing steel dowels shall be placed in the base section for the curb in accordance with the standard drawing.

Section 8-04.3 Construction Requirements is supplemented with the following:

8-04.3(6) Cold Weather Work

The following additional requirements for placing concrete shall be in effect from November 1 to April 1:

1. The Engineer shall be notified at least 24 hours prior to placement of concrete.
2. All concrete placement shall be completed no later than 2:00 p.m. each day.
3. Where forms have been placed and the subgrade has been subjected to frost, no concrete shall be placed until the ground is completely thawed. At that time, the forms shall be adjusted and subgrade repaired as determined by the Engineer.

8-04.5 Payment

This section is supplemented with the following:

“Cement Conc. Traffic Curb and Gutter”, per linear foot

The unit contract price per linear foot for “Cement Conc. Traffic Curb and Gutter” shall be full pay for all labor, tools, equipment, and materials required to construct concrete curbs and gutters according to the Plans and these Specifications. This bid item shall include all curb types that are not specifically included in the bid Proposal.

Full compensation for excavation required for the construction of any curb type in accordance with the Plans and Specifications shall be included in the unit contract price per linear foot for the associated curb type.

END OF SECTION
8-06  CEMENT CONCRETE DRIVEWAY ENTRANCES

*****

8-06.3 Construction Requirements
The first paragraph is revised to read:
Cement concrete driveway approaches shall be constructed with air entrained concrete
Class 3000 conforming to the requirements of Section 6-02 or Portland Cement
Concrete Pavement conforming to the requirements of Section 5-05.

This section is supplemented with the following sub-section:

8-06.3(1) Cold Weather Work
The following additional requirements for placing concrete shall be in effect from
November 1 to April 1:

• The Engineer shall be notified at least 24 hours prior to placement of concrete.
• All concrete placement shall be completed no later than 2:00 p.m. each day.
• Where forms have been placed and the subgrade has been subjected to frost, no
  concrete shall be placed until the ground is completely thawed. At that time, the
  forms shall be adjusted and subgrade repaired as determined by the Engineer.

8-06.5 Payment
This section is revised to read:
Payment will be made in accordance with Section 1-04.1, for the following Bid item:

*****
“Cement Conc. Driveway Entrance”, per square yard.

The unit contract price per square yard for “Cement Conc. Driveway Entrance” shall be
full pay for all labor, tools, equipment, and materials required to construct concrete
driveways in segments; excavation and construction and removal a Temporary Driveway
Access shall be included. All types of concrete driveway entrances are included in this
bid item.

END OF SECTION
8-13 MONUMENT CASES
(******)

This section is revised to read:

8-13 Monuments

8-13.1 Description

This work shall consist of removing and replacing survey monuments in accordance with WSDOT Standard Plan A-10.30-00 and these Specifications, in conformity with the lines and locations shown in the Plans as staked by a Professional Land Surveyor licensed in the State of Washington.

8-13.2 Materials

Concrete shall be Class 3000 in accordance with the requirements of Section 6-02. ‘Ready Mix’ bag concrete shall not be used.

Monument Cases and Covers shall be in accordance with Section 9-22.1

The Contractor shall furnish and install brass monument discs. The Contractor shall furnish Brass Discs per City of Tacoma Standard Plan SU-01.

8-13.3 Construction Requirements

The Contractor shall adhere to WAC 332-120, DNR Application for Permit to Remove or Destroy a Survey Monument”, when removing existing survey monuments. The Contractor shall construct new, replaced monuments in accordance with WSDOT Standard Plan A-10.30-00.

8-13.4 Measurement

Measurement of the Monument in Case will be per each.

8-13.5 Payment

Payment will be made in accordance with Section 1-04.1.

“Monument in Case”, per each.

The unit contract price per each for “Monument in Case” shall be full pay for all labor, equipment, and materials required to furnish and install the monument and case including cover, including the removal of existing monuments in accordance with Section 8-13.

END OF SECTION
8-14 CEMENT CONCRETE SIDEWALKS
(******)

8-14.3 Construction Requirements
This Section is supplemented with the following:

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

The Contractor shall construct curb ramps in accordance with the details in the Plans. The detectable warning pattern shall have the truncated dome shape shown in the Standard Plans.

8-14.3(4) Curing
The second sentence is revised to read:

Curing shall be in accordance with Section 5-05.3(13).

Section 8-14 is supplemented with the following:

8-14.3(5)C Surface Applied Detectable Warning Surfaces
This Section is supplemented with the following:

Surface applied detectable warning surfaces shall be in accordance with the Standard Plans, and Standard Plan SU-5H, and the Engineer shall approve this kind

8-14.3(20) Cold Weather Work
The following additional requirements for placing concrete shall be in effect from November 1 to April 1:

  1. The Engineer shall be notified at least 24 hours prior to placement of concrete.  
  2. All concrete placement shall be completed no later than 2:00 p.m. each day.  
  3. Where forms have been placed and the subgrade has been subjected to frost, no concrete shall be placed until the ground is completely thawed. At that time, the forms shall be adjusted and subgrade repaired as determined by the Engineer.

8-14.3(21) Thickened Edge for Sidewalk
Thickened edge shall be constructed in accordance with the standard plan.

8-14.5 Payment
The pay item “Cement Conc. Sidewalk” is supplemented with the following:

All additional costs related to the construction of thickened edges shall be included in the Contract unit price for “Cement Conc. Sidewalk”.

All additional costs related to excavation needed to construct the sidewalk to grade in accordance with the Plans and Specifications shall be included in the Contract unit price for “Cement Conc. Sidewalk”.
The sixth paragraph is revised to read:

Excavation required for the construction of the sidewalk shall be paid for under the unit contract price for “Roadway Excavation____, Incl. Haul”.

This section is supplemented with the following:

“Cement Conc. Curb Ramp”, per each

The unit Contract price per each for “Cement Conc. Curb Ramp” shall be full pay for installing the complete curb ramp per Plans and Specifications, and as directed by the Engineer, including ramps, landings, flares, wings, and detectable warning surfaces as specified.

END OF SECTION
8-20 ILLUMINATION, TRAFFIC SIGNAL SYSTEMS, AND ELECTRICAL

(June 14, 2021 Tacoma GSP)

8-20.1(3) Permitting and Inspections

The third paragraph is revised to read:

All new services require a Tacoma Public Utilities Permit and inspection by Tacoma Power. All work on the load side of the service will be inspected by the Signal and Streetlight Shop Inspector.

8-20.2 Materials

This section is supplemented with the following:

The Contractor shall warranty all electrical and mechanical equipment described in this section for satisfactory in service operation for one year following project acceptance. Warranty shall include troubleshooting, labor, materials and all other costs to bring the equipment to a satisfactory level of service. Normal maintenance is not included in the warranty.

8-20.2(1) Equipment List and Drawings

This section is revised to read:

Within 20 days following execution of the Contract, the Contractor shall submit to the Engineer a completed “Request for Approval of Material” that describes the material proposed for use to fulfill the Plans and Specifications.

The Contractor shall submit Type 2 Working Drawings consisting of supplemental data, sample articles, or both, of the material proposed for use. Supplemental data includes such items as catalog cuts, product Specifications, shop drawings, wiring diagrams, etc.

The Contractor shall submit Type 2 Working Drawings consisting of the following information for each different type of luminaire required on the Contract:

1. Isocandela diagrams showing vertical light distribution, vertical control limits, and lateral light distribution classification.
2. Details showing the lamp socket positions with respect to lamp and refractor for each light distribution type. This requires that the Contracting Agency know what the light pattern available are and the light distribution.

Additional submittals for proposed alternate LED Roadway Luminaires shall be in conformance with section 9-29.10.

The Contractor shall submit for approval Type 3E Working Drawings in accordance with Section 1-05.3 for each type of light standard and each type of signal standard called for on this project.

The Engineer’s acceptance of any submitted documentation shall in no way relieve the Contractor from compliance with the safety and performance requirements as specified herein.
Submittals required shall include but not be limited to the following:

1. A Type 2 Working Drawing consisting of a material staging plan, should the Contractor propose Contracting Agency-owned property for staging areas.
2. A Type 2 Working Drawing consisting of a cable vault installation plan showing the exact proposed installation location by Roadway station, offset and the scheduled sequence for each cable vault installation.
3. A Type 2E Working Drawing consisting of a pit plan, for each boring pit, depicting the protection of traffic and pedestrians, pit dimensions, shoring, bracing, struts, walers, sheet piles, conduit skids, and means of attachment, casing type, and casing size.
4. A Type 2E Working Drawing consisting of a boring plan depicting the boring system and entire support system.

8-20.3 Construction Requirements

8-20.3(1) General

This section is supplemented with the following:

The Contractor shall call 24 hours prior for inspection before covering any underground conduit, prior to installing any detection loops, or placing concrete for foundations. For inspections, notify Traffic Signal/Streetlighting at (253) 591-5287.

Work shall be sequenced such that after the new signal is placed in operation, the Contractor shall remove any equipment not required for the operation of the new signal. The Contractor shall remove the old vehicle and pedestrian signal heads immediately after the new system is operational.

For new signals, the contractor shall provide a Portable Message Change Sign in each direction and operate the PMCS for one week before, and one week after activating the new signal. This work shall be paid for in accordance with Section 1-10.

Uniformed police officers shall be provided by the Contractor to direct traffic at any time the signal is not in normal operation. This work shall be paid for in accordance with Section 1-10.

When construction operations are such that an existing traffic signal is required to be overridden or countermanded to allow for traffic control measures, only a uniformed police officer shall override the signal.

All police officers serving to support the Work shall be commissioned within the State of Washington.

All costs associated with procuring and accommodating the services of police officers shall be included in the lump sum Contract price for “Project Temporary Traffic Control”.

Tacoma Police Department officers shall be the first choice for traffic control that overrides any traffic signal within the jurisdiction of the City of Tacoma PD.

The Contractor shall first contact Tacoma Police Department, Special Events Sergeant, to schedule police officers for the specified traffic control duty.
The Contractor shall request officers at least 48 hours in advance for scheduling, unless an exception is approved by the Engineer.

The Contractor shall immediately notify the Engineer in writing if Tacoma PD cannot supply officers for the requested date(s). The Contractor shall include the written response from Tacoma PD and state the preference to either postpone the affected Work or request officers from other State of Washington jurisdictions. Using officers from other jurisdictions must be approved by the Engineer.

The Contracting Agency may stop work in accordance with Section 1-08.6, “Suspension of Work”, if the Contractor uses any off-duty officers from other jurisdictions to perform traffic control without prior approval from the Engineer.

The following existing and temporary equipment shall be deconstructed/removed by the Contractor and delivered to the City of Tacoma Signal/Streetlight Shop located at 3401A South Orchard Street. Care shall be exercised in removing and salvaging the equipment. Any equipment damaged during removal, hauling, and stockpiling shall be repaired or replaced by the Contractor at no expense to the City.

- All signal heads and mounting hardware
- Flashing beacons, and flasher control panel
- Steel poles, mast arms, and hardware
- Aluminum poles, mast arms, and hardware
- Controller cabinets and all internal hardware and wiring
- Vehicle detection systems, including video, microwave, and infrared systems, and associated hardware
- All Opticom equipment or other preemption and priority equipment.
- LED luminaries, LED retrofit kits, and LED lamps
- Ornamental/Decorative fixtures and poles/posts
- Pedestrian signals, poles, and pushbuttons.
- Signs, brackets, and hardware
- Locking junction box security lids, security bolts, and all other wire theft deterrent security hardware

All other equipment shall be removed of and disposed of by the Contractor, including but not limited to the following:

- Wood poles
- All wiring outside of the controller cabinet
- Loops
- Non-LED cobra-head fixtures
8-20.3(4) Foundations

This section is supplemented with the following:

Breakaway Base Connection brackets for pedestrian pushbutton poles (Type PPB) shall be installed with the flanges parallel to the traveled way, as shown on WSDOT standard plan J-20.15-03.

Anchor bolts for streetlight standards and for strain poles shall extend a minimum of two threads and a maximum of six threads above the top heavy-hex-nut. A minimum of three threads shall remain between bottom of the leveling hex-nut and the top of the foundation.

Foundations shall be excavated using an auger and poured against undisturbed material unless otherwise approved by the Engineer. Vacuum excavation should be used where there is a possibility of conflict with utilities or other facilities.

Forming the foundation with galvanized culvert pipe or similar forming methods will only be allowed when soil conditions or other factors make this method of construction necessary and is approved by the Engineer. Biodegradable forming tubes shall be fully removed from the cured concrete prior to backfilling. When using culvert or tubes, the following backfill requirements will apply. The area between the form and undisturbed material shall be filled with CDF. For lightly loaded installations and only with the approval of the Engineer, Crushed Surfacing Top Course meeting the requirements of Section 9-03.9(3) may be used. Placement shall be in accordance with Section 2-09.3(1)E and shall be backfilled and compacted in the presence of the Engineer.

8-20.3(5) Conduit

8-20.3(5)A General

This section is supplemented with the following:

Unless otherwise specified in the plans and specifications, standard conduit sizes shall be as follows:

- Underground Streetlight Conduit: 2 inch diameter
- Pole Riser Service Installations: 1-1/2 inch diameter
- Traffic Signal Conduit: 3 inch diameter
- Traffic Signal Communication: 3 inch diameter
- All other conduit: 2 inch diameter, unless otherwise specified.

As soon as the mandrel has been pulled through, both ends of the conduit shall be sealed in an approved manner. Location wire, in conformance with 9-29.3(2)A4 and Pull Tape, in conformance with 9-29.1(10), shall be installed in all empty conduits. At least three (3) feet of the location wire and pull tape shall be neatly coiled and secured to the conduit in the same manner as is shown in Washington State Department of Transportation Standard Plan J-28.70-01, Details A and B.
8-20.3(5)B Conduit Type

This section is supplemented with the following:

Conduit under driveways and other vehicular access ways shall be Schedule 80 high-density polyethylene (HDPE), Schedule 80 PVC, or rigid metal conduit (RMC).

Conduit installed in a joint trench, with power, and that is installed a minimum of 36-inches from finished grade may utilize Schedule 40 PVC in lieu of Schedule 80 PVC. This allowance shall not be construed to permit the use of dissimilar materials in a single run.

Pole riser conduit material types shall be in accordance with applicable City of Tacoma standard plans.

8-20.3(5)D Conduit Placement

This Section is supplemented with the following:

Conduit terminating in pole foundations shall extend to 3 inches below the handhole.

Conduit terminating in controller foundations shall terminate 1 inch above the foundation.

8-20.3(5)E1 Open Trenching

Subsection 5 is revised to read:

5. Trenches located within the paved roadway shall be backfilled with 3 inches of sand over the conduit, followed by material meeting the requirements of Section 9-03.12(3). Compaction shall be in conformance with Section 2-09.3(1)E. All street cuts shall be repaired in accordance with the standard plans.

This section is supplemented with the following new Subsections:

7. Where multiple conduit are installed in the same trench, the trench shall be of sufficient width to accommodate all conduit, with a minimum 3-inch separation between each conduit, and a minimum clearance of 1-inch on the sides of the trench. When conduit is laid horizontal to one another, the conduit shall be laid at the same elevation, parallel with one another. When conduit is laid vertically in the same trench, conduit spacers shall be used to maintain the 3-inch separation. Spacers shall be installed in accordance with the manufacturer’s recommendations for conduit of that size and type. Additional spacers shall be required where the supported conduit is sagging more than 20% of the nominal diameter of the conduit.

8. In all conduit trenches, metallic, detectible, utility warning tape shall be placed at twelve (12) inches below final grade.

8-20.3(6) Junction Boxes, Cable Vaults, and Pull boxes

This section is supplemented with the following:

Unless otherwise specified in the plans, or as otherwise directed by the engineer, all junction boxes exposed to vehicular traffic shall be Heavy-Duty. Field adjustment of junction boxes, which cause junction boxes to be installed within an intersection radius
and within four feet of the curb face may be required to be Heavy-Duty. Final placement
and type of all junction boxes within an intersection shall be as directed by the Engineer.

Adjacent junction boxes shall be separated by a minimum of three-inches.

Concrete meeting the requirements of 6-02.3(2)B shall be placed surrounding all
junction boxes except as otherwise provided for below. Concrete shall be flush with the
top of the junction box and the adjacent improvements. Concrete shall be cast in place.

Junction boxes shall be secured with the concrete border as follows:

1. When the junction box is located within a concrete or asphalt section and is
   located a minimum of 12-inches from the edge of the section, a concrete border
   will not be required.

2. Where junction boxes are located within 12-inches from the edge of the concrete
   or asphalt section, the junction box shall be secured on all sides with a minimum 12-
   inch wide, 6-inch deep concrete section. Concrete shall be finished in the same
   manner as the adjacent concrete where applicable.

3. Where junction boxes are located within a planter strip, a landscaped area, or
   other non-hardened surface, the junction box shall be bordered on all sides with
   a minimum 6-inch wide, 12-inch deep concrete section flush with the top of the
   junction box.

When setting a new junction box on an existing streetlight circuit where no equipment
ground is present, a non-conductive junction box and lid shall be utilized.

All junction box lids for illumination systems shall be welded in place using two one and
one-half inch long welds on opposite corners of the junction box lid and frame. Welding
shall occur after inspection and testing of the illumination system and confirmation from
the Engineer. An Illumination System may consist of a separate illumination service or
circuit.

8-20.3(7) Messenger Cable, Fittings

The second paragraph of this section is deleted.

This section is supplemented with the following:

Cable ties shall be used to neatly secure the signal cable to the span wire at 10-inch
centers and shall be tightened at top. Excess tie material shall be completely cut off.
The signal control cable shall be below the span wire and shall be straight with no
twisting or spiraling.

A minimum 5% sag shall be provided in the span wire when fully loaded with all
vehicular signal heads, unless otherwise directed by the Engineer.

8-20.3(8) Wiring

The third paragraph is revised to read:

All splices in underground illumination circuits, induction loop circuits, and magnetometer
circuits shall be installed at junction boxes. The only splice allowed in an induction loop
circuit shall be the shielded cable to loop wire splice. The only splice allowed in a
magnetometer circuit shall be the probe lead-in cable to the magnetometer cable splice.
Induction loop splices and magnetometer splices shall be heat shrink type with moisture blocking material, sized for the conductors. Magnetometer and induction loop splices shall be soldered. The end of the sheathing shall be sealed with a heat shrink insulator.

The fourth paragraph is revised to read:

Signal wiring shall be in conformance with the following:

1. All termination for traffic signal control systems shall be in accordance with City of Tacoma Standard Plan TS-15.
2. All signal wiring shall be 14 gauge 5-conductor or 12 gauge 2-conductor stranded copper wire unless otherwise shown in the plans.
3. For 5-section heads, 2-5c-14 gauge conductors shall be utilized.
4. 5c wire shall not be split between high voltage and low voltage. Where a pedestrian head and a pedestrian push button share a common pole, a separate 2c shall be pulled in for the push button.
5. A single 5c may be split between two pedestrian heads on a common pole with a jumper across the neutral.
6. Opticom and detection wiring shall be per manufacturer’s recommendations.

All wiring entering the cabinet shall be gathered across the conduits to the right front of the cabinet, neatly tied, and circle the base of the cabinet counterclockwise as further described below:

1. Communication cables shall circle the base of the cabinet, counterclockwise from front right, one full circle, and around to the back of the right panel. Cables shall follow up the back of the right panel and terminate on the terminal strip identified by the Engineer. Unless otherwise directed by the Engineer, cable outer jacket sheathing shall be removed from a point two (2) inches below the terminal strip. Cables shall be uniform in length, with sufficient slack to reach any terminal on the terminal strip. Individual wire slack shall be neatly looped back and tied. A bolt/flanged nut alligator jaw shield bond connector shall be utilized.
2. Power service conductors shall circle the base of the cabinet, counterclockwise from front right, one full circle, and back around to the front right of the base.
3. Detection cables shall circle the base of the cabinet, counterclockwise from front right, to the back of the left panel. Cables shall follow up the back of the left panel and terminate as directed in the field.
4. Signal vehicle and pedestrian head shall circle the base of the cabinet, counterclockwise from front right, to back left. Cable outer jacket sheathing shall be removed from the point that the conductor reaches the back left of the cabinet to the ends of the conductors. All vehicle and pedestrian conductors in the cabinets shall be uniform in length, with sufficient slack to reach any terminal on the load bay. Individual wire slack shall be neatly looped back and tied.
5. Push button conductors shall circle the base of the cabinet, counterclockwise from front right, to front left. Cable outer jacket sheathing shall be removed from the point that the conductor reaches the front left of the cabinet to the ends of the conductors. All push button conductors in the cabinets shall be
uniform in length, with sufficient slack to reach any terminal on the terminal
strip. Individual wire slack shall be neatly looped back and tied.

The fifth paragraph is revised to read:

Splices and taps on underground and overhead circuits shall be made with solderless
crimp connectors, installed with an approved tool designed for the purpose, to securely
join the wires both mechanically and electrically. Splices and taps will be sealed in
accordance with this section.

The seventh paragraph is revised to read:

Aerial illumination splices shall be taped with thermoplastic electrical insulating tape
equivalent to the original wire insulation rating and thickness. It shall be well lapped over
the original insulation.

The eighth paragraph is revised to read:

All splices in junction boxes and handholes shall be taped and sealed with an electrical
coating. Tape splice insulation shall consist of thermoplastic electrical insulating tape
equivalent to the original wire insulation rating and thickness. It shall be well lapped over
the original insulation and moisture resistant electrical coating shall be applied and
allowed to dry. Two layers of thermoplastic tape will then be applied, followed by a
second layer of moisture resistant electrical coating.

The ninth paragraph is revised to read:

Illumination cable in light standards shall be #10 AWG USE or “Pole and Bracket” cable,
as specified in Section 9-29.3(2)D of the Standard Specifications.

The tenth paragraph is revised to read:

Fifteen (15) feet of slack cable shall be provided at the controller end of all cables
terminating in the controller cabinet. A minimum of three (3) feet of slack cable shall be
left at all strain poles and junction boxes.

8-20.3(10) Service, Transformer, and Intelligent Transportation System (ITS)
Cabinets
The second, third, and fifth paragraphs are deleted.

8-20.3(13) Illumination Systems

8-20.3(13)A Light Standards
The sixth, seventh, and eighth paragraphs (regarding pole identification numbers) are
deleted.

This section is supplemented with the following:

Conventional Base installation shall conform to the following:
The light standards shall be assembled and mounted complete on foundations perfectly straight and in good alignment. Proper leveling of the standards shall be accomplished by means of four leveling nuts that are to be employed with the anchor bolts. Standards shall be plumb within 1/50-inch per foot.

Luminaires shall be securely attached to the mast arm in a straight and level position. The luminaires shall be installed at a specified number of degrees from level if directed by the Engineer. After the poles are plumbed, grout shall be neatly placed between the pole base and the concrete. The Contractor shall form a 1/2-inch diameter weep hole in the grout. The nuts and bolts required for this foundation shall be furnished by the Contractor.

All above grade signal and streetlight infrastructure, including streetlight standards, traffic signal poles, push-button poles, cabinets, and enclosures, shall not be installed closer than three (3) feet from face of curb to the nearest part of the pole or structure and no closer than five (5) feet from fire hydrants and utility poles.

8-20.3(13)B Vacant
This vacant section is renamed and replaced with the following:

8-20.3(13)C Luminaires
This section is supplemented with the following:

All luminaires supplied by the project shall be identified with a green “H-1” label on the bottom of the luminaire. H-1 labels can be obtained at the Signal and Streetlight shop or through the Signal and Streetlight Inspector.

8-20.3(14) Signal Systems

8-20.3(14)A Signal Controllers
This section is revised to read:

The fully wired control cabinet, the controller, the MMU, and detection hardware for the cabinet shall be delivered to the City of Tacoma Traffic Signal Shop for configuration, programming, testing, and certification prior to installation. At the Contractor’s request, the City will off load the equipment. The Contractor shall notify the City 24 hours in advance of the equipment delivery.

A minimum of two weeks shall be required for the City to configure and test the cabinet and controller for each intersection. If multiple cabinets and controllers are delivered, the Contractor shall identify the sequence for configuration and allow one additional week for each additional cabinet and controller delivered.

The Contractor shall be responsible for transporting the controller cabinet from the Signal/Streetlight Shop site to the jobsite, and for installation of the cabinet and all field wiring. Field wiring shall be performed in accordance with 8-20.3(8) and as directed by City of Tacoma Signal and Streetlight personnel in the field.
8-20.3(14)B Signal Heads
This section is supplemented with the following:

For span wire installation, the red indications shall be leveled to within 1 inch for each
direction as approved by the City. The height to the bottom of the lowest head shall be
17 feet, plus or minus 3 inches. Height to the bottom of the lowest four-section or five-
section head shall be a minimum of 16 feet-3 inches, plus or minus 3 inches.

For span wire installation, the signal stem (drop pipe) shall be 1 to 3 feet long unless
otherwise approved by the Engineer.

8-20.3(14)C Induction Loop Vehicle Detectors
Subsections 2, 4, 9, and 10 are deleted.

8-20.3(14)E Signal Standards
This section is supplemented with the following:

Unless otherwise shown in the plans, a terminal cabinet shall be installed on all new
traffic signal strain poles and traffic signal mast arm standards. Where modifications to
existing signal systems include replacement, addition, or modifications to existing signal
head wiring, a terminal cabinet shall be added to the existing strain pole or mast arm
standard.

For strain poles and mast arm poles supporting signal indications for one leg of the
intersection, an 8” deep, 16” high, and 12” wide terminal cabinet shall be installed. For
strain poles and mast arm poles supporting signal indications for two or more legs of the
intersection an 8” deep, 24” high, and 18” wide terminal cabinet shall be installed.

Terminal cabinets shall be in conformance with 9-29.25.

Section 8-20.3(14) is supplemented with the following new section:
8-20.3(14)F Thermal, Microwave, Fish-Eye, and LED Optical Vehicle Detection

A representative from the City of Tacoma Signal and Streetlight operations shop shall be
on site during all work within the signal cabinet. The Contractor shall notify the Engineer
two working days in advance of work within the cabinet.

The Contractor shall install and test the detection system in accordance with the
manufacturer’s recommendations and these special provisions. Detection units shall be
mounted and all cabling shall be in accordance with the manufacture’s
recommendations. The installation shall include all field equipment as well as all
equipment required in the controller cabinet.

Detection unit locations as shown on the plans are approximate. Detection units shall be
mounted at a sufficient height to prevent occlusion from cross traffic. Detection units
shall be field adjusted as directed by the Engineer and equipment manufacturer for
maximum coverage. A factory-certified representative of the equipment manufacturer
shall inspect and provide a written verification that the installation has been performed in
accordance with the manufacturers requirements.
The factory-certified representative of the equipment manufacturer shall supervise all
testing of the equipment and shall provide written documentation showing acceptance of
the testing and verification that the system is a complete, fully functional system.

All equipment shall be warranted against manufacturing defects in materials and
workmanship for a period of 3 years from the date of signal turn-on.

8-20.3(17)B “As Built” Plans
This section is supplemented with the following:

These drawings shall show the routing of all underground conduits. The locations of the
conduit shall be dimensioned with a precision and accuracy of 1 foot.

8-20.4 Measurement
This section is revised to read:

When a bid item is shown as a “Traffic Signal Modification at ____________”, lump sum
in the proposal, no specific unit of measurement will apply, but measurement will be for
the sum total of all items for a complete system to be furnished and installed in
accordance with approved methods, the Plans, the Special Provisions, and these
Specifications.

Surface restoration or landscape replacement for areas disturbed beyond the proposed
pavement and landscape areas associated with the Traffic Signal Modification,
Illumination, and Traffic Signal Infrastructure shall be included in the respective lump
sum price and no separate measurement shall be made. Illumination may be included in
a Traffic Signal Modification.

Conduit zone bedding shall be incidental to the lump sum items and no separate
measurement will be made.

Removal, relocation, and salvage of existing traffic signal equipment and signs where
required shall be incidental to the lump sum items and no separate measurement will be
made.

Temporary surface restoration items required for resuming pedestrian and vehicular
traffic prior to final surfacing, including crushed rock with cold mix asphalt shall be
incidental to the lump sum items and not separate measurement will be made. All
pavement removal, replacement, and restoration shall in accordance with the City’s
Standard Plan and City of Tacoma’s Right-of-way Restoration policy. All cost for this
work shall be incidental to the lump sum items.

8-20.5 Payment
This section is supplemented with the following:

Traffic Signal Modification at S Yakima Avenue and S 72nd Street, Lump Sum
Traffic Signal Modification at S Yakima Avenue and S 84th Street, Lump Sum
Traffic Signal Modification at S Yakima Avenue and S 96th Street, Lump Sum
The lump sum contract price for the above listed “Traffic Signal Modification at_________”, shall be full pay for the furnishing, construction and testing of the complete electrical system, including removal of existing systems, as shown in the Plans and herein specified, excavation, backfilling, installation and removal of concrete foundations, furnishing and installation of Traffic Signal poles, furnishing and installation of signal mast arm, removal and installation of vehicle signal heads, countdown pedestrian signal heads, video detection system and EVPE detector system, installation of APS style pedestrian push button assemblies, removal and furnishing and installation of traffic signal controller, removal and installation of signs, removal and installation of junction boxes, conduit, wiring, coordination with Tacoma Power for removal of existing electrical facilities and installation of new facilities, restoring facilities destroyed or damaged during construction, salvaging existing materials and making all required inspections and tests. All additional materials and labor, not shown in the Plans or called for herein and which are required to complete the electrical system, shall be included in the above listed lump sum contract prices.

END OF SECTION
8-22 PAVEMENT MARKING

8-22.1 Description
The last sentence of the second paragraph is revised to read:
Traffic letters used in word messages shall be 8-feet high with the exception of any letters shown otherwise per the City of Tacoma standard plans.

This Section is supplemented with the following:

Green Durable Product
Green Durable Product shall be provided at locations identified on the plans such as “Bike Box” and “Bike Transition Lane” locations and as directed by the Engineer. Refer to details specified within these plans and specifications. The plastic product shall be a durable, color stable, non-slip surface.

8-22.2 Materials
The Section is supplemented with the following:
All plastic shall be MMA, Plastic Type D-1 in accordance with Section 9-34.3(4). The applied markings shall be very durable, oil and grease impervious, and provide immediate and continuing retro-reflectivity.
“Green Durable Product” materials shall meet the requirements of section 9-34.3(4) for MMA.
Materials used for curb paint shall be the same as for pavement marking paint per Section 9-34.2.

8-22.3 Construction Requirements
8-22.3(1) Preliminary Spotting
The first two sentences are revised to read:
The Contractor shall perform preliminary spotting, layout, and verification that minimum acceptable lane widths will result from the work per the provided Plans before marking begins.
The last sentence is revised to read:
The color of the material used for spotting/layout does not necessarily need to match the color of the permanent marking so long as the color/method used by the Contractor allows the Engineer to discern which marks pertain to which permanent marking element.
8-22.3(3)B Line Patterns

(******)

This Section is supplemented with the following:

**Double Yellow Center Line** - Two solid yellow lines, each 4 inches wide, separated by a 4-inch space.

**Two Way Left Turn Line** - A solid yellow line 4 inches wide with a broken yellow line 4 inches wide, separated by a 4-inch space. The broken pattern shall be based on a 32-foot unit consisting of a 12-foot line and a 20-foot gap. The solid line shall be installed to the right of the broken line relative to the direction of travel and for each direction of travel.

**Lane Line** - A broken white line 4 inches wide to delineate adjacent lanes traveling in the same direction. The broken pattern shall be based on a 32-foot unit consisting of a 12-foot line and a 20-foot gap.

**Gore/Wide Line** - A solid white line between and including 6 to 8 inches wide.

**Dotted Extension Line** - A broken white or yellow line with width matching its associated solid line. The broken pattern shall be based on an 8-foot unit consisting of a 2-foot line and a 6-foot gap.

**Edge Line** - A solid white line 4 inches wide used for lane delineation or bike lane delineation on the side adjacent to parking lane/area.

**Bike Lane Line** - A solid white line 6 inches wide that is used to delineate a bike lane adjacent to a moving traffic lane.

**Bike Lane Skip Line** - A broken white line 6 inches wide with the broken pattern based on an 8-foot unit consisting of a 2-foot line and a 6-foot gap. Bike Lane Skip Line is used to discontinue a Bike Lane Line in advance of right-turns at intersections or corresponding with transit stops.

**Hatch or Chevron Line** – A white 4-inch stripe used within bike buffer areas that is oriented at 45 degrees (for hatch line originating from the bike lane side of the buffer and extending toward the vehicle lane) or at converging 45 degree angles (for chevron marking) with the vertex positioned upstream within the middle of the buffer space and aligned in succession with the dissecting alignment of the overall space.

**Crosshatch Marking** – A white or yellow 24-in marking used within gore areas (either associated medians or center turn lanes) at a 45-degree orientation extending from the left-hand side of its occupied space to the right-hand side in the direction of traffic flow on the right-hand side of the occupied space.

**Green Pavement Marking of Bike Conflict Areas** – Bike lanes transitioning through conflict areas may be marked with a series of 24-inch wide green pavement marking with 4-inch sections of white striping at the ends of the resulting “bar” pattern that generally includes 6-foot separations and with the “bars” oriented perpendicular to the bike lane width/alignment.
All other striping and markings called for in the project shall be per WSDOT Standard Specifications.

8-22.3(3)E Installation
The Section is supplemented with the following for applying Type B material:

Effective Performance Life: When properly applied, in accordance with manufacturer’s instructions, the preformed marking materials shall be neat and durable. The markings shall remain skid resistant and show no lifting, shrinkage, tearing, roll back, or other signs of poor adhesion.

Packaging: The flexible preformed marking material, for use as transverse or bike symbols as well as legends, shall be available in flat form material up to a maximum of 2 foot width by 4 foot length. The material shall be packed in suitable cartons clearly labeled for ease of identifying the contents. Packaging shall not use plastic liners within to separate material from itself. Product packaging shall identify part number and mil thickness.

Material Replacement Provisions: Any properly applied preformed marking materials that shall smear or soften independent of pavement movement or condition within a period of one year from date of application shall be replaced by the supplier.

Installation: The preformed marking materials shall be applied in accordance with the manufacturer’s recommendations on clean and dry surfaces. New Portland concrete cement surfaces must be sandblasted to entirely remove curing compound. Marking configuration shall be in accordance with the “Manual on Uniform Traffic Control Devices,” where applicable.

New Surfaces: Preformed marking materials specified for newly paved asphalt road surfaces shall be capable of being applied as the original permanent marking on the day the surface is paved.

Fusion: The preformed marking materials shall be fusible to the pavement by means of a propane torch recommended by the manufacturer.

Technical Services: The supplier shall provide technical services as may be required.

8-22.3(3)F Application Thickness
The Section is supplemented with the following:

Green Durable Product: Approximately 4.2 Gallon mixture of Green colored MMA, hardwearing aggregate, and catalyst should cover 70-75 SF at 90 mils thickness.

8-22.3(4) Tolerances for Lines
The allowable tolerance for “Length of Line“ is revised to read:

Length of Line: The longitudinal accumulative error within a 32-foot length of skip stripe shall not exceed plus or minus 1 inch.
8-22.3(6) Removal of Pavement Markings

This section is supplemented with the following:

Vacuum shrouded equipment, or other equally effective means, shall be used to contain and collect all pavement marking debris and excess water. Collected water and debris shall be disposed of off the project site in accordance with Department of Ecology or other federal, state or local regulations. The removal of raised pavement markers shall be incidental to the removal of the associated marking.

8-22.4 Measurement

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

Crosswalk lines will be measured by the linear foot of marking installed.

The section is supplemented with the following:

Green Pavement Markings will be measured by the square foot of marking area installed.

Painted curb will be measured by the linear foot of curb line as “Painted Curb.”

No specific unit of measure will be applied to the lump sum bid item “Removal of Pavement Markings”

The measurement for “Plastic Sharrow Symbol” shall be the same as the measurement for “Plastic Bicycle Lane Symbol” as referenced in Section 8.22.4.

8-22.5 Payment

This section is supplemented with the following:

“Plastic Line”, per linear foot

“Bike Lane Skip Line”, per linear foot

“Plastic Wide Lane Line”, per linear foot

“Plastic Crosswalk Line”, per linear foot.

“Plastic Stop Line”, per linear foot

“Plastic Traffic Arrow”, per each

“Plastic Traffic Letter”, per each

“Plastic Bicycle Lane Symbol”, per each

“Green Durable Product”, per square foot.

The cost for removal of pavement markings in conflict with existing markings is included with the price for installation of new pavement markings.

END OF SECTION
9-03 AGGREGATES
(September 20, 2018 Tacoma GSP)

9-03.1 Aggregates for Portland Cement Concrete

9-03.1(1) General Requirements
(June 16, 2016 Tacoma GSP)
The seventh paragraph is deleted

9-03.6 Vacant
(Jun 16, 2016 Tacoma GSP)
This section, including the title, is revised to read:

9-03.6 Aggregates for Asphalt Treated Base (ATB)

9-03.6(1) General Requirements

Aggregates for asphalt treated base shall be manufactured from ledge rock, talus, or gravel, in accordance with the provisions of Section 3-01 that meet the following test requirements:

Los Angeles Wear, 500 Rev. 30% max.
Degradation Factor 15 min.

9-03.6(2) Grading

Aggregates for asphalt treated base shall meet the following requirements for grading:

<table>
<thead>
<tr>
<th>Sieve Size</th>
<th>Percent Passing</th>
</tr>
</thead>
<tbody>
<tr>
<td>2&quot;</td>
<td>100</td>
</tr>
<tr>
<td>½&quot;</td>
<td>56-100</td>
</tr>
<tr>
<td>No. 4</td>
<td>32-72</td>
</tr>
<tr>
<td>No. 10</td>
<td>22-57</td>
</tr>
<tr>
<td>No. 40</td>
<td>8-32</td>
</tr>
<tr>
<td>No. 200</td>
<td>2.0-9.0</td>
</tr>
</tbody>
</table>

All percentages are by weight.

9-03.6(3) Test Requirements

When the aggregates are combined within the limits set forth in Section 9-03.6(2) and mixed in the laboratory with the designated grade of asphalt, the mixture shall be capable of meeting the following test values:

% of Theoretical Maximum Specific Gravity (GMM) (approximate) 93@ 100 gyrations
AASHTO T324, WSDOT TM T718 or ASTM D3625
Pass
(Acceptable anti-strip evaluation tests)
The sand equivalent value of the mineral aggregate for asphalt treated base (ATB) shall not be less than 35.

9-03.8 Aggregates for Hot Mix Asphalt
(March 9, 2016 APWA GSP)
Supplement section 9-03.8 with the following:

Aggregates for Porous Hot Mix Asphalt/Porous Warm Mix Asphalt (PHMA/PWMA)

General Requirements

Aggregates for Porous Hot Mix Asphalt (PHMA) or Porous Warm Mix Asphalt (PWMA) shall be manufactured from ledge rock, talus, or gravel, in accordance with the provisions of Section 3-01 that meet the following test requirements:

1. Los Angeles Wear, 500 Rev. 30% max.
2. Degradation Factor 15 min.

Grading
Aggregates for PHMA/PWMA shall meet the following requirements for grading:

<table>
<thead>
<tr>
<th>Sieve Size</th>
<th>Percent Passing*</th>
</tr>
</thead>
<tbody>
<tr>
<td>¾&quot; square</td>
<td>100</td>
</tr>
<tr>
<td>½&quot; square</td>
<td>90 - 100</td>
</tr>
<tr>
<td>⅜&quot; square</td>
<td>55 - 90</td>
</tr>
<tr>
<td>U.S. No. 4</td>
<td>10 - 40</td>
</tr>
<tr>
<td>U.S. No. 8</td>
<td>0 - 20</td>
</tr>
<tr>
<td>U.S. No. 40</td>
<td>0 - 13</td>
</tr>
<tr>
<td>U.S. No. 200</td>
<td>0 - 5</td>
</tr>
</tbody>
</table>

* All percentages are by weight.

The aggregate for PHMA/PWMA shall consist of crushed stone with a percent fracture greater than 90% on two faces on the No. 4 sieve and above, and shall be tested in accordance with the field operating procedures for AASHTO T 335.

9-03.12 Gravel Backfill
Add the following new Section:

9-03.12(10) Pea Gravel
(September 20, 2018 Tacoma GSP)

<table>
<thead>
<tr>
<th>Sieve Size</th>
<th>Percent Passing*</th>
</tr>
</thead>
<tbody>
<tr>
<td>¾&quot; square</td>
<td>100</td>
</tr>
<tr>
<td>⅜&quot; square</td>
<td>95 - 100</td>
</tr>
<tr>
<td>U.S. No. 8</td>
<td>0 - 10</td>
</tr>
<tr>
<td>U.S. No. 200</td>
<td>0 - 3</td>
</tr>
</tbody>
</table>

Sand Equivalent 35 Minimum

* All percentages are by weight
9-03.21 Recycled Material

9-03.21(1) General Requirements
(Jun 16, 2016 Tacoma GSP)

This section is supplemented with the following:

Recycled Concrete Aggregate shall not be permitted for use as pipe zone backfill, backfill above pipe zone, and extra excavation area backfill material.

END OF SECTION
9-28 SIGNING MATERIALS AND FABRICATION
(******)

9-28.1 General
The second sentence of the first paragraph is hereby revised to read:
Permanent signs which measure 36 inches or less on a side and are to be mounted on a single post shall be constructed of single 0.080-inch aluminum panels.

The third sentence of the first paragraph is hereby deleted.

9-28.9 Fiberglass Reinforced Plastic Signs
This section is deleted in its entirety.

END OF SECTION
9-29 ILLUMINATION, SIGNALS, ELECTRICAL
(June 14, 2021 Tacoma GSP)

9-29.1(6) Detectable Underground Warning Tape

This section is supplemented with the following:

For electrical circuits detectable underground warning tape shall be high visibility red, with continuous legend of “Caution Electric Line Buried Below” or equal. The warning tape shall be polyethylene with a metallic backing. The polyethylene shall be a minimum 3 inches wide, 4 mils thick.

9-29.2 Junction Boxes, Cable Vaults and Pull Boxes

Unless otherwise specified, all junction boxes containing illumination and signal control cable shall be Type 1, Standard Duty with alternate 2 locking lid per state standard plan J-40.10-02.

Unless otherwise specified, all junction boxes containing interconnect cabling shall be Type 2, Standard Duty with alternate 2 locking lid per state standard plan J-40.10-02.

9-29.2(1)A2 Non-Concrete Junction Boxes

This section is deleted.

9-29.2(4) Cover Markings

The second paragraph of this section is revised to read:

Covers shall be marked or embossed with “LT” for boxes containing illumination circuits. Covers shall be marked or embossed with “TS” for boxes containing traffic signal circuits.

9-29.3 Fiber Optic Cable, Electrical Conductors, and Cable

This section is supplemented with the following:

Where not otherwise specified, all wiring shall meet standard of the industry for the application employed. Wiring shall be consistent with manufacturers’ recommendations and meet all applicable codes.

9-29.3(2)A Single Conductor

9-29.3(2)A1 Single Conductor Current Carrying

This section is supplementing with the following:

Service connections shall be stranded copper size AWG #6 USE unless otherwise shown in the plans. Black conductor insulation shall be used for the service and the neutral conductor shall be white. Color tape marking shall not be acceptable for the neutral conductor.
9-29.3(2)A2 Grounding Electrode Conductor

This section is supplemented with the following:

Grounding electrode conductor shall be minimum #8 AWG unless otherwise shown in the plans. When the ground is pulled through a conduit, the wire shall be insulated. Color tape marking shall not be acceptable for marking the ground.

9-29.3(2)A3 Equipment Grounding and Bonding Conductors

This section is supplemented with the following:

Equipment grounding shall be minimum #8 AWG unless otherwise shown in the plans. When the ground is pulled through a conduit, the wire shall be insulated. Color tape marking shall not be acceptable for marking the ground.

9-29.3(2)B Multi-Conductor Cable

This section is supplemented with the following:

Two-conductor through 10-conductor unshielded signal control cable, shall have stranded copper conductors, size AWG 14, and shall conform to International Municipal Signal Association (IMSA) signal cable 20-1.

9-29.3(2)F Detector Loop Wire

This section is revised to read:

The loop wire shall be IMSA 51-7, #14 AWG, encased in an orange colored HDPE jacket. Shielded loop lead-in wire shall be #18 stranded tinned-copper, twisted pair, 2 conductor cable with polyethylene insulation, conductors cabled, and shall have aluminum-polyester foil-shield furnished in 100% coverage, stranded tinned-copper drain wire and an overall chrome-vinyl jacket.

9-29.3(2)I Twisted Pair Communication Cable

This section is revised to read:

The cable for interconnect for underground installation shall be IMSA 40-2 #19 AWG 6 twisted pair, shielded, PE outer jacket or IMSA 40-4 #19 AWG 6 twisted pair, figure 8, shielded, PE outer jacket for overhead installation.

9-29.4 Messenger Cable, Fittings

This section is supplemented with the following:

Messenger cable shall be 5/16-inch, seven-wire strand messenger cables conforming to ASTM A 475, extra-high strength grade, 11,200 lbs. min. breaking strength, Class B galvanized.

All guy eye anchor rods shall be double-hub type.

Weatherheads shall be clamp-on type PVC. Where used for signal or flashing beacon conductors, the center of the wire entrance shall be cut or machined out to a large diameter to accommodate entry of multi-conductors. All edges shall be smoothed to avoid chaffing.
All miscellaneous nuts, bolts, washers and fittings shall be stainless steel or brass unless otherwise noted.

All metal line hardware shall be hot-dipped galvanized in conformance with the requirements of ASTM Designation A-153. All eyebolts shall be thimble eye design cast or welded to form a solid eye.

5-strand, class B galvanized steel, pretwisted guy strand dead ends, high strength cable conforming to ASTM Designation A-475, shall be utilized at all span wire terminations. 1/2" rope wire thimbles shall be required where span wire connects to all poles or bull rings, except where thimble eye bolts are used. Span wire shall normally be installed directly pole to pole, unless otherwise directed or specified.

Strain insulators shall be installed where connecting to wood poles. Where span wire is connected to a steel or concrete pole, insulators shall not be installed. Strain insulators shall be wet process, porcelain, conforming to EEI-NEMA Class 54-2 standards for 12,000-pound ultimate strength and shall be installed 9 feet from the pole.

9-29.6 Light and Signal Standards
This section is supplemented with the following:

All light and signal standards shall be fixed base.

The head of the handhold security bolt shall be flush with the face of plate. The face plate of the handhole shall be flush with pole.

Traffic Signal Standards
Traffic signal standards shall be furnished and installed in accordance with the methods and materials noted in the applicable Standard Plans, pre-approved plans, or special design plans.

All welds shall comply with the latest AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals. Welding inspection shall comply with Section 6-03.3(25)A Welding Inspection.

Hardened washers shall be used with all signal arm connecting bolts instead of lock-washers. All signal arm ASTM F 3125 Grade A325 connecting bolts tightening shall comply with Section 6-03.3(33).

Traffic signal standard types and applicable characteristics are as follows:

<table>
<thead>
<tr>
<th>Type PPB</th>
<th>Pedestrian push button posts shall conform to Standard Plan J-20.15 or to one of the following pre-approved plans:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fabricator</td>
<td>Drawing No.</td>
</tr>
<tr>
<td>Valmont Ind. Inc.</td>
<td>DB01165 Rev. B</td>
</tr>
<tr>
<td></td>
<td>Sheet’s 1, 2, 3 &amp; 4 of 4</td>
</tr>
<tr>
<td>Ameron Pole</td>
<td>WA15TR10-1 Rev. C and</td>
</tr>
<tr>
<td>Prod. Div.</td>
<td>WA15TR10-3 Rev. B</td>
</tr>
</tbody>
</table>
Type I

Type I vehicle signal standards shall conform to Standard Plan J-21.15 or to one of the following pre-approved plans:

<table>
<thead>
<tr>
<th>Fabricator</th>
<th>Drawing No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valmont Ind. Inc.</td>
<td>DB01165 Rev. B</td>
</tr>
<tr>
<td></td>
<td>Sht. 1, 2, 3 &amp; 4 of 4</td>
</tr>
<tr>
<td>Ameron Pole</td>
<td>WA15TR10-1 Rev. C and D</td>
</tr>
<tr>
<td>Prod. Div</td>
<td>WA15TR10-2 Rev. C and D</td>
</tr>
</tbody>
</table>

Millerbernd Manufacturing 74514-WA PED-FB, Rev. H

Type II

Characteristics:

Signal arms One Only

Type II standards shall conform to one of the following pre-approved plans, provided all other requirements noted herein have been satisfied. Maximum (x) (y) (z) signal arm loadings in cubic feet are noted after fabricator. All luminaire arms shall be bracket style using a flange mount per City of Tacoma Standard Plan TS-07 and section 9-29.6(6)B of this specification.

<table>
<thead>
<tr>
<th>Signal Arm</th>
<th>Fabricator</th>
<th>(x) (y) (z)</th>
<th>Drawing No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length (max)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>65 ft.</td>
<td>Valmont Ind. Inc.</td>
<td>DB01162 Rev. B, Sht. 1, 2, 3, 4 &amp; 5 of 5</td>
<td></td>
</tr>
<tr>
<td>65 ft.</td>
<td>Ameron Pole</td>
<td>WA15TR3724-1 Rev. C and D</td>
<td></td>
</tr>
<tr>
<td>65 ft.</td>
<td>Product Division</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Millerbernd Mfg.</td>
<td>74516-WA-TS-II, Rev. H</td>
<td></td>
</tr>
</tbody>
</table>

Type III

Characteristics:

Luminaire mounting height

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Type III</td>
<td>Characteristics:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Luminaire</td>
<td>30 ft.,</td>
</tr>
<tr>
<td></td>
<td>mounting height</td>
<td>35 ft.,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>40 ft.,</td>
</tr>
</tbody>
</table>
Type III standards shall conform to one of the following pre-approved plans, provided all other requirements noted herein have been satisfied. Maximum \((x) (y) (z)\) signal arm loadings in cubic feet are noted after fabricator. All luminaire arms shall be bracket style using a flange mount per City of Tacoma Standard Plan TS-07 and section 9-29.6(6)B of this specification.

<table>
<thead>
<tr>
<th>Signal Arm Length (max)</th>
<th>Fabricator-(x) (y) (z)</th>
<th>Drawing No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>65 ft.</td>
<td>Valmont Ind. Inc.</td>
<td>DB01162 Rev. B, Shts. 1, 2, 3, 4 &amp; 5 of 5</td>
</tr>
<tr>
<td>65 ft.</td>
<td>Ameron Pole</td>
<td>WA15TR3724-1 Rev. C and D Product Division</td>
</tr>
</tbody>
</table>

Foundations for various types of standards shall be as follows:

- **Type PPB**: As noted on Standard Plan J-20.15
- **Type I**: As noted on Standard Plan J-21.10
- **Type II**: As noted in the Plans
- **Type III**: As noted in the Plans.

---

**9-29.6(3) Timber Light Standards, Timber Strain Poles, Timber Service Supports**

*This section is supplemented with the following:*

All timber poles shall be Class II unless otherwise specified.

Mast arms for wood poles shall be “tapered elliptical” or “tapered truss” style, of a size sufficient to be used with a luminaire weight of 48 pounds with an EPA of 1.1 square feet. Arms shall have 2-3/8 inches O.D. x 8-inch long slip fitter for mounting luminaire.

**9-29.6(5) Foundation Hardware**

*This section is supplemented with the following:*

All pedestrian pushbutton poles (Type PPB) shall be installed utilizing a Breakaway Base Connection system in conformance with WSDOT standard plan J-20.15-03.

Bracket shall be sized to accommodate a standard push button pole with an outside
diameter of 3.5-inches. Anchor bolt receivers shall be installed at 2-3/4-inch by 7-15/16 inch on center.

Section 9-29.6 is supplemented with the following new section:

9-29.6(6) City of Tacoma Universal Pole

Unless otherwise specified, light standards and strain poles shall be in conformance with the following City of Tacoma standard design.

Strength
Each pole and mast arm shall have adequate strength for the designated luminaire with a 1.8 safety factor for maximum combined stresses using 90 mph isotach (117 mph gusts) per AASHTO specifications for structure supports for highway luminaires. Design shall be based on total loading of 50 pounds and EPA of 2.0 square feet.

Standard Bolt Spacing
30 Foot poles -- Baseplate shall accommodate 1 inch anchor bolts. The bolt circle shall be between 11 inches and 13 inches.
40 Foot Poles -- Baseplate shall accommodate 1 inch anchor bolts. The bolt circle shall be between 12.5 inches and 14.5 inches.

9-29.6(6)A Steel Strain Poles
Each pole shall be of tapered round or octagonal construction.

CLASS 1 POLE: Design for dead load tensions up to 1500 pounds
CLASS 2 POLE: Design for dead load tensions up to 2600 pounds

Class 1 poles shall have a minimum base diameter of 12-inches for octagonal poles and 12-1/4-inches for round poles. Poles shall have a minimum wall thickness of 0.3125-inches. Anchor bolts shall be 1-1/2-inch by 60-inches and shall have a spacing of 11-5/16-inches on center, on the square. It is the responsibility of the pole manufacturer to maintain proper clearance between the pole shaft and nuts for the anchor bolts.

Class 2 poles shall have a minimum base diameter of 13-1/2-inches for octagonal poles and 14-inches for round poles. Poles shall have a minimum wall thickness of 0.375-inches. Anchor bolts shall be 2-inch by 66-inches and shall have a spacing of 12-3/4-inches on center, on the square. It is the responsibility of the pole manufacturer to maintain proper clearance between the pole shaft and nuts for the anchor bolts.

Poles shall be of single-ply construction. Multiple-ply poles shall not be allowed.

Each pole shall be of tapered round or octagonal construction. Pole taper shall be in the range of 0.13 to 0.14 in/ft.

A base plate and top casting shall be securely attached to each pole. The attachment of the base plate to the pole shall be a welded connection sufficient to develop the full strength of the pole. The base plate shall have four (4) holes which will sufficiently accommodate the specified anchor bolts for the pole class.
Pole shall be of sufficient strength to allow for the span wire to be installed to sag an amount equal to 5% of the span length.

The maximum acceptable deflection, at 30 feet above the base, is 5 inches. The specified deflection shall be at a loading condition of 1,500 pounds horizontal pull at 30 feet above the base for Class 1 Poles. For Class 2 Poles, the loading condition shall be 2,600 pounds horizontal pull at 30 feet above the base.

Structural material shall be zinc-coated by a "hot-dip" process in accordance with ASTM A123 and the final coating shall measure 0.0039 inch or more in thickness as determined by a magnetic thickness gauge. All tapped holes shall be chased after galvanizing. Hardware shall be coated in accordance with ASTM A307.

The finished pole shall be reasonably straight and free from injurious defects. If galvanizing is damaged, the maximum area to be repaired is defined in accordance with ASTM A123 Section 4.6. The maximum area to be repaired in the field shall be determined in advance by the Engineer. Repair areas damaged during construction, handling, transport or installation by one of the approved methods in accordance with ASTM A780 whenever damage exceeds 3/16 inches in width. Minimum thickness for repair shall measure 0.0039 inches.

The company shall furnish the purchaser with template prints showing spacing and size of holes in base for the anchor rods.

The material shall carry the manufacturer’s standard guarantee against any defect in material or workmanship for a minimum period of one year following the date of installation. The Contractor shall submit mil test reports for all steel used in the manufacturing of strain poles and pedestals.

The Contractor shall submit a Certificate of Compliance with ASTM Standards and Specifications for galvanizing. The certificate, signed by the galvanizer, shall detail galvanizing process and testing procedure to determine that galvanizing meets minimum thickness specified.

The contractor shall submit welder certification. Welders must be certified to AWS standards.

Each pole shall include the following:

1. One (1) rain-tight pole cap.
2. One (1) 4-inch by 6-1/2-inch handhole at base end with cover plate opposite to mast arm.
3. Anchor bolts shall be hot dipped galvanized steel with two (2) galvanized nuts and two (2) washers for each bolt. Only 12-inches of threaded end of the bolts must be galvanized. 1-1/2-inch diameter bolts shall have 8-inches of top thread and 2-inch diameter bolts shall have 10-inches of top thread.
4. Anchor bolts shall have threaded bottom ends to receive an anchor plate and nut. The nut shall be tack-welded to the anchor plate. Anchor plates for 1-1/2-inch diameter anchor bolts shall be 4-inch square by 1-inch thick. Anchor plates for 2-inch diameter anchor bolts shall be 6-inch square by 1-inch thick.
5. One (1) adjustable strain clamp to be mountable between 26 to 28 feet above the base. Clamp shall provide facility to attach span wire at four-quarter points.

6. Provisions for mounting a mast arm of specified length. All poles shall be supplied with one mast arm mounting flange. The centerline of the flange shall be approximately 6 inches below the top of 38-foot poles and 24 inches below the top of 30-foot poles. The flanges shall conform with the detail drawing included in the Special Provisions. Poles ordered without mast arms but with provisions for a later addition of a mast arm shall be provided with a metal cover and gasket to protect the opening being provided. The cover shall be bolted to the pole using the holes provided for fastening the mast arm.

7. One (1) two-inch coupling to receive clamp-on type aluminum weatherhead positioned at 27 feet, and no more than 45° from the location of the mast arm, unless otherwise specified.

8. One (1) 1-1/4-inch coupling for wire inlet located directly opposite the mast arm.

9. One (1) grounding lug-hole in lip of handhole for 1/2-NC brass bolt.

9-29.6(6)B Luminaire Mast Arms

Each mast arm shall have sufficient strength with a 1.8 safety factor to support a 70-pound luminaire on an 18-foot mast arm per the latest AASHTO Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals.

Material and workmanship shall conform to the best commercial standards of the industry.

The mast arm and its fastening shall be constructed of steel conforming to Section 9-29.6.

Each mast arm shall support a ballast-in-head luminaire and shall provide a luminaire mounting height of approximately two (2) feet above the strain pole mounting flange.

The mast arm shall provide a horizontal extension from the center of the pole to the center of the luminaire as shown in the Plans.

The mast arm shall be of tapered construction. The luminaire end of the mast arm shall not exceed 2.375 inches O.D. for a minimum distance of 8 inches. The outside arm diameter at the pole flange shall not exceed 5.88 inches.

The mast arm shall be capable of being fastened to the mast arm mounting flange dimensioned in the detail drawing. All mounting bolt heads shall clear the weld.

9-29.10 Luminaires

This section is supplemented with the following:

Unless otherwise shown in the plans all new luminaires shall be Light Emitting Diode (LED) fixtures conforming to these specifications.
Cobra-head style luminaires and other overhead fixtures, such as shoebox style fixtures, shall be provided with utility labels. Ornamental post top fixtures shall not have utility labels. Utility labels for LED fixtures shall be green and show actual total system wattage.

9-29.10(1) Conventional Roadway Luminaires

This section is replaced in its entirety with the following:

All Conventional Roadway Luminaires shall be LED meeting the following requirements:

1. Applicable Standards:
   a. American National Standards Institute (ANSI) C78 and C136
   b. Electrical and Electronics Engineers (IEEE) C62
   c. Illuminating Engineering Society of North America (IESNA or IES)
   d. Underwriters Laboratories (UL)

2. General:
   a. Luminaire shall be UL Listed
   b. Luminaire shall be listed as a Qualified Product on one of the following lists:
      i. Energy Star
      ii. Design Lights Consortium
      iii. Lighting Design Lab
   c. LED light source and driver shall be compliant with the requirements of the European Union (EU) Restriction of Hazardous Substances (RoHS) Directive.
   d. Luminaire shall have an external label per ANSI C136.15.
   e. Luminaire shall have an internal label per ANSI C136.22.

3. Luminaire Performance:
   a. Operating Temperature Range: -4 F to +122 F
   b. Correlated Color Temperature: (CCT)
      i. Residential- 3000K Nominal
      ii. Arterials - 4000K Nominal
   c. Calculated Lumen Maintenance Factor (LMF): 100,000 hours or more (L70 at 25°C/77°F) in accordance with IESNA TM-21 and IESNA LM-80
   d. Color Rendering Index (CRI): >70
   e. Light Distribution per IES Handbook: Best fit to meet design criteria
   f. Minimum Efficacy: 80 Lumens/Watt

4. Power Supply and Driver Performance:
   a. Input Voltage: Auto-sensing 120 to 277 VAC 50/60HZ
   b. Power factor: >0.90
   c. Drive current maximum of 1.0A
   d. Total harmonics distortion at full power at specified voltage: <20%
   e. Surge Suppression Protection 10kV Minimum (IEEE/ANSI C62.41.2)
   f. Replaceable surge module
   g. Interference FCC 47 CFR part 15/18, Class A
   h. Driver life >100,000 hours
      i. Dimming: 0-10V DC

5. Lighting and Dimming Controls:
41. The luminaire shall be provided with a 7-pin terminal locking type
42. photoelectric control mounting receptacle in accordance with ANSI
43. C136.10 and ANSI C136.41.
44. b. Photocell receptacle dimming contacts shall be factory connected to
driver dimming leads (violet and gray) per ANSI C136.41.
45. 6. Luminaire Housing and Door:
46. a. The luminaire housing shall be cast or extruded aluminum. All
47. hardware shall be stainless steel.
48. b. Cast housing components shall have a light gray polyester powder
coat finish. Extruded components shall be anodized. Finish shall
meet the requirements of ANSI C57.31, latest revision.
49. c. The power-door shall be fabricated from either aluminum or a UV
resistant polymer.
50. d. The door shall be easily removable and shall allow for tool-less entry.
51. 7. Slipfitter and Vibration Resistance:
52. a. Slipfitter shall be capable of accepting a 1-1/4" through 2" IP pipe
tenon (1-5/8" to 2-3/8" OD) with maximum allowable insertion lengths
of 7-1/2" and 10" respectively in accordance with Table 2 of ANSI
C136.3, latest revision.
53. b. The Slipfitter shall have provisions for clamping the luminaire securely
to the tenon and for leveling ± 5° with respect to horizontal.
54. c. Luminaire shall be certified to ANSI C136.31 3G bridge and overpass
vibration standards with 4-bolt configurations.
55. 8. Ingress Protection:
56. a. The luminaire components shall have minimum moisture rating as
specified in IEC 60529, with the ability to shed water from inside the
housing(weep holes), and designed to minimize water collection and
icing.
57. b. Internal Components: IP66
58. c. Enclosure: IP65
59. 9. Terminal and Grounding Block:
60. a. Components shall be pre-wired to the terminal board requiring only
supply power connections to clearly identified terminals.
61. b. The terminal board shall be located so that there is adequate tool-less
access to accommodate user wearing electrical gloves to connect the
supply leads.
62. 10. Manufacturer Warranty:
63. a. 10 Year Minimum including power driver and LED chips.
64. 9-29.10(1)A Luminaire Classifications
65. The City of Tacoma has established five (5) classes of LED Conventional Roadway with
66. specific design criteria to ensure long-term lighting continuity. Luminaires are divided
into classes based on function, typical use and historical High Intensity Discharge (HID)
equivalents. Current classes are 100WEQ, 200WEQ, 250WEQ, 400WEQ, and RES-45.
Each conventional luminaire installed shall meet the design criteria of one of these five
luminaires.
67. Design assumptions and criteria listed for each luminaire classification may not reflect
the actual conditions on the project. The design assumptions and criteria identified are
only to be utilized to determine luminaire equivalency, such that another luminaire
meeting the same criteria can be used to replace a failed unit without a complete redesign of the entire system.

Equivalence will be determined as follows:
1. The City of Tacoma will use Lighting Analysts AGi32 lighting software program for determination of equivalence using the design assumptions and criteria identified for each class of luminaire.
2. The roadway optimizer will be used to evaluate the performance criteria in all cases, except for the Res-45 class luminaire, where model view will be utilized to calculate the photometrics.
3. Proposed fixtures may not be tilted, rolled, or spun to meet the criteria.
4. All calculations shall be to the 100th. Rounding will not be permitted.
5. A copy of the published IES photometric file and BUG (Backlight, Uplight, and Glare) Rating shall be provided as a part of product submittal.
6. It is recognized that there are an infinite number of design variables and it is not practical to create a published IES photometric file and BUG rating for each combination. In those cases where the wattage is reduced to meet the design criteria, the base IES photometric file for the higher wattage configuration shall be used as follows:
   a. Where no IES photometric file exists for the specific configuration, all information required to allow the City to duplicate the results and assure that the fixture meets the criteria must be provided.
   b. When reducing the system wattage, the BUG rating of the base IES photometric file must be utilized, but may be scaled based on IES LM-79.
   c. For modified fixtures, the City may require that a representative fixture be provided prior to acceptance. The City reserves the right to have an independent NVLAP approved lab perform an IES LM-79 report for verification of the output for the submitted fixture. A 10 percent margin of error will be allowed in the analysis and comparison of the actual test results. Failure to meet the photometrics within the allowance may be cause for rejection.

Full design assumptions and design criteria for each of the five luminaire classes can be found at the end of this section. Excessive glare or light trespass onto private property is not acceptable. Typical usage for luminaire classes:
- 100WEQ Luminaires are typically installed along residential roadways at a height of 25 to 30 feet. 100WEQ Luminaires have a long and narrow light distribution to fit a typical residential road.
- 200WEQ Luminaires are typically installed along local classified arterial roadways and along arterials with lower pedestrian conflicts. 200WEQ Luminaires are typically installed at a height of 30 feet and will have a slightly wider distribution to cover the additional width.
- 250WEQ Luminaires are typically installed along collector to minor classified arterial roadways. 250WEQ Luminaires can be installed at a height of 30 feet or 40 feet depending on pedestrian conflict level, road width, and lighting levels required.
- 400WEQ Luminaires are typically installed along principal classified arterial roadways or areas where a higher pedestrian conflict exists. 400WEQ Luminaires are typically installed at a height of 40 feet, often installed on both
sides of the roadway, in a staggered pattern to adequately light the full roadway width.

- RES-45 Luminaires are typically installed at residential street intersections or for cul-de-sacs. For residential intersections, these lights are typically installed on one corner of the intersection at a 45 degree angle to the traveled ways. The light distribution is designed to provide illumination for the intersection, but not create unacceptable light trespass on adjacent properties.

9-29.11 Control Equipment

9-29.11(2) Photoelectric Controls

This section is revised to read:

The photoelectric control shall be the twistlock type and the light sensitive element shall be a solid state photo diode. The control shall be designed to turn on at 2.6 foot-candles (+/- 20%) and turn off at 2.6 foot-candles (+/- 20%). The lighting control shall not drift by more than 1 per cent over a 10-year period.

The output control relay shall be electro-mechanical. The time delay for both turn on and turn off shall be a minimum of one second and maximum of 5 seconds. The output relay shall be rated 1000 watts incandescent or 15 amps inductive load. The contacts shall be normally closed.

The lighting control shall have a built in metal oxide varistor (MOV) rated a minimum of 160 joules for lightning and transient protection. The control shall also have secondary zener diode and transient filter. The relay shall be suitable for operation on 240 volt, 60 hertz electrical circuits.

Dimensions shall conform to ANSI specifications for twistlock photocells.

9-29.12 Electrical Splice Materials

9-29.12(1) Illumination Circuit Splices

This section is revised to read:

Splices and taps shall be made with solderless crimp connectors on underground and overhead circuits to securely join the wires both mechanically and electrically. Splices shall be sealed in accordance with 8-20.3(8).

Thermoplastic Electrical Insulating Tape

Electrical tape shall be made by the same manufacturer and compatible with the electrical coating utilized to form a complete system that both insulates and protects the splice. Electrical tape shall be based on polyvinyl chloride (PVC) and/or its copolymers and have a rubber–based, pressure–sensitive adhesive. The tape shall have a voltage rating of 600V (UL510). The tape shall be 7 mils thick, and be UL Listed and marked per UL Standard 510 as “Flame Retardant, Cold and Weather Resistant.” The tape shall be resistant to abrasion, moisture, alkalies, acids, corrosion, and varying weather conditions, including ultraviolet exposure. The tape must be applicable at temperatures ranging from 0°F through 100°F (~18°C through 38°C) without loss of physical properties. The tape shall have an operating temperature up to 220°F (105°C). The tape
shall be classified for use in outdoor environments. The tape shall be compatible with synthetic cable insulations, jackets and splicing compounds. The tape will remain stable and will not telescope more than 0.1 inches when maintained at temperatures below 120°F (50°C).

**Moisture Resistant Electrical Coating**

Electrical Coating shall be made by the same manufacturer and compatible with the vinyl electrical tape utilized to form a complete system that both insulates and protects the splice. Electrical Coating shall seal and bond the tape and be suitable for direct burial, direct water immersion, and above ground applications. Electrical coating shall be flexible when dry. Electrical coating shall consist of the solvents Acetone, Methyl Ethyl Ketone and Toluene and shall contain synthetic rubber and resin solids.

**9-29.12(2) Traffic Signal Splice Material**

*This section is revised to read:*

Induction loop splices and magnetometer splices shall include an uninsulated barrel-type crimped connector capable of being soldered. The insulating material shall be a heat shrink type meeting requirements of 9-29.

**9-29.13 Control Cabinet Assemblies**

*This section is revised to read:*

The Traffic Controller Cabinet Assembly shall be completely wired and tested to Section 5 Terminals and Facilities of the NEMA TS2 Specification, unless modified by these specifications.

Cabinets shall be compatible with both Siemens M50 and M60 series controllers.

The following submittals will be required for the review and approval by the City prior to fabrication and wiring:

1. Proposed cabinet layout diagram including shelving/rack locations. In addition, detailed diagrams shall be provided for the left side, right side, and back panels. Drawings shall be clearly labeled and dimensioned.

2. Proposed cabinet wiring diagram shall be submitted for the review and approval by the City. Wiring of cabinets shall not commence prior to City approval of the cabinet wiring plan.

All submittal comments shall be incorporated into a final set of prints and each cabinet shall be furnished to three (3) complete sets of cabinet prints. All cabinet wiring, and layout shall come on (1) E1 size sheet, multiple pages shall not be allowed. Upon request (1) CDROM or USB flash drive with AutoCAD v2018 cabinet drawing for the cabinet wiring.

**9-29.13(1) Traffic Control Cabinets**

Each Traffic Controller Cabinet shall meet the following general operating requirements:

1. The wired cabinet facility shall use the latest technology applicable meeting the requirements identified by these specifications.
2. The cabinet shall be designed for 16 channel operation using dual load switches. Load switches 1-4 shall be vehicle phases 1-8; load switches 5-6 shall be pedestrian phases 2, 4, 6, 8; load switches 7-8 shall be overlaps A, B, C, & D. All load switches shall be routed through a transfer relay.

3. The cabinet shall be wired for (32) channels of detection and (4) channels of Opticom™ preemption.

4. The use of PC boards shall not be allowed except in detector racks and SDLC interface panels. With the exception of detection racks, the use of plug and play modules shall not be allowed.

5. All cabinet 120VAC wires shall be 18AWG or greater, including controller “A” and MMU “A & B” cables.

6. All welds shall be free from burrs, cracks, blowholes or other irregularities.

7. The cabinet shall be UL listed.

9-29.13(1)A  Cabinet Enclosures

All Cabinet enclosures shall meet the following requirements:

4. Controller cabinets that are not designated in the project plans and specifications as UPS Controller Cabinets shall be sized in accordance with NEMA P44 Controller Cabinet standards.

5. The cabinet shall meet NEMA 3R rating for enclosures.

6. The cabinet shall be fabricated from 0.125” minimum thickness 5052 H32 ASTM B209 aluminum alloy and be of clean cut design and appearance. The Cabinet shall be supplied with a natural mill finish inside and out, unless otherwise specified.

7. All exterior seams shall be manufactured with a neatly formed continuous weld construction.

8. All external fasteners shall be stainless steel. Interior cabinet welds shall be continuous for all lap and butt welds. Intermittent welds or silicone adhesive shall not be accepted in place of a weld for weather-tight penetrations. Pop rivets shall not be allowed on any external surface.

9. The cabinet shall be designed for mounting on a concrete pad with anchor bolts and typical flanges inside the cabinet. The cabinet base shall have continuously welded interior mounting reinforcement plates with the same anchor bolt-hole pattern as the footprint dimensions.

10. Unless otherwise approved by the Engineer, there shall be a minimum ten (10) inch vertical clearance above the front half portion of the base area to provide a clearance for conduit and cable entering the cabinet.

11. The cabinet shall be double-flanged where it contacts cabinet doors.

12. The top of the cabinet shall be sloped down 1” towards the rear to facilitate water runoff. The roof shall be sloped at a 90° angle at the front of the cabinet. Lesser slope angles are not allowed.

13. The cabinet shall be equipped with “C” channel rails welded to the interior of the cabinet such that panels may be mounted to the interior of the cabinet without
drilling through the outer cabinet. The “C” channel rails shall be sufficient in
strength to accommodate planned and reasonably anticipated future equipment
needs. At a minimum, the cabinet shall have (2) welded on the back wall, and
(4) welded on each side wall with (2) pairs on 8-inch centers. The side and back
wall C channel rails shall run the entire usable height of the cabinet walls.
Adjustable rails are not allowed.

14. The cabinet shall come with lifting ears affixed to the upper exterior of the
cabinet. The lifting ears shall utilize only one bolt such that the ears can be
reoriented.

9-29.13(1)A1 Cabinet Enclosures for UPS Systems
Controller cabinets that are designated in the project plans and specifications as UPS
Controller Cabinets shall be 70” high x 44” width x 25.5” depth (nominal dimensions) and
meet the footprint dimensions as specified in Section 7.3, table 7-1 of NEMA TS2
standards for a Type P cabinet.

UPS Controller Cabinet enclosures shall meet all applicable requirements of Section 9-
29.13(1)A and shall meet the following additional requirements:

4. The controller cabinet shall have (2) separate compartments. A Main
compartment and a Battery Backup System (BBS) compartment.

5. The main compartment shall be accessible from the front door and shall house
the cabinet load facilities and electronics. The Battery Backup System (BBS)
compartment shall be accessible from the side door and shall contain the UPS
system batteries.

6. The cabinet shall be designed such that when the UPS system inverter and ATS
assembly are mounted in the BBS compartment, they shall be fully accessible
when the front door is open.

9-29.13(1)B Cabinet Doors and Locks
Cabinet Doors and Locks shall conform to the following:

1. A hinged door shall be provided on the front of the cabinet permitting complete
access to the cabinet and the equipment to be contained therein.

2. Cabinet doors shall be mounted with single continuous stainless steel piano
hinges that run the length of the door. The hinges shall be attached via stainless
steel tamper resistant bolts.

3. Closed-cell, neoprene gaskets shall be bonded to the inside of cabinet doors.
The gaskets shall cover all areas where the doors contact the double flanged
cabinet housing exterior and be thick enough to provide a watertight seal.

4. Bearing rollers shall be applied to ends of door latches to discourage metal-on-
metal surfaces from rubbing.

5. All lock assemblies shall be positioned such that the door handle does not cause
interference with the key when opening the door.

6. A complete set of keys shall be supplied providing access to all doors, including
the front cabinet door, the cabinet side door (where applicable), the police door
and the generator receptacle door.
The front cabinet door shall meet the following additional requirements:

1. The front door of the cabinet shall be equipped with a universal lock bracket.
   The lock core shall be a green construction core as noted in section 9-29.25.

2. A stiffener plate shall be welded to the inside of the front door to prevent flexing.

3. The front door shall have a two-position, three-point door stop that accommodates open-angles at 90°, 125°, and 150°.

4. The front door handle shall be ¾" round stock stainless steel bar. Door handle mechanisms shall be interchangeable and field replaceable.

A side door on UPS Controller Cabinets shall be provided for accessing the BBS compartment. The cabinet side door shall meet the following additional requirements:

1. The side door shall be one piece construction without any recessed compartments.

2. The side door shall have a three-position, two-point door stop that accommodates open-angles at roughly 80°, 100°, and 120°.

3. The side door shall use a recessed hexagonal socket in lieu of a door handle.

9-29.13(1)C Recessed Compartments
The front door shall contain (2) flush mount locking recessed compartments. The upper compartment shall house a police door and the lower compartment shall house a generator bypass receptacle.

1. The welds for the police compartment and the generator receptacle compartment shall be done on the outside of the front door.

2. The police door compartment shall come with a conventional police lock.

3. The generator bypass receptacle compartment shall have an integrated door slide mechanism that allows the door to be closed and locked after a generator has been connected to the internal receptacle.

4. The generator bypass receptacle compartment shall be equipped with a universal lock bracket. The lock core shall be a Green construction core as noted in section 9-29.25.

5. The locking generator bypass compartment will be used to connect a generator for operating the cabinet during loss of service line power. The generator compartment shall be capable of being closed and locked while a generator is connected. The mechanism for allowing generator cable access, while the compartment is closed, shall be an integral part of the generator bypass door, via a sliding panel that will normally be in the closed position.

9-29.13(1)D Cabinet Ventilation
Cabinet ventilation shall be provided as follows:

1. A louvered air entrance shall be located at the bottom of the front cabinet door.

2. For UPS Cabinets, a louvered air entrance shall also be provided at the bottom of the side cabinet door.
3. Louvered air entrances shall satisfy NEMA rod entry test requirements for 3R
ventilated enclosures. The baffle panel that holds the fan assemblies shall be
sealed on the interior of the cabinet.

4. The cabinet shall come with (2) three-stage, multi-ply progressive density
polyester, disposable air filter; and the filter performance shall conform to listed
UL 900 Class 2 and shall conform to ASHRAE Standard 52.1. The filter shall be
secured to entrance on main door by two (2) horizontally-mounted restraints.

5. The cabinet shall be provided with two (2) finger safe fans mounted on the right
and left sides of the cabinet plenum, and shall be thermostatically controlled.
Fans shall have a rating of 100 CFM and the thermostat setting to allow variable
turn-on between 90 degrees and 140 degrees Fahrenheit. The fan motor shall
use ball-bearings. This unit shall be fitted with an electrical noise suppressor.
The safe touch thermostat and power terminal block(s) shall be din rail mounted
on the cabinet plenum.

9-29.13(1)E Cabinet Shelving
Cabinet Shelving shall be provided as follows:

1. The cabinet shall have two (2) aluminum 0.75-inch shelves that span the width of
the cabinet. Shelves shall be double beveled 10” deep and reinforced with
welded V channel, fabricated from 5052-H32 0.125-inch thick aluminum with
double flanged edges rolled front to back. Slotted holes shall be inserted every
7” for the purpose of tying off wire bundles.

2. A slide-out computer shelf 16” length by 12” width by 2” depth shall be installed
underneath the bottom equipment shelf. The shelf shall be mounted just left of
center so that controller cables will not interfere with the operation of the shelf
when equipment is installed. The computer shelf shall have a hinged cover that
opens from the front and shall be powder-coated black. The computer shelf shall
be fully retractable under the bottom equipment shelf. When fully extended, the
computer shelf shall hold a minimum of 50lbs and shall automatically secure in
place, mechanically, with a tool-less release mechanism.

3. For UPS Controller Cabinets, the BBS compartment shall come with (1) 14.25” x
7.75” flanged shelf designed to hold the batteries. In the UPS configuration, the
main cabinet shall come with a third shelf that runs the entire width of the cabinet
above the BBS compartment.

4. The cabinet shall have one (1) aluminum 0.75 inch shelf measuring 20.90 inches
wide by 10.75 inches deep next to the load bay and mounted 9.25 inches from
the bottom of the cabinet. Shelf shall be double beveled and reinforced with
welded V channel, fabricated from 5052-H32 0.125-thick aluminum with double
flanged edges rolled from front to back.

9-29.13(2) Wiring
All wiring within the cabinet shall be neat and firm. All cabinet wire shall be amply rated
for the function intended and shall include the use of terminal and suitable identification
labels.
Connectors and harnesses shall be provided as defined in the latest NEMA TS 2 standard. Connector A & B shall be supplied for the monitor unit. In addition, the cabinet shall be wired with a standard 55-pin NEMA TS 1 Connector A.

Wire for harnesses shall conform to MIL-W-16878E Type B, and shall be rated to 600 volt, 105 degree Celsius. Wire shall be 22 gage, 19 strand. Wires shall be connected to the heads in the form of crimp-pinned connections. Solder lugs shall not be allowed. Connectors shall conform to MIL-C-26482 Series 1. Cables shall be covered with nylon expandable sleeving. Spiral wrap shall not be used. Termination points of the harnesses shall be accessible to the technician without requiring the back panel to be dropped. Unused harness wires shall be tied to the furthest location on the front of the back panel and shall be capped off.

Wires other than harnesses for the monitor and controller shall be THHN, rated at 600 volt, 105 degree Celsius, and shall be a minimum of 22 AWG.

Non insulated connectors shall be utilized for all connections to the Detector Input Terminal Strip.

9-29.13(3) Electrical Design

9-29.13(3)A Load Bay

The design of the load-bay shall conform to NEMA TS2 Section 5, Terminals and Facilities, unless modified herein. The load bay shall be the termination point for the controller unit (CU) CU 55-pin TS1 MSA cable, the (MMU) MSA & B cables, bus interface units (BIU) 1 and 2, and field terminal facilities. The terminal facilities layout shall be arranged in a manner that allows all equipment in the cabinet and all screw terminals to be readily accessible by maintenance personnel.

The load bay shall be fully wired and meet the following requirements:

1. The load bay assembly shall be constructed of smooth finished aluminum, with a minimum nominal thickness of 0.125 inches (1/8 inch). The dimensions shall not exceed a maximum height of 16 inches and a maximum width of 18 inches including wiring bundles. The load bay assembly shall be mounted between 7-inches and 9-inches above the bottom of the cabinet.

2. The load bay assembly (panel) shall be hinged and capable of folding down to allow full access to all back-panel wiring. All solder terminals shall be accessible when the load bay is rolled down. The assembly shall be able to roll down without requiring other components, cables, or switches to be removed. The panel shall be constructed, and wiring shall have sufficient slack, such that folding down the back panel shall not interfere with the operation of the traffic signal while in service.

   (1) All wire shall enter the lower edge of the panel to facilitate folding down back panel. The controller (CU) and malfunction management (MMU) cables shall be routed through the back of the load-bay so that they will not be subject to damage during load-bay roll down.

   (2) The load bay shall be designed so that all other cabinet screw terminals are accessible without removing cabinet electronics.

   (3) The panel shall be able to be fully secured when in its upright position.
1. The top of the load-bay panel shall attach directly to “C” channel and
detach without the use of tools or hardware for roll down purposes.

2. The load bay shall be balanced such that it will not roll down when the
top of the load bay is detached from the “C” channel, even when fully
loaded with BIU’s, load switches, flasher, and flash transfer relays.

3. The load-bay facility shall be wired for 16 channels.

   (1) Load switch(s) 1-4 shall be vehicle phases 1-8
   (2) Load switch(s) 5 & 6 shall be pedestrian phases 2, 4, 6, & 8
   (3) Load switches 7 & 8 shall be overlaps A, B, C & D
   (4) Load switches 1-4 & 7-8 shall be routed through a flash transfer relay.

4. The following sockets will be provided:

   (1) Minimum eight (8) dual load switch sockets spaced 1.25 inches on
   center.
   (2) Eight (8) flash transfer relay sockets designed to utilize high density
   flash transfer relays.
   (3) One (1) dual flasher socket.

5. Load Resistors shall be provided on a back right side panel. See section 9-
29.13(3)B for more information.

6. All load switches and flasher shall be supported by a bracket extending at
least ½ the length of the load switch.

7. Controller Unit (CU) Wiring: Wiring the 55-pin TS1 MSA cable shall be
soldered to backside of a load bay screw-type terminal strip. All controller
pins functions shall be terminated.

8. Wiring for one (1) Type-16 MMU shall be soldered to backside of a screw
type terminal strip. Any used MMU functions shall be accessible from a
screw terminal.

9. Two (2) bus interface rack slots for BIU’s 1 and 2 shall be part of the main
panel. The main panel BIU rack shall be located in the top left corner of the
load-bay placed horizontally and shall accommodate half width BIU’s.

10. BIU wire connections to the PCB shall be via two (2) 34 pin connectors.
These connections shall have locking latches. BIU wires shall be soldered to
the backside of a screw terminal. The load-bay shall have one (1) 120VAC
relay socket.

11. The load bay shall have one (1) relay that drops the +24VDC to load switches
when the cabinet is in flash.

12. The load-bay shall be silkscreened on both sides. Silkscreen shall be
numbers and functions on the front side, and numbers only on the back side.
The back side shall have label oriented so that labels are upright when the
load bay is rolled down.

13. The field terminals shall be as follows:
Red: 1R, 2R, 3R, 4R, 5R, 6R, 7R, 8R, 2DW, 4DW, 6DW, 8DW, AR, BR, CR, DR
Yellow: 1Y, 2Y, 3Y, 4Y, 5Y, 6Y, 7Y, 8Y, 2CL, 4CL, 6CL, 8CL, AY, BY, CY, DY
14. Field wiring terminations shall be per channel across the bottom of the load-bay. Each channel shall have 3 terminations corresponding to the appropriate phase Green/walk, Yellow/Ped clearance and Red/Don’t Walk. Default wiring shall be left to right vehicle phases 1-8, pedestrian phases 2, 4, 6, 8 and overlap channels A, B, C, and D following the order of the load switches. Field terminals shall be #10 screw terminal and be rated for 600V.

15. The cabinet shall be wired to flash for all channels. Flashing operation shall alternate between the flasher circuits 1 and 3 (channels 1, 3, 5, 7, 9, 11, 13, & 15) and circuits 2 and 4 (channels 2, 4, 6, 8, 10, 12, 14, & 16). Changing a channel from one circuit from one channel to another shall be possible through the front of the load bay without tools.

16. Flash programming shall be either red, yellow, or no flash by changing the programmed connector on the front of the load bay. The cabinet shall be supplied with overlaps phases programmed to red flash and pedestrian phases programmed to no flash.

17. The intersection shall be capable of being placed in flashing operation by the conflict monitor, remote input, internal controller time clock and door switch. Remote and internal controller time clock flash shall be in accordance with MUTCD flash. Conflict flash shall be all-red.

18. All spare circuits shall be wired and terminated on a terminal strip and shown on the wiring diagram.

19. All cable wires shall be terminated. No tie-off of unused terminals will be allowed.

All wiring shall conform to NEMA TS2 Section 5.2.5 Table 5-1. Conductors shall conform to military specification MIL-W-16878E, electrical insulated high heat wire, type B. Conductors #14 or larger shall be permitted to be UL type THHN. Main Panel wiring shall conform to the following colors and minimum wire sizes:

- Vehicle green load switch output: 16 gauge brown
- Vehicle yellow load switch output: 16 gauge yellow
- Vehicle red load switch output: 16 gauge red
- Pedestrian Clearance load switch: 16 gauge yellow
- Vehicle green load switch input: 22 gauge brown
- Vehicle yellow load switch input: 22 gauge yellow
- Vehicle red load switch input: 22 gauge red
- Pedestrian Clearance input: 22 gauge yellow
- Logic Ground: 18 gauge white with red tracer
- +24V DC: 18 gauge red with white tracer
- +12V DC: 18 gauge pink
- AC+ Line: 14 gauge black
- AC- Line: 14 gauge white
- Earth Ground: 16 gauge green
- AC line (load bay): 16 gauge black
- AC neutral (load bay): 16 gauge white
<table>
<thead>
<tr>
<th>Controller A Cables – AC+</th>
<th>18 gauge black</th>
</tr>
</thead>
<tbody>
<tr>
<td>Controller A Cables – AC-</td>
<td>18 gauge white</td>
</tr>
<tr>
<td>Controller A Cables – Earth Ground</td>
<td>18 gauge green</td>
</tr>
<tr>
<td>Controller A Cables – All other cables</td>
<td>22 gauge blue</td>
</tr>
<tr>
<td>MMU A &amp; B Cables – AC+</td>
<td>18 gauge black</td>
</tr>
<tr>
<td>MMU A &amp; B Cables – AC-</td>
<td>18 gauge white</td>
</tr>
<tr>
<td>MMU A &amp; B Cables – Earth Ground</td>
<td>18 gauge green</td>
</tr>
<tr>
<td>MMU A &amp; B Cables – Start Delay Relay</td>
<td></td>
</tr>
<tr>
<td>Common</td>
<td>18 gauge black</td>
</tr>
<tr>
<td>Normally Open</td>
<td>18 gauge black</td>
</tr>
<tr>
<td>Normally Closed</td>
<td>18 gauge black</td>
</tr>
<tr>
<td>MMU A &amp; B Cables – All other cables</td>
<td>22 gauge orange</td>
</tr>
</tbody>
</table>

Two (2) conductors will supply alternating current (AC) power to the load switch sockets. The load switch sockets shall be supplied 1-4 and 5-8 by each conductor.

The field terminal blocks shall have a screw Type No. 10 post capable of accepting no less than 3 No. 12 AWG wires fitted with spade connectors. Four (4) 12-position terminal blocks shall be provided in a single row across the bottom of the main panel. Spade lugs from internal cabinet wiring are not allowed on field terminal screws.

There shall be a plug-in bridge with (16) 3 position panel mount sockets and (16) two position plugs with screw terminals located below the flash transfer relays. These connections shall operate the flash programing between flash circuit 1 & 3 or 2 & 4. It shall be changeable from the front of the load-bay.

All load switches, flasher, and flash transfer relay sockets shall be marked and mounted with screws. Rivets and clip-mounting is unacceptable.

The power terminal blocks shall have a screw Type No. 10 post capable of accepting no less than 3 No. 12 AWG wires fitted with spade connectors. One (1) 12-position terminal blocks shall be provided vertically on the right side of the load bay. The placement of the power terminal block on any other panel shall not be allowed.

Wire size 16 AWG or smaller at solder joints shall be hooked or looped around the eyelet or terminal block post prior to soldering to ensure circuit integrity. All wires shall have lugs or terminal fittings when not soldered. Lap joint/tack on soldering is not acceptable. All soldered connections shall be made with 60/40 solder and non-corrosive, non-conductive flux. All wiring shall be run neatly and shall use mechanical clamps and conductors shall not be spliced between terminations. Cables shall be sleeved in braided nylon mesh and wires shall not be exposed.

All wires terminated behind the main panel or on the back side of other panels shall be SOLDERED. No pressure or solder-less connectors shall be used. Printed circuit boards shall not be allowed.
9-29.13(3)B Side Panels

Side panels shall be mounted on “C” channels as specified herein. All panels shall be smooth finished aluminum sufficient in size and thickness for the intended purpose and anticipated equipment required. Side panels shall be no smaller than 16 gauge and no larger than 12 gauge. Side panels shall be mounted no closer than 13” from the rear of the cabinet and no closer than 2” from bottom of cabinet.

The Back Left (BKLT) side panel(s) shall contain the following:

1. BKLT/PSIP – Power Supply Interface Panel
   a. 12-position, double row, high barrier block with #8/32 slotted brass screws
   b. See Section 9-29.13(3)B1 for additional requirements
2. BKLT/SDLC – SDLC Interface Panel
   a. 12-port SDLC terminal
   b. See Section 9-29.13(3)B2 for additional requirements
3. Additional blank panels are not required for vacant space in the back left of the cabinet.

The Front Left (FRLT) side panel(s) shall contain the following:

1. FRLT/VDIP – Video Detection Interface Panel
   a. See Section 9-29.13(3)B3 for requirements
2. FRLT/DP – Detection Panel
   b. Emergency Vehicle Preemption: 12-position, double row, din mounted, screw type terminal block
   c. Pedestrian Detection: 8-position, double row, high barrier block with #8/32 slotted brass screws
   d. Pedestrian Returns: Two (2) 8-position, single row, high barrier block, with #8/32 slotted brass screws
   e. Isolated Neutral Buss: 24-position, standard copper grounding buss bar suitable for #14 through #4 cu.
   f. Ground Buss: 16-position (minimum), standard copper grounding buss bar suitable for #14 through #4 cu.
   g. See Section 9-29.13(3)B4 for additional requirements
3. Blank aluminum spare panels shall be installed in the available space on the front left side of the cabinet.

The Back Right (BKRT) side panel(s) shall contain the following:

1. BKRT/PS - Power strip convenience outlets as identified by these specifications. Reference 9-29.13(3)C and 9-29.13(3)B5.
2. BKRT/SLP – Supplemental Load Panel
   a. Din-Mounted thirty-two (32) position disconnect screw type terminal block.
   b. Thirty-two (32) 2k-OHM, 12 watt resistors wired to back panel.
   c. See section 9-29.13(3)B8 for more information.
3. Additional blank panels are not required for vacant space in the back right side of the cabinet.

The Front Right (FRRT) side panel(s) shall contain the following:

1. FRRT/PP - Power Panel
a. See Section 9-29.13(3)B5 for additional requirements

2. FRRT/CIP - Communication Interface Panel
   a. See Section 9-29.13(3)B6 for additional requirements

3. FRRT/Generator Panel
   a. See section 9-29.13(3)B7

4. Blank aluminum spare panels shall be installed in the available space on the front right side of the cabinet.

9-29.13(3)B1 Power Supply Interface Panel
The power supply interface panel shall be mounted on the upper back left wall of the cabinet above the top shelf. The power supply interface panel shall include terminations for all the cabinet power supply inputs and outputs. It shall have a protective plastic cover.

9-29.13(3)B2 SDLC Interface Panel
All SDLC cables shall be terminated on both ends, securely terminated to the SDLC interface panel with screw type connection and professionally routed in the cabinet interior to easily reach the controller, malfunction management unit, BIUs. All SDLC connectors shall be fully populated with 15 pins each. SDLC cables shall be tie wrapped in a neat and orderly way.

9-29.13(3)B3 Video Detection Interface Panel
The video detection interface panel shall be the single point interface for video power and coax cabling. The panel shall have (6) individual 1 amp circuit breakers so that individual cameras can be replaced in the field without disrupting the entire video detection system, a (10) position terminal block with #8/32 screws to provide termination for 120VAC and camera 120AC line and 8-position copper neutral and ground buss bars with raised slotted & torque style screws. The AC terminal block shall be covered with a Plexiglas cover. A coax surge arrester shall be installed for each coax based video detection camera identified in the project plans and specifications. The coax surge arrester shall meet or exceed the manufacturer’s recommendations for the cameras installed. Surge arrestors are not required to be installed in the cabinet when a coax based detection system is not identified in the plans and specifications.

9-29.13(3)B4 Detection Panel
The detection panel shall be mounted on the left side of the main cabinet compartment below the bottom shelf. The detection panel shall support (32) channels of vehicle detection, (4) channels of emergency vehicle preemption, (4) channels or pedestrian detection with (2) terminal screws per channel and (8) pedestrian returns on a single panel. The pedestrian call terminal block shall be (2) single row terminals. They shall be connected by removable buss bars. The loop wires shall be a 22AWG twisted pair. One of the twisted pair wires of all colors shall have a white tracer and land on the second position terminal of each loop. The emergency preemption wires shall be color coded as follows. +24VDC orange, preemption inputs yellow and ground blue. The auxiliary vehicle preemption shall be white with a yellow tracer. All wiring for the detection panel shall enter the terminal block from the left and provide sufficient room to close the cabinet door.
The panel shall also include a (24) position solid copper neutral buss bar with raised slotted & torque style screws and a (16) position minimum solid copper ground buss bar with raised slotted & torque style screws. They shall be mounted vertically at the bottom of the panel.

9-29.13(3)B5 Power Panel

The power panel shall handle all the power distribution and protection for the cabinet and shall be mounted in the bottom right side of the cabinet. All equipment shall be mounted on an appropriately sized silkscreened aluminum panel and include at a minimum the following equipment:

1. A 30-amp main breaker shall be supplied. This breaker shall supply power to the load bay, load switches, controller, MMU, power supply, detector racks, power strip and auxiliary panels. Breaker shall be din rail mounted.
2. A 15-amp auxiliary breaker shall supply power to the fan, cabinet lights and GFI. Breaker shall be din rail mounted.
3. The surge protection device (SPD) shall consist of a modular surge protector for the AC line, another modular surge protector for the AC neutral and ground. There shall also be a radio interference suppressor (RIS). All units shall meet the following requirements.
   a. Devices shall be Open Type 1 UL Listed 1449 4th Edition.
   b. The surge components are all Din-Rail mountable.
   c. If a failure is to occur the components are hot swappable.
   d. An indicator flag will show that the component has failed. No more guessing or testing.
   e. The Surge component has a contact closure that can notify you if a failure occurs on the unit.
   f. No bolts or wires to remove to replace the unit.
   g. The unit is Safe Touch. No need for a plastic protective cover.
4. A normally open, solid state relay rated for 50-amp minimum for the load switch power. (No Mercury Contactors shall be allowed.)
5. One see-through Plexiglas cover to protect maintenance personnel from AC line voltages.
6. One (1) 19-position standard solid copper neutral buss bars with raised slotted & torque style screw heads suitable for #14 through #4 cu.
7. Two (2) 19-position, standard solid copper ground buss bars with raised slotted & torque style screw heads suitable for #14 through #4 cu.
8. Line side AC Power Terminal, 3-position, double row. Power Terminal shall be a dead-front type rated at a minimum of 300V, 50 amp and suitable for #6 cu.
9. The neutral buss bar, the ground buss bars, and the line side power terminal shall be installed at the bottom of the power panel. The buss bars shall be installed horizontally and the terminal shall be installed with the same orientation such that the wires coming into the cabinet can be easily connected from the bottom of the cabinet. The power terminal shall be installed to the right of the ground and neutral bus bars.

All circuit breakers shall be Square D, Siemens, GE, Eaton/Cutler Hammer, or Engineer approved equal.
9-29.13(3)B6 Communication Interface Panel
There shall be (2) 12-position, double row, high barrier terminal blocks, with #6/32 slotted brass screws on the left bottom side of the spare panel on the right side wall of the cabinet. The Communication Interface Panel height shall be from the top of the Power Panel to the top of the “C” Channel.

9-29.13(3)B7 Generator Panel
There shall be a Line side AC Power Terminal, 3-position, double row. Power Terminal shall be a dead-front type rated at a minimum of 300V, 50 amp and suitable for #6 cu. The AC power terminal shall be covered with a see-through Plexiglas cover to protect maintenance personnel from AC line voltages. The Generator Panel shall be mounted directly below the Power Panel.

9-29.13(3)B8 Supplemental Load Panel
There shall be a supplemental load panel with din mounted disconnect screw type terminal block and resistors. The disconnect terminal shall be wired to the green and yellow outputs for each phase and allow current through the resistor when the circuit is completed.

9-29.13(3)C Convenience Outlets
The cabinet shall be wired with (1) 120 VAC convenience outlet with a ground fault interrupter (GFI) and (1) 120 VAC power strip without ground fault interrupters. The ground fault outlet (GFI) shall be mounted on the right side of the main compartment or near the power panel. The power strip shall be near the top shelf of the main compartment in the upper left corner of the cabinet and the wiring shall be neatly secured. No outlets shall be mounted on the door. The non-GFI power strip shall be on a separate circuit from the GFI outlet, and provide a minimum of six (6) outlets. The power strip shall be fed through the transient voltage suppressor located on the cabinet power panel.

9-29.13(3)D Cabinet Illumination
Two LED light strips shall be provided for cabinet illumination. One shall be mounted to the top front of the cabinet interior, and shall be rated at a minimum of 475 lumens. A second LED light to illuminate the load bay area and shall be mounted below the rollout drawer (computer shelf), and shall be rated at a minimum of 240 lumens. The light shall be attached so that it remains stationary when the drawer is extended. A door switch shall be wired so as to allow both lights to operate only when the door is open.

9-29.13(3)E Generator Bypass Compartment and Cable
Inside the generator compartment there shall be a silkscreened panel housing:
1. 30A / 125V flanged inlet receptacle capable of accepting a standard 30 amp generator plug. The receptacle shall be appropriate for an extra heavy duty industrial application meeting the following requirements:
   a. Backwired terminations for ease of installation
   b. NEMA L5-30P
   c. Listed to UL 498
   d. Fed Spec: W-C-596
   e. Certified to CSA C22.2 No. 42
   f. Housing/Flange: Nylon
   g. Terminal Retainer: Clear Polycarbonate
   h. Blades: Brass
1. Terminal Screws: #10-32 Brass (Phillips / Slotted / Robertson)
2. J. Terminal Clamp: Cold Rolled Steel – nickel plated
3. K. Assembly Screws: Steel - nickel plated
4. L. Mounting Screw: Nickel plated brass
5. M. Electrical: Current Interrupting Certified for current interrupting at full rated current
6. N. Dielectric Voltage: Withstands 2,000V minimum
7. O. Mechanical: Cord GripAccommodation #16 AWG - #8 AWG solid or stranded copper wire only.
8. P. Terminal Identification: In accordance with UL 498
9. Q. Flammability: HB or better per UL94/CSA 22.2 No.0.17
10. R. Moisture Resistance: IP20 Suitability
11. S. Operating Temperatures: Maximum Continuous 75°C. Minimum -40°C (w/o impact)

2. A 50A, 2 pole, 4 contact cam switch with split 120VAC line and neutral feeds.
   The switch shall be a break before make type.
3. (2) LED lamps with sockets. One LED shall be illuminated when the cabinet has service line power available and the other when the cabinet has generator power available. All LED’s shall be field replaceable without putting the intersection in flash and shall carry a 5 year manufacturer warranty.

All wiring to the generator bypass compartment shall be contained in a single cable bundle. The cable shall connect to the backside of the electrical components and shall only be accessible from the inside of the cabinet front door. All electrical components on the inside of the front door that carry AC voltage shall be covered by a see-through plexiglass cover. The generator bypass cable shall terminate at the same power panel location as service line voltage.

9-29.13(3)F Police Panel

Behind the police panel door there shall be switches for use by emergency personnel. The wiring for these switches shall be accessible when the auxiliary panel is open.

The following switches shall be included:

1. **Flash Switch:** There shall be a switch for the police that puts the cabinet into flashing operations. The switch shall have two positions, “Auto” (up) and “Flash” (down). The “Auto” position shall allow normal signal operation. The “Flash” position shall immediately cause all signal displays to flash as programmed for emergency flash and apply stop time to the controller. When the police flash switch is returned to “Auto”, the controller shall restart except when the MMU has commanded flash operation. The effect shall be to disable the police panel switch when the MMU has detected a malfunction and all controller and MMU indications shall be available to the technician regardless of the position of the police flash switch. The switch shall be a general-purpose bat style toggle switch with 0.688-inch long bat.

2. **Signals On/Off Switch:** There shall be a switch that renders the field signal displays electrically dead while maintaining controller operation for purpose of monitoring controller operations. The switch shall be a general-purpose bat style toggle switch with 0.688-inch long bat.
The cabinet shall include an auxiliary switch panel mounted to the interior side of the police panel compartment on the cabinet front door. The panel shall be secured to the police panel compartment by (2) Philips head screws and shall be hinged at the bottom to allow access to the soldered side of the switches. Both sides of the panel shall be silkscreened. All of the switches shall be protected by a hinged see-through Plexiglas cover.

The following switches shall be included:

1. **Controller ON/OFF Switch**: There shall be a switch that renders the controller and load-switching devices electrically dead while maintaining flashing operations for purpose of changing the controller or load-switching devices. The switch shall be a general-purpose bat style toggle switch with 0.688-inch long bat.

2. **Signals ON/OFF Switch**: There shall be a switch that renders the field signal displays electrically dead while maintaining controller operation for purpose of monitoring controller operations. The switch shall be a general-purpose bat style toggle switch with 0.688-inch long bat.

3. **Stop Time Switch**: There shall be a 3-position switch labeled “Normal” (up), “Off” (center), and “On” (down). With the switch in the “Normal” position, a stop timing command shall be applied to the controller by the police flash switch or the MMU (Malfunction Management Unit). When the switch is in its “Off” position, stop timing commands shall be removed from the controller. The “On” position shall cause the controller to stop time. The switch shall be a general-purpose bat style toggle switch with 0.688-inch long bat.

4. **Technician Flash Switch**: There shall be a switch that places the field signal displays in flashing operation while the controller continues to operate. This flash shall have no effect on the operation of the controller or MMU. The switch shall be a general-purpose bat style toggle switch with 0.688-inch long bat.

5. **Light Switch**: There shall be a switch that turns cabinet lighting off with the main door open. The switch shall be a general-purpose bat style toggle switch with 0.688-inch long bat.

**9-29.13(4) Auxiliary Equipment**

**9-29.13(4)A Traffic Signal Controller**

Traffic Signal Controller shall be a Siemens Controller, EPAC M62 with an ATC Communications Module. The CPU operating system shall be Linux. The Contractor shall contact the City of Tacoma Traffic Signal Shop at 253-491-5287 to obtain the current firmware version to be utilized.

Siemens M62 traffic signal controllers operating a Pedestrian Hybrid Beacon (HAWK Signal), must be configured by the manufacturer for operation of a pedestrian hybrid beacon. The contractor/vendor shall configure and test the operation of the controller and malfunction management unit prior to delivery to the City of Tacoma Signal Shop.
9-29.13(4)B  Malfunction Management Unit (MMU)
The cabinet shall come with a Malfunction Management Unit (MMU). The cabinet shall come with a (MMU) that meets all the requirements of NEMA TS2-2003 while remaining downward compatible with NEMA TS1. It shall have (2) high contrast LCD displays and an internal diagnostic wizard. It shall come with a 10/100 Ethernet port. It shall come with software to run flashing yellow arrow operation. The MMU shall be an Eberle Design, Inc. (EDI) model MMU2-16LEip. Contractor shall provide a compatible TS2 program card onboard memory.

MMUs monitoring a Pedestrian Hybrid Beacon (HAWK Signal), must be configured by the manufacturer specifically for the monitoring and operation of a pedestrian hybrid beacon. The contractor/vendor shall configure and test the operation of the controller and malfunction management unit prior to delivery to the City of Tacoma Signal Shop.

9-29.13(4)C  Dual Channel Load Switches
The cabinet shall be provided with eight (8) dual channel load switches. All load switches shall be solid state circuit board type with a 2-piece aluminum case. Separate LED indications shall be provided for the input and output side of the loads for each channel. The load switches shall be Western Systems model SSS-216.

9-29.13(4)D  Dual Channel Flasher
The Cabinet shall come with one (1) dual channel flasher. The flasher shall be solid state circuit board type with a two-piece aluminum case. LED indications shall be provided for both channels. The flasher shall be Western Systems model SSF-216.

9-29.13(4)E  High Density Flash Transfer Relay
The High Density Flash Transfer Relay (HDFTR) shall have a hermetically sealed cover and shall be moisture proof. The HDFTR shall be filled with dry nitrogen to protect contacts from corrosion and to prevent condensation. The HDFTR shall have a shock/impact resistant metal can cover with solid and bend proof pins. The HDFTR contacts shall be rated at 120VAC @ 10 Amp. The coil of the HDFTR shall be rated at 120VAC. The HDFTR shall have an LED indicator to display contact transfer position.

9-29.13(4)F  Loop Detector Card Rack
Two (2) fully wired 8-position card racks, shall be installed. Detector racks shall be capable of using both two channel and four channel detection devices. One of the card racks shall also have the additional capacity and be fully wired for an Opticom Model 760 Card. Racks shall be secured to the detector shelf as far to the right as possible within the cabinet in such a manner as to afford easy access for maintenance, without interfering with access to any of the ports. The racks shall accommodate 4.5 inch high, 6.875 inch long, 1.12 inch wide two channel, two output per channel detector modules. Connectors shall be 44 contacts (22 each side) spaced on 0.156” centers. Each rack shall be provided with a bus interface unit (BIU). These shall meet all the requirements of NEMA TS-2 1988 standards. In addition, all BIUs shall provide separate front panel indicator LED’s for DC power status and SDLC Port 1 transmit and receive status.

The (BIU)’s shall be Eberle Design, Inc. model BIU-700H, Econolite model BIU-64, Reno A&E model BIU/2, or Engineer approved equal.
The loop cabling shall be connected via a 37 pin DB connector using spring clips. The Opticom cable shall be connected via a 24 pin connector using locking latches. The power cable shall be a 6 pin connector. All power wires shall be 18AWG. The addressing of detector racks shall be accomplished via dipswitches mounted to the PCB. There shall be the capability to turn off the TS2 status to the BIU for the uses of TS1 detector equipment via dipswitches mounted to the PCB. There shall be a 34 pin connector using locking latches that breaks the output from the detector to the input of the BIU, there shall also be +24VDC and logic ground on this connector. All racks shall have space at the bottom front for labeling. All racks shall be designed for horizontal stacking. Separate racks for detection and preemption are not allowed.

9-29.13(4)G Detector Power Supply
The cabinet shall come with a shelf mounted cabinet power supply meeting at minimum NEMA TS 2-2003 (R2008) standards. It shall be a heavy duty device that provides +12VDC at 5 Amps / +24VDC at 3 Amps / 12VAC at 0.25 Amp, and line frequency reference at 50 mA. The power supply shall provide a separate front panel indicator LED for each of the four outputs. Front panel banana jack test points for 12VDC, 24VDC, and logic ground shall also be provided. The power supply shall provide 5A of power and be able to cover the load of four (4) complete detector racks.

9-29.13(4)H Ethernet Switch
Ethernet switch shall be EtherWAN ED3575-622 Hardened Managed Switch with 2 VDSL2 Ethernet Extender ports. 6 10/100TX, + Gigabit SFP Combo + 2 Copper Pair VDSL2 Ports. (Etherwan P/N ED3575-622). A 30 watt, 24VDC output power supply unit shall be provided by the same manufacturer as the switch. A DSL-Octal Cable 2xRJ45, and a minimum 6’ Ethernet patch cable shall be provided with each. Two (2) SFP Optics 100Base-FX SM, 1310NM, 15KM, LC fiber optic units shall be provided with each switch.

9-29.13(4)I Uninterruptable Power System (UPS)
The cabinet shall come with a complete uninterruptable power system (UPS), also referred to as a Batter Backup System (BBS). The UPS shall include at a minimum a UPS module with SNMP, ATS assembly, batteries, battery heater mats, battery cables and a battery management system. All other ancillary equipment for a complete functioning UPS system shall be included.

The key UPS system components are identified in the subsection below.

9-29.13(4)I1 UPS Module
The cabinet shall come with (1) FXM 1100W uninterruptible power supply or approved equivalent that supplies clean reliable power control and management. It shall have Automatic Voltage Regulation (AVR), an Ethernet SNMP interface and a control and power connection panel that is rotatable for viewing in any vertical or horizontal orientation. It shall have nominal dimensions of 5.22” x 15.5” x 8.75” and come with mounting brackets. The UPS module shall be an Alpha model 017-201-23 or approved equivalent.

9-29.13(4)I2 UATS/UGTS Assembly
The cabinet shall come with (1) universal automatic transfer switch and universal generator transfer switch connected between the UPS module and the batteries. It shall
have surge protection, have dimensions of 3.25" x 15.5" x 6.00" and come with mounting brackets. The ATS module shall be an Alpha model 020-168-25 or approved equivalent.

9-29.13(4)3 UPS Batteries
The cabinet shall come with (4) high performance Absorbed Glass Mat (AGM) AlphaCell™ batteries with 112Ah runtime. The BBS batteries shall be Alpha model 240XTV or equivalent.

9-29.13(4)4 UPS Battery Harness
The cabinet shall come with (4) high performance Absorbed Glass Mat (AGM) AlphaCell™ batteries with 112Ah runtime. The BBS batteries shall be Alpha model 240XTV or equivalent.

9-29.13(4)5 Battery Management System
The cabinet shall come with AlphaGuard™ battery charge management system Alpha model 012-306-21 or approved equivalent.

9-29.13(4)J Preemption/Priority Equipment
The cabinet shall come with (1) 4-channel rack mounted Opticom™ phase selector. This device shall be capable of receiving encoded signals from Opticom series 700 emitters and detectors. The Opticom™ phase selectors shall be Global Traffic Technologies model 764 or equivalent.

9-29.13(4)K BUS Interface Unit (BIU)
The cabinet shall come with four (4) BIU’s. They shall meet all requirements of NEMA TS2-1998 standards. In addition, all BIU’s shall provide separate front panel indicator LED’s for DC power status and SDLC Port 1 transmit and receive status. Each BIU’s shall utilize only 1 rack position.

The (BIU)’s shall be Eberle Design, Inc. model BIU-700H, Econolite model BIU-64, Reno A&E model BIU/2, or Engineer approved equal.

9-29.13(5) Manufacturer Testing and Certification
The complete cabinet assembly with electronics shall undergo complete input/output function testing by the manufacturer before being released to the City of Tacoma.

Testing shall be done via service feed to the 120VAC field terminal. Service power shall be routed through the generator bypass switch, UPS inverter before being connected to the power panel so that all service load circuits are tested.

If the cabinet specified comes with a UPS system (BBS) and batteries; the entire controller cabinet assembly shall undergo a BBS field test procedure where the cabinet is run off battery power for a minimum of one hour.

9-29.16 Vehicular Signal Heads, Displays, and Housing

9-29.16(2)B Signal Housing
The second paragraph is supplemented with the following:

The door shall open a minimum of 160 degrees.
The third paragraph is supplemented with the following:

The sections shall be held firmly together by corrosion-resistant hardware in such a manner that additional sections may be added easily.

The fourth paragraph is supplemented with the following:

The terminal strip for a standard three-section head shall be a minimum five-position, ten-terminal, barrier-type strip with No. 8 screw-type fasteners. To one side of each terminal shall be attached the white, red, yellow and green signal section leads, leaving the opposite terminal for field wires. Multi-section heads shall be provided with a terminal strip located in the yellow (center) section. Lead shall be No. 18 AWG type with 1/32-inch wall, 105-1/4 centigrade thermoplastic insulation.

9-29.16(3) Polycarbonate Traffic Signal Heads
This section is deleted.

9-29.17 Signal Head Mounting Brackets and Fittings
This section is revised to read:

Vehicle and pedestrian signal heads shall be as detailed in the standard plans.

Span wire vehicle signal hanger hardware shall consist of span wire clamp, balance adjuster, wire entrance fitting and vehicle head locking device.

A. Construction
1. Bronze hangers are required.
2. The minimum size of pins shall be 5/8-inch diameter. Pins shall be stainless steel.
3. The minimum size of the ‘J’ or ‘U’ cable clamps is 1/2-inch diameter. Cable clamp bolts shall be stainless steel. Clamping insert shall be used.
4. The cable saddle shall be at least 9 inches long.
5. All cotter pins shall be brass and washers shall be stainless steel.
6. All hardware shall be of stainless steel, bronze or brass materials.
7. Signal stem shall be locked with a square headed set screw 1/4-inch minimum in diameter.
8. Wire entrance shall be a minimum of 1-1/4-inch diameter and shall have a female threaded base for nipple.
9. The balance adjuster shall not be used.
10. All stems shall be secured to signal head with proper lock fitting.

Vehicle signal heads attached to a mast arm shall use a type M mounting bracket as detailed in the standard plans and in accordance with Section 8-20.3(14)B and Section 9-29.17.

9-29.18 Vehicle Detector
This section is supplemented with the following:

Unless otherwise specified in the contract plans, the vehicle detection system provided shall be a Gridsmart detection system with the performance plus module.
9-29.18(3) Gridsmart Detection System

The Gridsmart system provided shall provide all necessary components required in order to fully install, setup, test, operate and maintain a fully functional detection system, including, but not limited to, the following components:

1. Gridsmart Power over Ethernet Bell Camera(s)
2. GS2 Gridsmart Processor with the Performance Plus Module
3. Mounting Hardware
4. Composite Fiber Connection Cable for power and communications.
5. PoE Media Converters.

Unless otherwise identified in the project plans, one Bell Camera is required for each intersection. Additional cameras may be required, and will be identified in the project plans when two or more major arterials intersect, or where sight lines require additional cameras. Changes to the intersection layout, or camera locations may require additional cameras for proper functionality. Field adjustments to the camera location shall not be permitted without approval from the Engineer. The Composite Fiber cable shall connect the Fisheye Sensor and/or other Option sensors using PoE media converters.

All mounting hardware and cabling shall meet the manufacturer’s recommendations, unless otherwise specified herein.

9-29.19 Pedestrian Push Buttons

This section is supplemented with the following:

Pushbutton systems shall be fully compliant with Accessible Pedestrian System requirements as defined by the American with Disabilities Act. Pushbutton systems shall be two wire systems (four wire systems shall not be permitted).

Unless otherwise specified, the pedestrian push button central control unit shall be Polara shelf mount control unit capable of communication through a SDLC cable (Polara Model iCCU-S).

Push buttons stations shall be Polara - iN2 series with the following options:

1. 9x12 Front Plate Adapter
2. 9x12 Faceplate compliant with MUTCD R10-3b
3. No braille on Face Plate
4. Custom Messages
5. Black Button Cover

Extenders may be required for locations where the APS buttons are not within an acceptable reach. Extenders or adapters may be required to accommodate the size of the faceplates for locations where two pushbuttons are mounted to the same pole.

9-29.20 Pedestrian Signals

This section is supplemented with the following:

All pedestrian signals housings shall be die-cast aluminum.
The Vacant Section 9-29.22 is replaced with the following:

9-29.22 Preemption Hardware

Preemption Hardware shall be Opticom TM Model 721 unless otherwise specified.

9-29.24 Service Cabinets

Service cabinets shall be pole mounted, exterior NEMA 3R Rated with a bolt on HUB for top entry. Cabinet shall be a maximum 10 inches wide, 14 inches high, and 5 inches deep.

Load Center shall have between 100 and 150 Amps, with capacity for 6 spaces and 12 circuits, or 8 spaces and 16 circuits as required by Code.

Service panels shall be Square D – QO Series

9-29.24(2) Electrical Circuit Breakers and Contactors

Mercury relays shall not be accepted. Contactors shall be one of the following brands:

1. Square D
2. Siemens
3. Eaton/Cutler Hammer
4. Engineer Approved Equal

The second paragraph is deleted.

The third sentence of the third paragraph is deleted.

The third paragraph is supplemented with the following:

All service panel breakers shall be one of the following brands/series

1. Square D – QO Series
2. Siemens – Type BL
3. Eaton/Cutler Hammer – Quick Lag Type BA
4. Engineer approved Equal

All surface mount breakers shall be one of the following Brands/Series:

1. Square D (Type QOU)
2. Siemens
3. Eaton/Cutler Hammer
4. General Electric
5. Engineer approved Equal

9-29.25 Amplifier, Transformer, and Terminal Cabinets

Terminal compartments may be incorporated into the signal standard as an alternative to providing a separate terminal cabinet attached to the pole. Terminal compartment should offer similar physical and electrical capacity as specified. Contractor shall
provide submittals in accordance with the contract documents and obtain approval from
the engineer for the alternate design prior to proceeding. Signal standards and terminal
compartments shall meet all other structural, mechanical, electrical, and finish
requirements as specified, and be suitable for the intended purpose.

END OF SECTION

END OF SPECIAL PROVISIONS
1. This frame is designed to accommodate 20" (in) x 24" (in) grates or covers as shown on Standard Plans B-30.20, B-30.30, B-30.40, and B-30.50.

2. Bolt-down capability is required on all frames, grates, and covers, unless specified otherwise in the Contract. Provide 2 holes in the frame that are vertically aligned with the grate or cover slots. The frame shall accept the 304 Stainless Steel (S.S.) 5/8" (in) x 11 NC x 2" (in) allen head cap screw by being tapped, or other approved mechanism. Location of bolt-down holes varies by manufacturer.

3. Refer to Standard Specification Section 9-06.15 and 9-06.15(2) for additional requirements.

NOTE: REVERSIBLE

FRAME CAST INTO PRECAST
ADJUSTMENT SECTION - SEE STANDARD PLAN B-30.00 FOR ADJUSTMENT SECTION DETAILS

TOP

SECTION A

BOLT-DOWN DETAILS
SEE NOTE 2

DETAIL B

ISOMETRIC VIEW
SHOWING THE VARIATIONS

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

APPROVED FOR PUBLICATION

JULIE HOBEN

STATE DESIGN ENGINEER

FEB 20 2016 13:53 PM

REVIEWER

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
NOTES

1. Bolt-down capability is required on all frames, grates, and covers, unless specified otherwise in the Contract. Provide 2 holes in the frame that are vertically aligned with the grate or cover slots. The frame shall accept the 304 Stainless Steel (S.S.) 5/8" (.625) - 11 NC x 2" (2) in allen head cap screws by being tapped, or other approved mechanism. Location of bolt-down holes varies by manufacturer.

2. Refer to Standard Specification Section 9-06.15 and 9-06.15(2) for additional requirements.

3. For frame details, see Standard Plan B-30.10.

NEEDS ALLEN HEAD CAP SCREW 304 S.S. 3/8" (.375) - 11 NC x 2" (2)

GRATE

FRAME

HOLE

BOLT-DOWN DETAILS
SEE NOTE 1

RECTANGULAR VANED GRATE

STANDARD PLAN B-30.30-03

ISOMETRIC

SECTION A

SECTION B

SLOT - SEE DETAIL AND NOTE 1

TOP

24" DIM.

7 OR 8 EQUAL SPACES

DIRECTION OF FLOW

DRAWN BY: FERN L. ODELL

Washington State Department of Transportation
1. Bolt-down capability is required on all frames, grates, and covers, unless specified otherwise in the Contract. Provide 2 holes in the frame that are vertically aligned with the grate or cover slots. The frame shall accept the 304 Stainless Steel (S.S.) 5/8" (in) - 11 NC x 2" (in) allen head cap screw by being tapped, or other approved mechanism. Location of bolt-down holes varies by manufacturer.

2. Refer to Standard Specification Section 9-05.15, and 9-05.15(3) for additional requirements.

3. For frame details, see Standard Plan B-30.10.

NOTE: ISOMETRIC
ASSEMBLY 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. Do not tighten any single Slip Plate Bolt to the recommended torque before prelightening the other bolts. Progressively tighten the three Slip Plate Bolts in 10 ft-lb increments, alternately, to a final torque of 40 ft-lb on each.
3. Slip Base assembly and all other materials shall meet the requirements of Standard Specification Sections 9-06 and 9-28.
ASSEMBLY 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. Do not tighten any single Slip Plate Bolt to the recommended torque before pre-tightening the other bolts. Progressively tighten the three Slip Plate Bolts in 10 ft-lbs increments, alternately, to a final torque of 40 ft-lbs on each.

3. Slip Base assembly and all other materials shall meet the requirements of Standard Specifications for Highway Construction, Sections 7-26 and 7-28.

STEEL SIGN SUPPORT TYPES SB-1B, SB-2, & SB-3B
INSTALLATION DETAILS

STANDARD PLAN G-24.40-07

SHEET 2 OF 5 SHEETS
ASSEMBLY 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. Do not tighten any single Slip Plate Bolt to the recommended torque before prelightening the other bolts. Progressively tighten the three Slip Plate Bolts in 10 ft-lb increments, alternatingly, to a final torque of 40 ft-lbs on each.

3. Use only Slip Base manufacturer supplied hardware that meets the requirements of Standard Specification Sections 9-06 and 9-28.
ASSEMBLY 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. Do not tighten any single Slip Plate Bolt to the recommended torque before pretightening the other bolts. Progressively tighten the three Slip Plate Bolts in 10 ft-lbs increments, alternately, to a final torque of 40 ft-lbs on each.

3. Use only Slip Base manufacturer supplied hardware that meets the requirements of Standard Specification Sections 9-06 and 9-28.
NOTES

1. Mounting brackets with steel straps shall be a stainless steel band and buckle system product or an approved equal. Mounting brackets shall be universal channel clamps; steel straps shall be 3/4" (in) wide and 0.030" (in) thick.

2. All signs installed on mast arms or standards (poles) require windbeams. All signs shall be installed with horizontal edges level. A skewed windbeam is required only when the sign is mounted within 12" (in) of the mast arm base (see Detail "A").

3. The street name sign shall be a maximum of 36 square feet and the sign height is a maximum of 3' (ft) signs larger than 26 square feet require a special design mast arm and signal pole.
SIGN INSTALLATION ON SIGNAL OR LIGHT STANDARD

NOTE:
Any Lane Use Sign greater than 7.5 sq ft requires a Special Design Mast Arm and Signal Pole.
NOTES

1. Mounting brackets with steel straps shall be a stainless steel band and buckle system product or an approved equal. Mounting brackets shall be one bolt, flared leg; steel straps shall be 3/4" (in) wide and 0.035" (in) thick.

2. Sign braces are required for sign widths of 48" (in) or greater. For sign widths of 36" (in) or less, sign braces are only required when specified in the contract.

3. Sign braces are typically necessary on large sign panels that are exposed to high winds, traffic generated wind buffeting, or when snow blown from plows might impact the sign.

4. A nylon washer shall be placed between the sign and the steel washer when the sign face has Type III, IV, VII or IX sheeting.

5. Signs 48" (in) or greater can be pinned together, back to back.

6. For signs installed back to back on a single post, no bracing is required.
SIGN BRACE DIMENSIONS

<table>
<thead>
<tr>
<th>SIGN TYPE</th>
<th>YIELD</th>
<th>DIAMOND-SHAPED</th>
<th>OTHERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1/3 SIGN WIDTH - 1 3/4&quot;</td>
<td>1/2 SIGN WIDTH - 2 1/4&quot;</td>
<td>1/2 SIGN WIDTH - 1&quot;</td>
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</table>

<table>
<thead>
<tr>
<th>SIGN POST TYPE</th>
<th>6X6 TIMBER POST</th>
<th>6X6 TIMBER POST</th>
<th>3&quot; DIA. STEEL PIPE</th>
<th>2 1/2&quot; SQUARE TUBE</th>
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<tr>
<td>R</td>
<td>8 1/2&quot;</td>
<td>7 1/4&quot;</td>
<td>4 1/4&quot;</td>
<td>2 1/2&quot;</td>
</tr>
</tbody>
</table>

NOTE

1. For sign installations on round steel posts, see Standard Plan G-30.10, sheet 2 of 2.

YIELD SIGN

SMALL RECTANGULAR SIGN

LARGE RECTANGULAR SIGN

SIGN BRACE DETAIL

DIAMOND-SHAPED SIGN

RAILROAD WARNING SIGN

STOP SIGN

NO PASSING ZONE SIGN

SCHOOL ZONE SIGN

SIGN BRACE PLACEMENT

Nisbet, John

SIGN BRACING

STANDARD PLAN G-50.10-03

APPROVED FOR PUBLICATION

Washington State Department of Transportation
NOTE
1. Post shall have sufficient strength and durability to support the fence through the life of the project.
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(10).
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.

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)

SEE NOTE 1

SEE NOTE 1

TYPICAL SILT FENCE WITHOUT BACKUP SUPPORT ISOMETRIC
(STEEL POSTS SHOWN)

SPLODED FENCE SECTIONS SHALL BE CLOSE ENOUGH TOGETHER TO PREVENT SILT LADEN WATER FROM ESCAPING THROUGH THE FENCE AT THE OVERLAP.

SPLOCE DETAIL
(WOOD POSTS SHOWN)
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).
NOTE
1. For Hot Mix Asphalt Paving projects—"DO NOT PASS" and "PASS WITH CARE" signs shall be included for passing zones.
NOTES

1. For sign installation details, see Standard Plan G-series.
2. Where it is impractical to locate a sign with the lateral offset, a minimum of 2'(ft) offset may be used. A 4'(ft) lateral offset may be used in business, commercial or residential areas.
3. The "H" height for signs, with an area of more than 50 square feet and two or more sign supports, is 7 feet in both rural and urban areas.

<table>
<thead>
<tr>
<th>HEIGHT V</th>
<th>TO BOTTOM OF SIGN (NO SUPPLEMENTAL PLAQUE)</th>
<th>TO BOTTOM OF SUPPLEMENTAL PLAQUE (WHEN REQUIRED)</th>
</tr>
</thead>
<tbody>
<tr>
<td>RURAL</td>
<td>5' MINIMUM</td>
<td>4' MINIMUM</td>
</tr>
<tr>
<td>URBAN</td>
<td>7' MINIMUM</td>
<td>6' MINIMUM</td>
</tr>
</tbody>
</table>

CLASS A
CONSTRUCTION SIGNING INSTALLATION
STANDARD PLAN K-80.10-02

APPROVED FOR PUBLICATION
Date: 2020.09.25
1:14:21 PM - 07/07/20

Washington State Department of Transportation
APPENDIX B

CITY OF TACOMA PLANS
NOTES:

1. Concrete base shall be poured in place. Hand mixed concrete is prohibited. Concrete base need not be formed.

2. Notice to surveyors: any monument set in the City of Tacoma must bear the land surveyor number of the surveyor setting the monument. Monuments set as part of an approved plat are exempt.

3. The surveyor is to supply the City of Tacoma with a copy of the calculations used to determine all monument positions before the monuments are set.

4. Brass marker for City of Tacoma funded projects will be supplied by the City, all other brass markers to be supplied by the contractor.

5. Monument must be magnetically locatable.

6. Prior to removing or destroying a monument, the surveyor or engineer shall apply for a permit from the Department of Natural Resources in accordance with WAC 332-120.
NOTES:
1. This detail shall be used in unpaved areas only.
2. Prior to removing or destroying a monument, the surveyor or engineer shall apply for a permit from the Department of Natural Resources in accordance with WAC 332-120.
NOTES:

A. When used on high side of roadways, the cross slope of the gutter shall match the cross slope of the adjacent pavement. The height of the curb shall be 6", unless otherwise shown on plans.

B. Flush with gutter pan at curb ramp entrance or 3/4" vertical lip at driveway entrance.

**CEMENT CONCRETE TRAFFIC CURB & GUTTER**

**INTEGRAL CEMENT CONCRETE TRAFFIC CURB**

**CEMENT CONCRETE VALLEY GUTTER**

**TYPE "C" MOUNTABLE CEMENT CONCRETE CURB & GUTTER**

**TYPE "D" MOUNTABLE CEMENT CONCRETE CURB & GUTTER**

NOTES:

1. For trench crossings, curb and gutter shall be removed to a minimum 2' cut back over undisturbed soil.
2. In all projects, any remaining sections of curb and gutter less than 5' in length between the project area and the nearest control joint shall also be removed and replaced.
3. All joints shall be saw cut full depth prior to restoration and 3/8" expansion joint installed.
4. Concrete finish shall match existing.
5. Cutting wheel run-out beyond the limits of the opening shall be filled in accordance with WSDOT Standard Specification 5-05.3(8)B for cement concrete surfaces and 5-04.3(5)C for asphalt concrete surfaces.
6. Foundations shall be fully compacted prior to form placement.
7. Unsuitable foundation shall be replaced with 3/4" crushed surfacing top course.

**DCS REVIEWED BY GMS**

PUBLIC WORKS ENVIRONMENTAL SERVICES

TACOMA POWER TACOMA WATER

**APPROVED FOR PUBLICATION CITY OF TACOMA**

CEMENT CONCRETE CURB AND GUTTER

STANDARD PLAN NO. SU-03
NOTE:

Flush with gutter pan at curb ramp entrance or \( \frac{3}{4}'' \) vertical lip at driveway entrance.

![Diagram of curb types]

NOTES:

1. For trench crossings, curb and gutter shall be removed to a minimum 2' cut back over undisturbed soil.
2. In all projects, any remaining sections of curb and gutter less than 5' in length between the project area and the nearest control joint shall also be removed and replaced.
3. All joints shall be saw cut full depth prior to restoration and \( \frac{3}{8}'' \) expansion joint installed.
4. Concrete finish shall match existing.
5. Cutting wheel run-out beyond the limits of the opening shall be filled in accordance with WSDOT Standard Specification 5-05.3(8B) for cement concrete surfaces and 5-04.3(5C) for asphalt concrete surfaces.
6. Foundations shall be fully compacted prior to form placement.
7. Unsuitable foundation shall be replaced with \( \frac{5}{8}'' \) crushed surfacing top course.

---

CITY OF TACOMA
CEMENT CONCRETE CURB AND GUTTER AND ASPHALT WEDGE CURB

STANDARD PLAN NO. SU-03A
NOTES:
1. Sidewalks shall be designed and constructed in accordance with 2010 ADA Standards, 28 CFR, Part 35 and as supplemented by the Public Right of Way Accessibility Guidelines (PROWAG). City of Tacoma prefers sidewalk cross slopes to be designed to a maximum of 1.5% and a minimum of 1.0%
2. When placing walk adjacent to existing curb and gutter, curb and gutter will be repaired as necessary before placing concrete forms for walk.
3. Staking is required where no curb is present.
4. Thickened edge shall be constructed using cement concrete on all radii. All other locations shall be backfilled and compacted.
5. Combination walk shall be 7' min. on all commercial sites and arterial streets. Combination walk shall be a minimum of 5' on non arterial streets. Dimensions are from back of curb to back of walk. See contract plans for width and placement of sidewalk.
6. All expansion joints shall be full depth with 3/8" premolded joint filler.
7. All joints shall be cleaned and edged. External edges shall be 1/2" radius. Internal joints shall be 3/8" radius.
8. All soft and yielding foundation material shall be removed and replaced with crushed surfacing top course (CSTC) per Section 9-03.9(3) of the WSDOT Standard Specifications.
9. All sidewalk shall be replaced to the nearest expansion or contraction joint. All joints shall be saw cut full depth prior to restoration and 3/8" expansion joint installed. Cutting wheel run-cut beyond the limits of the opening shall be filled in accordance with WSDOT Standard Specification 5-05.3(9)(B) for cement concrete surfaces and 5-04.3(5)(C) for asphalt concrete surfaces.
10. For sidewalks within the North Slope Historical District area use Standard Plan HD-NS03. See Standard Plan HD-NS01 for North Slope Historic District site map.

TOP SURFACE SHALL BE BROomed IN THE SAME DIRECTION AS THE EXPANSION JOINT
4" SHINER AROUND 15" PANEL 3/8" EXPANSION JOINT
3/8" EXPANSION JOINT TO MATCH CURB JOINTS NOT TO EXCEED 15"
2" X 1/2" DEEP WESTERN GROOVER CONTRACTION JOINT (TYP.)
TOP SURFACE SHALL BE BROomed IN THE SAME DIRECTION AS THE EXPANSION JOINT

HEAVY BROOM FINISH, (TYP.)
4" SHINER AROUND 15"
15" PANEL 3/8" EXPANSION JOINT

CEMENT CONCRETE TRAFFIC CURB & GUTTER SEE STANDARD PLAN NO. SU-03 OR AS SPECIFIED IN PLANS

SECTION DETAIL A-A

SECTION DETAIL B-B

CITY OF TACOMA
CEMENT CONCRETE SIDEWALK
STANDARD PLAN NO. SU-04

REVIEWS
PUBLIC WORKS
N/A
ENVIRONMENTAL SERVICES
N/A
TACOMA POWER
TACOMA WATER

APPROVED FOR PUBLICATION
CITY ENGINEER
DATE
SU-04
GENERAL NOTES:
1. Provide a separate directional curb ramp for each marked or unmarked crosswalk. Directional curb ramps are preferred over 45 degree ramps. Curb ramp location shall be placed within the width of the associated crosswalk, or as shown on the Contract Plans. The curb ramp centerline shall be parallel to the direction of the crossing. Forty-five (45) degree curb ramps shall be installed only after approval by the City's ADA Coordinator or the Street Operations Division Manager.
2. Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush and perpendicular to the direction of travel. There shall be no vertical discontinuity between the base of curb ramp and gutter line.
3. Do not place grates, junction boxes, access covers, or other appurtenances in front of the curb ramp or on any part of the curb ramp or turning space. Placement on or in front of ramp flares is allowed.
5. A thickened edge shall be constructed to full depth of adjacent curb along entire curb radius.
6. For sidewalk and curb ramps within the North Slope Historical District area see North Slope Historic District Site Map, HD-NS01. Apply Lamp Black 1/lb. per cubic yard of cement concrete or as required for discoloration in accordance with ASTM D209-81 Standard Specifications for Lamp Black pigment.
7. The running slope of a curb ramp shall not exceed 8.3% but does not require the ramp length to exceed 15 feet to avoid chasing the slope indefinitely when connecting to steep grades.
8. Curb ramp, turning space and flares shall receive a broom finish, see WSDOT Standard Specifications 8-14.
9. Return curbs, (pedestrian curbs), may only be used with landscaping or railing. Return curbs, (pedestrian curbs), shall not be used to prevent pedestrians from crossing streets.
10. All curb ramp designs shall be stamped by a Washington State licensed Professional Engineer. If meeting the current design standards is not possible, curb ramps shall be constructed to the maximum extent feasible as indicated by an Engineer's note on the stamped drawings. Rationale supporting the design variance shall be provided by the Engineer and shall include a description of the scope of work, the site-specific factors affecting compliance, and the measures implemented to improve compliance.
11. Pedestrian traffic should be aligned to the receiving curb ramp. The existing curb ramps shall be evaluated using criteria in the City's Curb Ramp Installation Matrix.
12. Consult the City's Curb Ramp Installation Matrix and the Right Of Way Restoration Policy for additional requirements.
13. Conduit for APS equipment shall be installed during curb ramp construction at all signalized intersections and at intersections where signalization is anticipated within the next 5 years. Coordinate with Public Works - Engineering, Traffic Section.
14. A Pedestrian Accessibility Control Plan shall be developed in conjunction with each project-specific Temporary Traffic Control Plan for all work in the ROW.
15. Pedestrian traffic shall NOT be directed behind the stop bar.
16. Curb ramp alignment should be consistent with crosswalk alignment.
17. Curb ramp shall be 5" minimum in width.
18. Catch basins shall be located upstream of curb ramps outside of flare/wing for new construction or when performing storm sewer upgrades.
19. For constructability purposes, the City recommends designing to less than the maximum allowable slopes.
NOTES
1. The Detectable Warning Surface shall extend the full width of the curb ramp (exclusive of flares).
2. The rows of truncated domes in a Detectable Warning Surface shall be parallel with the direction of wheelchair travel.
4. If a curb is not present, place the Detectable Warning Surface at the edge of the pavement.
5. Detectable Warning Surfaces shall be either cast-in-place from Armor Tile, ADA Solutions, or an approved equal or surface applied from Vanguard or an approved equal. No detectable warning fasteners such as glue, bolts, or screws are allowed. Surface applied detectable warning surfaces may be used only when the curb ramp has associated features to deter vehicles from driving over the ramp area. Examples of such features include pedestrian curbing, utility/signal/streetlight poles, and fire hydrants.
6. Detectable warning surface shall be yellow and shall match SAE AMS Standard 595, Color 33538.

TRUNCATED DOME DETAILS
TRUNCATED DOME SPACING

SECTION DETAIL A-A
TRUNCATED DOME

MIN. | MAX.
--- | ---
A | 1.60" to 2.40"
B | 0.65" -
C | 0.45" to 0.90"
D | 0.90" to 1.40"
E | 0.20" to 0.20"

PLACE AT BACK OF CURB LINE, UNLESS OTHERWISE NOTED

CURB RAMP, TURNING SPACE PASS-THROUGH OR WALKWAY

DIRECTION OF TRAVEL

DETECTABLE WARNING SURFACE

2'-0" MIN. ALL APPLICATIONS

CURB AND GUTTER
RAMP OR TURNING SPACE FLUSH WITH GUTTER

SOME DETECTABLE WARNING PRODUCTS REQUIRE A CONCRETE BORDER FOR PROPER INSTALLATION. THIS CONCRETE BORDER SHALL NOT EXCEED 2 INCHES.

MATCH TO WIDTH OF CURB RAMP, TURNING SPACE, PASS-THROUGH OR WALKWAY

RVDR REVIEWED BY
PUBLIC WORKS
ENVIRONMENTAL SERVICES
TACOMA POWER
TACOMA WATER

APPROVED FOR PUBLICATION

CITY OF TACOMA
DETECTABLE WARNING SURFACE DETAILS

kurtis kinselver 04/19/2021
CITY ENGINEER DATE

STANDARD PLAN NO. SU-05G
DETECTABLE WARNING PLACEMENT CRITERIA FOR SINGLE DIRECTIONAL CURB RAMP

USE LOCATION A IF DISTANCE FROM BACK OF CURB TO GRADE BREAK IS LESS THAN OR EQUAL TO 5 FT.

USE LOCATION B IF DISTANCE FROM BACK OF CURB TO GRADE BREAK IS GREATER THAN 5 FT.

NOTES
1. The Detectable Warning Surface shall extend the full width of the curb ramp (exclusive of flares).
2. The edge of the Detectable Warning Surface shall be placed along the back of the curb line unless otherwise noted.
3. The Detectable Warning Surface shall be within 2" (max.) of the edge of the ramp.
4. The rows of truncated domes in the Detectable Warning Surface shall be parallel with the direction of travel.
6. If a curb is not present, place the Detectable Warning Surface at the edge of the pavement.
7. See Standard Plan SU-05G for Detectable Warning Surface Details.
NOTES
1. The clearance between the face of curb and any obstruction, except mail boxes, shall be a minimum of 1'-6" and shall be in accordance with applicable standards. The front of a mail box shall be 6" to 8" from the face of curb.
2. Sidewalk cafes, artwork, poles, ramps, etc., may not reduce the width of the sidewalk to less than 5' for residential streets and 7' for arterial streets and commercial areas, excluding the curb width.
3. All obstructions shall meet requirements for cane detection. See City of Tacoma Design Manual Chapter 12.
4. The following criteria shall only be used in rare circumstance when an obstruction cannot be relocated and does not allow the minimum required sidewalk width:
   a) If the sidewalk is new or replacement construction and the sidewalk cannot meet the minimum clearance requirements due to an existing obstruction then a maximum extent feasible (MEF) justification is required and shall be included in the Plans. Rational supporting the MEF shall be provided by the Engineer and shall include a description of the scope of work, the site-specific factors affecting compliance, and the measures implemented to improve compliance. The MEF shall be submitted and approved by the City's Traffic Section prior to construction.
   b) When placing a new obstruction in an existing sidewalk and the minimum clearance requirements cannot be met, a variance shall be submitted and approved by the City's Traffic Section prior to construction.
5. See Tacoma's Design Manual Chapter 8, Pedestrian Facilities, for additional information on Pedestrian Access Routes (PARs).

CITY OF TACOMA
SIDEWALK CLEAR WIDTHS
AND OBSTRUCTION GUIDELINES

RVDR
PUBLIC WORKS
TACOMA POWER
ENVIRONMENTAL SERVICES
TACOMA WATER

REVIEWED BY

APPROVED FOR PUBLICATION

CITY ENGINEER

STANDARD PLAN NO.
SU-06

04/19/2021
NOTE: DESIGNED SECTION REQUIRED FOR PERMEABLE SURFACING. SEE NOTES 10 AND 11 ON SU-07A.

STANDARD CONCRETE SECTION DETAIL A-A

NTS

REVIEWED BY
PUBLIC WORKS

ENVIRONMENTAL SERVICES

TACOMA POWER

TACOMA WATER

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CITY OF TACOMA
CEMENT CONCRETE DRIVEWAY ENTRANCE AND ACCESS
TYPE 2

STANDARD PLAN NO. SU-08

City Engineer
8/12/17
NOTES

1. All pavement restoration work shall also meet the requirements of the City of Tacoma’s Right of Way Restoration Policy. See Standard Plan SU-15B for any streets exempt from this policy.

2. Temporary Surface Restoration: Arterials, industrial areas and/or roads with bus traffic: Temporary patches shall be compacted and leveled to a minimum of 3-inches of hot-mix asphalt (HMA).

   Residential and alleys: Temporary patches shall be compacted and leveled to a minimum of 2-inches of either HMA or cold-mix asphalt. Temporary patches between October 1st and March 31st shall be made with HMA unless otherwise approved.

3. All permanent final patches shall be rectangular in shape and constructed parallel and perpendicular to the road centerline.

4. Where existing pavement defects are in close proximity to the new cut, the inspector may require additional pavement removal to eliminate the pavement defect.

5. The final cut edge of paved surfaces shall be smooth and straight, consistent with grinding or saw cutting devices. No jagged, broken or undermined edges are allowed. Cutting wheel run-out beyond the limits of the opening shall be filled in accordance with WSDOT Standard Specification 6-05.3(8)B for cement concrete surfaces and 5-04.3(5)C for asphalt concrete surfaces.

6. Final compaction of HMA shall be 91% of maximum density.

   Isolated patches: Minimum 1 test per patch up to 150 square feet, and 1 test required every additional 300 square feet, thereafter.

   Trench patches: 1 test every 150 linear feet of trench with a minimum of 2 tests per trench.

   Testing shall be performed by a certified independent testing laboratory or certified tester, as approved by the City’s Construction Division. Tests shall be completed and reports identifying the project number submitted to the City Construction Division within 48 hours of test.

7. All joints between the new and original asphalt pavement shall be sealed with hot asphalt or asphalt emulsion and covered with dry paving sand before the asphalt solidifies. Existing surfaces shall be prepared in accordance with WSDOT Standard Specification 5-04.3(5)A prior to placing any new pavement surfaces.

8. Longitudinal construction joints shall only be located at the center or edge of affected lanes.

   Streets and courts 20 feet or less in width and all alleys are considered one-lane streets. Non-arterial streets and courts greater than 20 feet in width with no traffic channelization are considered two-lane streets with one-lane either side of the centerline of the street.

   Non-arterial streets greater than 32 feet in width with no traffic channelization may be considered three lane streets upon prior approval from the City Engineer.

9. Transverse construction joints terminate at the edge of the 2' cut back.

10. HMA pavement shall not be placed over CDF until approved by the City.

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TABLE 1

<table>
<thead>
<tr>
<th></th>
<th>MIN.</th>
<th>MAX.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARTERIALS, INDUSTRIAL AREAS &amp; ROADS WITH BUS TRAFFIC</td>
<td>MATCH EXISTING +1&quot;, OR 4&quot;, WHICHEVER IS GREATER</td>
<td>6&quot;</td>
</tr>
<tr>
<td>RESIDENTIALS AND ALLEYS</td>
<td>MATCH EXISTING +1&quot;, OR 3&quot;, WHICHEVER IS GREATER</td>
<td>4&quot;</td>
</tr>
</tbody>
</table>

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CITY OF TACOMA
DEPARTMENT OF PUBLIC WORKS

APPROVED FOR PUBLICATION

12 Jan 2009

TYPICAL PAVEMENT RESTORATION FOR ASPHALT CONCRETE/OIL MAT PAVEMENT

STANDARD PLAN NO. SU-15A
NOTES:
1. Provide uniform support under barrel and provide pockets in bedding for pipe bells.
2. Hand tamp under haunches.
3. Trench width shall be as specified in Section 2-09.4 of the WSDOT Standard Specifications.
4. Pipe zone backfill and backfill above pipe zone shall meet the material requirements of WSDOT Standard Specification Section 9-03.12(2) for gravel backfill for walls.
5. All trenches shall be compacted in accordance with SU-28.
6. Pipe zone bedding shall meet the material requirements of WSDOT Standard Specification Section 9-03.9(3) for crushed surfacing top course.
96" FLAT SLAB TOP
2" (TYP)
#8 BARS AT 7" SPACING
1" MIN
2 1/2" MAX
20" x 24",
24" DIA, 48" DIA
OR 54" DIA HOLE

RECTANGULAR ADJUSTMENT
SECTION

ONE #3 BAR HOOP FOR 6"
TWO #3 BAR HOOP FOR 12"

72" FLAT SLAB TOP
2" (TYP)
#5 BARS AT 6" SPACING
1" MIN
2 1/2" MAX
8"

CIRCULAR ADJUSTMENT
SECTION

ONE #3 BAR HOOP

CONCENTRIC CONE SECTION

24" 18" MIN
42" MAX
48" MIN

48", 54" OR 60"
FLAT SLAB TOP
2" (TYP)
#4 BARS AT 6" SPACING
1" MIN
2 1/2" MAX
8"

NOTE:
As an acceptable alternate to rebar, wire mesh having a minimum area of
0.12 square inches per foot may be used for adjustment sections.

CITY OF TACOMA
DEPARTMENT OF PUBLIC WORKS

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MISCELLANEOUS DETAILS
FOR MANHOLES AND
CATCH BASINS

STANDARD PLAN NO. SU-21
NOTES:
1. Covers shall have the word "SANITARY" in 2 inch raised letters when used with sanitary sewer installations, or "STORM" when installed with storm sewers. All covers shall have the words "CITY OF TACOMA" in 1-1/2 inch raised letters and the words "CONFINED SPACE" in 1-inch raised letters.
2. Lids must be interchangeable, any lid shall fit any and all frames.
3. Frame and cover shall be designed for H-20 loading.
4. Frame shall be grey-iron conforming to the requirements of AASHTO M 105, grade 30B.
5. Covers shall be ductile iron conforming to ASTM A 536, grade 80-55-06.
6. Per WSDOT Standard Specification 9-05.15, metal castings shall not be dipped, painted, welded, plugged, or repaired.
PROGRESSION OF WORK

PRIOR TO EXCAVATING OR RESURFACING:
Contractor shall:
Remove frame and risers to a depth 8-inches below subgrade.
Install steel protective plate in accordance with Detail A.
Reference the location of the utility structure.

CONSTRUCTION OF SURFACING:
Gravel surfacing:
Install base materials and gravel over protective steel plate.
Asphalt surfacing:
Install base materials and asphalt over protective steel plate.
Concrete surfacing:
Adjust frame and grate to final grade prior to placing concrete surfacing.

UPON COMPLETION OF SURFACING:
The asphalt concrete pavement or gravel surfacing shall be removed in a neat circle in accordance with Detail B.
The location of the asphalt or gravel removal shall be based upon the reference location established by the Contractor.
Crushed surfacing and base materials shall be removed and disposed of to allow the removal of the steel protective plate.
The structure shall be adjusted to finish grade utilizing the same methods of construction as specified for new construction in Section 7-05.

For hot mix asphalt, the area shall then be backfilled with Class 3000 cement concrete to an elevation of 3 to 4 inches below the finished pavement surface. 24-hours after placing the concrete, HMA pavement CL. 3/8" PG 64-22 shall be placed in accordance with Standard Plan No. SU-15.

For non-paved surfaces, the area shall be backfilled with Class 3000 cement concrete to an elevation of 3 to 4 inches below the top of the casting and then backfilled with crushed surfacing top course and compacted.

NOTE:
All general provisions, construction and warranty requirements of the Right of Way Restoration Policy will be followed.
NOTES:

1. The existing pavement shall be cut full depth with an eight inch diameter core drill. The subbase material shall be removed using a vacuum excavator, keeping the excavation as minimal as possible.

2. Backfill the excavation with a six inch cushion of crushed rock over the utility then place the remaining void with CDF or compacted CSTC.

3. For asphalt concrete streets, repair the cored pavement section with HMA Class 3/4 PG 64-22 and seal the joint.

4. For cement concrete pavement streets, replace the cored section with Class 6000 cement concrete.

5. If excavation is larger than 8" core, restoration shall comply with the Right of Way Restoration Policy.
### Compaction Testing Requirements

<table>
<thead>
<tr>
<th>Depth</th>
<th>Testing Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surface (below HMA)</td>
<td>N/A</td>
</tr>
<tr>
<td>Vertical</td>
<td>1 test every 150 linear feet of trench or minimum 2 per trench</td>
</tr>
<tr>
<td>Horizontal</td>
<td>1 test for 150 square feet for isolated patches³</td>
</tr>
<tr>
<td>1 to 4 feet (or min 18 in. above pipe)</td>
<td>1 every 12 inches</td>
</tr>
<tr>
<td>Same as for surface</td>
<td></td>
</tr>
<tr>
<td>&gt; 4 feet to bottom of trench</td>
<td>No specific requirement - may be required by COT inspector for verification of compaction</td>
</tr>
</tbody>
</table>

A. Testing shall be performed by a certified independent testing laboratory or a certified tester as approved by the City's construction division. The cost of testing is the responsibility of the permittee. Tests shall be completed and reports identifying the project number submitted to the construction division within 48 hours of tests.

B. Only one compaction test will be required for multiple trenches within a 150 SF area provided compaction procedures are the same.

C. Each lift shall be compacted to 95% modified proctor density, as verified by compaction testing. Before proceeding to the next lift, COT inspector may require excavation and removal of soil where compaction is in question.

**Notes:**

1. Compact backfill material in max. 12 in. lifts. Compact backfill material to 95% max. modified proctor density (ASTM 1557) except directly over pipe, hand tamp only.

2. Native backfill will require laboratory testing to determine max. modified proctor density. Imported backfill will require submittal of proctor test results from supplier.

3. See WSDOT Standard Specification Section 2-09.3(1)E for material requirements on "Controlled Density Fill" (CDF). CDF may be used for trenches less than 24 in. wide or as approved by the City Engineer. CDF shall be vibrated/compacted.
NOTES:
1. For new pervious concrete sidewalk, place joint directly over centerline of pipe. When placing pipe under existing pervious sidewalk, restoration with impervious concrete will be allowed.
2. No mesh reinforcement to be used for pervious sidewalks.
3. Storm pipe shall be per the City Stormwater Management Manual Volume 3 for pipes within the right-of-way.
NOTES:
1. The intent of this design is to facilitate the compaction of hot mix asphalt pavement adjacent to a drainage structure.
2. The centerline of the drainage structure may differ from the centerline of the frame and grate.
NOTES:
1. Surface mounting of sign posts, especially within traffic islands or medians, is only allowable with special authorization from the city's traffic engineering group. (Exception: Surface mounting of flexible post object markers within islands or medians is permitted).
2. If finished ground line is a hard surface, then compacted native backfill material shall be concrete with the top of foundation being smooth, dense, and uniform to finished ground line.

SIGN SUPPORT DETAIL
FOR STEEL SIGN POST

DCS
PUBLIC WORKS

ENVIRONMENTAL SERVICES

TACOMA POWER

TACOMA WATER

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CITY OF TACOMA

SIGN POST INSTALLATION

STANDARD PLAN NO. SU-34
NOTES:
Class 3000 cement concrete shall be placed, 1 1/2" min, below the finished pavement surface.

24-hours after placing the cement collar, HMA Class 3/8" PG 64-22 shall be placed in accordance with Standard Plan SU-15.

If the valve chamber being adjusted belongs to Tacoma Water, the Contractor shall contact Tacoma Water, Operations, at 253-502-8742 for final inspection.
ASSEMBLED HEAD DETAIL
NOTE: A FIVE POSITION TERMINAL BLOCK SHALL BE MOUNTED INSIDE AT THE BACK OF THE YELLOW SECTION HOUSING.

MULTIPLE HEAD BRACKET DETAIL
(SHALL INCLUDE LOWER TIE BRACE)

PLACE AUTOCAULKING DUCT SEAL BETWEEN ALL TOP EXTERIOR COMPRESSION JOINTS.

LEGEND
1. 1/2" STAINLESS STEEL NUT WITH LOCK WASHERS (STAINLESS STEEL OR BRONZE).
2. 9" CABLE SADDLE (BRONZE). PAINTED GREEN, TO FIT 1/4" TO 1/2" SPAN WIRE.
3. SPAN WIRE.
4. 1/2" "J" CABLE CLAMPS (STAINLESS STEEL).
5. BRONZE BALANCE ADJUSTER DIRECTIONAL LOCK, PAINTED GREEN, WITH STAINLESS STEEL BOLTS AND WASHERS.
6. 5/8" PINS (STAINLESS STEEL) WITH BRASS OR STAINLESS STEEL COTTER PIN. INSTALL BRASS OR STAINLESS STEEL WASHERS ON EACH SIDE OF COTTER PIN.
7. BRONZE ENTRANCE FITTING, PAINTED GREEN.
8. 1-1/2" INSULATED CHASE NIPPLE.
9. 1-1/2" GALVANIZED DROP PIPE PAINTED SILVER. SEE NOTE BELOW. BOTTOM THREADS TO ACCOMMODATE FULL NUT AND LOCKING WIRE.
10. 1-1/2" MALLEABLE LOCK NUT-JAM TIGHT BEFORE INSTALLING HEAD.
11. (NON-CORROSIVE) SERRATED LOCKING WASHER.
13. SIGNAL HEAD WITH AUTOCAULKING IN LOCKING HOLES AT TOP OF THE VEHICLE HEAD.
14. 1-1/2" DIAMETER FLAT CORK GASKET. (NEOPRENE OK)
15. 1-1/2" NON-CORROSIVE SLIP RING.
16. 1-1/2" MALLEABLE NUT.
17. SAFETY LOCKING WIRE, #14TW OR EQUIAL.
18. NUT (NO GASKET).
19. PINNACLE (NO WASHER) BOTTOM OF LOWEST SECTION.
20. 1-1/2" GALVANIZED 90' ELBOW. PAINTED GREEN.
21. STAINLESS STEEL SET SCREW WITH HEX HEAD.
22. 1-1/2" GALVANIZED NIPPLE, PAINTED GREEN.
23. TWO-WAY HOUSING WITH BOTTOM COVER, PAINTED GREEN.

NOTE:
ALL METAL THREADS AND BRACKETS SHALL BE PAINTED WITH A HIGH QUALITY RUST PREVENTATIVE PAINT. A COAT OF GALVANIZED BONDING PRIMER SHALL BE APPLIED AND THOROUGHLY DRY BEFORE APPLYING FINISH COAT OF PAINT. ANY PAINTED HARDWARE DAMAGED DURING ASSEMBLY OR SHIPPING SHALL BE PAINTED AGAIN.
(5) 1/2"-13x3" (A307) GALVANIZED HEX. HEAD BOLTS, EACH WITH HEX. NUT AND LOCK WASHER

AS REQUIRED

5/16" HOT-DIPPED GALVANIZED STEEL (A36)

9/16" DIA. HOLE IN LUGS
1 1/4"
2 1/2"

3/16" TYP

9/16" DIA. HOLE IN LINE 2 HOLES IN LINE 4 REQUIRED

3/4" - 3/8"

3/16" TYP

1 3/4" 3"

CITY OF TACOMA
DEPARTMENT OF PUBLIC WORKS

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SPAN WIRE STRAIN CLAMP

STANDARD PLAN NO. TS-02

CITY ENGINEER
DATE 2/4/03
CONSTRUCTION NOTES

1. FD-1-50-A CAST ALUMINUM BOX
2. 5/16 INCH STAINLESS HEX BOLT WITH LOCK WASHER. DRILL & TAP POLE FOR 5/16 INCH STAINLESS STEEL BOLT.
3. H-TYPE EXTRUDED ALUMINUM OR FABRICATED APPROVED EQUAL
4. BUTTON, PLATE, STAINLESS STEEL FASTENERS & GASKET. PUSHBUTTON MECHANISM MUST HAVE MINIMUM OF 1/8 INCH OVER TRAVEL. REES #1371-412 OR APPROVED EQUAL.
5. SIGN TO BE SCREENED ON BOTH FACES OF EXTRUDED ALUMINUM OR ON SEPARATE PANELS
6. 1/2 INCH CHASE NIPPLE W/NPT
7. 1/2 INCH ALUMINUM PLUG (DRILL 1/8 INCH DRAIN HOLE)

SIGN DETAILS

ONE EACH PER PUSHBUTTON ASSEMBLY R10-4B

TYPICAL INSTALLATION

APPROVED FOR PUBLICATION

H-TYPE PEDESTRIAN PUSHBUTTON ASSEMBLY

STANDARD PLAN NO. TS-03
5 STRAND GALVANIZED STEEL PRE-TWISTED GUY STRAND DEAD END. (2 PLACES)

5/16" 7 STRAND SPAN WIRE CLASS 'B' GALV.

MESSENGER CABLE SHALL BE BONDED TO STEEL STRAIN POLES BY MEANS OF A #10 MINIMUM GREEN BOND STRAP CONNECTED BETWEEN AN APPROVED CONNECTOR ON THE SPAN AND THE MANUFACTURERS SUPPLIED POLE BONDING LUG AT THE HAND HOLE.

THIMBLE EYE (2 PLACES) RIGID SLEEVE AROUND BOLT TO PROTECT THIMBLE EYE

USE TAIL OF ONE SPAN TO BOND TO ADJACENT SPAN.
NOTE:

CLEARANCE REQUIREMENTS BETWEEN THE TOP OF WEATHERHEAD, OR ANY PART OF THE COMMUNICATION RISER ASSEMBLY, SHALL BE AS FOLLOWS:

SECONDARY— MINIMUM 40 INCHES TO LOWEST PART OF SECONDARY OR NEUTRAL.

PRIMARY— MINIMUM OF 10 FEET 2 INCHES.

STREETLIGHT MAST ARM— MINIMUM OF 20 INCHES.

DRIP LOOP TO STREETLIGHT— MINIMUM OF 12 INCHES.
FACE OF FLANGE SHALL BE PARALLEL TO C OF POLE

ARM FLANGE

POLE FLANGE

23/32" DIA. (3) HOLES

5/8" NC THREAD (3) HOLES

2" Dia. Hole

3-5/16" 5-3/4" 7-1/8" 4"
NOTES:
1. Junction boxes shall be concrete and in conformance with WSDOT's Type 1 and 2 Locking Lid Standard Duty Junction Box. Box and lid will be load rated for traffic and shall have a nonskid surface. The lid shall be marked "TS", "LT", or other designation as called for on the proposal.
2. All junction boxes containing interconnect cable will be Type 2 or larger.
3. Boxes shall be set on a base of 6 inch crushed surfacing top course for drainage.
4. Metal lids will be grounded. Ground conductor shall be a minimum 24 inches long.
5. Care shall be taken to place junction boxes outside of areas heavily used by pedestrians, especially near crosswalks and corners.
6. Junction boxes shall not be placed in curb ramps or areas subject to vehicular traffic.
7. Adjacent junction boxes will be separated by a minimum of 3 inches.
8. Install pulling bells or bushings on conduit ends.

CONCRETE BORDER APPLICATION AND DIMENSION:
1. For junction boxes bordered by less than 12 inches wide of concrete or asphalt section, a concrete border is required.
2. Junction boxes located in asphalt will be secured on all sides with a minimum 12 inch wide by 6 inch deep concrete section.
3. Junction boxes located in concrete will be secured on all sides with a minimum 12 inch wide concrete section. The depth of the concrete shall meet the depth of the adjacent concrete. The concrete will be finished in the same manner as the adjacent concrete, where applicable.
4. Junction boxes located in a planter strip, landscaped area, or other non-hardened surface will be secured on all sides with a minimum 6 inch wide by 12 inch deep concrete section flush with the top of the junction box.
CONDUIT SHALL BE CENTERED IN 8 INCH DIAMETER CIRCLE WITH SPACING FOR COUPLINGS. CONDUIT SHALL BE STRAIGHT AND VERTICAL IN POLE. THERE SHALL BE A MINIMUM OF 4 CONDUITS IN EACH FOUNDATION.

#6 STRANDED GROUND CABLE. BOND CAGE TO GROUND LUG.

LEVELING NUT AND WASHER TOP AND BOTTOM OF PLATE

GROUTING WITH WEEP HOLE

SCRIBE A CIRCLE WITH END OF CONDUIT ABOVE EACH CONDUIT ENTERING THE FOUNDATION

NOTE:

FOUNDATION

TOP ELEVATION SET BY ENGINEER. TOP 8 INCHES SHALL BE FORMED SQUARE.

ANCHOR BOLTS

SPACING AS PER TEMPLATE SUPPLIED BY POLE SUPPLIER. TOP OF BOLTS TO BE LEVEL. SEE SECTION 9-29.14 OF THE CITY AMENDMENTS. ANCHOR BOLTS SHALL EXTEND 6.0 TO 6.5 INCHES ABOVE THE FOUNDATION UNLESS OTHERWISE SPECIFIED.

CITY OF TACOMA
DEPARTMENT OF PUBLIC WORKS

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CITY ENGINEER

STRAIN POLE STANDARD FOUNDATION

STANDARD PLAN NO. TS-09

DATE 2/4/03
NOTES:

1. CONDUIT SHALL HAVE MINIMUM 18" RADIUS BENDS.

2. CONDUITS SHALL EXTEND 1" ABOVE TOP OF BASE, INSTALL PULLING BELLS ON CONDUIT ENDS.

3. CONDUITS TO BE INSTALLED PER ENGINEER'S INSTRUCTIONS.

4. 15 FEET OF SLACK CABLE SHALL BE PROVIDED AT THE CONTROLLER END OF ALL CABLES TERMINATING IN THE CONTROLLER CABINET.

5. CABINET ANCHORS SHALL BE EXPANSION ANCHORS (5/8" x 4-1/2").

6. 4" THICK CONCRETE APRON SHALL EXTEND 12" AROUND REAR AND SIDES AND 36" IN FRONT. INSTALL EXPANSION JOINT BETWEEN FOUNDATION AND APRON.

CITY OF TACOMA
DEPARTMENT OF PUBLIC WORKS

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FOUNDATION & APRON FOR "M" AND "P" CONTROLLER CABINETS
STANDARD PLAN NO. TS-10

CITY ENGINEER
DATE
CONSTRUCTION NOTES:

1. CHANGE FROM 2 INCH CUT TO APPROXIMATELY A 4 INCH CUT AT ABOUT 12 INCHES FROM CURB.

2. LEAD-IN CUT SHALL BE THE SAME AS LOOP CUT EXCEPT AS INDICATED ON THE PLANS. IN THE LAST 12 TO 18 INCHES FROM THE GUTTER SECTION THE CUT SHALL GRADUALLY TRANSITION TO A FULL DEPTH CUT WHERE THE CONDUIT STUBS OUT UNDER THE CURB AND GUTTER. THIS WILL ALLOW THE LEAD-IN WIRE TO EXIT THE CONDUIT AND ENTER THE SAW CUT WITH NO SHARP EDGES.

3. METHOD SAME FOR CONCRETE OR ASPHALT PAVEMENTS.

4. INSTALL 5 CONDUCTOR CABLE SHEATHING OVER INDIVIDUAL PAIRS. EXTEND 6 INCHES INTO SAWCUTS AND 6 INCHES INTO CONDUIT. LEAVE SLACK AS DIRECTED BY ENGINEER.

5. ALL SAWCUTS SHALL BE CLEANED WITH A HIGH PRESSURE WASHER AND DRIED WITH 100 PSI MINIMUM AIR PRESSURE. ALL WASH WATER AND SLURRY SHALL BE VACUUMED UP AND PROHIBITED FROM LEAVING THE IMMEDIATE CUT AREA.

6. ONLY THOSE LOOPS THAT CAN BE COMPLETELY FINISHED, HAVING LOOP WIRE, ROPE AND SEALANT INSTALLED, IN ONE WORKING DAY, SHALL BE SAW-CUT IN THAT WORKING DAY. NO CONTINUOUS TRAFFIC SHALL BE ALLOWED TO TRAVEL OVER OPEN SAW-CUTS BEFORE LOOP WIRE, ROPE AND SEALANT HAVE BEEN INSTALLED. ALL ROADWAY SURFACES SHALL BE THOROUGHLY CLEANED UPON COMPLETION OF ANY LOOP WORK.

7. LOOP SPLICING PROCEDURE SHALL BE TO TWIST THE WIRE, SOLDER IT, WRAP WITH ELECTRICIAN'S TAPE TO 4 INCHES PAST THE SPICE EACH WAY, AND COAT WITH MOISTURE-RESISTANT VARNISH. LOOP SPLICING SHALL BE PERFORMED BY CITY OF TACOMA CREWS.

8. ALL LOOPS SHALL BE COMPLETELY INSTALLED BY THE CONTRACTOR INCLUDING SAW-CUTTING, LAYING WIRE, TESTING AND SEALANT.

9. A MINIMUM OF THREE (3) FEET OF SLACK LOOP WIRE OR LEAD-IN WIRE SHALL BE LEFT AT JUNCTION BOX.
MATERIAL: CAST ALUMINUM ALLOY

STANDARD PAINT FINISHES: DARK OLIVE GREEN

DIMENSIONS: 11-1/4" H MAXIMUM x5-1/2" W MAXIMUM x2-3/4 D MAXIMUM

WEIGHT: TOTAL WEIGHT SHALL NOT EXCEED 7-1/2 LBS.

CONSTRUCTION: THE CLAMSHELL CONSISTS OF A TWO PART MOUNTING ASSEMBLY. THE HINGE PINS ON THE POLE MOUNTED HALF SHALL BE STAINLESS STEEL AND FIT INTO THE EARS ON THE SIGNAL MOUNTED HALF.

MOUNTING: THE POLE HALF OF THE ASSEMBLY SHALL BE DESIGNED TO FIT THE CURVATURE OF POLES 4" IN DIAMETER AND LARGER.

THE CLAMSHELL SHALL BE MECHANICALLY DESIGNED TO ALLOW FOR VARIOUS TYPES OF MOUNTING SUCH AS BANDING, THRU-BOLT OR LAG SCREW MOUNTING. THE BOLT HOLES SHALL BE ELONGATED HORIZONTALLY TO ALLOW FOR ROTATION ON THE POLE.

THE SIGNAL HALF OF THE ASSEMBLY SHALL BE SECURED TO THE POLE HALF THROUGH USE OF A FLATHEAD SOCKET BOLT AND TIGHTENED USING A 3/16" ALLEN WRENCH.

THE POLE HALF SHALL BE MOUNTED TO THE STRAIN POLE USING BOLTS EXCEPT AS DIRECTED BY THE ENGINEER.

THE BOTTOM OF THE PEDESTRIAN SIGNAL HEAD SHALL BE 8' ABOVE THE FINISHED SIDEWALK GRADE.

WIRING: THE FIELD WIRING SHALL BE TERMINATED ON A HORIZONTALLY MOUNTED 3 POSITION TERMINAL BLOCK LOCATED IN THE UPPER HALF OF THE SIGNAL HALF.

A NEOPRENE GASKET WILL PROVIDE A RAIN-TIGHT SEAL

MISCELLANEOUS: DRILL AND TAP HOLE IN STEEL POLE FOR 3/4" INSULATED CHASE NIPPLE FOR WIRING.
NOTES:

1. ALL METAL THREADS SHALL BE PAINTED WITH A HIGH QUALITY RUST PREVENTATIVE PAINT AND DRIED BEFORE ASSEMBLY. AFTER ASSEMBLY, A COAT OF GALVANIZED BONDING PRIMER PAINT SHALL BE APPLIED (AND THOROUGHLY DRY BEFORE PAINTING). COMPLETE BRACKET ASSEMBLY SHALL HAVE A FINISH COAT OF EXTERIOR QUALITY GREEN PAINT. ANY PAINTED HARDWARE DAMAGED DURING ASSEMBLY OR SHIPPING SHALL BE PAINTED AGAIN.

2. ALL TEES AND ELBOWS SHALL BE MADE FLAT AND LEVEL AT CONTACT POINTS, FOR WATERTIGHT SEAL.

3. THE BOTTOM BRACKET FLANGE ON A STEEL POLE SHALL HAVE A 5/16" X 3/4" FLATHEAD BRASS OR BRONZE SCREW LOCATED IN THE TOP OF THE FLANGE. THE SCREW SHALL BE TAPPED INTO THE CENTERLINE OF THE POLE BEFORE BANDING.

LEGEND:

1. 1-1/2" GALVANIZED NIPPLE TO PROVIDE FULL NUT, (REAMED AND PRIMED) WITH 1" LONG PIECE OF PVC CONDUIT USED AS SPACER.

2. 1-1/2" DIAMETER NON-CORROSIVE SLIP RING.

3. 1-1/2" MALLEABLE NUT NON-CORROSIVE.

4. 1-1/2" DIAMETER FLAT CORK GASKET, (NEOPRENE OK)

5. 1-1/2", GALVANIZED TEE.

6. 1-1/2", GALVANIZED ELBOW.

7. GALVANIZED PIPE PLUG.

8. FOR STEEL OR WOOD POLES 1-1/2" GALVANIZED NIPPLE 12" LONG.

9. DRILL AND TAP HOLE IN STEEL POLE FOR 3/4" INSULATED CHASE NIPPLE FOR WIRING.

10. ALUMINUM POLE FLANGE. SEE NOTE #3.

11. 1-1/2" GALVANIZED NIPPLE TO PROVIDE FULL NUT, (REAMED AND PRIMED) WITH 3" LONG PIECE OF PVC CONDUIT USED AS SPACER.

STEEL POLE

CITY OF TACOMA
DEPARTMENT OF PUBLIC WORKS

APPROVED FOR PUBLICATION

VEHICLE SIGNAL HEAD POLE MOUNT DETAIL

STANDARD PLAN NO. TS-13

CITY ENGINEER DATE 2/4/03
NOTE:
THIS STANDARD DEPICTS A VEHICLE HEAD PLACEMENT AS IT RELATES TO THE LANE LINES ON THE APPROACH TO THE GIVEN HEADS.

SIGNAL HEADS MUST BE LEVELED TO SPEC FROM A POINT 80 FEET FROM THE STOP BAR.

OVERHEAD SIGNS SHALL BE PLACED 2 FEET FROM VEHICLE HEAD.
PEDESTRIAN SIGNAL WIRING

RED       N/S - DW
GREEN     N/S - WK
ORANGE    E/W - DW
BLACK     E/W - WK
WHITE     NEUTRAL

PEDESTRIAN PUSH BUTTON WIRING

RED       N/S
GREEN     SPARE
ORANGE    SPARE
*BLACK    E/W
WHITE     COMM BETWEEN PUSH BUTTONS

*BLACK USED WHEN ONLY ONE PUSH BUTTON IS USED FOR CROSSING EITHER STREET.
NOTES:
1. (DISTANCE TO CENTER OF ROUND LOOP)
2. ALL DISTANCES MEASURED FROM FRONT EDGE OF STOP BAR.
3. VEHICLE LOOPS ARE 6' X 6' SQUARE OR 6' DIAMETER ROUND.
TYPE PPB, PS, I, RM, & FB STANDARD DETAILS

**FOUNDATION DETAILS**

- **2 1/2" CLEARANCE**
- **3" CLEARANCE**
- **H1 (SQUARE) [%] H2 (ROUND) [%]

**HOOPS SHALL HAVE 1 3/4" HOOKS**

**HOOPS SHALL BE PLACED 8" O.C.**

**SIGNAL STANDARD TYPE DESIGNATIONS**

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<thead>
<tr>
<th>ITEM</th>
<th>TYPE PPB</th>
<th>TYPE PS</th>
<th>TYPE I</th>
<th>TYPE RM</th>
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<td>CAP DIA</td>
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**ANCHOR BOLT, NUT, & WASHER SIZES**

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<tr>
<td>S</td>
<td>TYPE FB &amp; RM</td>
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TAPERED ROUND OR OCTAGONAL SHAFT, 11 GAUGE, 4" OD AT SLIPFITTER WELD.

LEVELING NUT HEIGHT 1" MAXIMUM.
LEVELING NUTS NOT REQUIRED FOR TYPE PPB STANDARD.

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DEPARTMENT OF PUBLIC WORKS

CITY ENGINEER

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SIGNAL STANDARD TYPE DESIGNATIONS AND TYPE PPB, PS, I, RM, & FB DETAILS

STANDARD PLAN NO. TS-17

DATE 2/4/03

3/10/03
NOTES:

1. WIRE SHALL BE MINIMUM #10 AWG COPPER 2 CONDUCTOR. CONNECT TO 240 VOLT, NO NEUTRAL OR GROUND CONNECTION. USE COMPRESSION CONNECTORS APPROVED BY ENGINEER.

2. LUMINAIRE SHALL BE LEVELLED AFTER INSTALLATION. SOCKET POSITION SHALL BE ADJUSTED TO ANOTHER POSITION IF REQUESTED BY THE ENGINEER BEFORE INSTALLATION.

3. ALL HARDWARE SHALL BE HOT DIP GALVANIZED LINE HARDWARE.

4. ALL WORK ON UTILITY POLES TO BE PERFORMED BY QUALIFIED LINEMEN.
DESIGN BASED ON INSTALLATION IN MINIMUM 3000 PSF SOIL WITH SINGLE LUMINAIRE ON 10 FOOT ARM. INSTALLATIONS NOT MEETING THESE PARAMETERS ARE SUBJECT TO ENGINEERING REVIEW.

NOTES:
1. FOUNDATIONS SHALL BE INSTALLED IN 24” AUGERED HOLE IN UNDISTURBED MATERIAL. WHERE PRE-CAST BASES ARE USED, THE INSTALLATION SHALL BE REVIEWED AND APPROVED BY THE ENGINEER. ENTIRE HOLE SHALL BE BACKFILLED WITH CDF OR OTHER COMPACTIBLE MATERIAL APPROVED BY THE ENGINEER.
2. CALL FOR UTILITY LOCATION BEFORE DIGGING (1-800-424-5555)
3. ALL STEEL TO HAVE 3” MINIMUM CONCRETE COVER. HOOPS SHALL HAVE 135° HOOKS, ANCHOR BOLTS MAY BE SECURED TO HOOPS.
4. BOND CAGE TO GROUND LUG.

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STREETLIGHT FOUNDATION
30’ & 40’

STANDARD PLAN NO. SL-02

CITY ENGINEER

DATE 2/4/03
NOTES:

1. INTERCEPT EXISTING CONDUIT, WHERE APPLICABLE, AND ROUTE TOWARD LIGHT STANDARD. TERMINATE CONDUIT(S) APPROXIMATELY 12" FROM BASE OF STANDARD. SEAL END OF CONDUITS WITH TAPE.

2. COIL THREE FEET OF WIRE AT END OF CONDUIT BEFORE ENTERING BASE OF STANDARD.

3. ROUTE WIRE UP TO TERMINAL BLOCK WITHOUT SPLICING.

4. MINIMUM AUGER SIZE IS 12". BACKFILL WITH CRUSHED SURFACING TOP COURSE. TAMPER IN 6 INCH LIFTS.

5. SQUARE POLE TO CURB ±3 DEGREES.
WEATHERHEAD

PVC 40

CLASS II WOOD POLE
(PER WSDOT SPEC.)

2 HOLE CONDUIT STRAP
MIN. 3 PER CONDUIT LENGTH

10' GALV. RS

TAPE

RISER CONDUIT W/2-#10 BLK, RHW
GALV RS FROM J-BOX TO 10'

BOG DEPTH
6"-12"

GROUNDING BUSHING

J-BOX

BOG SHOE

4"x6"x6'

TREATED CROSS BRACE
W/2 EA MIN 5/8" GALV. THROUGH BOLT
(WHEN REQUIRED BY ENGINEER)

CRUSHED SURFACING TOP COURSE.
TAMP IN 6 INCH LIFTS.

THIS INSTALLATION IS FOR WOOD POLES
WITH ONLY STREETLIGHTING INSTALLED
ON THE POLE. DO NOT USE ON
TACOMA POWER UTILITY POLES.

BOG SHOE
CONDUIT

RISER SPACE

TRAFFIC FLOW

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CITY ENGINEER

STREETLIGHT
ON TIMBER POLE TYPICAL
INSTALLATION W/UNDERGROUND FEED

STANDARD PLAN NO. SL-04

DATE 2/4/03
STREETLIGHTING TAP
FOR USE IN BASE OF STANDARDS

TAPING INSTRUCTIONS
1. MAKE SPLICE AS SHOWN IN FIGURE A
2. APPLY TAPE AS SHOWN IN FIGURE A
   APPLY TAPE AND "SCOTHKOTE" MOISTURE RESISTANT ELECTRICAL COATING OVER ENTIRE SPLICE AREA.
3. ATTACH CABLE TIE A MINIMUM OF 2" FROM THE PRESSURE CONNECTOR AS SHOWN IN FIGURE B.
4. APPLY SECOND COAT OF VARNISH.

FIGURE A

FIGURE B

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DEPARTMENT OF PUBLIC WORKS

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STREETLIGHT SPLICE FOR HANDHOLES

STANDARD PLAN NO. SL-05

CITY ENGINEER
DATE 2/4/03
WOOD POLES:
2" NUMBERS
NAIL ON ALUMINUM NUMBERS

METAL/CONCRETE/FIBERGLASS POLES
3" NUMBERS
(C OR D SERIES)

APPLY ADDRESS NUMBERS
TO THE STREETSIDE OF
THE POLE

COLORS:

CONCRETE POLES:
BACKGROUND: LIGHT BEIGE
FOREGROUND: DARK BROWN

UNPAINTED ALUMINUM
OR GALVANIZED POLES:
BACKGROUND: NONE
FOREGROUND: BLACK

IF THERE ARE EXISTING
NUMBERS ON POLE
PAINT OVER OR REMOVE OLD NUMBERS
MAXIMUM TENSION = 100 POUNDS
TYPICAL
MAXIMUM SPAN LENGTHS

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<td>125</td>
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<tr>
<td>5 FEET</td>
<td>95</td>
<td>120</td>
<td>150</td>
<td>180</td>
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<tr>
<td>7.5 FEET</td>
<td>115</td>
<td>150</td>
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WOOD POLE

GALVANIZED BOLT WITH SQUARE WASHER & SQUARE NUT.
TRIM THRU BOLT TO 1” MAX. BEYOND NUT & FILE SMOOTH.

WEDGE CLAMP
CONDUCTORS

CITY OF TACOMA
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CITY ENGINEER
DATE 2/4/03

STREETLIGHT OVERHEAD TRIPLEX SPANS TYPICAL INSTALLATION
STANDARD PLAN NO. SL-07
50 AMP OR AS SPECIFIED
BACK-FED MAIN BREAKER

RETAINING CLIP

MINIMUM
10,000Vac

WHEN SERVING FROM
TRANSFORMERS LARGER
_THAN 50 KVA AN EVALUATION
OF INTERRUPT CAPACITY OF
THE SERVICE EQUIPMENT IS
REQUIRED.

<table>
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<th>SIZE OF BRANCH</th>
<th>MAXIMUM</th>
<th>BREAKER SIZE</th>
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<tbody>
<tr>
<td>#8 AWG COPPER</td>
<td>30AMP</td>
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</tr>
<tr>
<td>#6 AWG COPPER</td>
<td>40AMP</td>
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* SIZE BASED ON ENSURING BREAKER WILL TRIP
ON FAULTS AT END OF LONG CIRCUITS.

PROCEDURE:

1. OBTAIN ELECTRICAL PERMIT FROM TACOMA POWER FOR EACH ELECTRICAL SERVICE.

2. COMPLETE SERVICE PANEL INSTALLATION EXCEPT FOR ENTERING TRANSFORMER VAULT OR PAD. FOR SSB INSTALLATIONS, INSTALL CONDUIT AND WIRE INTO SSB.

3. PREFERRED PRACTICE IS TO OBTAIN SERVICE FROM SSB CONTACT TACOMA POWER BEFORE SERVICING STREETLIGHTS FROM TRANSFORMER.

4. ARRANGE FOR ELECTRICAL INSPECTION AND CUT-IN BY TACOMA POWER (502-8277).

5. AFTER TACOMA POWER ACCEPTANCE OF SERVICE PANEL CONTACT THE UNDERGROUND RESIDENTIAL DISTRIBUTION (URD) OFFICE (502-8232) TO ARRANGE FOR CONDUIT AND CONDUCTOR ENTERANCE INTO TRANSFORMERS.

6. PRIMARY GROUND ROD MAY BE LOCATED OUTSIDE OF SERVICE ENCLOSURE IN GROUND ROD BOX.

7. DO NOT PENETRATE OUTER WALL OF ENCLOSURE WHEN MOUNTING EQUIPMENT HARDWARE.

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DEPARTMENT OF PUBLIC WORKS

STREETLIGHT SERVICE DETAIL
UNDERGROUND TYPE A
STANDARD PLAN NO. SL-08
**PROCEDURE:**

1. **OBTAIN ELECTRICAL PERMIT FROM TACOMA POWER FOR EACH ELECTRICAL SERVICE.**

2. **COMPLETE SERVICE PANEL INSTALLATION EXCEPT FOR ENTERING TRANSFORMER VAULT OR PAD. FOR SSB INSTALLATIONS, INSTALL CONDUIT AND WIRE INTO SSB.**

3. **PREFERRED PRACTICE IS TO OBTAIN SERVICE FROM SSB. CONTACT TACOMA POWER BEFORE SERVICING STREETLIGHTS FROM TRANSFORMER.**

4. **ARRANGE FOR ELECTRICAL INSPECTION AND CUT-IN BY TP (502-8277).**

5. **AFTER TP ACCEPTANCE OF SERVICE PANEL CONTACT THE UNDERGROUND RESIDENTIAL DISTRIBUTION (URD) OFFICE (502-8232) TO ARRANGE FOR CONDUIT AND CONDUCTOR ENTERANCE INTO TRANSFORMERS.**

6. **DO NOT PENETRATE OUTER WALL OF ENCLOSURE WHEN MOUNTING EQUIPMENT HARDWARE.**

---

**CITY OF TACOMA**  
**DEPARTMENT OF PUBLIC WORKS**

---

**APPROVED FOR PUBLICATION**

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**STREETLIGHT SERVICE DETAIL**  
**UNDERGROUND TYPE B**

---

**STANDARD PLAN NO.** SL-09
CONDUIT GROUNDING

NOTES:

1. ALL STREETLIGHT CONDUITS SHALL INCLUDE AN EQUIPMENT GROUNDING CONDUCTOR.
2. METALLIC CONDUIT SHALL BE BONDED AT BOTH ENDS TO THE EQUIPMENT GROUNDING CONDUCTOR.
3. EQUIPMENT GROUNDING CONDUCTORS SHALL BE STRANDED INSULATED COPPER.
NOTES:
1. The contractor will provide necessary control points required during preliminary spotting for striping, stop lines, legends, crosswalks, traffic arrows, and signs. Crosswalk bars typically align with lane lines and mid-lane, placed to avoid wheel path. Crosswalk bars shall be parallel to the lanes' direction of travel.
2. Partial length crosswalk bars are not allowed. A single bar, as opposed to the double bar pattern may be used when space is limited adjacent to gutter, curb or intersecting crosswalk.
3. Typical stop line width is 12".
4. Stop line placement may require adjustment to account for signal detection equipment.
NOTES:

1. The Contractor will provide necessary control points for striping, stop lines, legends, crosswalks, traffic arrows, and signs. City inspection required before striping or associated sign installation begins.

2. Use of RPMs as shown correspond with paint striping. If striping consists of thermoplastic (or similar) then Type 1Y/W-RPMs are omitted.

3. RPMs shall not be placed over longitudinal or transverse joints of the pavement surface.
NOTE:
1. The Contractor will provide necessary control points for striping, stop lines, legends, crosswalks, traffic arrows, and signs. City inspection required before striping or associated sign installation begins.

DOTTED EXTENSION LINE (4" - 8")

EXAMPLE APPLICATIONS OF DOTTED EXTENSION LINE

BIKE LANE SKIP LINE (6")

EDGE LINE (4") (WHEN ADJACENT TO PARKING)

DIRCTION OF TRAVEL

BIKE LANE LINE (6")
NOTES:
1. Contractor will provide necessary control points to assist in preliminary spotting for striping, stop line, legends, crosswalks, traffic arrows, and associated signs.
2. If storage length is 100 feet or greater, then a second arrow, (without "only"), to be placed at 22 feet from stop line to near edge of the arrow.
3. Use of RPMs as shown correspond with paint striping. If striping consists of thermoplastic (or similar) then type 1Y/W-RPMs are omitted.
NOTES:
1. Contractor will provide necessary control points to assist in preliminary spotting for stripe, stop line, legends, crosswalks, traffic arrows, and associated signs.
2. Typical letter width is 11\(\frac{3}{4}\)".
3. Typical letter spacing is 8".
4. Letter stroke is 3\(\frac{1}{8}\)".
5. Refer to WSDOT M24.40-02 for more specific traffic arrow dimensions.
6. Arrows shown may be mirrored about their centerline as applicable to design.

---

DCS
PUBLIC WORKS
N.A
TACOMA POWER

ENVIRONMENTAL SERVICES
N.A
TACOMA WATER

APPROVED FOR PUBLICATION

CITY OF TACOMA

PAVEMENT WORDS AND ARROWS

STANDARD PLAN NO. CH-10
THE PREFERRED METHOD OF SIGN INSTALLATION IS BEHIND THE SIDEWALK OR IN THE PLANTING STRIP TO MAINTAIN AN UNOBSTRUCTED WALKWAY. A SQUARE 12 GAUGE STEEL TUBE WITH ANCHOR SHALL BE INSTALLED A MIN. OF 18" FROM FACE OF CURB WITH SIGN FLAG NO CLOSER THAN 18"-24" FROM FACE OF CURB.

TYPICAL NEAR SIDE STOP

20' MIN. NO PARKING (30' FROM STOP SIGNS)

4' MIN. FROM TREE TRUNK

POLE INSERTED IN-GROUND, BEHIND SIDEWALK OR NEXT TO CURB

5' X 8' MIN. LANDING AREA OR HARD SURFACE

TYPICAL FAR SIDE STOP

NOTES:
1. All bus stop signs shall be installed in the Right-of-Way.
2. A bus stop sign, shelter or bench shall be a minimum of 15' from a fire hydrant, 4' away from surrounding tree trunks, and min. 5' from all utility poles.
NOTES:
1. Typical radius.
2. A larger radius is recommended for stops immediately after a right hand turn.
3. For articulated buses, add 20'.
B&B OR CONTAINERIZED SHRUB (TYP)

SET ALL PLANTS AT NURSERY LEVEL

3"-4" (SETTLED) ARBORIST WOOD CHIP MULCH DEPTH, TAPERED AT TRUNK

REMOVE ALL WIRE, STRINGS, CONTAINERS AND BURLAP MATERIAL FROM ROOT BALL

FINISH GRADE

REUSED AND AMENDED SITE SOIL. SEE STD PLAN NO. LS-12 SOIL AMENDMENT AND DEPTH

UNDISTURBED SUBGRADE (PROVIDES FIRM BASE SO ROOTBALL WILL NOT SINK)

MIN WIDTH OF PIT = 2 TIMES ROOTBALL DIAMETER
**ELEVATION**

- Specified Spacing
  - See Landscape Plan

**PLAN**

- Specified Spacing
  - See Landscape Plan

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**Typical Plant Quantity Needed to Fill 100 SF**

**City of Tacoma**
**Department of Public Works**

**Approved for Publication**

**Groundcover Planting**

**Standard Plan No. LS-06**
ZONE A (CRITICAL ROOT ZONE)
The Critical Root Zone is the area under a tree measuring 1 foot of radius per 1 inch of diameter at breast height (DBH) from the trunk outwards and 24 inches in depth. For example: for a 10 inch dbh tree, the Critical Root Zone is located at least 10 feet out from the trunk and 24 inches deep.

RESTRICTIONS
1. No disturbance allowed without site-specific inspection and approval of methods to minimize root damage.
2. If roots larger than 2" IN DIA. are encountered, inspection and approval is required before proceeding trenching/excavation work.
3. Tunneling is required to install lines 3'-0" below grade or deeper.

ZONE C (FEEDER ROOT ZONE)
The Feeder Root Zone is the area under a tree measuring 2 feet of radius per 1 inch of DBH from the trunk outwards and 24 inches in depth. For example: for a ten inch diameter tree, The Critical Root Zone is located at least 20 feet out from the trunk and 24 inches deep.

RESTRICTIONS
1. Operation of heavy equipment and/or stockpiling of materials subject to approval. *Surface protection measures required
2. Trenching permitted as follows:
   - Excavation by hand or with a hand-driven trencher may be required
   - Minimize trench width to the extent possible
   - No disturbance permitted within ZONE A
   - Maintain 2/3 or more of zone b in an undisturbed condition
3. Tunneling may be required for trenches deeper than 3'-0"

*SURFACE PROTECTION MEASURES
1. Wood chip mulch layer, 6"-12" depth; or
2. 4" wood chip mulch layer under 3/4" plywood; or
3. 4" gravel over staked geotextile fabric
4. 4" wood chip mulch layer under steel plates;
5. 4" wood chip mulch layer under logging road mats
TREE PROTECTION ZONE (TPZ)
The Tree Protection Zone is an arborist defined area surrounding the trunk intended to protect the roots and soil to ensure future tree health and safety.

The location of the Tree Protection Zone is at the edge of the Critical Root Zone OR Drip Line, whichever is greater, or area as defined by the project's arborist.

For Critical Root Zone and Drip Line measurements see TREE PROTECTION DURING CONSTRUCTION STANDARD PLAN NO. LS-08.

TREE PROTECTION FENCING

1. Erect readily visible six-foot (6'-0") high chain link fencing at the edge of the Tree Protection Zone, and at the boundary of any open space tracts or conservation easements that abut the construction site except where, due to space restrictions, a specific distance is specified by the project's arborist.

2. Fencing shall be secured 6 foot metal posts with movable footings located above ground. metal posts shall not be more than 10 feet apart.

3. Fencing shall be flush with the initial undisturbed grade.

4. Signs shall be attached to the fencing stating that the tree is designated for protection and the area inside the fencing is a TPZ, which is not to be disturbed unless prior approval has been obtained from the city and/or the project's arborist.

5. Maintain the fencing in place until the city authorizes removal or a final certificate of occupancy is issued, whichever occurs first.

6. Ensure that any landscaping done in the TPZ, subsequent to the removal of the fencing, shall be accomplished with light machinery or hand labor.

7. No construction activity shall occur within the TPZ, including but not limited to:
   - Dumping or storage of materials such as building supplies, soil, waste items, and
   - Storage of vehicles or equipment

CITY OF TACOMA
DEPARTMENT OF PUBLIC WORKS

APPROVED FOR PUBLICATION

CITY ENGINEER

DATE

TREE PROTECTION DURING CONSTRUCTION

STANDARD PLAN NO. LS-09
NOTES:

1. Tree protection requirements included in this standard detail are for trees which are directly adjacent to paved surfaces which will be retained through construction.

2. Required protection measures for trees other than those in tree wells and planting strips are contained in the TYPICAL TREE PROTECTION FENCING STANDARD PLAN NO. LS-09.

3. Reusable temporary tree and landscape protection fencing can be substituted for chain link fencing in tree wells and planting strips (SEE REUSABLE TREE PROTECTION FENCING FOR PAVED AREAS STANDARD PLAN NO. LS-11).

4. Consider traffic turning visibility and pedestrian visibility when selecting fence height; typically shorter fencing around tree pits between sidewalk and roadway is desired.

---

CITY OF TACOMA
DEPARTMENT OF PUBLIC WORKS

APPROVED FOR PUBLICATION

TREE PROTECTION FENCING FOR TREES IN PAVED AREAS

STANDARD PLAN NO. LS-10
APPENDIX C

CITY OF TACOMA

TRAFFIC CONTROL HANDBOOK
TRAFFIC CONTROL

HANDBOOK

MUST MAINTAIN PEDESTRIAN AND DISABILITY ACCESS AT ALL TIMES

City of Tacoma
Department of Public Works
Last updated: 10/21/09
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Permits / General Rules
Special Traffic Requirements

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Single Lane Non-Arterial with A Flagger
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Shoulder Work with Minor Encroachment
Two Lane Road with Center Closure
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Survey Multi-Lane Arterial

CREATE YOUR OWN PLAN

Blank Two Lane Road
Blank Two Lane Road with Center Turn Lane
Blank Two Lane Road with Two Intersections
Blank Two Lane Road with Two Intersections and Parking
Blank Two Lane Road with Four Intersections and Parking
Blank Four Lane Road with Two Intersections
Blank Four Lane Road with Two Intersections and Parking
Blank Five Lane Road
1) To create a traffic control plan, go to www.govME.com
2) At the bottom of the page, under “City Information” choose “Traffic Control Handbook”

The City of Tacoma Traffic Control Handbook will open up in a new screen.

3) Read “INTRODUCTION & SPECIAL REQUIREMENTS” Chapter. Pay particular attention to the sections regarding Pedestrian and Disability access.

4) Choose a plan closest to the type of traffic control you need.
   - You may need to alter an existing plan or use multiple plans

5) Print out the traffic control plan that you need.

6) On the map, identify street names and addresses of work.

7) Draw site specific details (work area, location of signs, cones, etc.).

8) Add Contractor name and contact information.

9) Specify type of work at the top of the page

10) List dates of work and desired work hours.

11) Contact a Permit Specialist when you are done filling in your Traffic Control Plan.

12) Write the permit number in the top right corner of the sheet (when obtained from the Permit Specialist).

13) The Traffic Control Plan is not valid until permit is acquired and paid for.

14) You must keep a copy of the Traffic Control Plan on your job site for Inspectors and Road Use Compliance Officers to review. Prime contractors will be responsible for any subcontractor’s traffic control unless sub goes through the above process.
INTRODUCTION

This manual is intended for use by any person, firm or corporation, public or private, when involved in construction, maintenance or any activity that alters the normal flow of traffic, vehicular or pedestrian, on any City right-of-way.

This manual shall be used in conjunction with Part VI of The Manual on Uniform Traffic Control Devices (MUTCD) for the installation of temporary traffic control and the Access Board’s Guidelines for Accessible Public Rights-of-Way (2002), (www.access-board.gov),

Authority to establish local rules regarding channelization and traffic control is permitted by Washington Administrative Code (WAC) 308.330.265.

Unless specifically addressed in this manual, when the term “should” is used in the MUTCD to describe a condition or method for traffic control, it means that if that suggestion is not used an equally effective method will be used. It does not eliminate the responsibility to address the situation.

This manual does not prohibit the use of additional traffic control or warning devices as long as the minimum conditions are met.

For additional information, please call the Engineering Division at (253) 591-5500.

PERMITS

A permit must first be obtained from the Public Works Department by any person, firm or corporation working in City right-of-way that alters the normal flow of traffic or makes any public place dangerous.

Provisions for obtaining a permit are outlined in Tacoma Municipal Code Chapter 10.22.

All applications for permits must have a comprehensive traffic control plan attached for review by the Traffic Engineer. Permits will not be issued unless the Traffic Engineer has approved the traffic control plan.

MUNICIPAL AGENCIES

Municipal agencies and Utilities are not required to obtain a permit for routine maintenance and repairs, but must notify the Traffic Engineer a minimum of 72 hours in advance if the following conditions apply:

1. Closing any street (see attached street closure requirements).
2. Altering or detouring traffic during commute hours on arterial streets (7 a.m. – 9 a.m. and 4 p.m. – 6 p.m.).
3. The activity or obstruction will be in place for more than 8 hours.
4. The activity or obstruction is during the hours of darkness.
5. The activity reduces traffic on arterial streets to less than one lane in each direction.
GENERAL RULES

The following list of rules must be followed while involved in construction, maintenance or other activity in City right of way unless specifically addressed by the Traffic Engineer.

1. All traffic control devices must meet the requirements established by the Manual on Uniform Traffic Control Devices.

2. No activity will be placed in such a way as to detour, slow or alter traffic flow during peak commute hours. These times are generally from 7 a.m.– 9 a.m. and 3:30 p.m. – 6 p.m. The Traffic Engineer may allow an exception with prior approval.

3. An approved traffic control plan must be on-site and accessible for inspection at all times by law enforcement or inspectors.

4. Traffic control plans and activities must include the following components:
   a. Advanced Warning Area: Signs and other devices inform drivers of what to expect.
   b. Transition Area: Channelization devices move traffic from the normal flow to the desired path.
   c. Activity Area: Area where the work takes place.
   d. Buffer Space: Area used to separate traffic from the work activity area and provides recovery space for an errant vehicle.
   e. Termination Area: Area used to return traffic to the normal path.

5. Pedestrian and disability access must be maintained throughout the period of time construction is underway. This does not just apply to the final product, but accessibility must be maintained during the actual construction. Safe, clearly marked routes must be maintained through or around the construction activity at all times. The use of temporary walkways with width, slope, and cross-slope compliant to the maximum extent feasible shall be incorporated on the job site. Surfaces must be firm, stable, and slip resistant. Channeling and barricading must be used to separate pedestrians from traffic. Adequate barricading must be addressed to prevent visually impaired pedestrians from entering work zones. Alternate pedestrian circulation routes with appropriate signage that can be accessed by people who use mobility aids (wheelchairs, walkers, scooters, etc.) The alternate circulation path shall have a minimum width of 5 feet and parallel the disrupted pedestrian access route when practicable. Barricades and channelizing devices shall be continuous, stable, non-flexible, and shall consist of a wall, fence, or enclosure specified in section 6F of the MUTCD. A solid toe rail should be attached such that the bottom edge is 6 inches maximum above the walkway surface. The top rail shall be parallel to the toe rail and shall be located 36 inches minimum and 42 inches maximum above the walkway surface. If drums, cones, or tubular markers are used to channelize pedestrians, they shall be located such that there are no gaps between the bases of the devices in order to create a continuous bottom, and the height of each individual device shall be no less than 36 inches.

6. Persons in charge of maintaining or establishing traffic control and channelization must have a certified flagger control card in their possession and must be on the site at all times or be represented by another knowledgeable, certified person.

7. A flagger cannot be used to direct traffic through a signalized intersection against the signal indications. When flaggers are used near signalized intersections, care will be used to clear the intersection of traffic before the signal change.

8. In some situations, Signal modifications may be used to support the traffic control plan. The traffic Signal Shop shall make all modifications, and all modifications must be approved by the Traffic Engineer.

9. A uniformed police officer is required to direct traffic through a signalized intersection against the signal indications.

10. Police officers may also be required during activities for traffic calming if speeds are high, pedestrian or vehicular traffic volume is extremely high, or during emergencies.
11. To minimize the disruption to access to adjacent properties, and to Pierce Transit operations, the lane closure area shall be limited to that area of active work and necessary for appropriate lane closure tapers. The Contractor shall stage work to maintain access to and egress from all properties at all times. An approved traffic control plan and permit shall be posted on the job site for review by City officials. Construction Inspectors shall ensure the approved traffic control plan is on site at all times. Any approved Traffic control plans the Contractor doesn't follow are in violation of the Standard Specifications which are included in the contract. It is the inspector's job to have them comply or Stop work. Jobs having permits only and not following the approved Traffic Control plan is a violation of Tacoma Municipal Code 10.22.080. The work can be stopped or a violation infraction can be imposed in an amount not exceeding $500.00.

12. When parking lanes are closed due to construction, “no parking” portables will be installed at least 48 hours in advance of the closure in unrestricted areas and 24 hours in advance in time restricted areas. The message on the portables shall establish the date and hours for no parking.

13. During emergencies where life, property or public safety is in danger, conditions listed may be changed. Traffic control will be addressed along with the initial response. (See attached page for emergency contact numbers.)

14. The Traffic Engineer may allow reduced speed limits in construction area zones. Request for speed reduction must be included in the traffic control plan.

15. All signs and cones shall be removed from the right-of-way when traffic control is not in effect.

16. The contractor may be required to discontinue work if possible conflict exists with special events such as parades, sporting events, miscellaneous rallies, and large public meetings. Information concerning such events can usually be obtained from the City Clerks Office, tel. (253) 591-5171.

17. Maintenance of 2-way traffic on arterial streets at all times except on one-way streets. Additional width for facilitating traffic flow may be obtained by prohibiting on-street parking adjacent to the work zone.

18. No work shall be scheduled on streets or sidewalks within the City of Tacoma Business Districts from Thanksgiving Day through New Year's Day.

19. All traffic control devices used at night, particularly signs, barricades and channelizing devices, must have Type C steady burn lights. Requests to reduce the number of lights used on channelizing devices must be specifically detailed on the approved traffic control plan.

Failure to comply with the provisions of this manual is a traffic infraction and, notwithstanding any fines or penalties levied against the person, firm or corporation involved, if a safety hazard exists, the work may be ordered stopped and the obstruction cleared by the person, firm or corporation responsible or by the City at that responsible party’s expense.

http://www.cityoftacoma.org/
http://wspwit01.ci.tacoma.wa.us/govME/Admin/Inter/StartPage/default.aspx
http://wspwit01.ci.tacoma.wa.us/download/PDF/Traffic_Control_Handbook.pdf
Special Traffic Requirements

The contractor shall notify the following departments three (3) working days prior to any street closure.
Pierce Transit requires five (5) working days prior to any route detours.

<table>
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<tr>
<th>Department</th>
<th>Phone</th>
<th>Fax</th>
<th>Email</th>
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<tbody>
<tr>
<td>Traffic Engineering</td>
<td>591-5500</td>
<td>591-5533</td>
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<tr>
<td>Tacoma Fire Department</td>
<td>591-5733</td>
<td>591-5034</td>
<td><a href="mailto:kmueller@cityoftacoma.org">kmueller@cityoftacoma.org</a></td>
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<tr>
<td>Tacoma Police –Ops</td>
<td>591-5932</td>
<td>594-7842</td>
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<td>LESA</td>
<td>798-4721 Opt #3</td>
<td>798-2708</td>
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<td>Sound Transit Link</td>
<td>206-370-5674</td>
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<td>Pierce Transit</td>
<td>581-8109</td>
<td>589-6364 or 589-6367</td>
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<tr>
<td>Pierce Transit Events Coordinator</td>
<td>581-8001</td>
<td>984-8161</td>
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<td>Public Works/Street Ops</td>
<td>591-5495</td>
<td>591-5302</td>
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<td>School Trans Office</td>
<td>571-1853</td>
<td>571-1932</td>
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<td>Durham School Services</td>
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<td>First Students</td>
<td>272-7799</td>
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<td>UWT Facilities Services</td>
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<td>692-5705</td>
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<tr>
<td>Off-Duty Police Officer</td>
<td>591-5932</td>
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<td><a href="mailto:TacomaPoliceEvents@cityoftacoma.org">TacomaPoliceEvents@cityoftacoma.org</a></td>
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<td>Tacoma Refuse</td>
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Include the following information when notifying the above departments.

Name of street to be closed & the extent of the closure (between which two roads).
Stipulate whether or not the area is to be open to local traffic & emergency vehicles.
State the date(s) & hour(s) the closure will be in effect.
Give the reason for the closure.
Provide detour information.
State who/which firm is performing the work.
Provide the name and telephone number of a contact person.

Recommended Publications

As a contractor you will have many opportunities for setting up traffic control. To comply with national standards, we recommend having the MUTCD (Manual on Uniform Traffic Control Devices) for future reference.

To order hard copies or CD versions of the MUTCD please go to one of the links below:
American Association of State Highway Organizations at: https://bookstore.transportation.org/
Institute of Traffic Engineers at: http://www.ite.org/bookstore/index.asp

Things to Think About

Before the traffic control plan is drawn visit the site and look for special circumstances that may be unique to the area. For example work being done on the sidewalk may be a hazard if someone walks out a door into your wet cement or a tool may fall on someone’s head if someone is in a lift washing windows. Call Pierce Transit if you need to do work at a bus stop. Transit requires five (5) days notice for route detours. Transit will inform citizens and move or temporarily close the stop. Keep in mind that pedestrians need 5’ of unobstructed walking area. If roadwork needs to be done on an arterial street, traffic control devices shall be removed during peak hour traffic (7am to 9am and 4pm to 6pm). For further information see our TRAFFIC CONTROL HANDBOOK.

http://www.cityoftacoma.org/
http://wspwit01.ci.tacoma.wa.us/govME/Admin/Inter/StartPage/default.aspx
http://wspwit01.ci.tacoma.wa.us/download/PDF/Traffic_Control_Handbook.pdf
Note: At night, signage and barricades must be Type C steady burn lights. A contractor may close a nonarterial street to through traffic, provided that local access is maintained at all times with a minimum of a 20’ wide access lane. Road Work Ahead signs may be eliminated on non-arterial streets.

### NON-ARTERIAL ROAD CLOSURES

- **Approved By:**
- **Approved With Conditions By:** ___________________________ DATE: ___________________________
- **Start Traffic Control Set Up Date:** ___________ OFF PEAK 9:00 AM WEEKDAYS
- **Must be out of the Road by Date:** ___________ OFF PEAK 3:30 PM WEEKDAYS
- **Evening and Weekends Only**
- **Start Traffic Control Set Up Date & Time:**
- **Must be out of the Road by Date & Time:**

### MERGING TAPER LENGTHS FOR CONE PATTERN

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**Number of Channelization Devices (Cones):**
Offset cones 1 foot maximum.

**Note 1:** Maintain local access and protected walkways at all times. Provide and maintain barricades, signs, lights, etc., as per “Manual on Uniform Traffic Control Devices” at all times. Streets and walkways shall be kept clear of debris dropped or tracked by vehicles entering or exiting the work site. Failure to comply will result in a stop work order and/or citation.

**Note 2:** No work shall be scheduled on streets or walkways within the city of Indiana Business Districts from Thanksgiving Day through New Year’s Day.

**Note 3:** Sign Spacing: Urban low speed 25-30 mph signs must be placed 150’ apart. Urban high speed 35-40 mph signs must be placed 350’ apart.
SINGLE LANE NON-ARTERIAL
WITH
FLAGGER

START TRAFFIC CONTROL SET UP DATE: ___________ OFF PEAK 9:00 AM WEEKDAYS
MUST BE OUT OF THE ROAD BY DATE: ___________ OFF PEAK 3:30 PM WEEKDAYS

EVENING AND WEEKENDS ONLY

START TRAFFIC CONTROL SET UP DATE & TIME:
MUST BE OUT OF THE ROAD BY DATE & TIME:

MERGING TAPER LENGTHS
FOR CONE PATTERN
(All minimums)

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NOTE 1: Maintain local access and protected walkways at all times. Provide and maintain barricades, signs, lights, etc. as per the manual on uniform traffic control devices at all times. Streets and walkways shall be kept clear of debris dropped or tracked by vehicles entering or exiting the work site. Failure to comply will result in a stop work order and/or citation.

NOTE 2: No work shall be scheduled on streets or walkways within the city of Tacoma business districts from Thanksgiving Day through New Year's Day.

NOTE 3: Sign spacing: Urban low speed 25-30 MPH signs must be placed 100' apart. Urban high speed 35-40 MPH signs must be placed 300' apart.
ONLINE TC HANDBOOK

CBD RIGHT LANE CLOSURE

APPROVED BY: ____________________________ DATE: ____________________________

APPROVED WITH CONDITIONS BY: ____________________________ DATE: ____________________________

START TRAFFIC CONTROL SET UP DATE: ______ OFF PEAK 9:00 AM WEEKDAYS

MUST BE OUT OF THE ROAD BY DATE: ______ OFF PEAK 3:30 PM WEEKDAYS

EVENING AND WEEKENDS ONLY

START TRAFFIC CONTROL SET UP DATE & TIME: ____________________________

MUST BE OUT OF THE ROAD BY DATE & TIME: ____________________________

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NUMBER OF CHANNELIZATION DEVICES (CONES): Offset cones 1 foot maximum.

NOTE 1: Maintain local access and protected walkways at all times. Provide and maintain barricades, signs, lights, etc. as per "Manual on Uniform Traffic Control Devices" at all times. Streets and walkways shall be kept clear of debris dropped or tracked by vehicles entering or exiting the work site. Failure to comply will result in a stop work order and/or citation.

NOTE 2: No work shall be scheduled on streets or walkways within the city of town business districts from Thanksgiving Day through New Year’s Day.

NOTE 3: Sign Spacing: Urban low speed 25-30 mph signs must be placed 10’ apart. Urban high speed 35-40 mph signs must be placed 30’ apart.
TWO LANE CENTER CLOSURE

☐ APPROVED BY: ___________________________ DATE: ____________
☐ APPROVED WITH CONDITIONS BY: ___________________________

START TRAFFIC CONTROL SET UP DATE: ____________ OFF PEAK 9:00 AM WEEKDAYS
MUST BE OUT OF THE ROAD BY DATE: ____________ OFF PEAK 3:30 PM WEEKDAYS

EVENING AND WEEKENDS ONLY
START TRAFFIC CONTROL SET UP DATE & TIME: ____________
MUST BE OUT OF THE ROAD BY DATE & TIME: ____________

MERGING TAPER LENGTHS FOR CONE PATTERN
(All minimums)

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NUMBER OF CHANNELIZATION DEVICES (Cones)

Offset cones 1 foot maximum.

Note 1: Maintain legal access and protected walkways at all times. Provide and maintain barricades, signs, lights, etc. as per Manual on Uniform Traffic Control Devices at all times. Streets and walkways shall be kept clear of debris dropped or tracked by vehicles entering or exiting the work site. Failure to comply will result in a stop work order and/or citation.

Note 2: No work shall be scheduled on streets or walkways within the City of Tacoma business districts from Thanksgiving Day through New Year's Day.

Note 3: Sign spacing, urban low speed 25-30 MPH signs must be placed 100 apart. Urban high speed 35-40 MPH signs must be placed 200 apart.
**TWO WAY LANE SHIFT WITH PARKING**

- **Approved by:**
- **Approved with conditions by:**
- **Date:**

**Start Traffic Control Setup Date:**

**Evening and Weekends Only**

**Start Traffic Control Setup Date & Time:**

**Must be out of the road by date:**

**Must be out of the road by date & time:**

**Merging Taper Lengths for Cone Pattern**

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**Number of Channelization Devices (Cones):**

Offset cones 1 foot maximum.

**Notes:**

1. Maintain local access and protected walkways at all times. Provide and maintain barricades, signs, lights, etc. as per "Manual on Uniform Traffic Control Devices" at all times. Streets and walkways shall be kept clear of debris dropped or tracked by vehicles entering or exiting the work site. Failure to comply will result in a stop work order and/or citation.

2. No work shall be scheduled on streets or walkways within the City of Tacoma business districts from Thanksgiving Day through New Year's Day.

RIGHT LANE CLOSURE

☐ APPROVED BY: ___________________________ DATE: __________

☐ APPROVED WITH CONDITIONS BY: ___________________________ DATE: __________

START TRAFFIC CONTROL SET UP DATE: __________ OFF PEAK 9:00 AM WEEKDAYS

MUST BE OUT OF THE ROAD BY DATE: __________ OFF PEAK 3:30 PM WEEKDAYS

EVENING AND WEEKENDS ONLY

START TRAFFIC CONTROL SET UP DATE & TIME: ___________________________

MUST BE OUT OF THE ROAD BY DATE & TIME: ___________________________

MERGING TAPER LENGTHS FOR CONE PATTERN
(All minimums)

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NUMBER OF CHANNELIZATION DEVICES (CONES)

Offset cones 1 foot maximum.

NOTE 1: Maintain local access and protected walkways at all times. Provide and maintain barricades, signs, lights, etc., as per 'Manual on Uniform Traffic Control Devices' at all times. Streets and walkways shall be kept clear of debris dropped or tracked by vehicles entering or exiting the work site. Failure to comply will result in a stop work order and/or citation.

NOTE 2: No work shall be scheduled on streets or walkways within the City of Tucson business districts from Thanksgiving Day through New Year's Day.

NOTE 3: Sign spacing. Urban low speed 25-30 MPH signs must be placed 150' apart. Urban high speed 35-40 MPH signs must be placed 300' apart.
RIGHT LANE CLOSURE AT INTERSECTION

☐ APPROVED BY: ___________________________ DATE: ____________
☐ APPROVED WITH CONDITIONS BY: ___________________________ DATE: ____________

START TRAFFIC CONTROL SET UP DATE: ____________ OFF PEAK 9:00 AM WEEKDAYS
MUST BE OUT OF THE ROAD BY DATE: ____________ OFF PEAK 3:30 PM WEEKDAYS

EVENING AND WEEKENDS ONLY
START TRAFFIC CONTROL SET UP DATE & TIME: ____________________________
MUST BE OUT OF THE ROAD BY DATE & TIME: ____________________________

MERGING TAPER LENGTHS FOR CONE PATTERN
(All minimums)

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NUMBER OF CHANNELIZATION DEVICES (CONES)
Offset cones 1 foot maximum.

NOTE 1: Maintain local access and protected walkways at all times. Provide and maintain barricades, signs, lights, etc. as per "Manual on Uniform Traffic Control Devices" at all times. Streets and walkways shall be kept clear of debris dropped or tracked by vehicles entering or exiting the work site. Failure to comply will result in a stop work order and/or citation.

NOTE 2: No work shall be scheduled on streets or walkways within the City of Tacoma business districts from Thanksgiving Day through New Year's Day.

NOTE 3: Sign spacing. Urban low speed 25-30 MPH signs must be placed 100' apart. Urban high speed 35-40 MPH signs must be placed 300' apart.
SAMPLE SETUP

RESIDENTIAL STREET

WORK ZONE

RESIDENTIAL STREET

RESIDENTIAL STREET

FIVE LANE ROAD
MULTI-LANE
CLOSURE

□ APPROVED BY:
□ APPROVED WITH CONDITIONS BY: ___________________________ DATE: ___________________________

START TRAFFIC CONTROL SET UP DATE: ___________ OFF PEAK 9:00 AM WEEKDAYS
MUST BE OUT OF THE ROAD BY DATE: ___________ OFF PEAK 3:30 PM WEEKDAYS

EVENING AND WEEKENDS ONLY
START TRAFFIC CONTROL SET UP DATE & TIME: ___________________________
MUST BE OUT OF THE ROAD BY DATE & TIME: ___________________________

MERGING TAPER LENGTHS
FOR CONE PATTERN
(All minimums)

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NUMBER OF CHANNELIZATION DEVICES (Cones):
Offset cones 1 foot maximum.

NOTE 1: Maintain local access and protected walkways at all times. Provide and maintain barricades, signs, lights, etc., as per "Manual on Uniform Traffic Control Devices" at all times. Streets and walkways shall be kept clear of debris dropped or tracked by vehicles entering or exiting the work site. Failure to comply will result in a stop work order and/or citation.

NOTE 2: No work shall be scheduled on streets or walkways within the city of toen kom business districts during Thanksgiving Day through New Year's Day.

NOTE 3: Sign spacing: Urban low speed 25-30 mph signs must be placed 100' apart. Urban high speed 35-40 mph signs must be placed 150' apart.
TRAFFIC CONTROL FOR 5 LANE SHIFTING

☐ APPROVED BY:
☐ APPROVED WITH CONDITIONS BY: ____________________________ DATE: ____________

START TRAFFIC CONTROL SET UP DATE: ____________ OFF PEAK 9:00 AM WEEKDAYS
MUST BE OUT OF THE ROAD BY DATE: ____________ OFF PEAK 3:30 PM WEEKDAYS

EVENING AND WEEKENDS ONLY
START TRAFFIC CONTROL SET UP DATE & TIME: ____________
MUST BE OUT OF THE ROAD BY DATE & TIME: ____________

MERGING TAPER LENGTHS FOR CONE PATTERN
(All minimums)

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NOTE 1: MAINTAIN LOCAL ACCESS AND PROTECTED WALKWAYS AT ALL TIMES. PROVIDE AND MAINTAIN BARRICADES, SIGNS, LIGHTS, ETC. AS PER "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AT ALL TIMES. STREETS AND WALKWAYS SHALL BE KEPT CLEAR OF DEBRIS DROPPED OR TRACKED BY VEHICLES ENTERING OR EXITING THE WORK SITE. FAILURE TO COMPLY WILL RESULT IN A STOP WORK ORDER AND/OR CITATION.

NOTE 2: ALL WORK SHALL BE SCHEDULED ON STREETS OR WALKWAYS WITHIN THE CITY OF TACOMA BUSINESS DISTRICTS FROM THANKSGIVING DAY THROUGH NEW YEAR'S DAY.

NOTE 3: SIGN SPACING: URBAN LOW SPEED 25-30 MPH SIGNS MUST BE PLACED 100' APART. URBAN HIGH SPEED 35-40 MPH SIGNS MUST BE PLACED 300' APART.
Workers must be protected by vehicle equipped with auxiliary beacons/strobes and a high visibility illuminated arrow device.

CENTER LANE CLOSURE AT INTERSECTION UNDER 60 MINUTES

☐ APPROVED BY: ___________________________ DATE: ________________

☐ APPROVED WITH CONDITIONS BY: ___________________________ DATE: ________________

START TRAFFIC CONTROL SET UP DATE: ________ OFF PEAK 9:00 AM WEEKDAYS

MUST BE OUT OF THE ROAD BY DATE: ________ OFF PEAK 3:30 PM WEEKDAYS

EVENING AND WEEKENDS ONLY

START TRAFFIC CONTROL SET UP DATE & TIME: ___________________________

MUST BE OUT OF THE ROAD BY DATE & TIME: ___________________________

MERGING TAPER LENGTHS FOR CONE PATTERN

(All minimums)

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NUMBER OF CHANNELIZATION DEVICES (CONES)

Offset cones 1 foot maximum.

NOTE 1: Maintain local access and protected walkways at all times. Provide and maintain barricades, signs, lights, etc., as per Manual on Uniform Traffic Control Devices at all times. Streets and walkways shall be kept clear of debris dropped or tracked by vehicles entering or exiting the work site. Failure to comply will result in a stop work order and/ or citation.

NOTE 2: No work shall be scheduled on streets or walkways within the City of Tacoma Business Districts from Thanksgiving Day through New Year’s Day.

NOTE 3: Sign spacing. Urban low speed 25-30 MPH signs must be placed 100' apart. Urban high speed 35-40 MPH signs must be placed 300' apart.
Nose cones for truck optional.

Workers must be protected by vehicle equipped with auxiliary beacons/strobes and a high visibility illuminated arrow device.

INSIDE LANE CLOSURE AT INTERSECTION UNDER 60 MINUTES

☐ APPROVED BY:
☐ APPROVED WITH CONDITIONS BY: ________________________ DATE: ________________________

START TRAFFIC CONTROL SET UP DATE: ________ OFF PEAK 9:00 AM WEEKDAYS

MUST BE OUT OF THE ROAD BY DATE: ________ OFF PEAK 3:30 PM WEEKDAYS

EVENING AND WEEKENDS ONLY
START TRAFFIC CONTROL SET UP DATE & TIME:

MUST BE OUT OF THE ROAD BY DATE & TIME:

MERGING TAPER LENGTHS FOR CONE PATTERN
(All minimums)

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NUMBER OF CHANNELIZATION DEVICES (CONES)

Offset cones 1 foot maximum.

NOTE 1: Maintain local access and protected walkways at all times. Provide and maintain barricades, signs, lights, etc. as per "Manual on Uniform Traffic Control Devices" at all times. Streets and walkways shall be kept clear of debris dropped or trailed by vehicles entering or exiting the work site. Failure to comply will result in a stop work order and/or citation.

NOTE 2: No work shall be scheduled on streets or walkways within the city of inocia business districts from thanksgiving day through new year's day.

LANE CLOSURE AT INTERSECTION UNDER 60 MINUTES

- APPROVED BY: __________________________ DATE: __________________________
- APPROVED WITH CONDITIONS BY: __________________________

START TRAFFIC CONTROL SET UP DATE: _______ OFF PEAK 9:00 AM WEEKDAYS
MUST BE OUT OF THE ROAD BY DATE: _______ OFF PEAK 3:30 PM WEEKDAYS

EVENING AND WEEKENDS ONLY
START TRAFFIC CONTROL SET UP DATE & TIME: __________________________
MUST BE OUT OF THE ROAD BY DATE & TIME: __________________________

MERGING TAPER LENGTHS FOR CONE PATTERNS
(All Minimums)

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OFFSET CONES 1 FOOT MAXIMUM

NUMBER OF CHANNELIZATION DEVICES (CONES)

NOTE 1: MAINTAIN LOCAL ACCESS AND PROTECTED WALKWAYS AT ALL TIMES. PROVIDE AND MAINTAIN BARRIERS, SIGNS, LIGHTS, ETC. AS PER "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AT ALL TIMES. STREETS AND WALKWAYS SHALL BE KEPT CLEAR OF DEBRIS DROPPED OR TRAPPED BY VEHICLES ENTERING OR EXITING THE WORK SITE. FAILURE TO COMPLY WILL RESULT IN A STOP WORK ORDER AND/OR CITATION.

NOTE 2: NO WORK SHALL BE SCHEDULED ON STREETS OR WALKWAYS WITHIN THE CITY OF INDIAN BUSINESS DISTRICTS FROM THANKSGIVING DAY THROUGH NEW YEAR'S DAY.

NOTE 3: SIGN SPACING: URBAN LOW SPEED 25-30 MPH SIGNS MUST BE PLACED 100' APART. URBAN HIGH SPEED 35-40 MPH SIGNS MUST BE PLACED 350' APART.
Workers must be protected by vehicle equipped with auxiliary beacons/strobes and a high visibility illuminated arrow device.

**MID-BLOCK LANE CLOSURE UNDER 60 MINUTES**

☐ APPROVED BY: ___________________________ DATE: ___________________________

☐ APPROVED WITH CONDITIONS BY: ___________________________ DATE: ___________________________

START TRAFFIC CONTROL SET UP DATE:________OFF PEAK 9:00 AM WEEKDAYS

MUST BE OUT OF THE ROAD BY DATE:________OFF PEAK 3:30 PM WEEKDAYS

EVENING AND WEEKENDS ONLY

START TRAFFIC CONTROL SET UP DATE & TIME: ___________________________

MUST BE OUT OF THE ROAD BY DATE & TIME: ___________________________

**Merging Taper Lengths for Cone Pattern**

(All Minimums)

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**Number of Channelization Devices (Cones)**

Offset cones 1 foot maximum.

**Notes:**

1. Maintain local access and protected walkways at all times. Provide and maintain barricades, signs, lights, etc. as per Manual on Uniform Traffic Control Devices at all times. Streets and walkways shall be kept clear of debris dropped or tracked by vehicles entering or exiting the work site. Failure to comply will result in a stop work order and/or citation.

2. No work shall be scheduled on streets or walkways within the City of Tacoma business districts from Thanksgiving Day through New Year’s Day.

Traffic Control Recommendations for Truck Crossing

Approved by: __________________________ Date: ______________

Approved with conditions by: __________________________

Start traffic control set up date: ____________ off peak 9:00 AM Weekdays

Must be out of the road by date: ____________ off peak 3:30 PM Weekdays

Evening and Weekends Only

Start traffic control set up date & time: __________________________

Must be out of the road by date & time: __________________________

Merging Taper Lengths for Cone Pattern (All Minimums)

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Offset cones 1 foot maximum.

Note 1: Maintain local access and protected walkways at all times. Prepare and maintain barricades, signs, lights, etc., as per manual on Uniform Traffic Control Devices at all times. Streets and walkways shall be kept clear of debris dropped or tracked by vehicles entering or exiting the work site. Failure to comply will result in a stop work order and/or citation.

Note 2: No work shall be scheduled on streets or walkways within the City of Tacoma business districts from Thanksgiving Day through New Year’s Day.

Note 3: Sign spacing: Urban low speed 25–30 MPH signs must be placed 100’ apart. Urban high speed 35–40 MPH signs must be placed 300’ apart.
A LIGHTED BARRICADE OR REFLECTIVE TAPE SHALL BE INSTALLED ON THE LEADING EDGE OF THE DUMPSTER.

TRAFFIC CONTROL FOR A PORTABLE DUMPSTER

☐ APPROVED BY: ___________________________ DATE: ___________________________

☐ APPROVED WITH CONDITIONS BY: ___________________________ DATE: ___________________________

START TRAFFIC CONTROL SET UP DATE: ________ OFF PEAK 9:00 AM WEEKDAYS

MUST BE OUT OF THE ROAD BY DATE: ________ OFF PEAK 3:30 PM WEEKDAYS

EVENING AND WEEKENDS ONLY

START TRAFFIC CONTROL SET UP DATE & TIME: ___________________________

MUST BE OUT OF THE ROAD BY DATE & TIME: ___________________________

MERGING TAPER LENGTHS FOR CONE PATTERN
(All minimums)

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NUMBER OF CHANNELIZATION DEVICES (CONES) Offset cones 1 foot maximum.

NOTE 1: MAINTAIN LOCAL ACCESS AND PROTECTED WALKWAYS AT ALL TIMES. PROVIDE AND MAINTAIN BARRICADES, SIGNS, LIGHTS, ETC. AS PER "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AT ALL TIMES. STREETS AND WALKWAYS SHALL BE KEPT CLEAR OF DEBRIS DROPPED OR TRACKED BY VEHICLES ENTERING OR EXITING THE WORK SITE. FAILURE TO COMPLY WILL RESULT IN A STOP WORK ORDER AND/OR CITATION.

NOTE 2: NO WORK SHALL BE SCHEDULED ON STREETS OR WALKWAYS WITHIN THE CITY OF TACOMA BUSINESS DISTRICTS FROM THANKSGIVING DAY THROUGH NEW YEAR'S DAY.

NOTE 3: SIGN SPACING: URBAN LOW SPEED 25-30 MPH SIGNS MUST BE PLACED 100' APART. URBAN HIGH SPEED 35-40 MPH SIGNS MUST BE PLACED 350' APART.
# Traffic Control for Moving Van

- **Place No-Park Signs 24 Hrs in Advance**
- **Cone Placement**

## Traffic Control

- **Approved By:**
- **Approved with Conditions by:**
- **Date:**

**Start Traffic Control Set Up Date:**
- **Off Peak 9:00 AM Weekdays**

**Must Be Out of the Road by Date:**
- **Off Peak 3:30 PM Weekdays**

**Evening and Weekends Only**

**Start Traffic Control Set Up Date & Time:**

**Must Be Out of the Road by Date & Time:**

## Merging Taper Lengths for Cone Pattern

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*Number of Channelization Devices (Cones)*

| Offset cones 1 foot maximum |

### Notes:

1. Maintain local access and protected walkways at all times. Provide and maintain barricades, signs, lights, etc. as per "Manual on Uniform Traffic Control Devices" at all times. Streets and walkways shall be kept clear of debris dropped or tracked by vehicles entering or exiting the work site. Failure to comply will result in a stop work order and/or citation.
2. No work shall be scheduled on streets or walkways within the City of Tacoma Business Districts from Thanksgiving Day through New Year’s Day.
NOTE:
PEDESTRIAN WALKWAYS SHALL BE A MINIMUM OF 5 FEET WIDE.

TOE RAIL ON RAMP ENTRANCE AND BARRICADE TOE RAIL SHALL HAVE NO GAPS AND BE PARALLEL.

SEE BYPASS RAMP DETAIL FOR PROPER CONSTRUCTION OF RAMP TO ALLOW FOR PEDESTRIAN AND DISABILITY ACCESS.

BYPASS WALKWAY FOR PEDESTRIANS

☐ APPROVED BY: ___________________________ DATE: ___________________________

☐ APPROVED WITH CONDITIONS BY: ___________________________ DATE: ___________________________

START TRAFFIC CONTROL SET UP DATE: ___________ OFF PEAK 9:00 AM WEEKDAYS

MUST BE OUT OF THE ROAD BY DATE: ___________ OFF PEAK 3:30 PM WEEKDAYS

EVENING AND WEEKENDS ONLY

START TRAFFIC CONTROL SET UP DATE & TIME: ___________________________

MUST BE OUT OF THE ROAD BY DATE & TIME: ___________________________

MERGING TAPER LENGTHS FOR CONE PATTERN

(All minimums)

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NUMBER OF CHANNELIZATION DEVICES (CONES)

Offset cones 1 foot maximum.

NOTE 1: MAINTAIN LOCAL ACCESS AND PROTECTED WALKWAYS AT ALL TIMES. PROVIDE AND MAINTAIN BARRICADES, SIGNS, LIGHTS, ETC. AS PER "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AT ALL TIMES. STREETS AND WALKWAYS SHALL BE KEPT CLEAR OF DEBRIS DROPPED OR TRACKED BY VEHICLES ENTERING OR EXITING THE WORK SITE. FAILURE TO COMPLY WILL RESULT IN A STOP WORK ORDER AND/OR CITATION.

NOTE 2: NO WORK SHALL BE SCHEDULED ON STREETS OR WALKWAYS WITHIN THE CITY OF INDIANAPOLIS BUSINESS DISTRICTS FROM THANKSGIVING DAY THROUGH NEW YEAR'S DAY.

NOTE 3: SIGN SPACING: URBAN LOW SPEED 25-30 MPH SIGNS MUST BE PLACED 100' APART. URBAN HIGH SPEED 35-40 MPH SIGNS MUST BE PLACED 300' APART.
RAMP LANDING SHALL BE 1" X 5' X 5' (MIN) AND FLUSH WITH THE TOP OF THE CURB

RAMP SHALL BE 1" X 5' X 6' (MIN) AND HAVE A 600 POUND LOAD CAPACITY MIN.

NOTES:
1. CONTACT AND COORDINATE IMPACTED TRANSIT AGENCIES PRIOR TO IMPLEMENTING ANY CLOSURES.
2. ADA ACCOMMODATIONS MUST BE ADDRESSED AND CONSIDERED FOR ALL WORK OPERATIONS. EXISTING ADA FACILITIES MUST BE MAINTAINED.

ALLOW FOR STORM DRAINAGE IN GUTTER LINE

MERGING TAPER LENGTHS FOR CONE PATTERN
(All minimums)

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NUMBER OF CHANNELIZATION DEVICES (CONES)

OFFSET CONES 1 FOOT MAXIMUM.

PEDESTRIAN BYPASS RAMPS FOR TEMPORARY TRAFFIC CONTROL
MINIMUM STANDARDS

☐ APPROVED BY:
☐ APPROVED WITH CONDITIONS BY:_________________________ DATE:________________

START TRAFFIC CONTROL SET UP DATE:_________OFF PEAK 9:00 AM WEEKDAYS
MUST BE OUT OF THE ROAD BY DATE:_________OFF PEAK 3:30 PM WEEKDAYS

EVENING AND WEEKENDS ONLY
START TRAFFIC CONTROL SET UP DATE & TIME:
MUST BE OUT OF THE ROAD BY DATE & TIME:

NOTES:
1. MAINTAIN LOCAL ACCESS AND PROTECTED WALKWAYS AT ALL TIMES. PROVIDE AND MAINTAIN BARRIERS, SIGNS, LIGHTS, ETC. AS PER "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AT ALL TIMES. STREETS AND WALKWAYS SHALL BE KEPT CLEAR OF DEBRIS DROPPED OR TRASHED BY VEHICLES ENTERING OR EXITING THE WORK SITE. FAILURE TO COMPLY WILL RESULT IN A STOP WORK ORDER AND/ OR CITATION.

NOTE 2: NO WORK SHALL BE SCHEDULED ON STREETS OR WALKWAYS WITHIN THE CITY OF INDIANAPOLIS BUSINESS DISTRICTS FROM THANKSGIVING DAY THROUGH NEW YEAR'S DAY.

NOTE 3: SIGN SPACING. URBAN LOW SPEED 25-30 MPH SIGNS MUST BE PLACED 120' APART. URBAN HIGH SPEED 35-40 MPH SIGNS MUST BE PLACED 350' APART.
NOTES:
1. CONTROLS SHOWN ARE FOR PEDESTRIAN TRAFFIC ONLY.
2. MAINTAIN A MINIMUM OF 48" FOR A PEDESTRIAN PATH.
3. CONTACT AND COORDINATE IMPACTED TRANSIT AGENCIES PRIOR TO IMPLEMENTING ANY CLOSURES.
4. SEE SHEET TC-S2 FOR TEMPORARY PEDESTRIAN RAMP DETAILS.
5. ADA PEDESTRIAN FACILITIES MUST BE MAINTAINED.

LEGEND

- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- PEDESTRIAN CHANNELIZING DEVICES
- TEMPORARY PEDESTRIAN RAMP FOR SIDEWALKS

INTERSECTION PEDESTRIAN TRAFFIC CONTROL

NOT TO SCALE
SIDEWALK CLOSURE

☐ APPROVED BY:
☐ APPROVED WITH CONDITIONS BY: ___________________________ DATE: ___________________________

START TRAFFIC CONTROL SET UP DATE: ___________ OFF PEAK 9:00 AM WEEKDAYS
MUST BE OUT OF THE ROAD BY DATE: ___________ OFF PEAK 3:30 PM WEEKDAYS

EVENING AND WEEKENDS ONLY
START TRAFFIC CONTROL SET UP DATE & TIME: ___________________________
MUST BE OUT OF THE ROAD BY DATE & TIME: ___________________________

MERGING TAPER LENGTHS
FOR CONE PATTERN
(All minimums)

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NUMBER OF CHANNELIZATION DEVICES (CONES)
Offset cones 1 foot maximum.

NOTE 1: MAINTAIN LOCAL ACCESS AND PROTECTED WALKWAYS AT ALL TIMES. PROVIDE AND MAINTAIN BARRIERS, SIGNS, LIGHTS, ETC. AS PER "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AT ALL TIMES. STREETS AND WALKWAYS SHALL BE KEPT CLEAR OF DEBRIS CLEARED OR REMOVED BY VEHICLES ENTERING OR LEAVING THE WORK SITE. FAILURE TO COMPLY WILL RESULT IN A STOP WORK ORDER AND/OR CITATION.

NOTE 2: NO WORK SHALL BE SCHEDULED ON STREETS OR WALKWAYS WITHIN THE CITY OF TACOA BUSINESS DISTRICTS FROM THANKSGIVING DAY THROUGH NEW YEAR'S DAY.

NOTE 3: SIGN SPACING: URBAN LOW SPEED 25-30 MPH SIGNS MUST BE PLACED 100' APART. URBAN HIGH SPEED 35-40 MPH SIGNS MUST BE PLACED 300' APART.
NOTE 1: Maintain local access and protected walkways at all times. Provide and maintain barricades, signs, lights, etc., as per "Manual of Uniform Traffic Control Devices" at all times. Streets and walkways shall be kept clear of debris dropped or tracked by vehicles entering or exiting the work site. Failure to comply will result in a stop work order and/or citation.
NOTE 2: No work shall be scheduled on streets or walkways within the city of Tacoma business districts from Thanksgiving Day through New Year’s Day.
NOTE 3: Sign spacing. Urban low speed 25-30 MPH signs must be placed 100’ apart. Urban high speed 35-40 MPH signs must be placed 350’ apart.
A flagger must be with the
surveyor to direct turning
traffic with the signal
indications.

RECORD LANE WIDTH

SURVEY
TWO LANE ARTERIAL
INTERSECTION

☐ APPROVED BY:
☐ APPROVED WITH CONDITIONS BY: ______________________ DATE:

START TRAFFIC CONTROL SET UP DATE: ________ OFF PEAK 9:00 AM WEEKDAYS

MUST BE OUT OF THE ROAD BY DATE: ________ OFF PEAK 3:30 PM WEEKDAYS

EVENING AND WEEKENDS ONLY
START TRAFFIC CONTROL SET UP DATE & TIME:

MUST BE OUT OF THE ROAD BY DATE & TIME:

NOTE 1: MAINTAIN LOCAL ACCESS AND PROTECTED WALKWAYS AT ALL TIMES. PROVIDE AND MAINTAIN BARRIERS, SIGNS, LIGHTS, ETC. AS PER "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AT ALL TIMES. STREETS AND WALKWAYS SHALL BE KEPT CLEAR OF DEBRIS DROPPED OR TRASHED BY VEHICLES ENTERING OR EXITING THE WORK SITE. FAILURE TO COMPLY WILL RESULT IN A STOP WORK ORDER AND/OR CITATION.

NOTE 2: NO WORK SHALL BE SCHEDULED ON STREETS OR WALKWAYS WITHIN THE CITY OF IOWA CITY BUSINESS DISTRICTS BETWEEN THANKSGIVING DAY THROUGH NEW YEAR'S DAY.

NOTE 3: SIGN SPACING: URBAN LOW SPEED 25-30 MPH SIGNS MUST BE PLACED 100' APART. URBAN HIGH SPEED 35-40 MPH SIGNS MUST BE PLACED 150' APART.
SURVEY
TWO LANE ARTERIAL MID-BLOCK

☐ APPROVED BY:
☐ APPROVED WITH CONDITIONS BY: __________________________ DATE: __________

START TRAFFIC CONTROL SET UP DATE: __________ OFF PEAK 9:00 AM WEEKDAYS
MUST BE OUT OF THE ROAD BY DATE: __________ OFF PEAK 3:30 PM WEEKDAYS

EVENING AND WEEKENDS ONLY
START TRAFFIC CONTROL SET UP DATE & TIME: __________________________
MUST BE OUT OF THE ROAD BY DATE & TIME: __________________________

MERGING TAPER LENGTHS FOR CONE PATTERN
(All minimums)

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OFFSET CONES: 1 foot maximum.

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NOTE 2: NO WORK SHALL BE SCHEDULED ON STREETS OR WALKWAYS WITHIN THE CITY OF URBAN BUSINESS DISTRICTS FROM THANKSGIVING DAY THROUGH NEW YEAR'S DAY.

NOTE 3: SIGN SPACING: URBAN LOW SPEED 25-30 MPH SIGNS MUST BE PLACED 120' APART, URBAN HIGH SPEED 35-40 MPH SIGNS MUST BE PLACED 320' APART.
Flagger or vehicle with arrow board to protect survey equipment operator in nonpeak traffic.

**Survey Multi-Lane Arterial**

- **Approved By:**
- **Approved With Conditions By:**
- **Date:**

**Start Traffic Control Set Up Date:**
- **Off Peak 9:00 AM Weekdays:**
- **Evening and Weekends Only:**

**Start Traffic Control Set Up Date & Time:**

**Must Be Out of the Road by Date & Time:**

**Survey Crew Ahead**

**Merger Taper Lengths for Cone Pattern**

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**Number of Channelization Devices (Cones):**

- Offset cones 1 foot maximum.

**Notes:**
1. Maintain legal access and protected walkways at all times. Provide and maintain barricades, signs, lights, etc., as per "Manual on Uniform Traffic Control Devices" at all times. Streets and walkways shall be kept clear of debris dropped or tracked by vehicles entering or exiting the work site. Failure to comply will result in a stop work order and/or citation.
2. No work shall be scheduled on streets or walkways within the city of Tacoma Business Districts from Thanksgiving Day through New Year's Day.
### Traffic Control Recommendations

- **Approved By:**
- **Approved With Conditions By:**
- **Date:**

START TRAFFIC CONTROL SET UP DATE: _______ OFF PEAK 9:00 AM WEEKDAYS

MUST BE OUT OF THE ROAD BY DATE: _______ OFF PEAK 3:30 PM WEEKDAYS

**Evening and Weekends Only**

START TRAFFIC CONTROL SET UP DATE & TIME:

MUST BE OUT OF THE ROAD BY DATE & TIME:

### Merging Taper Lengths For Cone Pattern

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<th>MPH</th>
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OFFSET CONES 1 FOOT MAXIMUM

### Notes

1. **Note 1:** Maintain local access and protected walkways at all times. Provide and maintain barricades, signs, lights, etc. as per "Manual on Uniform Traffic Control Devices" at all times. Streets and walkways shall be kept clear of debris dropped or tracked by vehicles entering or exiting the work site. Failure to comply will result in a stop work order and/or citation.

2. **Note 2:** All work shall be scheduled on streets or walkways within the city of Yellow Business Districts from Thanksgiving Day through New Year’s Day.

3. **Note 3:** Sign spacing: Urban low speed 25-30 MPH signs must be placed 100' apart. Urban high speed 35-40 MPH signs must be placed 350' apart.
### Traffic Control Recommendations

- **Approved By:**
- **Approved With Conditions By:**
- **Date:**

**Start Traffic Control Set Up Date:**
- Off Peak 9:00 AM Weekdays

**Must Be Out of the Road by Date:**
- Off Peak 3:30 PM Weekdays

### Traffic Control Handbooks

**Evening and Weekends Only**
- **Start Traffic Control Set Up Date & Time:**
- **Must Be Out of the Road by Date & Time:**

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**Note 2:** No work shall be scheduled on streets or walkways within the City of Indiana business districts from Thanksgiving Day through New Year’s Day.

**Note 3:** Sign Spacing: Urban low speed 25–30 MPH signs must be placed 100’ apart. Urban high speed 35–40 MPH signs must be placed 350’ apart.

**Offset cones 1 foot maximum.**
TRAFFIC CONTROL RECOMMENDATIONS

☐ APPROVED BY: ____________________________ DATE: ____________________________

☐ APPROVED WITH CONDITIONS BY: ____________________________ DATE: ________

START TRAFFIC CONTROL SET UP DATE: ________ OFF PEAK 9:00 AM WEEKDAYS

MUST BE OUT OF THE ROAD BY DATE: ________ OFF PEAK 3:30 PM WEEKDAYS

EVENING AND WEEKENDS ONLY

START TRAFFIC CONTROL SET UP DATE & TIME:

MUST BE OUT OF THE ROAD BY DATE & TIME:

MERGING TAPER LENGTHS FOR CONE PATTERN
(All minimums)

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NUMBER OF CHANNELIZATION DEVICES (CONES)

OFFSET CONES 1 FOOT MAXIMUM

Note 1: Maintain local access and protected walkways at all times. Provide and maintain barricades, signs, lights, etc. as per "Manual on Uniform Traffic Control Devices" at all times. Streets and walkways shall be kept clear of debris dropped or tracked by vehicles entering or exiting the work site. Failure to comply will result in a stop work order and/or citation.

Note 2: No work shall be scheduled on streets or walkways within the City of Tacoma Business Districts from Thanksgiving Day through New Year's Day.

Note 3: Sign Spacing: Urban low speed 25-30 MPH signs must be placed 100’ apart. Urban high speed 35-40 MPH signs must be placed 150’ apart.
### Traffic Control Recommendations

- **Approved by:**
- **Approved with conditions by:**
- **Date:**

**Start Traffic Control Setup Date:**
- **Off Peak 9:00 AM Weekdays:**
- **Must be out of the road by date:**
  - **Off Peak 3:30 PM Weekdays:**

**Evening and Weekends Only**
- **Start Traffic Control Setup Date & Time:**
- **Must be out of the road by date & time:**

### Merging Taper Lengths for Cone Pattern

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**Note 3:** Sign spacing for urban low speed 25-30 MPH signs must be placed 100' apart. Urban high speed 35-40 MPH signs must be placed 300' apart.
TRAFFIC CONTROL RECOMMENDATIONS

☐ APPROVED BY:
☐ APPROVED WITH CONDITIONS BY: __________________________ DATE: __________________________

START TRAFFIC CONTROL SET UP DATE: __________ OFF PEAK 9:00 AM WEEKDAYS
MUST BE OUT OF THE ROAD BY DATE: __________ OFF PEAK 3:30 PM WEEKDAYS

EVENING AND WEEKENDS ONLY
START TRAFFIC CONTROL SET UP DATE & TIME: __________________________
MUST BE OUT OF THE ROAD BY DATE & TIME: __________________________

MERGING TAPER LENGTHS FOR CONE PATTERN
(All minimums)

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OFFSET CONES 1 FOOT MAXIMUM.

NOTE 1: MAINTAIN LOCAL ACCESS AND PROTECTED WALKWAYS AT ALL TIMES. PROVIDE AND MAINTAIN BARRIERS, SIGNS, LIGHTS, ETC., AS PER "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AT ALL TIMES. STREETS AND WALKWAYS SHALL BE KEPT CLEAR OF DEBRIS DROPPED OR TRACKED BY VEHICLES ENTERING OR EXITING THE WORK SITE. FAILURE TO COMPLY WILL RESULT IN A STOP WORK ORDER AND/OR CITATION.

NOTE 2: NO WORK SHALL BE SCHEDULED ON STREETS OR WALKWAYS WITHIN THE CITY OF TACOMA BUSINESS DISTRICTS FROM THANKSGIVING DAY THROUGH NEW YEAR'S DAY.

NOTE 3: SIGN SPACING: URBAN LOW SPEED 25-30 MPH SIGNS MUST BE PLACED 100' APART. URBAN HIGH SPEED 35-40 MPH SIGNS MUST BE PLACED 300' APART.
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- **Approved By:**
- **Approved With Conditions By:** __________________________ Date: __________

**Start Traffic Control Set Up Date:** __________ Off Peak 9:00 AM Weekdays

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SAMPLE SETUP

TRAFFIC CONTROL RECOMMENDATIONS

- APPROVED BY: 
- APPROVED WITH CONDITIONS BY: 
- DATE: 

START TRAFFIC CONTROL SET UP DATE: 
OFF PEAK 9:00 AM WEEKDAYS

MUST BE OUT OF THE ROAD BY DATE: 
OFF PEAK 3:30 PM WEEKDAYS

EVENING AND WEEKENDS ONLY
START TRAFFIC CONTROL SET UP DATE & TIME: 
MUST BE OUT OF THE ROAD BY DATE & TIME: 

MERGING TAPER LENGTHS
FOR CONE PATTERN
(All minimums)

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NOTE 3: SIGN SPACING: URBAN LOW SPEED 25-30 MPH SIGNS MUST BE PLACED 120' APART. URBAN HIGH SPEED 35-40 MPH SIGNS MUST BE PLACED 350' APART.
PART IV

FEDERAL WAGE RATES
"General Decision Number: WA20210001 02/26/2021

Superseded General Decision Number: WA20200001

State: Washington

Construction Type: Highway

Counties: Washington Statewide.

HIGHWAY (Excludes D.O.E. Hanford Site in Benton and Franklin Counties)

Note: Under Executive Order (EO) 13658, an hourly minimum wage of $10.95 for calendar year 2021 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, 2015. If this contract is covered by the EO, the contractor must pay all workers in any classification listed on this wage determination at least $10.95 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in calendar year 2021. If this contract is covered by the EO and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must pay workers in that classification at least the wage rate determined through the conformance process set forth in 29 CFR 5.5(a)(1)(ii) (or the EO minimum wage rate, if it is higher than the conformed wage rate). The EO minimum wage rate will be adjusted annually. Please note that this EO applies to the above-mentioned types of contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but it does not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(2)-(60). Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

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<td>02/12/2021</td>
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<tr>
<td>3</td>
<td>02/26/2021</td>
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</table>
SOUTHWEST WASHINGTON: CLARK, COWLITZ, Klickitat, LEWIS(Piledriver only), PACIFIC (South of a straight line made by extending the north boundary line of Wahkiakum County west to Willapa Bay to the Pacific Ocean), SKAMANIA, and WAHKIAKUM Counties.

Rates Fringes
Carpenters:
CARPENTERS.................$ 37.64 16.83
DIVERS TENDERS.............$ 43.73 16.83
DIVERS......................$ 87.73 16.83
DRYWALL....................$ 37.64 16.83
MILLWRIGHTS.................$ 38.17 16.83
PILEDRIVERS..................$ 38.71 16.83

DEPTH PAY:
50 TO 100 FEET $1.00 PER FOOT OVER 50 FEET
101 TO 150 FEET $1.50 PER FOOT OVER 101 FEET
151 TO 200 FEET $2.00 PER FOOT OVER 151 FEET

Zone Differential (Add up Zone 1 rates):
Zone 2 - $0.85
Zone 3 - 1.25
Zone 4 - 1.70
Zone 5 - 2.00
Zone 6 - 3.00

BASEPOINTS: ASTORIA, LONGVIEW, PORTLAND, THE DALLES, AND VANCOUVER, (NOTE: All dispatches for Washington State Counties: Cowlitz, Wahkiakum and Pacific shall be from Longview Local #1707 and mileage shall be computed from that point.)

ZONE 1: Projects located within 30 miles of the respective city hall of the above mentioned cities
ZONE 2: Projects located more than 30 miles and less than 40 miles of the respective city of the above mentioned cities
ZONE 3: Projects located more than 40 miles and less than 50 miles of the respective city of the above mentioned cities
ZONE 4: Projects located more than 50 miles and less than 60 miles of the respective city of the above mentioned cities
ZONE 5: Projects located more than 60 miles and less than 70 miles of the respective city of the above mentioned cities
ZONE 6: Projects located more than 70 miles of the respected city of the above mentioned cities
CARP0030-004 06/01/2020

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

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<tr>
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<td>PILEDRIVER, DRIVING, PULLING, CUTTING, PLACING COLLARS, SETTING, WELDING OR CREOSOTE TREATED MATERIAL, ALL PILING........ $ 47.17</td>
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(HOURLY ZONE PAY: WESTERN AND CENTRAL WASHINGTON - ALL CLASSIFICATIONS EXCEPT MILLWRIGHTS AND PILEDRIVERS)

Hourly Zone Pay shall be paid on jobs located outside of the free zone computed from the city center of the following listed cities:

Seattle  Olympia  Bellingham
Auburn  Bremerton  Anacortes
Renton  Shelton  Yakima
Aberdeen-Hoquiam  Tacoma  Wenatchee
Ellensburg  Everett  Port Angeles
Centralia  Mount Vernon  Sunnyside
Chelan  Pt. Townsend

Zone Pay:
0 -25 radius miles  Free
26-35 radius miles  $1.00/hour
36-45 radius miles  $1.15/hour
46-55 radius miles  $1.35/hour
Over 55 radius miles  $1.55/hour

(HOURLY ZONE PAY: WESTERN AND CENTRAL WASHINGTON - MILLWRIGHT AND PILEDRIVER ONLY)

Hourly Zone Pay shall be computed from Seattle Union Hall, Tacoma City center, and Everett City center

Zone Pay:
0 -25 radius miles  Free
26-45 radius miles  $ .70/hour
Over 45 radius miles  $1.50/hour
ADAMS, ASOTIN, BENTON, CHELAN (East of 120th meridian), COLUMBIA, DOUGLAS, FERRY, FRANKLIN, GARFIELD, GRANT (East of 120th meridian), KITTITAS (East of 120th meridian), LINCOLN, OKANOGAN (East of 120th meridian), PEND OREILLE, SPOKANE, STEVENS, WALLA WALLA, WHITMAN, and YAKIMA (East of 120th meridian) Counties

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
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<tbody>
<tr>
<td>GROUP 1</td>
<td>$35.47</td>
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<tr>
<td>GROUP 2</td>
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<td>$37.66</td>
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<tr>
<td>GROUP 9</td>
<td>$44.23</td>
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</tbody>
</table>

CARPENTER & DIVER CLASSIFICATIONS:

GROUP 1: Carpenter

GROUP 2: Millwright, Machine Erector

GROUP 3: Piledriver - includes driving, pulling, cutting, placing collars, setting, welding, or creosote treated material, on all piling

GROUP 4: Bridge, Dock, and Wharf carpenters

GROUP 5: Diver Wet

GROUP 6: Diver Tender, Manifold Operator, ROV Operator

GROUP 7: Diver Standby

GROUP 8: Assistant Diver Tender, ROV Tender/Technician

GROUP 9: Manifold Operator-Mixed Gas

ZONE PAY:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Distance</th>
<th>Pay Rate</th>
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<tr>
<td>Zone 1</td>
<td>0-45 MILES</td>
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</tr>
<tr>
<td>Zone 2</td>
<td>45-100</td>
<td>$4.00/PER HOUR</td>
</tr>
<tr>
<td>Zone 3</td>
<td>OVER 100 MILES</td>
<td>$6.00/PER HOUR</td>
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**DISPATCH POINTS:**

CARPENTERS/MILLRIGHTS: PASCO (515 N Neel Street) or Main Post Office of established residence of employee (Whichever is closest to the worksite).

CARPENTERS/PILEDRIVER: SPOKANE (127 E. AUGUSTA AVE.) or Main Post Office of established residence of employee (Whichever is closest to the worksite).

CARPENTERS: WENATCHEE (27 N. CHELAN) or Main Post Office of established residence of employee (Whichever is closest to the worksite).

CARPENTERS: COEUR D’ ALENE (1839 N. GOVERNMENT WAY) or Main Post Office of established residence of employee (Whichever is closest to the worksite).

CARPENTERS: MOSCOW (306 N. JACKSON) or Main Post Office of established residence of employee (Whichever is closest to the worksite).

**DEPTH PAY FOR DIVERS BELOW WATER SURFACE:**
- 50-100 feet $2.00 per foot
- 101-150 feet $3.00 per foot
- 151-220 feet $4.00 per foot
- 221 feet and deeper $5.00 per foot

**PREMIUM PAY FOR DIVING IN ENCLOSURES WITH NO VERTICAL ASCENT:**
- 0-25 feet Free
- 26-300 feet $1.00 per Foot

**SATURATION DIVING:**
The standby rate applies until saturation starts. The saturation diving rate applies when divers are under pressure continuously until work task and decompression are complete. The diver rate shall be paid for all saturation hours.

**WORK IN COMBINATION OF CLASSIFICATIONS:**
Employees working in any combination of classifications within the diving crew (except dive supervisor) in a shift are paid in the classification with the highest rate for that shift.

**HAZMAT PROJECTS:**
Anyone working on a HAZMAT job (task), where HAZMAT certification is required, shall be compensated at a premium, in addition to the classification working in as follows:

LEVEL D + $.25 per hour - This is the lowest level of protection. No respirator is used and skin protection is minimal.
LEVEL C + $.50 per hour - This level uses an air purifying respirator or additional protective clothing.

LEVEL B + $.75 per hour - Uses same respirator protection as Level A. Supplied air line is provided in conjunction with a chemical "splash suit".

LEVEL A +$1.00 per hour - This level utilizes a fully encapsulated suit with a self-contained breathing apparatus or a supplied air line.

WEST OF 120TH MERIDIAN FOR THE FOLLOWING COUNTIES: CHELAN, DOUGLAS, GRANT, KITTITAS, OKANOGAN, and YAKIMA

<table>
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<tr>
<th>Rates</th>
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<tr>
<td>CARPENTER</td>
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<tr>
<td>CARPENTERS ON CREOSOTE</td>
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<td>MATERIAL....................$ 47.02 18.02</td>
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<tr>
<td>CARPENTERS..................$ 46.92 18.02</td>
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<td>DIVERS TENDER.................$ 51.89 18.02</td>
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<td>DIVERS....................$ 100.78 18.02</td>
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<tr>
<td>MILLWRIGHT AND MACHINE</td>
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<td>ERECTORS......................$ 48.42 18.02</td>
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<tr>
<td>PILEDIVER, DRIVING, PULLING, CUTTING, PLACING COLLARS, SETTING, WELDING OR CREOSOTE TREATED MATERIAL, ALL PILING........$ 47.17 18.02</td>
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(HOURLY ZONE PAY: WESTERN AND CENTRAL WASHINGTON - ALL CLASSIFICATIONS EXCEPT MILLWRIGHTS AND PILEDIVERS)

Hourly Zone Pay shall be paid on jobs located outside of the free zone computed from the city center of the following listed cities:

Seattle    | Olympia | Bellingham
Auburn     | Bremerton | Anacortes
Renton     | Shelton | Yakima
Aberdeen-Hoquiam | Tacoma | Wenatchee
Ellensburg | Everett | Port Angeles
Centralia  | Mount Vernon | Sunnyside
Chelan     | Pt. Townsend |

Zone Pay:
0 -25 radius miles Free
26-35 radius miles $1.00/hour
36-45 radius miles $1.15/hour
46-55 radius miles $1.35/hour
Over 55 radius miles $1.55/hour
(HOURLY ZONE PAY: WESTERN AND CENTRAL WASHINGTON - MILLWRIGHT AND PILEDRIVER ONLY)

Hourly Zone Pay shall be computed from Seattle Union Hall, Tacoma City center, and Everett City center

Zone Pay:
0 - 25 radius miles Free
26 - 45 radius miles $ .70/hour
Over 45 radius miles $1.50/hour

* ELEC0046-001 02/21/2021

CALLAM, JEFFERSON, KING AND KITSAP COUNTIES

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
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<tr>
<td>CABLE SPLICER................. $ 66.90</td>
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<tr>
<td>ELECTRICIAN................... $ 60.82</td>
<td>3%+23.66</td>
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* ELEC0048-003 01/01/2021

CLARK, KLICKITAT AND SKAMANIA COUNTIES

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<th>Rates</th>
<th>Fringes</th>
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<td>21.50</td>
</tr>
<tr>
<td>ELECTRICIAN................... $ 50.35</td>
<td>25.48</td>
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</table>

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.

ELEC0048-029 01/01/2021

COWLITZ AND WAHKIAKUM COUNTY

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<td>25.48</td>
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<td>ELEC0073-001 07/01/2020</td>
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<td>ADAMS, FERRY, LINCOLN, PEND OREILLE, SPOKANE, STEVENS, WHITMAN COUNTIES</td>
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<td>GRAYS HARBOR, LEWIS, MASON, PACIFIC, PIERCE, AND THURSTON COUNTIES</td>
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<td>ASOTIN, BENTON, COLUMBIA, FRANKLIN, GARFIELD, KITTITAS, WALLA WALLA, YAKIMA COUNTIES</td>
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<table>
<thead>
<tr>
<th>Rates</th>
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<tbody>
<tr>
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<tbody>
<tr>
<td>ISLAND, SAN JUAN, SNOHOMISH, SKAGIT AND WHATCOM COUNTIES</td>
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<table>
<thead>
<tr>
<th>Rates</th>
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<tr>
<td>CHELAN, DOUGLAS, GRANT AND OKANOGAN COUNTIES</td>
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<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
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<tbody>
<tr>
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<td>17.63</td>
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<tr>
<td>ELECTRICIAN.................... $ 42.45</td>
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</table>
CHELAN (WEST OF THE 120TH MERIDIAN), CLALLAM, DOUGLAS (WEST OF THE 120TH MERIDIAN), GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, KITITAS, MASON, OKANOGAN (WEST OF THE 120TH MERIDIAN), SAN JUNA, SKAGIT, SNOHOMISH, WHATCOM AND YAKIMA (WEST OF THE 120TH MERIDIAN) COUNTIES

Zone 1 (0-25 radius miles):

<table>
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<tr>
<th>Rates</th>
<th>Fringes</th>
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<tbody>
<tr>
<td>Group 1A................. $ 48.41</td>
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</tr>
<tr>
<td>Group 1AA.................. $ 49.13</td>
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<tr>
<td>Group 1AAA............... $ 49.83</td>
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<tr>
<td>Group 1.................... $ 47.70</td>
<td>22.47</td>
</tr>
<tr>
<td>Group 2.................... $ 47.08</td>
<td>22.47</td>
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<tr>
<td>Group 3.................... $ 46.55</td>
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</tr>
<tr>
<td>Group 4.................... $ 43.54</td>
<td>22.47</td>
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</tbody>
</table>

Zone Differential (Add to Zone 1 rates):

- Zone 2 (26-45 radius miles) - $1.00
- Zone 3 (Over 45 radius miles) - $1.30

BASEPOINTS: Aberdeen, Bellingham, Bremerton, Everett, Kent, Mount Vernon, Port Angeles, Port Townsend, Seattle, Shelton, Wenatchee, Yakima

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

GROUP 1AAA - Cranes—over 300 tons, or 300 ft of boom (including jib with attachments)

GROUP 1AA - Cranes 200 to 300 tons, or 250 ft of boom (including jib with attachments); Tower crane over 175 ft in height, base to boom

GROUP 1A - Cranes, 100 tons thru 199 tons, or 150 ft of boom (including jib with attachments); Crane-overhead, bridge type, 100 tons and over; Tower crane up to 175 ft in height base to boom; Loaders-overhead, 8 yards and over; Shovels, excavator, backhoes-6 yards and over with attachments
GROUP 1 - Cableway; Cranes 45 tons thru 99 tons, under 150 ft of boom (including jib with attachments); Crane-overhead, bridge type, 45 tons thru 99 tons; Derricks on building work; Excavator, shovel, backhoes over 3 yards and under 6 yards; Hard tail end dump articulating off-road equipment 45 yards and over; Loader-overhead 6 yards to, but not including 8 yards; Mucking machine, mole, tunnel, drill and/or shield; Quad 9, HD 41, D-10; Remote control operator on rubber tired earth moving equipment; Rollagon; Scrapers-self propelled 45 yards and over; Slipform pavers; Transporters, all truck or track type

GROUP 2 - Barrier machine (zipper); Batch Plant Operator-Concrete; Bump Cutter; Cranes, 20 tons thru 44 tons with attachments; Crane-overhead, bridge type-20 tons through 44 tons; Chipper; Concrete Pump-truck mount with boom attachment; Crusher; Deck Engineer/Deck Winches (power); Drilling machine; Excavator, shovel, backhoe-3yards and under; Finishing Machine, Bidwell, Gamaco and similar equipment; Guardrail punch; Horizontal/directional drill operator; Loaders-overhead under 6 yards; Loaders-plant feed; Locomotives-all; Mechanics-all; Mixers-asphalt plant; Motor patrol graders-finish; Piledriver (other than crane mount); Roto-mill, roto-grinder; Screedman, spreader, topside operator-Blaw Knox, Cedar Rapids, Jaeger, Caterpillar, Barbar Green; Scraper-self propelled, hard tail end dump, articulating off-road equipment-under 45 yards; Subgrade trimmer; Tractors, backhoes-over 75 hp; Transfer material service machine-shuttle buggy, blaw knox-roadtec; Truck crane oiler/driver-100 tons and over; Truck Mount portable conveyor; Yo Yo Pay dozer

GROUP 3 - Conveyors; Cranes-thru 19 tons with attachments; A-frame crane over 10 tons; Drill oilers-auger type, truck or crane mount; Dozers-D-9 and under; Forklift-3000 lbs. and over with attachments; Horizontal/directional drill locator; Outside hoists-(elevators and manlifts), air tuggers, strato tower bucket elevators; Hydralifts/boom trucks over 10 tons; Loader-elevating type, belt; Motor patrol grader-nonfinishing; Plant oiler-asphalt, crusher; Pumps-concrete; Roller, plant mix or multi-lift materials; Saws-concrete; Scrpers-concrete and carry-all; Service engineer-equipment; Trenching machines; Truck Crane Oiler/Driver under 100 tons; Tractors, backhoe 75 hp and under

GROUP 4 - Assistant Engineer; Bobcat; Brooms; Compressor; Concrete finish machine-laser screed; Cranes-A frame-10 tons and under; Elevator and Manlift-permanent or shaft type; Gradechecker, Stakehop; Forklifts under 3000 lbs. with attachments; Hydralifts/boom trucks, 10 tons and under; Oil distributors, blower distribution and mulch seeding operator; Pavement breaker; Posthole digger, mechanical; Power plant; Pumps, water; Rigger and Bellman; Roller-other than plant mix; Wheel Tractors, farmall type; Shotcrete/gunite equipment operator
HANDLING OF HAZARDOUS WASTE MATERIALS:

Personnel in all craft classifications subject to working inside a federally designated hazardous perimeter shall be eligible for compensation in accordance with the following group schedule relative to the level of hazardous waste as outlined in the specific hazardous waste project site safety plan.

H-1 Base wage rate when on a hazardous waste site when not outfitted with protective clothing

H-2 Class ""C"" Suit - Base wage rate plus $.25 per hour.

H-3 Class ""B"" Suit - Base wage rate plus $.50 per hour.

H-4 Class ""A"" Suit - Base wage rate plus $.75 per hour.

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ADAMS, ASOTIN, BENTON, CHELAN (EAST OF THE 120TH MERIDIAN), COLUMBIA, DOUGLAS (EAST OF THE 120TH MERIDIAN), FERRY, FRANKLIN, GARFIELD, GRANT, LINCOLN, OKANOGAN (EAST OF THE 120TH MERIDIAN), PEND OREILLE, SPOKANE, STEVENS, WALLA WALLA, WHITMAN AND YAKIMA (EAST OF THE 120TH MERIDIAN) COUNTIES

ZONE 1:

<table>
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<tr>
<th>Rates</th>
<th>Fringes</th>
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<tbody>
<tr>
<td>GROUP 1</td>
<td>$28.46</td>
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<tr>
<td>GROUP 2</td>
<td>$28.78</td>
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<td>GROUP 7</td>
<td>$30.26</td>
</tr>
<tr>
<td>GROUP 8</td>
<td>$31.36</td>
</tr>
</tbody>
</table>

ZONE DIFFERENTIAL (Add to Zone 1 rate): Zone 2 - $2.00

Zone 1: Within 45 mile radius of Spokane, Pasco, Washington; Lewiston, Idaho

Zone 2: Outside 45 mile radius of Spokane, Pasco, Washington; Lewiston, Idaho
POWER EQUIPMENT OPERATORS CLASSIFICATIONS

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

GROUP 2: A-frame Truck (single drum); Assistant Refrigeration Plant (under 1000 ton); Assistant Plant Operator, Fireman or Pugmixer (asphalt); Bagley or Stationary Scraper; Belt Finishing Machine; Blower Operator (cement); Cement Hog; Compressor (2000 CFM or over, 2 or more, gas diesel or electric power); Concrete Saw (multiple cut); Distributor; Leverman; Ditch Witch or similar; Elevator Hoisting Materials; Dope Pots (power agitated); Fork Lift or Lumber Stacker, hydra-lift & similar; Gin Trucks (pipeline); Hoist, single drum; Loaders (bucket elevators and conveyors); Longitudinal Float; Mixer (portable-concrete); Pavement Breaker, Hydra-Hammer & similar; Power Broom; Railroad Ballast Regulation Operator (self-propelled); Railroad Power Tamper Operator (self-propelled); Railroad Tamper Jack Operator (self-propelled); Spray Curing Machine (concrete); Spreader Box (self-propelled); Straddle Buggy (Ross & similar on construction job only); Tractor (Farm type R/T with attachment, except Backhoe); Tugger Operator

GROUP 3: A-frame Truck (2 or more drums); Assistant Refrigeration Plant & Chiller Operator (over 1000 ton); Backfillers (Cleveland & similar); Batch Plant & Wet Mix Operator, single unit (concrete); Belt-Crete Conveyors with power pack or similar; Belt Loader (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); Gunite 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
GROUP 4: Concrete Pumps (squeeze-crete, flow-crete, pumpcrete, Whitman & similar); Curb Extruder (asphalt or concrete); Drills (churn, core, calyx or diamond); Equipment Serviceman; Greaser & Oilier; Hoist (2 or more drums or Tower Hoist); Loaders (overhead & front-end, under 4 yds. R/T); Refrigeration Plant Engineer (under 1000 ton); Rubber-tired Skidders (R/T with or without attachments); Surface Heater & Plant Machine; Trenching Machines (under 7 ft. depth capacity); Turnhead (with re-screening); Vacuum Drill (reverse circulation drill under 8 inch bit)

GROUP 5: Backhoe (under 45,000 gw); Backhoe & Hoe Ram (under 3/4 yd.); Carrydeck & Boom Truck (under 25 tons); Cranes (25 tons & under), all attachments including clamshell, dragline; Derrick & Stifflegs (under 65 tons); Drilling Equipment (8 inch bit & over) (Robbins, reverse circulation & similar); Hoe Ram; Piledriving Engineers; Paving (dual drum); Railroad Track Liner Operator (self-propelled); Refrigeration Plant Engineer (1000 tons & over); Signalman (Whirleys, Highline Hammerheads or similar); Grade Checker

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)
GROUP 7: Backhoe (over 110,000 gw); Backhoes & Hoe Ram (3 yds & over); Blade (finish & bluetop) Automatic, CMI, ABC, Finish Athey & Huber & similar when used as automatic; Cableway Operators; Concrete Cleaning/Decontamination machine operator; Cranes (over 45 tons to but not including 85 tons), all attachments including clamshell and dragline; Derricks & 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 and Similar); Ultra High Pressure Waterjet Cutting Tool System Operator (30,000 psi); Vacuum Blasting Machine 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

BOOM PAY: (All Cranes, Including Tower)
180 ft to 250 ft  $ .50 over scale
Over 250 ft  $ .80 over scale

NOTE:
In computing the length of the boom on Tower Cranes, they shall be measured from the base of the Tower to the point of the boom.

HAZMAT:
Anyone working on HAZMAT jobs, working with supplied air shall receive $1.00 an hour above classification.

-----------------------------------------------------------------
Zone Differential (Add to Zone 1 rates):
Zone 2 (26-45 radius miles) = $1.00
Zone 3 (Over 45 radius miles) - $1.30

BASEPOINTS: CENTRALIA, OLYMPIA, TACOMA

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

GROUP 1 AAA - Cranes-over 300 tons or 300 ft of boom
(including jib with attachments)

GROUP 1AA - Cranes- 200 tons to 300 tons, or 250 ft of boom
(including jib with attachments; Tower crane over 175 ft in
height, bas to boom

GROUP 1A - Cranes, 100 tons thru 199 tons, or 150 ft of boom
(including jib with attachments); Crane-overhead, bridge
type, 100 tons and over; Tower crane up to 175 ft in height
base to boom; Loaders-overhead, 8 yards and over; Shovels,
evaculator, backhose-6 yards and over with attachments

GROUP 1 - Cableway; Cranes 45 tons thru 99 tons under 150 ft
of boom (including jib with attachments); Crane-overhead,
bridge type, 45 tons thru 99 tons; Derricks on building
work; Excavator, shovel, backhose over 3 yards and under 6
yards; Hard tail end dump articulating off-road equipment
45 yards and over; Loader- overhead, 6 yards to, but not
including, 8 yards; Mucking machine, mole, tunnel, drill
and/or shield; Quad 9 HD 41, D-10; Remote control operator
on rubber tired earth moving equipment; Rollagon; Scrapers-
self-propelled 45 yards and over; Slipform pavers;
Transporters, all track or truck type

GROUP 2 - Barrier machine (zipper); Batch Plant Operator-
concrete; Bump Cutter; Cranes, 20 tons thru 44 tons with
attachments; Crane-Overhead, bridge type, 20 tons through
44 tons; Chipper; Concrete pump-truck mount with boom
attachment; Crusher; Deck engineer/deck winches (power);
Drilling machine; Excavator, shovel, backhoe-3 yards and
under; Finishing machine, Bidwell, Gamaco and similar
equipment; Guardrail punch; Loaders, overhead under 6
yards; Loaders-plant feed; Locomotives-all; Mechanics- all;
Mixers, asphalt plant; Motor patrol graders, finishing;
Piledriver (other than crane mount); Roto-mill, roto-
grinder; Screedman, spreader, topside operator-Blaw Knox,
Cedar Rapids, Jaeger, Caterpillar, Barbar Green;
Scraper-self- propelled, hard tail end dump, articulating
off-road equipment- under 45 yards; Subgrader trimmer;
Tractors, backhoe over 75 hp; Transfer material service
machine-shuttle buggy, Blaw Knox- Roadtec; Truck Crane
oiler/driver-100 tons and over; Truck Mount Portable
Conveyor; Yo Yo pay
GROUP 3 - Conveyors; Cranes through 19 tons with attachments; Crane-A-frame over 10 tons; Drill oilers-auger type, truck or crane mount; Dozer-D-9 and under; Forklift-3000 lbs. and over with attachments; Horizontal/directional drill locator; Outside Hoists-(elevators and manlifts), air tuggers, strato tower bucket elevators; Hydralifts/boom trucks over 10 tons; Loaders-elevating type, belt; Motor patrol grader-nonfinishing; Plant oiler- asphalt, crusher; Pump-Concrete; Roller, plant mix or multi-lift materials; Saws-concrete; Scrapers, concrete and carry all; Service engineers-equipment; Trenching machines; Truck crane oiler/driver under 100 tons; Tractors, backhoe under 75 hp

GROUP 4 - Assistant Engineer; Bobcat; Brooms; Compressor; Concrete Finish Machine-laser screed; Cranes A-frame 10 tons and under; Elevator and manlift (permanent and shaft type); Forklifts-under 3000 lbs. with attachments; Gradechecker, stakehop; Hydralifts/boom trucks, 10 tons and under; Oil distributors, blower distribution and mulch seeding operator; Pavement breaker; Posthole digger-mechanical; Power plant; Pumps-water; Rigger and Bellman; Roller-other than plant mix; Wheel Tractors, farmall type; Shotcrete/gunite equipment operator

FOOTNOTE A- Reduced rates may be paid on the following:
1. Projects involving work on structures such as buildings and bridges whose total value is less than $1.5 million excluding mechanical, electrical, and utility portions of the contract.
2. Projects of less than $1 million where no building is involved. Surfacing and paving included, but utilities excluded.
3. Marine projects (docks, wharfs, etc.) less than $150,000.

HANDLING OF HAZARDOUS WASTE MATERIALS: Personnel in all craft classifications subject to working inside a federally designated hazardous perimeter shall be eligible for compensation in accordance with the following group schedule relative to the level of hazardous waste as outlined in the specific hazardous waste project site safety plan.

H-1 Base wage rate when on a hazardous waste site when not outfitted with protective clothing, Class ""D"" Suit - Base wage rate plus $ .50 per hour.
H-2 Class ""C"" Suit - Base wage rate plus $1.00 per hour.
H-3 Class ""B"" Suit - Base wage rate plus $1.50 per hour.
H-4 Class ""A"" Suit - Base wage rate plus $2.00 per hour.
LEWIS, PACIFIC (portion lying north of a parallel line extending west from the northern boundary of Wahkaikum County to the sea) AND THURSTON COUNTIES

ON PROJECTS DESCRIBED IN FOOTNOTE A BELOW, THE RATE FOR EACH GROUP SHALL BE 90% OF THE BASE RATE PLUS FULL FRINGE BENEFITS. ON ALL OTHER WORK, THE FOLLOWING RATES APPLY.

Zone 1 (0-25 radius miles):

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<thead>
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<th>Rates</th>
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<tr>
<td>GROUP 4.....................$ 43.54</td>
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</tbody>
</table>

Zone Differential (Add to Zone 1 rates):
Zone 2 (26-45 radius miles) = $1.00
Zone 3 (Over 45 radius miles) - $1.30

BASEPOINTS: CENTRALIA, OLYMPIA, TACOMA

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

GROUP 1 AAA - Cranes—over 300 tons or 300 ft of boom (including jib with attachments)

GROUP 1AA - Cranes—200 tons to 300 tons, or 250 ft of boom (including jib with attachments; Tower crane over 175 ft in height, bas to boom

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GROUP 2 - Barrier machine (zipper); Batch Plant Operator-concrete; Bump Cutter; Cranes, 20 tons thru 44 tons with attachments; Crane-Overhead, bridge type, 20 tons through 44 tons; Chipper; Concrete pump-truck mount with boom attachment; Crusher; Deck engineer/deck winches (power); Drilling machine; Excavator, shovel, backhoe-3 yards and under; Finishing machine, Bidwell, Gamaco and similar equipment; Guardrail punch; Loaders, overhead under 6 yards; Loaders-plant feed; Locomotives-all; Mechanics-all; Mixers, asphalt plant; Motor patrol graders, finishing; Piledriver (other than crane mount); Roto-mill, roto-grinder; Screedman, spreader, topside operator-Blaw Knox, Cedar Rapids, Jaeger, Caterpillar, Barbar Green; Scraper-self-propelled, hard tail end dump, articulating off-road equipment- under 45 yards; Subgrader trimmer; Tractors, backhoe over 75 hp; Transfer material service machine-shuttle buggy, Blaw Knox-Roadtec; Truck Crane oiler/driver-100 tons and over; Truck Mount Portable Conveyor; Yo Yo pay

GROUP 3 - Conveyors; Cranes through 19 tons with attachments; Crane-A-frame over 10 tons; Drill oilers-auger type, truck or crane mount; Dozer-D-9 and under; Forklift-3000 lbs. and over with attachments; Horizontal/directional drill locator; Outside Hoists-(elevators and manlifts), air tuggers, strato tower bucket elevators; Hydralifts/boom trucks over 10 tons; Loaders-elevating type, belt; Motor patrol grader-nonfinishing; Plant oiler-asphalt, crusher; Pump-Concrete; Roller, plant mix or multi-lift materials; Saws-concrete; Scrapers, concrete and carry all; Service engineers-equipment; Trenching machines; Truck crane oiler/driver under 100 tons; Tractors, backhoe under 75 hp

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All jobs or projects located in the area outside the identified boundary above, but less than 50 miles from the Portland City Hall shall receive Zone II pay for all classifications.

All jobs or projects located more than 50 miles from the Portland City Hall, but outside the identified border above, shall receive Zone III pay for all classifications.

For the following cities: ALBANY; BEND; COOS BAY; EUGENE; GRANTS PASS; KLAMATH FALLS; MEDFORD; ROSEBURG

All jobs or projects located within 30 miles of the respective city hall of the above mentioned cities shall receive Zone I pay for all classifications.

All jobs or projects located more than 30 miles and less than 50 miles from the respective city hall of the above mentioned cities shall receive Zone II pay for all classifications.

All jobs or projects located more than 50 miles from the respective city hall of the above mentioned cities shall receive Zone III pay for all classifications.

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

Group 1
Concrete Batch Plan and or Wet mix three (3) units or more; Crane, Floating one hundred and fifty (150) ton but less than two hundred and fifty (250) ton; Crane, two hundred (200) ton through two hundred ninety nine (299) ton with two hundred foot (200') boom or less (including jib, inserts and/or attachments); Crane, ninety (90) ton through one hundred ninety nine (199) ton with over two hundred (200') boom including jib, inserts and/or attachments; Crane, Tower Crane with one hundred seventy five foot (175') tower or less and with less than two hundred foot (200') jib; Crane, Whirley ninety (90) ton and over; Helicopter when used in erecting work

Group 1A
Crane, floating two hundred fifty (250) ton and over; Crane, two hundred (200) ton through two hundred ninety nine (299) ton, with over two hundred foot (200') boom (including jib, inserts and/or attachments); Crane, three hundred (300) ton through three hundred ninety nine (399) ton; Crane, Tower Crane with over one hundred seventy five foot (175') tower or over two hundred foot (200') jib; Crane, tower Crane on rail system or 2nd tower or more in work radius
Group 1B

Crane, three hundred (300) ton through three hundred ninety nine (399) ton, with over two hundred foot (200') boom (including jib, inserts and/or attachments); Floating crane, three hundred fifty (350) ton and over; Crane, four hundred (400) ton and over

Group 2

Asphalt Plant (any type); Asphalt Roto-Mill, pavement profiler eight foot (8') lateral cut and over; Auto Grader or ""Trimmer""; Blade, Robotic; Bulldozer, Robotic Equipment (any type); Bulldozer, over one hundred twenty thousand (120,000) lbs. and above; Concrete Batch Plant and/or Wet Mix one (1) and two (2) drum; Concrete Diamond Head Profiler; Canal Trimmer; Concrete, Automatic Slip Form Paver (Assistant to the Operator required); Crane, Boom Truck fifty (50) ton and with over one hundred fifty foot (150') boom and over; Crane, Floating (derrick barge) thirty (30) ton but less than one hundred fifty (150) ton; Crane, Cableway twenty-five (25) ton and over; Crane, Floating Clamshell three (3) cu. Yds. And over; Crane, ninety (90) ton through one hundred ninety nine (199) ton up to and including two hundred foot (200') of boom (including jib inserts and/or attachments); Crane, fifty (50) ton through eighty nine (89) ton with over one hundred fifty foot (150') boom (including jib inserts and/or attachments); Crane, Whirley under ninety (90) ton; Crusher Plant; Excavator over one hundred thirty thousand (130,000) lbs.; Loader one hundred twenty thousand (120,000) lbs. and above; Remote Controlled Earth Moving Equipment; Shovel, Dragline, Clamshell, five (5) cu. Yds. And over; Underwater Equipment remote or otherwise, when used in construction work; Wheel Excavator any size

Group 3

Bulldozer, over seventy thousand (70,000) lbs. up to and including one hundred twenty thousand (120,000) lbs.; Crane, Boom Truck fifty (50) ton and over with less than one hundred fifty foot (150') boom; Crane, fifty (50) ton through eighty nine (89) ton with one hundred fifty foot (150') boom or less (including jib inserts and/or attachments); Crane, Shovel, Dragline or Clamshell three (3) cu. yds. but less than five (5) cu. Yds.; Excavator over eighty thousand (80,000) lbs. through one hundred thirty thousand (130,000) lbs.; Loader sixty thousand (60,000) lbs. and less than one hundred twenty thousand (120,000) lbs.
Group 4

Asphalt, Screed; Asphalt Paver; Asphalt Roto-Mill, pavement profiler, under eight foot (8') lateral cut; Asphalt, Material Transfer Vehicle Operator; Back Filling Machine; Backhoe, Robotic, track and wheel type up to and including twenty thousand (20,000) lbs. with any attachments; Blade (any type); Boatman; Boring Machine; Bulldozer over twenty thousand (20,000) lbs. and more than one hundred (100) horse up to seventy thousand (70,000) lbs.; Cable-Plow (any type); Cableway up to twenty five (25) ton; Cat Drill (John Henry); Chippers; Compactor, multi-engine; Compactor, Robotic; Compactor with blade self-propelled; Concrete, Breaker; Concrete, Grout Plant; Concrete, Mixer Mobile; Concrete, Paving Road Mixer; Concrete, Reinforced Tank Banding Machine; Crane, Boom Truck twenty (20) ton and under fifty (50) ton; Crane, Bridge Locomotive, Gantry and Overhead; Crane, Carry Deck; Crane, Chicago Boom and similar types; Crane, Derrick Operator, under one hundred (100) ton; Crane, Floating Clamshell, Dragline, etc. Operator, under three (3) cu. yds. Or less than thirty (30) ton; Crane, under fifty (50) ton; Crane, Quick Tower under one hundred foot (100') in height and less than one hundred fifty foot (150') jib (on rail included); Diesel-Electric Engineer (Plant or Floating); Directional Drill over twenty thousand (20,000) lbs. pullback; Drill Cat Operator; Drill Doctor and/or Bit Grinder; Driller, Percussion, Diamond, Core, Cable, Rotary and similar type; Excavator Operator over twenty thousand (20,000) lbs. through eighty thousand (80,000) lbs.; Generator Operator; Grade-all; Guardrail Machines, i.e. punch, auger, etc.; Hammer Operator (Piledriver); Hoist, stiff leg, guy derrick or similar type, fifty (50) ton and over; Hoist, two (2) drums or more; Hydro Axe (loader mounted or similar type); Jack Operator, Elevating Barges, Barge Operator, self-unloading; Loader Operator, front end and overhead, twenty five thousand (25,000) lbs. and less than sixty thousand (60,000) lbs.; Log Skidders; Piledriver Operator (not crane type); Pipe, Bending, Cleaning, Doping and Wrapping Machines; Rail, Ballast Tamper Multi-Purpose; Rubber-tired Dozers and Pushers; Scraper, all types; Side-Boom; Skip Loader, Drag Box; Strump Grinder (loader mounted or similar type); Surface Heater and Planer; Tractor, rubber-tired, over fifty (50) HP Flywheel; Trenching Machine three foot (3') depth and deeper; Tub Grinder (used for wood debris); Tunnel Boring Machine Mechanic; Tunnel, Mucking Machine; Ultra High Pressure Water Jet Cutting Tool System Operator; Vacuum Blasting Machine Operator; Water pulls, Water wagons.
Group 5

Asphalt, Extrusion Machine; Asphalt, Roller (any asphalt mix); Asphalt, Roto-Mill pavement profiler ground man; Bulldozer, twenty thousand (20,000) lbs. or less, or one hundred (100) horse or less; Cement Pump; Chip Spreading Machine; Churn Drill and Earth Boring Machine; Compactor, self-propelled without blade; Compressor, (any power) one thousand two hundred fifty (1,250) cu. ft. and over, total capacity; Concrete, Batch Plant Quality control; Concrete, Combination Mixer and compressor operator, gunite work; Concrete, Curb Machine, Mechanical Berm, Curb and/or Curb and Gutter; Concrete, Finishing Machine; Concrete, Grouting Machine; Concrete, Internal Full Slab Vibrator Operator; Concrete, Joint Machine; Concrete, Mixer single drum, any capacity; Concrete, Paving Machine eight foot (8') or less; Concrete, Planer; Concrete, Pump; Concrete, Pump Truck; Concrete, Pumpcrete Operator (any type); Concrete, Slip Form Pumps, power driven hydraulic lifting device for concrete forms; Conveyored Material Hauler; Crane, Boom Truck under twenty (20) tons; Crane, Boom Type lifting device, five (5) ton capacity or less; Drill, Directional type less than twenty thousand (20,000) lbs. pullback; Fork Lift, over ten (10) ton or Robotic; Helicopter Hoist; Hoist Operator, single drum; Hydraulic Backhoe track type up to and including twenty thousand (20,000) lbs.; Hydraulic Backhoe wheel type (any make); Laser Screed; Loaders, rubber-tired type, less than twenty five thousand (25,000) lbs.; Pavement Grinder and/or Grooving Machine (riding type); Pipe, cast in place Pipe Laying Machine; Pulva-Mixer or similar types; Pump Operator, more than five (5) pumps (any size); Rail, Ballast Compactor, Regulator, or Tamper machines; Service Oiler (Greaser); Sweeper Self-Propelled; Tractor, Rubber-Tired, fifty (50) HP flywheel and under; Trenching Machine Operator, maximum digging capacity three foot (3') depth; Tunnel, Locomotive, Dinkey; Tunnel, Power Jumbo setting slip forms, etc.

Group 6

Asphalt, Pugmill (any type); Asphalt, Raker; Asphalt, Truck Mounted Asphalt Spreader, with Screed; Auger Oiler; Boatman; Bobcat, skid steed (less than one (1) yard); Broom, self-propelled; Compressor Operator (any power) under 1,250 cu. ft. total capacity; Concrete Curing Machine (riding type); Concrete Saw; Conveyor Operator or Assistant; Crane, Tugger; Crusher Feederman; Crusher Oiler; Deckhand; Drill, Directional Locator; Fork Lift; Grade Checker; Guardrail Punch Oiler; Hydrostatic Pump Operator; Mixer Box (CTB, dry batch, etc.); Oiler; Plant Oiler; Pump (any power); Rail, Brakeman, Switchman, Motorman; Rail, Tamping Machine, mechanical, self-propelled; Rigger; Roller grading (not asphalt); Truck, Crane Oiler-Driver

Federal Wage Determinations for Highway Construction
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<th>Rates</th>
</tr>
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<td>GRANT, LINCOLN, OKANOGAN, PEND ORIELLE, SPOKANE, STEVENS, WALLA WALLA</td>
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LABOC0238-004 06/01/2020

PASCO AREA: ADAMS, BENTON, COLUMBIA, DOUGLAS (East of 120th Meridian), FERRY, FRANKLIN, GRANT, OKANOGAN, WALLA WALLA

SPOKANE AREA: ASOTIN, GARFIELD, LINCOLN, PEND OREILLE, SPOKANE, STEVENS & WHITMAN COUNTIES

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<td>GROUP 5</td>
<td>$29.61</td>
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</tbody>
</table>

Zone Differential (Add to Zone 1 rate): $2.00

BASE POINTS: Spokane, Pasco, Lewiston

Zone 1: 0-45 radius miles from the main post office.
Zone 2: 45 radius miles and over from the main post office.

LABORERS CLASSIFICATIONS

GROUP 1: Flagman; Landscape Laborer; Scaleman; Traffic Control Maintenance Laborer (to include erection and maintenance of barricades, signs and relief of flagperson); Window Washer/Cleaner (detail cleanup, such as, but not limited to cleaning floors, ceilings, walls, windows, etc. prior to final acceptance by the owner);

GROUP 2: Asbestos Abatement Worker; Brush Hog Feeder; Carpenter Tender; Cement Handler; Clean-up Laborer; Concrete Crewman (to include stripping of forms, hand operating jacks on slip form construction, application of concrete curing compounds, pumpcrete machine, signaling, handling the nozzle of squeezecrete or similar machine, 6 inches and smaller); Confined Space Attendant; Concrete Signalman; Crusher Feeder; Demolition (to include clean-up, burning, loading, wrecking and salvage of all material); Dumpman; Fence Erector; Firewatch; Form Cleaning Machine Feeder, Stacker; General Laborer; Grout Machine Header Tender; Guard Rail (to include guard rails, guide and reference posts, sign posts, and right-of-way markers); Hazardous Waste Worker, Level D (no respirator is used and skin protection is minimal); Miner, Class ""A"" (to include
all bull gang, concrete crewman, dumpman and pumpcrete crewman, including distributing pipe, assembly & dismantle, and niper); 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 General Laborer

GROUP 3: Asphalt Roller, walking; Cement Finisher Tender; Concrete Saw, walking; Demolition Torch; Dope Pot Firemen, non-mechanical; Driller Tender (when required to move and position machine); Form Setter, Paving; Grade Checker using level; Hazardous Waste Worker, Level C (uses a chemical ""splash suit"" and air purifying respirator); Jackhammer Operator; Miner, Class ""B"" (to include brakeman, finisher, vibrator, form setter); 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 Terner; Power Buggy Operator; Power Tool Operator, gas, electric, pneumatic; Railroad Equipment, power driven, except dual mobile power spiker or puller; Railroad Power Spiker or Puller, dual mobile; Rodder and Spreader; Tamper (to include operation of Barco, Essex and similar tampers); Trencher, Shawnee; Tugger Operator; Wagon Drills; Water Pipe Liner; Wheelbarrow (power driven)

GROUP 4: Air and Hydraulic Track Drill; 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 stacks for smoke or fume control above 40 feet high); Gunite (to include operation of machine and nozzle); Hazardous Waste Worker, Level B (uses same respirator protection as Level A. A supplied air line is provided in conjunction with a chemical ""splash suit""); High Scaler; Laser Beam Operator (to include grade checker and elevation control); Miner, Class C (to include miner, nozzleman for concrete, laser beam operator and rigger on tunnels); Monitor Operator (air track or similar mounting); Mortar Mixer; Nozzleman (to include jet blasting nozzleman, over 1,200 lbs., jet blast machine power propelled, sandblast nozzle); Pavement Breaker (90 lbs. and over); Pipelayer (to include working topman, caulker, collarman, jointer, mortarmen, rigger, jacker, shorer, valve or meter installer); Pipewrapper; Plasterer Tender; Vibrators (all)

GROUP 5 - Drills with Dual Masts; Hazardous Waste Worker, Level A (utilizes a fully encapsulated suit with a self-contained breathing apparatus or a supplied air line); Miner Class ""D"", (to include raise and shaft miner, laser beam operator on riases and shafts)
LABO0238-006 06/01/2019

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

| Rates Fringes |
|---------------|--------|
| Hod Carrier $ 27.95 12.90 |

LABO0242-003 06/01/2020

KING COUNTY

| Rates Fringes |
|---------------|--------|
| LABORER GROUP 1 $ 27.78 12.35 |
| GROUP 2A $ 31.82 12.35 |
| GROUP 3 $ 39.81 12.35 |
| GROUP 4 $ 40.77 12.35 |
| GROUP 5 $ 41.43 12.35 |
| Group 6 $ 41.43 12.35 |

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

WA20210001 Modification 3
Federal Wage Determinations for Highway Construction
LABORERS CLASSIFICATIONS

GROUP 1: Landscaping and Planting; Watchman; Window Washer/Cleaner (detail clean-up, such as but not limited to cleaning floors, ceilings, walls, windows, etc., prior to final acceptance by the owner)

GROUP 2A: Batch Weighman; Crusher Feeder; Fence Laborer; Flagman; Pilot Car

GROUP 3: General Laborer; Air, Gas, or Electric Vibrating Screed; Asbestos Abatement Laborer; Ballast Regulator Machine; Brush Cutter; Brush Hog Feeder; Burner; Carpenter Tender; Cement Finisher Tender; Change House or Dry Shack; Chipping Gun (under 30 lbs.); Choker Setter; Chuck Tender; Clean-up Laborer; Concrete Form Stripper; Curing Laborer; Demolition (wrecking and moving including charred material); Ditch Digger; Dump Person; Fine Graders; Firewatch; Form Setter; Gabian Basket Builders; Grout Machine Tender; Grinders; Guardrail Erector; Hazardous Waste Worker (Level C: 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

GROUP 4: Cement Dumper-Paving; Chipping Gun (over 30 lbs.); Clary Power Spreader; Concrete Dumper/Chute Operator; Concrete Saw Operator; Drill Operator (hydraulic, diamond, airtrac); 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 glass operated tool; Timber Person-sewer (lagger shorer and cribber); Track Liner Power; Tugger Operator; Vibrator; Well Point Laborer

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).

Group 6: Miner
LABO0252-010 06/01/2020

CLALLAM, GRAYS HARBOR, JEFFERSON, KITSAP, LEWIS, MASON, PACIFIC (EXCLUDING SOUTHWEST), PIERCE, AND THURSTON COUNTIES

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>LABORER</td>
<td></td>
</tr>
<tr>
<td>GROUP 1</td>
<td>$27.78</td>
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<tr>
<td>GROUP 2</td>
<td>$31.82</td>
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<td>$39.81</td>
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<td>GROUP 4</td>
<td>$40.77</td>
</tr>
<tr>
<td>GROUP 5</td>
<td>$41.43</td>
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</table>

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

LABORERS CLASSIFICATIONS

GROUP 1: Landscaping and Planting; Watchman; Window Washer/Cleaner (detail clean-up, such as but not limited to cleaning floors, ceilings, walls, windows, etc., prior to final acceptance by the owner)

GROUP 2: Batch Weighman; Crusher Feeder; Fence Laborer; Flagman; Pilot Car
GROUP 3: General Laborer; Air, Gas, or Electric Vibrating Screed; Asbestos Abatement Laborer; Ballast Regulator Machine; Brush Cutter; Brush Hog Feeder; Burner; Carpenter Tender; Cement Finisher Tender; Change House or Dry Shack; Chipping Gun (under 30 lbs.); Choker Setter; Chuck Tender; Clean-up Laborer; Concrete Form Stripper; Curing Laborer; Demolition (wrecking and moving including charred material); Ditch Digger; Dump Person; Fine Graders; Firewatch; Form Setter; Gabian Basket Builders; Grout Machine Tender; Grinders; Guardrail Erector; Hazardous Waste Worker (Level C: 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

GROUP 4: Cement Dumper-Paving; Chipping Gun (over 30 lbs.); Clary Power Spreader; Concrete Dumper/Chute Operator; Concrete Saw Operator; Drill Operator (hydraulic, diamond, airtrac); 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; Nozzlemam (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 glass operated tool; Timber Person-sewer (lagger shorer and cribber); Track Liner Power; Tugger Operator; Vibrator; Well Point Laborer

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).
LABO0292-008 06/01/2020

ISLAND, SAN JUAN, SKAGIT, SNOHOMISH, AND WHATCOM COUNTIES

Rates Fringes

LABORER

GROUP 1 ....................... $ 27.78 12.44
GROUP 2 ....................... $ 31.82 12.44
GROUP 3 ....................... $ 39.81 12.44
GROUP 4 ....................... $ 40.77 12.44
GROUP 5 ....................... $ 41.43 12.44

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

LABORERS CLASSIFICATIONS

GROUP 1: Landscaping and Planting; Watchman; Window Washer/Cleaner (detail clean-up, such as but not limited to cleaning floors, ceilings, walls, windows, etc., prior to final acceptance by the owner)

GROUP 2: Batch Weighman; Crusher Feeder; Fence Laborer; Flagman; Pilot Car
GROUP 3: General Laborer; Air, Gas, or Electric Vibrating Screed; Asbestos Abatement Laborer; Ballast Regulator Machine; Brush Cutter; Brush Hog Feeder; Burner; Carpenter Tender; Cement Finisher Tender; Change House or Dry Shack; Chipping Gun (under 30 lbs.); Choker Setter; Chuck Tender; Clean-up Laborer; Concrete Form Stripper; Curing Laborer; Demolition (wrecking and moving including charred material); Ditch Digger; Dump Person; Fine Graders; Firewatch; Form Setter; Gabian Basket Builders; Grout Machine Tender; Grinders; Guardrail Erector; Hazardous Waste Worker (Level C: 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

GROUP 4: Cement Dumper-Paving; Chipping Gun (over 30 lbs.); Clary Power Spreader; Concrete Dumper/Chute Operator; Concrete Saw Operator; Drill Operator (hydraulic, diamond, airtrac); 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 gas operated tool; Timber Person-sewer (lagger shorer and cribber); Track Liner Power; Tugger Operator; Vibrator; Well Point Laborer

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).
LABO0335-001 06/01/2020

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

Rates Fringes

Laborers:

GROUP 1: ..........................$ 34.93 12.44
GROUP 2: ..........................$ 35.65 12.44
GROUP 3: ..........................$ 36.20 12.44
GROUP 4: ..........................$ 36.66 12.44
GROUP 5: ..........................$ 31.93 12.44
GROUP 6: ..........................$ 29.01 12.44
GROUP 7: ..........................$ 25.14 12.44

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: LONGVIEW AND VANCOUVER

ZONE 1: Projects within 30 miles of the respective city all.
ZONE 2: More than 30 miles but less than 40 miles from the respective city hall.
ZONE 3: More than 40 miles but less than 50 miles from the respective city hall.
ZONE 4: More than 50 miles but less than 80 miles from the respective city hall.
ZONE 5: More than 80 miles from the respective city hall.

LABORERS CLASSIFICATIONS

GROUP 1: Asphalt Plant Laborers; Asphalt Spreaders; Batch Weighman; Broomers; Brush Burners and Cutters; Car and Truck Loaders; Carpenter Tender; Change-House Man or Dry Shack Man; Choker Setter; Clean-up Laborers; Curing, Concrete; Demolition, Wrecking and Moving Laborers; Dumpers, road oiling crew; Dumpmen (for grading crew); Elevator Feeders; Median Rail Reference Post, Guide Post, Right of Way Marker; Fine Graders; Fire Watch; Form Strippers (not swinging stages); General Laborers; Hazardous Waste Worker; 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)
GROUP 2: Applicator (including pot power tender for same), applying protective material by hand or nozzle on utility lines or storage tanks on project; Brush Cutters (power saw); Burners; Choker Splicer; Clary Power Spreader and similar types; Clean-up 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 Scree; Tampers; Sand Blasting (Wet); Stake-Setter; Tunnel-Muckers, Brakemen, Concrete Crew, Bullgang (underground)

GROUP 3: Asbestos Removal; Bit Grinder; Drill Doctor; Drill Operators, air tracks, cat drills, wagon drills, rubber-mounted drills, and other similar types including at crusher plants; Gunite 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; Powdermen; Power Saw Operators (Bucking and Falling); Pumpcrete Nozzlemen; Sand Blasting (Dry); Sewer Timberman; Track Liners, Anchor Machines, Ballast Regulators, Multiple Tamper, Power Jacks, Tugger Operator; Tunnel-Chuck Tenders, Nippers and Timberman; Vibrator; Water Blaster

GROUP 4: Asphalt Raker; Concrete Saw Operator (walls); Concrete Nozzelman; Grade Checker; Pipelayer; Laser Beam (pipelaying)-applicable when employee assigned to move, set up, align; Laser Beam; Tunnel Miners; Motorman-Dinky Locomotive-Tunnel; Powderman-Tunnel; Shield Operator-Tunnel

GROUP 5: Traffic Flaggers

GROUP 6: Fence Builders

GROUP 7: Landscaping or Planting Laborers

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LAB00335-019 06/01/2020

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<th></th>
<th>Rates</th>
<th>Fringes</th>
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<tr>
<td>Hod Carrier</td>
<td>$ 34.93</td>
<td>12.44</td>
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LABO0348-003 06/01/2020

CHELAN, DOUGLAS (W OF 12TH MERIDIAN), KITTITAS, AND YAKIMA COUNTIES

Rates Fringes

LABORER

GROUP 1.....................$ 23.68 12.44
GROUP 2.....................$ 27.17 12.44
GROUP 3.....................$ 29.74 12.44
GROUP 4.....................$ 30.46 12.44
GROUP 5.....................$ 30.99 12.44

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

LABORERS CLASSIFICATIONS

GROUP 1: Landscaping and Planting; Watchman; Window Washer/Cleaner (detail clean-up, such as but not limited to cleaning floors, ceilings, walls, windows, etc., prior to final acceptance by the owner)

GROUP 2: Batch Weighman; Crusher Feeder; Fence Laborer; Flagman; Pilot Car
GROUP 3: General Laborer; Air, Gas, or Electric Vibrating Screed; Asbestos Abatement Laborer; Ballast Regulator Machine; Brush Cutter; Brush Hog Feeder; Burner; Carpenter Tender; Cement Finisher Tender; Change House or Dry Shack; Chipping Gun (under 30 lbs.); Choker Setter; Chuck Tender; Clean-up Laborer; Concrete Form Stripper; Curing Laborer; Demolition (wrecking and moving including charred material); Ditch Digger; Dump Person; Fine Graders; Firewatch; Form Setter; Gabian Basket Builders; Grout Machine Tender; Grinders; Guardrail Erector; Hazardous Waste Worker (Level C: 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

GROUP 4: Cement Dumper-Paving; Chipping Gun (over 30 lbs.); Clary Power Spreader; Concrete Dumper/Chute Operator; Concrete Saw Operator; Drill Operator (hydraulic, diamond, airtrac); 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 gas operated tool; Timber Person-sewer (lagger shorer and cribber); Track Liner Power; Tugger Operator; Vibrator; Well Point Laborer

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).
PAIN0005-002 07/01/2020

STATEWIDE EXCEPT CLARK, COWLITZ, Klickitat, pacific (South), Skamania, and wahkiakum Counties

Rates Fringes

Painters:
  STRIPERS....................$ 31.90  17.23

PAIN0005-004 03/01/2009

CLALLAM, GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, LEWIS, MASON, PIERCE, SAN JUAN, SKAGIT, SNOHOMISH, THURSTON AND WHATCOM COUNTIES

Rates Fringes

PAINTER..........................$ 20.82  7.44

* PAIN0005-006 07/01/2018

ADAMS, ASOTIN; BENTON AND FRANKLIN (EXCEPT HANFORD SITE); CHELAN, COLUMBIA, DOUGLAS, FERRY, GARFIELD, GRANT, KITITAS, LINCOLN, OKANOGAN, PEND OREILLE, SPOKANE, STEVENS, WALLA WALLA, WHITMAN AND YAKIMA COUNTIES

Rates Fringes

PAINTER
  Application of Cold Tar Products, Epoxies, Polyurethane, Acids, Radiation Resistant Material, Water and Sandblasting.............$ 30.19  11.71
  Over 30'/Swing Stage Work..$ 22.20  7.98
  Brush, Roller, Striping, Steam-cleaning and Spray....$ 22.94  11.61
  Lead Abatement, Asbestos Abatement.......................$ 21.50  7.98

*$.70 shall be paid over and above the basic wage rates listed for work on swing stages and high work of over 30 feet.
PAIN0055-003 07/01/2020

CLARK, COWLITZ, KLICKITAT, PACIFIC, SKAMANIA, AND WAHKAUKUM COUNTIES

<table>
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<td>Painter</td>
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<tr>
<td>Brush &amp; Roller.........</td>
<td>$ 26.56</td>
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<tr>
<td>Spray and Sandblasting</td>
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<td>All high work over 60 ft. = base rate + $0.75</td>
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PAIN0055-006 03/01/2020

CLARK, COWLITZ, KLICKITAT, SKAMANIA and WAHKAUKUM COUNTIES

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<td>Painter: Painters:</td>
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<tr>
<td>HIGHWAY &amp; PARKING LOT</td>
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<td>STRIPER................</td>
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PLAS0072-004 06/01/2020

ADAMS, ASOTIN, BENTON, CHELAN, COLUMBIA, DOUGLAS, FERRY, FRANKLIN, GARFIELD, GRANT, KITTITAS, LINCOLN, OKANOGAN, PEND OREILLE, SPOKANE, STEVENS, WALLA WALLA, WHITMAN, AND YAKIMA COUNTIES

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<tr>
<th>Rates</th>
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<tr>
<td>CEMENT MASON/CONCRETE FINISHER</td>
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<tr>
<td>ZONE 1..................</td>
<td>$ 31.30</td>
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Zone Differential (Add to Zone 1 rate): Zone 2 - $2.00

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
PLAS0528-001 06/01/2020

CLALLAM, COWLITZ, GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, LEWIS, MASON, PACIFIC, PIERCE, SAN JUAN, SKAGIT, SNOHOMISH, THURSTON, WAHKIAKUM AND WHATCOM COUNTIES

<table>
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<td>CEMENT MASON</td>
<td>$45.80</td>
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<td>COMPOSITION, TROWEL MACHINE, GRINDER, POWER TOOLS, GUNNITE NOZZLE</td>
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<td>TROWELING MACHINE OPERATOR ON COMPOSITION</td>
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PLAS0555-002 07/01/2019

CLARK, KLICKITAT AND SKAMANIA COUNTIES

ZONE 1:

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<tr>
<td>CEMENT MASON</td>
<td>$35.85</td>
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<tr>
<td>CEMENT MASONS DOING BOTH COMPOSITION/POWER MACHINERY AND SUSPENDED/HANGING SCAFFOLD</td>
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<tr>
<td>CEMENT MASONS ON SUSPENDED, SWINGING AND/OR HANGING SCAFFOLD</td>
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<td>COMPOSITION WORKERS AND POWER MACHINERY OPERATORS</td>
<td>$36.58</td>
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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
TEAM0037-002 06/01/2020

CLARK, COWLITZ, KLIKKTAT, 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

Truck drivers:

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
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<tbody>
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<tr>
<td>GROUP 1.................$ 29.33</td>
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<tr>
<td>GROUP 2.................$ 29.46</td>
<td>16.40</td>
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<tr>
<td>GROUP 3.................$ 29.60</td>
<td>16.40</td>
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<tr>
<td>GROUP 4.................$ 29.89</td>
<td>16.40</td>
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<td>GROUP 5.................$ 30.03</td>
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<td>GROUP 6.................$ 30.31</td>
<td>16.40</td>
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<td>GROUP 7.................$ 30.53</td>
<td>16.40</td>
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</tbody>
</table>

Zone Differential (Add to Zone 1 Rates):

Zone 2 - $0.65
Zone 3 - 1.15
Zone 4 - 1.70
Zone 5 - 2.75

BASE POINTS: ASTORIA, THE DALLES, LONGVIEW AND VANCOUVER

ZONE 1: Projects within 30 miles of the respective city hall.

ZONE 2: More than 30 miles but less than 40 miles from the respective city hall.

ZONE 3: More than 40 miles but less than 50 miles from the respective city hall.

ZONE 4: More than 50 miles but less than 80 miles from the respective city hall.

ZONE 5: More than 80 miles from the respective city hall.

TRUCK DRIVERS CLASSIFICATIONS

GROUP 1: A Frame or Hydra 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
GROUP 2: Boom Truck/Hydra-lift or Retracting Crane; Challenger; Dumpsters or similar equipment all sizes; Dump Trucks/Articulated Dumps 6 cu to 10 cu.; Flaherty Spreader Driver or Leverman; Lowbed Equipment, Flat Bed Semi-trailer or doubles transporting equipment or wet or dry materials; Lumber Carrier, Driver-Straddle Carrier (used in loading, unloading and transporting of materials on job site); Oil Distributor Driver or Leverman; Transit mix and wet or dry mix trucks: over 5 cu. yds. and including 7 cu. yds.; Vacuum Trucks; Water truck/Wagons (rated capacity) over 3,000 to 5,000 gallons

GROUP 3: Ammonia Nitrate Distributor Driver; Dump trucks, side, end and bottom dumps, including Semi Trucks and Trains or combinations thereof: over 10 cu. yds. and including 30 cu. yds. includes Articulated Dump Trucks; Self-Propelled Street Sweeper; Transit mix and wet or dry mix truck: over 7 cu yds. and including 11 cu yds.; Truck Mechanic-Welder-Body Repairman; Utility and Clean-up Truck; Water Wagons (rated capacity) over 5,000 to 10,000 gallons

GROUP 4: Asphalt Burner; Dump Trucks, side, end and bottom cumps, including Semi-Trucks and Trains or combinations thereof: over 30 cu. yds. and including 50 cu. yds. includes Articulated Dump Trucks; Fire Guard; Transit Mix and Wet or Dry Mix Trucks, over 11 cu yds. and including 15 cu. yds.; Water Wagon (rated capacity) over 10,000 gallons to 15,000 gallons

GROUP 5: Composite Crewman; Dump Trucks, side, end and bottom dumps, including Semi Trucks and Trains or combinations thereof: over 50 cu. yds. and including 60 cu. yds. includes Articulated Dump Trucks

GROUP 6: Bulk Cement Spreader w/o Auger; Dry Pre-Batch concrete Mix Trucks; Dump trucks, side, end and bottom dumps, including Semi Trucks and Trains or combinations thereof: over 60 cu. yds. and including 80 cu. yds., and includes Articulated Dump Trucks; Skid Truck

GROUP 7: Dump Trucks, side, end and bottom dumps, including Semi Trucks and Trains or combinations thereof: over 80 cu. yds. and including 100 cu. yds., includes Articulated Dump Trucks; Industrial Lift Truck (mechanical tailgate)
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

<table>
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<tr>
<th>Rates Fringes</th>
<th>Truck drivers:</th>
</tr>
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<tbody>
<tr>
<td>ZONE A:</td>
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<tr>
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<td>$ 34.26</td>
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<tr>
<td>GROUP 5:</td>
<td>$ 42.43</td>
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ZONE B (25-45 miles from center of listed cities*): Add $.70 per hour to Zone A rates.
ZONE C (over 45 miles from centr of listed cities*): Add $1.00 per hour to Zone A rates.

*Zone pay will be calculated from the city center of the following listed cities:

- BELLINGHAM
- CENTRALIA
- RAYMOND
- OLYMPIA
- EVERETT
- SHELTON
- ANACORTES
- BELLEVUE
- SEATTLE
- PORT ANGELES
- MT. VERNON
- KENT
- TACOMA
- PORT TOWNSEND
- ABERDEEN
- BREMERTON

TRUCK DRIVERS CLASSIFICATIONS

GROUP 1 - ""A-frame or Hydralift"" trucks and Boom trucks or similar equipment when ""A"" frame or ""Hydralift"" and Boom truck or similar equipment is used; Buggymobile; Bulk Cement Tanker; Dumpsters and similar equipment, Tournorockers, Tournowagon, Tournotrailer, Cat DW series, Terra Cobra, Le Tourneau, Westinghouse, Athye Wagon, Euclid Two and Four-Wheeled power tractor with trailer and similar top-loaded equipment transporting material: Dump Trucks, side, end and bottom dump, including semi-trucks and trains or combinations thereof with 16 yards to 30 yards capacity: Over 30 yards $.15 per hour additional for each 10 yard increment; Explosive Truck (field mix) and similar equipment; Hyster Operators (handling bulk loose aggregates); Lowbed and Heavy Duty Trailer; Road Oil Distributor Driver; Spreader, Flaherty Transit mix used exclusively in heavy construction; Water Wagon and Tank Truck-3,000 gallons and over capacity.
GROUP 2 - Bulllifts, or similar equipment used in loading or unloading trucks, transporting materials on job site; Dumpsters, and similar equipment, Tournorockers, Turnowagon, Turnotrailor, Cat. D.W. Series, Terra Cobra, Le Tourneau, Westinghouse, Athye wagon, Euclid two and four-wheeled power tractor with trailer and similar top-loaded equipment transporting material: Dump trucks, side, end and bottom dump, including semi-trucks and trains or combinations thereof with less than 16 yards capacity; Flatbed (Dual Rear Axle); Grease Truck, Fuel Truck, Greaser, Battery Service Man and/or Tire Service Man; Leverman and loader at bunkers and batch plants; Oil tank transport; Scissor truck; Slurry Truck; Sno-Go and similar equipment; Swampers; Straddler Carrier (Ross, Hyster) and similar equipment; Team Driver; Tractor (small, rubber-tired) (when used within Teamster jurisdiction); Vacuum truck; Water Wagon and Tank trucks-less than 3,000 gallons capacity; Winch Truck; Wrecker, Tow truck and similar equipment

GROUP 3 - Flatbed (single rear axle); Pickup Sweeper; Pickup Truck. (Adjust Group 3 upward by $2.00 per hour for onsite work only)

GROUP 4 - Escort or Pilot Car

GROUP 5 - Mechanic

HAZMAT PROJECTS

Anyone working on a HAZMAT job, where HAZMAT certification is required, shall be compensated as a premium, in addition to the classification working in as follows:
LEVEL C: +$.25 per hour - This level uses an air purifying respirator or additional protective clothing.
LEVEL B: +$.50 per hour - Uses same respirator protection as Level A. Supplied air line is provided in conjunction with a chemical ""splash suit.""
LEVEL A: +$.75 per hour - This level utilizes a fully-encapsulated suit with a self-contained breathing apparatus or a supplied air line.
ADAMS, ASOTIN, BENTON, CHELAN, COLUMBIA, DOUGLAS, FERRY, 
FRANKLIN, GARFIELD, GRANT KITTTITAS, LINCOLN, OKANOGAN, PEND 
OREILLE, SPOKANE, STEVENS, WALLA WALLA, WHITMAN AND YAKIMA 
COUNTIES

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<td>$27.01</td>
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<td>$27.12</td>
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<td>$27.29</td>
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<td>GROUP 7</td>
<td>$27.82</td>
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<tr>
<td>GROUP 8</td>
<td>$28.18</td>
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</tbody>
</table>

Area 2:
- GROUP 1: $26.05 17.40
- GROUP 2: $28.69 17.40
- GROUP 3: $28.80 17.40
- GROUP 4: $29.13 17.40
- GROUP 5: $29.24 17.40
- GROUP 6: $29.24 17.40
- GROUP 7: $29.78 17.40
- GROUP 8: $30.10 17.40

Zone Differential (Add to Zone 1 rate: Zone 1 + $2.00)

BASE POINTS: Spokane, Pasco, Lewiston 
Zone 1: 0-45 radius miles from the main post office. 
Zone 2: Outside 45 radius miles from the main post office
TRUCK DRIVERS CLASSIFICATIONS

GROUP 1: Escort Driver or Pilot Car; Employee Haul; Power Boat Hauling Employees or Material

GROUP 2: Fish Truck; Flat Bed Truck; Fork Lift (3000 lbs. and under); 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)

GROUP 3: Auto Crane (2000 lbs. capacity); Buggy Mobile & Similar; Bulk Cement Tanks & Spreader; Dumpster (6 yds. & under); Flat Bed Truck with Hydraulic System; Fork Lift (3001-16,000 lbs.); Fuel Truck Driver, Steamcleaner & Washer; Power Operated Sweeper; Rubber-tired Tunnel Jumbo; Scissors Truck; Slurry Truck Driver; Straddle Carrier (Ross, Hyster, & similar); Tireperson; Transit Mixers & Truck Hauling Concrete (3 yd. to & including 6 yd.); Trucks, side, end, bottom & articulated end dump (3 yards to and including 6 yds.); Warehouseperson (to include shipping & receiving); Wrecker & Tow Truck

GROUP 4: A-Frame; Burner, Cutter, & Welder; Service Greaser; Trucks, side, end, bottom & articulated end dump (over 6 yards to and including 12 yds.); Truck Mounted Hydro Seeder; Warehouseperson; Water Tank truck (0-8,000 gallons)

GROUP 5: Dumpster (over 6 yds.); Lowboy (50 tons & under); Self- loading Roll Off; Semi-Truck & Trailer; Tractor with Steer Trailer; Transit Mixers and Trucks Hauling Concrete (over 6 yds. to and including 10 yds.); Trucks, side, end, bottom and end dump (over 12 yds. to & including 20 yds.); Truck-Mounted Crane (with load bearing surface either mounted or pulled, up to 14 ton); Vacuum Truck (super sucker, guzzler, etc.)

GROUP 6: Flaherty Spreader Box Driver; Flowboys; Fork Lift (over 16,000 lbs.); Dumps (Semi-end); Mechanic (Field); Semi- end Dumps; Transfer Truck & Trailer; Transit Mixers & Trucks Hauling Concrete (over 10 yds. to & including 20 yds.); Trucks, side, end, bottom and articulated end dump (over 20 yds. to & including 40 yds.); Truck and Pup; Tournarocker, DWs & similar with 2 or more 4 wheel-power tractor with trailer, gallonage or yardage scale, whichever is greater Water Tank Truck (8,001- 14,000 gallons); Lowboy (over 50 tons)

GROUP 7: Oil Distributor Driver; Stringer Truck (cable operated trailer); Transit Mixers & Trucks Hauling Concrete (over 20 yds.); Truck, side, end, bottom end dump (over 40 yds. to & including 100 yds.); Truck Mounted Crane (with load bearing surface either mounted or pulled (16 through 25 tons);
GROUP 8: Prime Movers and Stinger Truck; Trucks, side, end, bottom and articulated end dump (over 100 yds.); Helicopter Pilot Hauling Employees or Materials

Footnote A - Anyone working on a HAZMAT job, where HAZMAT certification is required, shall be compensated as a premium, in addition to the classification working in as follows:

LEVEL C-D: - $.50 PER HOUR (This is the lowest level of protection. This level may use an air purifying respirator or additional protective clothing.

LEVEL A-B: - $1.00 PER HOUR (Uses supplied air in 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 four(4) and eight(8) hours.

NOTE:
Trucks Pulling Equipment Trailers: shall receive $.15/hour over applicable truck rate

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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 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) (ii)).
The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of "identifiers" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than "SU" or "UAVG" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which 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. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

Survey Rate Identifiers

Classifications listed under the "SU" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of 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. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the
classifications was union data. EXAMPLE: UAVG-OH-0010
08/29/2014. UAVG indicates that the rate is a weighted union
average rate. OH indicates the state. The next number, 0010 in
the example, is an internal number used in producing the wage
determination. 08/29/2014 indicates the survey completion date
for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of
each year, to reflect a weighted average of the current
negotiated/CBA rate of the union locals from which the rate is
based.

----------------------------------------------------------------

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can
be:

* an existing published wage determination
* a survey underlying a wage determination
* a Wage and Hour Division letter setting forth a position on
  a wage determination matter
* a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests
for summaries of surveys, should be with the Wage and Hour
Regional Office for the area in which the survey was conducted
because those Regional Offices have responsibility for the
Davis-Bacon survey program. If the response from this initial
contact is not satisfactory, then the process described in 2.)
and 3.) should be followed.

With regard to any other matter not yet ripe for the formal
process described here, initial contact should be with the
Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210
2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

   Wage and Hour Administrator
   U.S. Department of Labor
   200 Constitution Avenue, N.W.
   Washington, DC 20210

   The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

   Administrative Review Board
   U.S. Department of Labor
   200 Constitution Avenue, N.W.
   Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

================================================================

END OF GENERAL DECISION"
PART V

STATE PREVAILING WAGE RATES

AND

GENERAL REQUIREMENTS
## 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: 10/25/2021

<table>
<thead>
<tr>
<th>County</th>
<th>Trade</th>
<th>Job Classification</th>
<th>Wage</th>
<th>Holiday</th>
<th>Overtime</th>
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<td>Journey Level</td>
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<td>Journey Level</td>
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<td>Pierce</td>
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<td>$67.41</td>
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<td>Cement Masons</td>
<td>Green Concrete Saw, self-powered</td>
<td>$67.41</td>
<td>7A</td>
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<td>Pierce</td>
<td>Cement Masons</td>
<td>Grouting of all Plates</td>
<td>$66.91</td>
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<td>Cement Masons</td>
<td>Grouting of all Tilt-up Panels</td>
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<td>7A</td>
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<td>Cement Masons</td>
<td>Gunite Nozzleman</td>
<td>$67.41</td>
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<td>Cement Masons</td>
<td>Journey Level</td>
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<td>7A</td>
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<td>Pierce</td>
<td>Cement Masons</td>
<td>Patching Concrete</td>
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<td>Pneumatic Power Tools</td>
<td>$67.41</td>
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<td>Power Chipping &amp; Brushing</td>
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<td>Sand Blasting Architectural Finish</td>
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<td>Screed &amp; Rodding Machine</td>
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<td>Spackling or Skim Coat Concrete</td>
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<td>Troweling Machine Operator</td>
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<td>Pierce</td>
<td>Cement Masons</td>
<td>Troweling Machine Operator on Colored Slabs</td>
<td>$67.41</td>
<td>7A</td>
<td>4U</td>
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<td>Tunnel Workers</td>
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<tr>
<td>Pierce</td>
<td>Divers &amp; Tenders</td>
<td>Bell/Vehicle or Submersible Operator (Not Under Pressure)</td>
<td>$118.80</td>
<td>7A</td>
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<td>Pierce</td>
<td>Divers &amp; Tenders</td>
<td>Dive Supervisor/Master</td>
<td>$81.98</td>
<td>7A</td>
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<td>Pierce</td>
<td>Divers &amp; Tenders</td>
<td>Diver</td>
<td>$118.80</td>
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<td>Pierce</td>
<td>Divers &amp; Tenders</td>
<td>Diver On Standby</td>
<td>$76.98</td>
<td>7A</td>
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<td>Divers &amp; Tenders</td>
<td>Diver Tender</td>
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<td>Divers &amp; Tenders</td>
<td>Manifold Operator</td>
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<td>7A</td>
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<td>Divers &amp; Tenders</td>
<td>Manifold Operator Mixed Gas</td>
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<td>Pierce</td>
<td>Divers &amp; Tenders</td>
<td>Remote Operated Vehicle Operator/Technician</td>
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<td>7A</td>
<td>4C</td>
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<td>Pierce</td>
<td>Divers &amp; Tenders</td>
<td>Remote Operated Vehicle Tender</td>
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<td>Rate</td>
<td>5D</td>
<td>3F</td>
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<tr>
<td>Pierce Dredge Workers</td>
<td>Assistant Engineer</td>
<td>$73.62</td>
<td>5D</td>
<td>3F</td>
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<td>Pierce Dredge Workers</td>
<td>Assistant Mate (Deckhand)</td>
<td>$73.05</td>
<td>5D</td>
<td>3F</td>
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<td>Pierce Dredge Workers</td>
<td>Engineer Welder</td>
<td>$75.03</td>
<td>5D</td>
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<td>Leverman, Hydraulic</td>
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<td>$73.62</td>
<td>5D</td>
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<td>Pierce Dredge Workers</td>
<td>Oiler</td>
<td>$73.05</td>
<td>5D</td>
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<td>Pierce Drywall Applicator</td>
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<td>5D</td>
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<td>Pierce Drywall Tapers</td>
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<td>5P</td>
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<td>Pierce Electrical Fixture Maintenance Workers</td>
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<td>Pierce Electricians - Inside</td>
<td>Cable Splicer</td>
<td>$77.53</td>
<td>5C</td>
<td>1G</td>
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<td>Pierce Electricians - Inside</td>
<td>Journey Level</td>
<td>$72.56</td>
<td>5C</td>
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<td>Pierce Electricians - Inside</td>
<td>Lead Covered Cable Splicer</td>
<td>$82.51</td>
<td>5C</td>
<td>1G</td>
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<td>Pierce Electricians - Inside</td>
<td>Welder</td>
<td>$77.53</td>
<td>5C</td>
<td>1G</td>
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<td>Pierce Electricians - Motor Shop</td>
<td>Craftsman</td>
<td>$15.37</td>
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<td>Pierce Electricians - Motor Shop</td>
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<td>1</td>
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<td>Pierce Electricians - Powerline Construction</td>
<td>Cable Splicer</td>
<td>$82.39</td>
<td>5A</td>
<td>4D</td>
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<td>Pierce Electricians - Powerline Construction</td>
<td>Certified Line Welder</td>
<td>$75.64</td>
<td>5A</td>
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<tr>
<td>Pierce Electricians - Powerline Construction</td>
<td>Groundperson</td>
<td>$49.17</td>
<td>5A</td>
<td>4D</td>
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<td>Pierce Electricians - Powerline Construction</td>
<td>Heavy Line Equipment Operator</td>
<td>$75.64</td>
<td>5A</td>
<td>4D</td>
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<td>Pierce Electricians - Powerline Construction</td>
<td>Journey Level Lineperson</td>
<td>$75.64</td>
<td>5A</td>
<td>4D</td>
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<td>Pierce Electricians - Powerline Construction</td>
<td>Line Equipment Operator</td>
<td>$64.54</td>
<td>5A</td>
<td>4D</td>
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<td>Pierce Electricians - Powerline Construction</td>
<td>Meter Installer</td>
<td>$49.17</td>
<td>5A</td>
<td>4D</td>
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<td>Pierce Electricians - Powerline Construction</td>
<td>Pole Sprayer</td>
<td>$75.64</td>
<td>5A</td>
<td>4D</td>
<td>View</td>
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<td>Pierce Electricians - Powerline Construction</td>
<td>Powderperson</td>
<td>$56.49</td>
<td>5A</td>
<td>4D</td>
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<td>Pierce Electronic Technicians</td>
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<td>$46.47</td>
<td>6Z</td>
<td>1B</td>
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<td>Pierce Elevator Constructors</td>
<td>Mechanic</td>
<td>$100.51</td>
<td>7D</td>
<td>4A</td>
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<td>Pierce Elevator Constructors</td>
<td>Mechanic In Charge</td>
<td>$108.53</td>
<td>7D</td>
<td>4A</td>
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<td>Pierce Fabricated Precast Concrete Products</td>
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<td>Pierce Fence Erectors</td>
<td>Fence Erector</td>
<td>$46.29</td>
<td>7A</td>
<td>4V</td>
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<td>Pierce Fence Erectors</td>
<td>Fence Laborer</td>
<td>$46.29</td>
<td>7A</td>
<td>4V</td>
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<td>Pierce Flaggers</td>
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<td>7A</td>
<td>4V</td>
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<td>Pierce Glaziers</td>
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<td>$72.41</td>
<td>7L</td>
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<td>Pierce Heat &amp; Frost Insulators And Asbestos Workers</td>
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<td>15H</td>
<td>11C</td>
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<td>7F</td>
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<td>Pierce</td>
<td>Heating Equipment Mechanics</td>
<td>Journey Level</td>
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<td>7A</td>
<td>4V</td>
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<tr>
<td>Pierce</td>
<td>Hod Carriers &amp; Mason Tenders</td>
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<td>Pierce</td>
<td>Industrial Power Vacuum Cleaner</td>
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<td>Pierce</td>
<td>Inland Boatmen</td>
<td>Boat Operator</td>
<td>$61.41</td>
<td>5B</td>
<td>1K</td>
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<td>Pierce</td>
<td>Inland Boatmen</td>
<td>Cook</td>
<td>$56.48</td>
<td>5B</td>
<td>1K</td>
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<td>Pierce</td>
<td>Inland Boatmen</td>
<td>Deckhand</td>
<td>$57.48</td>
<td>5B</td>
<td>1K</td>
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<tr>
<td>Pierce</td>
<td>Inland Boatmen</td>
<td>Deckhand Engineer</td>
<td>$58.81</td>
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<td>Launch Operator</td>
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<td>Inland Boatmen</td>
<td>Mate</td>
<td>$57.31</td>
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<tr>
<td>Pierce</td>
<td>Inspection/Cleaning/Sealing Of Sewer &amp; Water Systems By Remote Control</td>
<td>Grout Truck Operator</td>
<td>$13.69</td>
<td>1</td>
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<td>Head Operator</td>
<td>$13.69</td>
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<td>Pierce</td>
<td>Inspection/Cleaning/Sealing Of Sewer &amp; Water Systems By Remote Control</td>
<td>Technician</td>
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<td>Pierce</td>
<td>Inspection/Cleaning/Sealing Of Sewer &amp; Water Systems By Remote Control</td>
<td>Tv Truck Operator</td>
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<td>Insulation Applicators</td>
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<td>Pierce</td>
<td>Ironworkers</td>
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<tr>
<td>Pierce</td>
<td>Laborers</td>
<td>Air, Gas Or Electric Vibrating Screed</td>
<td>$54.62</td>
<td>7A</td>
<td>4V</td>
<td>8Y</td>
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<td>Airtrac Drill Operator</td>
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<td>Pierce</td>
<td>Laborers</td>
<td>Ballast Regular Machine</td>
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<td>Pierce</td>
<td>Laborers</td>
<td>Brick Pavers</td>
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<td>Pierce</td>
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<td>Pierce</td>
<td>Laborers</td>
<td>Brush Hog Feeder</td>
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<td>7A</td>
<td>4V</td>
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<td>Pierce</td>
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<td>Carpenter Tender</td>
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<td>Pierce</td>
<td>Laborers</td>
<td>Cement Dumper-paving</td>
<td>$55.62</td>
<td>7A</td>
<td>4V</td>
<td>8Y</td>
<td>View</td>
</tr>
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<td>Pierce</td>
<td>Laborers</td>
<td>Cement Finisher Tender</td>
<td>$54.62</td>
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<td>Pierce</td>
<td>Laborers</td>
<td>Change House Or Dry Shack</td>
<td>$54.62</td>
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<td>4V</td>
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<td>Laborers</td>
<td>Chipping Gun (30 Lbs. And Over)</td>
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<td>Chipping Gun (Under 30 Lbs.)</td>
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<td>Chuck Tender</td>
<td>$54.62</td>
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<td>Laborers</td>
<td>Concrete Dumper/Chute Operator</td>
<td>$55.62</td>
<td>7A</td>
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<td>Demolition: Wrecking &amp; Moving (Incl. Charred Material)</td>
<td>$54.62</td>
<td>7A</td>
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<td>Ditch Digger</td>
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<td>4V</td>
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<td>8Y</td>
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<td>Drill Operator (Hydraulic, Diamond)</td>
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<td>Laborers</td>
<td>Grade Checker &amp; Transit Person</td>
<td>$46.42</td>
<td>7A</td>
<td>4V</td>
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<td>Grinders</td>
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<td>Groutmen (Pressure) Including Post Tension Beams</td>
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<td>Pierce</td>
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<td>Guardrail Erector</td>
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<td>Hazardous Waste Worker (Level A)</td>
<td>$56.31</td>
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<td>4V</td>
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<td>Laborers</td>
<td>Hazardous Waste Worker (Level B)</td>
<td>$55.62</td>
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<td>4V</td>
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<td>Hazardous Waste Worker (Level C)</td>
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<td>Manhole Builder-Mudman</td>
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<td>4V</td>
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<td>Motorman-Dinky Locomotive</td>
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<td>7A</td>
<td>4V</td>
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<tr>
<td>Pierce</td>
<td>Laborers</td>
<td>nozzleman (concrete pump, green cutter when using combination of high pressure air &amp; water on concrete &amp; rock, sandblast, gunite, shotcrete, water blaster, vacuum blaster)</td>
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<td>7A</td>
<td>4V</td>
<td>8Y</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Laborers</td>
<td>Pavement Breaker</td>
<td>$55.62</td>
<td>7A</td>
<td>4V</td>
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<td>Pierce</td>
<td>Laborers</td>
<td>Pilot Car</td>
<td>$46.29</td>
<td>7A</td>
<td>4V</td>
<td>8Y</td>
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<td>Pierce</td>
<td>Laborers</td>
<td>Pipe Layer (Lead)</td>
<td>$46.42</td>
<td>7A</td>
<td>4V</td>
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<td>Pierce</td>
<td>Laborers</td>
<td>Pipe Layer/Tailor</td>
<td>$55.62</td>
<td>7A</td>
<td>4V</td>
<td>8Y</td>
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<td>Pierce</td>
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<td>Pipe Pot Tender</td>
<td>$55.62</td>
<td>7A</td>
<td>4V</td>
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<td>Pierce</td>
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<td>Pipe Reliner</td>
<td>$55.62</td>
<td>7A</td>
<td>4V</td>
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<td>Pierce</td>
<td>Laborers</td>
<td>Pipe Wrapper</td>
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<td>7A</td>
<td>4V</td>
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<td>Pierce</td>
<td>Laborers</td>
<td>Pot Tender</td>
<td>$54.62</td>
<td>7A</td>
<td>4V</td>
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<td>Pierce</td>
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<td>4V</td>
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<td>Powderman's Helper</td>
<td>$54.62</td>
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<td>4V</td>
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<td>Railroad Spike Puller - Power</td>
<td>$55.62</td>
<td>7A</td>
<td>4V</td>
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<td>Laborers</td>
<td>Raker - Asphalt</td>
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<td>7A</td>
<td>4V</td>
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<td>Pierce</td>
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<td>Re-timberman</td>
<td>$56.31</td>
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<td>4V</td>
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<td>Pierce</td>
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<td>Pierce</td>
<td>Laborers</td>
<td>Rigger/Signal Person</td>
<td>$55.62</td>
<td>7A</td>
<td>4V</td>
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<td>Laborers</td>
<td>Rip Rap Person</td>
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<td>Rivet Buster</td>
<td>$55.62</td>
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<td>4V</td>
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<td>Scaffold Erector</td>
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<td>Sloper (Over 20&quot;)</td>
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<td>Sloper Sprayer</td>
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<td>Spreader (Concrete)</td>
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<td>Pierce</td>
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<td>Stake Hopper</td>
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<td>Stock Piler</td>
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<td>Swinging Stage/Boatswain Chair</td>
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<td>Tamper &amp; Similar Electric, Air &amp; Gas Operated Tools</td>
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<td>7A</td>
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<td>Laborers</td>
<td>Tamper (Multiple &amp; Self-propelled)</td>
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<td>4V</td>
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<td>Timber Person - Sewer (Lagger, Shorer &amp; Cribber)</td>
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<td>Toolroom Person (at Jobsite)</td>
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<td>4V</td>
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<td>7A</td>
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<td>Track Laborer</td>
<td>$54.62</td>
<td>7A</td>
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<td>8Y</td>
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<td>Tugger Operator</td>
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<td>Pierce Laborers</td>
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<td>$142.82</td>
<td>7A</td>
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<td>9B</td>
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<td>7A</td>
<td>4V</td>
<td>9B</td>
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<tr>
<td>Pierce Laborers</td>
<td>Tunnel Work-Compressed Air Worker 44.01-54.00 psi</td>
<td>$151.53</td>
<td>7A</td>
<td>4V</td>
<td>9B</td>
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<td>Tunnel Work-Compressed Air Worker 54.01-60.00 psi</td>
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<tr>
<td>Pierce Laborers</td>
<td>Tunnel Work-Compressed Air Worker 60.01-64.00 psi</td>
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<td>Tunnel Work-Compressed Air Worker 64.01-68.00 psi</td>
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<td>Pierce Laborers</td>
<td>Tunnel Work-Compressed Air Worker 68.01-70.00 psi</td>
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<td>Pierce Laborers</td>
<td>Tunnel Work-Compressed Air Worker 70.01-72.00 psi</td>
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<td>Pierce Laborers</td>
<td>Tunnel Work-Guage and Lock Tender</td>
<td>$57.41</td>
<td>7A</td>
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<td>Pierce Laborers</td>
<td>Tunnel Work-Miner</td>
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<td>Pierce Laborers</td>
<td>Vibrator</td>
<td>$55.62</td>
<td>7A</td>
<td>4V</td>
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<td>Pierce Laborers</td>
<td>Vinyl Seamer</td>
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<td>7A</td>
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<tr>
<td>Pierce Laborers</td>
<td>Watchman</td>
<td>$42.08</td>
<td>7A</td>
<td>4V</td>
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<tr>
<td>Pierce Laborers</td>
<td>Welder</td>
<td>$55.62</td>
<td>7A</td>
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<td>Pierce Laborers</td>
<td>Well Point Laborer</td>
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<tr>
<td>Pierce Laborers</td>
<td>Window Washer/Cleaner</td>
<td>$42.08</td>
<td>7A</td>
<td>4V</td>
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<tr>
<td>Pierce Laborers - Underground Sewer &amp; Water</td>
<td>General Laborer &amp; Topman</td>
<td>$54.62</td>
<td>7A</td>
<td>4V</td>
<td>8Y</td>
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<tr>
<td>Pierce Laborers - Underground Sewer &amp; Water</td>
<td>Pipe Layer</td>
<td>$55.62</td>
<td>7A</td>
<td>4V</td>
<td>8Y</td>
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<tr>
<td>Pierce Landscape Construction</td>
<td>Landscape Construction/Landscaping Or Planting Laborers</td>
<td>$42.08</td>
<td>7A</td>
<td>4V</td>
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<tr>
<td>Pierce Landscape Construction</td>
<td>Landscape Operator</td>
<td>$73.05</td>
<td>7A</td>
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<tr>
<td>Pierce Landscape Maintenance</td>
<td>Groundskeeper</td>
<td>$17.07</td>
<td>1</td>
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<tr>
<td>Pierce Lathers</td>
<td>Journey Level</td>
<td>$67.54</td>
<td>5D</td>
<td>1H</td>
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<td>Pierce Marble Setters</td>
<td>Journey Level</td>
<td>$63.32</td>
<td>7E</td>
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<tr>
<td>Pierce Metal Fabrication (In Shop)</td>
<td>Fitter</td>
<td>$15.25</td>
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<td>Pierce Metal Fabrication (In Shop)</td>
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<td>$13.69</td>
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<td>Pierce Metal Fabrication (In Shop)</td>
<td>Machine Operator</td>
<td>$13.98</td>
<td>1</td>
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<td>Pierce Metal Fabrication (In Shop)</td>
<td>Welder</td>
<td>$13.98</td>
<td>1</td>
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<tr>
<td>Pierce</td>
<td>Millwright</td>
<td>Journey Level</td>
<td>$66.44</td>
<td>7A</td>
<td>4C</td>
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<td>Pierce</td>
<td>Painters</td>
<td>Journey Level</td>
<td>$47.70</td>
<td>6Z</td>
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<td>Pierce</td>
<td>Pile Driver</td>
<td>Crew Tender</td>
<td>$69.91</td>
<td>7A</td>
<td>4C</td>
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<tr>
<td>Pierce</td>
<td>Pile Driver</td>
<td>Crew Tender/Technician</td>
<td>$69.91</td>
<td>7A</td>
<td>4C</td>
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<tr>
<td>Pierce</td>
<td>Pile Driver</td>
<td>Hyperbaric Worker - Compressed Air Worker 0-30.00 PSI</td>
<td>$80.76</td>
<td>7A</td>
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<tr>
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<td>Pile Driver</td>
<td>Hyperbaric Worker - Compressed Air Worker 30.01 - 44.00 PSI</td>
<td>$85.76</td>
<td>7A</td>
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<td>Hyperbaric Worker - Compressed Air Worker 44.01 - 54.00 PSI</td>
<td>$89.76</td>
<td>7A</td>
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<tr>
<td>Pierce</td>
<td>Pile Driver</td>
<td>Hyperbaric Worker - Compressed Air Worker 54.01 - 60.00 PSI</td>
<td>$94.76</td>
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<td>7A</td>
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<td>Pile Driver</td>
<td>Hyperbaric Worker - Compressed Air Worker 64.01 - 68.00 PSI</td>
<td>$102.26</td>
<td>7A</td>
<td>4C</td>
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<td>Pile Driver</td>
<td>Hyperbaric Worker - Compressed Air Worker 68.01 - 70.00 PSI</td>
<td>$104.26</td>
<td>7A</td>
<td>4C</td>
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<td>Pierce</td>
<td>Pile Driver</td>
<td>Hyperbaric Worker - Compressed Air Worker 70.01 - 72.00 PSI</td>
<td>$106.26</td>
<td>7A</td>
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<td>Pierce</td>
<td>Pile Driver</td>
<td>Hyperbaric Worker - Compressed Air Worker 72.01 - 74.00 PSI</td>
<td>$108.26</td>
<td>7A</td>
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<td>Journey Level</td>
<td>$65.19</td>
<td>7A</td>
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<td>Pierce</td>
<td>Plasterers</td>
<td>Journey Level</td>
<td>$64.14</td>
<td>7Q</td>
<td>1R</td>
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<td>Pierce</td>
<td>Plasterers</td>
<td>Nozzleman</td>
<td>$67.64</td>
<td>7Q</td>
<td>1R</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Playground &amp; Park Equipment Installers</td>
<td>Journey Level</td>
<td>$13.69</td>
<td>1</td>
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<td>View</td>
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<tr>
<td>Pierce</td>
<td>Plumbers &amp; Pipefitters</td>
<td>Journey Level</td>
<td>$80.97</td>
<td>5A</td>
<td>1G</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Asphalt Plant Operator</td>
<td>$74.27</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<tr>
<td>Pierce</td>
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<td>Assistant Engineer</td>
<td>$69.12</td>
<td>7A</td>
<td>3K</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Barrier Machine (zipper)</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Batch Plant Operator: Concrete</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Bobcat</td>
<td>$69.87</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Brokk - Remote Demolition Equipment</td>
<td>$69.87</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Brooms</td>
<td>$69.87</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Bump Cutter</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Cableways</td>
<td>$74.27</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Chipper</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Compressor</td>
<td>$69.87</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Concrete Pump: Truck Mount With Boom Attachment Over 42m</td>
<td>$74.27</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Concrete Finish Machine -laser Screed</td>
<td>$69.87</td>
<td>7A</td>
<td>3K</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Concrete Pump - Mounted Or Trailer High Pressure Line Pump, Pump High Pressure</td>
<td>$73.05</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Concrete Pump: Truck Mount With Boom Attachment Up To 42m</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Conveyors</td>
<td>$73.05</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Cranes Friction: 200 tons and over</td>
<td>$75.72</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
</tr>
<tr>
<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Cranes, A-frame: 10 tons and under</td>
<td>$69.12</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
</tr>
<tr>
<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Cranes: 100 tons through 199 tons, or 150' of boom (including jib with attachments)</td>
<td>$74.22</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Cranes: 20 tons through 44 tons with attachments</td>
<td>$72.84</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
</tr>
<tr>
<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Cranes: 200 tons- 299 tons, or 250' of boom including jib with attachments</td>
<td>$74.99</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
</tr>
<tr>
<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Cranes: 300 tons and over or 300' of boom including jib with attachments</td>
<td>$75.72</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
</tr>
<tr>
<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Cranes: 45 tons through 99 tons, under 150' of boom(including jib with attachments)</td>
<td>$73.49</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Cranes: Friction cranes through 199 tons</td>
<td>$74.99</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Cranes: through 19 tons with attachments, A-frame over 10 tons</td>
<td>$72.28</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Crusher</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Deck Engineer/deck Winches (power)</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Derricks: on building work</td>
<td>$73.49</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Dozers D-9 &amp; Under</td>
<td>$73.05</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Drill Oilers: Auger Type, Truck Or Crane Mount</td>
<td>$73.05</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Drilling Machine</td>
<td>$75.03</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Elevator and man-lift: permanent and shaft type</td>
<td>$69.12</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td></td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Finishing Machine, Bidwell And Gamaco &amp; Similar Equipment</td>
<td>$72.28</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Forklift: 3000 lbs and over with attachments</td>
<td>$69.12</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Grade Engineer: Using Blueprints, Cut Sheets, etc.</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Grade checker/stakeman</td>
<td>$69.87</td>
<td>7A</td>
<td>3K</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Guardrail punch/Auger</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Hard Tail End Dump Articulating Off-road Equipment</td>
<td>$74.27</td>
<td>7A</td>
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<td>Hard Tail End Dump Articulating Off-road Equipment Under</td>
<td>$73.62</td>
<td>7A</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Horizontal/directional Drill Locator</td>
<td>$73.05</td>
<td>7A</td>
<td>3K</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Horizontal/directional Drill Operator</td>
<td>$73.62</td>
<td>7A</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Hydralifts/boom trucks: 10 tons and under</td>
<td>$69.12</td>
<td>7A</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Hydralifts/boom trucks: over 10 tons</td>
<td>$72.28</td>
<td>7A</td>
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<td>Power Equipment Operators</td>
<td>Loader, Overhead 8 Yards. &amp; Over</td>
<td>$75.03</td>
<td>7A</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Loader, Overhead, 6 Yards. But Not Including 8 Yards</td>
<td>$74.27</td>
<td>7A</td>
<td>3K</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Loaders, Overhead Under 6 Yards</td>
<td>$73.62</td>
<td>7A</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Loaders, Plant Feed</td>
<td>$73.62</td>
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<td>Loaders: Elevating Type Belt</td>
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<td>Power Equipment Operators</td>
<td>Locomotives, All</td>
<td>$73.62</td>
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<td>Power Equipment Operators</td>
<td>Mechanics: all (Leadmen - $0.50 per hour over mechanic)</td>
<td>$74.22</td>
<td>7A</td>
<td>3K</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Motor patrol graders</td>
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<td>3K</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Mucking Machine, Mole, Tunnel Drill, Boring, Road Header And/or Shield</td>
<td>$74.27</td>
<td>7A</td>
<td>3K</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Oil Distributors, Blower Distribution &amp; Mulch Seeding Operator</td>
<td>$69.87</td>
<td>7A</td>
<td>3K</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Outside Hoists (elevators and manlifts), Air Tuggers, Strato</td>
<td>$72.28</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Description</td>
<td>Rate</td>
<td>Location</td>
<td>Date</td>
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<tr>
<td>Pierce</td>
<td>Overhead, bridge type crane: 20 tons through 44 tons</td>
<td>$72.84</td>
<td>7A</td>
<td>3K</td>
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<td>Pierce</td>
<td>Overhead, Bridge Type Crane: 20 Tons Through 44 Tons</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
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<tr>
<td>Pierce</td>
<td>Overhead, bridge type: 100 tons and over</td>
<td>$74.22</td>
<td>7A</td>
<td>3K</td>
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<tr>
<td>Pierce</td>
<td>Overhead, bridge type: 45 tons through 99 tons</td>
<td>$73.49</td>
<td>7A</td>
<td>3K</td>
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<td>Pavement Breaker</td>
<td>$69.87</td>
<td>7A</td>
<td>3K</td>
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<tr>
<td>Pierce</td>
<td>Pile Driver (other Than Crane Mount)</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
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<tr>
<td>Pierce</td>
<td>Plant Oiler - Asphalt, Crusher</td>
<td>$73.05</td>
<td>7A</td>
<td>3K</td>
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<tr>
<td>Pierce</td>
<td>Posthole Digger, Mechanical</td>
<td>$69.87</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<tr>
<td>Pierce</td>
<td>Power Plant</td>
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<td>3K</td>
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<tr>
<td>Pierce</td>
<td>Pumps - Water</td>
<td>$69.87</td>
<td>7A</td>
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<tr>
<td>Pierce</td>
<td>Quad 9, HD 41, D10 And Over</td>
<td>$74.27</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<tr>
<td>Pierce</td>
<td>Quick Tower: no cab, under 100 feet in height based to boom</td>
<td>$69.12</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<tr>
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<td>Remote Control Operator On Rubber Tired Earth Moving Equipment</td>
<td>$74.27</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<tr>
<td>Pierce</td>
<td>Rigger and Bellman</td>
<td>$69.12</td>
<td>7A</td>
<td>3K</td>
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<td>Pierce</td>
<td>Rigger/Signal Person, Bellman(Certified)</td>
<td>$72.28</td>
<td>7A</td>
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<td>3K</td>
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<tr>
<td>Pierce</td>
<td>Roller, Other Than Plant Mix</td>
<td>$69.87</td>
<td>7A</td>
<td>3K</td>
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<tr>
<td>Pierce</td>
<td>Roller, Plant Mix Or Multi-lift Materials</td>
<td>$73.05</td>
<td>7A</td>
<td>3K</td>
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<tr>
<td>Pierce</td>
<td>Roto-mill, Roto-grinder</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<tr>
<td>Pierce</td>
<td>Saws - Concrete</td>
<td>$73.05</td>
<td>7A</td>
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<tr>
<td>Pierce</td>
<td>Scraper, Self Propelled Under 45 Yards</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<tr>
<td>Pierce</td>
<td>Scrapers - Concrete &amp; Carry All</td>
<td>$73.05</td>
<td>7A</td>
<td>3K</td>
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<tr>
<td>Pierce</td>
<td>Scrapers, Self-propelled: 45 Yards And Over</td>
<td>$74.27</td>
<td>7A</td>
<td>3K</td>
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<tr>
<td>Pierce</td>
<td>Service Engineers: equipment</td>
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<td>7A</td>
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<tr>
<td>Pierce</td>
<td>Shotcrete/gunite Equipment</td>
<td>$69.87</td>
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<tr>
<td>Pierce</td>
<td>Shovel, Excavator, Backhoe, Tractors Under 15 Metric Tons</td>
<td>$73.05</td>
<td>7A</td>
<td>3K</td>
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<td>$74.27</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Shovel, Excavator, Backhoe: Over 30 Metric Tons To 50 Metric Tons</td>
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<td>$73.62 7A 3K 8X View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Shovel, Excavator, Backhoes, Tractors: 15 To 30 Metric Tons</td>
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<td>$75.03 7A 3K 8X View</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Shovel, Excavator, Backhoes: Over 50 Metric Tons To 90 Metric Tons</td>
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<td>$74.27 7A 3K 8X View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Spreader, Topsider &amp; Screedman</td>
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<td>Subgrader Trimmer</td>
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<td>$73.62 7A 3K 8X View</td>
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<td>Tower Bucket Elevators</td>
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<td>$73.05 7A 3K 8X View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Tower Crane: over 175' through 250' in height, base to boom</td>
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<td>Power Equipment Operators</td>
<td>Tower crane: up to 175' in height base to boom</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Tower Cranes: over 250' in height from base to boom.</td>
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<td>Power Equipment Operators</td>
<td>Transporters, All Track Or Truck Type</td>
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<td>Pierce</td>
<td>Power Equipment Operators</td>
<td>Truck Crane Oiller/Driver: 100 tons and over</td>
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<td>Power Equipment Operators</td>
<td>Truck crane oiler/driver: under 100 tons</td>
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<td>Truck Mount Portable Conveyor</td>
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<td>Wheel Tractors, Farmall Type</td>
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<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Asphalt Plant Operator</td>
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<td>$74.27 7A 3K 8X View</td>
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<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Assistant Engineer</td>
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<td>Barrier Machine (zipper)</td>
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<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Batch Plant Operator: Concrete</td>
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<td>$73.62 7A 3K 8X View</td>
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<td>Pierce</td>
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<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Brokk - Remote Demolition Equipment</td>
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<td>Bump Cutter</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Concrete Pump: Truck Mount With Boom Attachment Over 42m</td>
<td>$74.27</td>
<td>7A</td>
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<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Concrete Finish Machine -laser Screed</td>
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<td>7A</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Concrete Pump - Mounted Or Trailer High Pressure Line Pump, Pump High Pressure</td>
<td>$73.05</td>
<td>7A</td>
<td>3K</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Concrete Pump: Truck Mount With Boom Attachment Up To 42m</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
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<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Conveyors</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Cranes Friction: 200 tons and over</td>
<td>$75.72</td>
<td>7A</td>
<td>3K</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Cranes, A-frame: 10 tons and under</td>
<td>$69.12</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Cranes: 100 tons through 199 tons, or 150’ of boom (including jib with attachments)</td>
<td>$74.22</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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</tr>
<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Cranes: 20 tons through 44 tons with attachments</td>
<td>$72.84</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Cranes: 200 tons- 299 tons, or 250’ of boom including jib with attachments</td>
<td>$74.99</td>
<td>7A</td>
<td>3K</td>
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<td>View</td>
</tr>
<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Cranes: 300 tons and over or 300' of boom including jib with attachments</td>
<td>$75.72</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Cranes: 45 tons through 99 tons, under 150' of boom(including jib with attachments)</td>
<td>$73.49</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Cranes: Friction cranes through 199 tons</td>
<td>$74.99</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
</tr>
<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Cranes: through 19 tons with attachments, A-frame over 10 tons</td>
<td>$72.28</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
</tr>
<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Crusher</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Deck Engineer/deck Winches (power)</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
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<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Derricks: on building work</td>
<td>$73.49</td>
<td>7A</td>
<td>3K</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Dozers D-9 &amp; Under</td>
<td>$73.05</td>
<td>7A</td>
<td>3K</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Drill Oilers: Auger Type, Truck Or Crane Mount</td>
<td>$73.05</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Drilling Machine</td>
<td>$75.03</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Elevator and man-lift: permanent and shaft type</td>
<td>$69.12</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Finishing Machine, Bidwell And Gamaco &amp; Similar Equipment</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Forklift: 3000 lbs and over with attachments</td>
<td>$72.28</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
</tr>
<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Forklifts: under 3000 lbs. with attachments</td>
<td>$69.12</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Grade Engineer: Using Blueprints, Cut Sheets,etc.</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
</tr>
<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Gradechecker/stakeman</td>
<td>$69.87</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Guardrail punch/Auger</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td></td>
<td></td>
<td>$74.27</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Hard Tail End Dump Articulating Off-road Equipment Under 45 Yards</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Horizontal/directional Drill Locator</td>
<td>$73.05</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Horizontal/directional Drill Operator</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Hydralifts/boom trucks: 10 tons and under</td>
<td>$69.12</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Hydralifts/boom trucks: over 10 tons</td>
<td>$72.28</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Loader, Overhead 8 Yards. &amp; Over</td>
<td>$75.03</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Loader, Overhead, 6 Yards. But Not Including 8 Yards</td>
<td>$74.27</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Loaders, Overhead Under 6 Yards</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Loaders, Plant Feed</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Loaders: Elevating Type Belt</td>
<td>$73.05</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Locomotives, All</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Material Transfer Device</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Mechanics: all (Leadmen - $0.50 per hour over mechanic)</td>
<td>$74.22</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Motor patrol graders</td>
<td>$74.27</td>
<td>7A</td>
<td>3K</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Mucking Machine, Mole, Tunnel Drill, Boring, Road Header And/or Shield</td>
<td>$74.27</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Oil Distributors, Blower Distribution &amp; Mulch Seeding Operator</td>
<td>$69.87</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<td>Pierce</td>
<td></td>
<td></td>
<td>$72.28</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
</tr>
<tr>
<td>Pierce</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Outside Hoists (elevators and manlifts), Air Tuggers, Strato Crane: 20 tons through 44 tons</td>
<td>$72.84</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Overhead, Bridge Type Crane: 20 Tons Through 44 Tons</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
</tr>
<tr>
<td>Pierce</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Overhead, bridge type: 100 tons and over</td>
<td>$74.22</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Overhead, bridge type: 45 tons through 99 tons</td>
<td>$73.49</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<td>Pierce</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Pavement Breaker</td>
<td>$69.87</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Pile Driver (other Than Crane Mount)</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Plant Oiler - Asphalt, Crusher</td>
<td>$73.05</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Posthole Digger, Mechanical</td>
<td>$69.87</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Power Plant</td>
<td>$69.87</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<td>Pierce</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Pumps - Water</td>
<td>$69.87</td>
<td>7A</td>
<td>3K</td>
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<td>Pierce</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Quad 9, HD 41, D10 And Over</td>
<td>$74.27</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Quick Tower: no cab, under 100 feet in height based to boom</td>
<td>$69.12</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Remote Control Operator On Rubber Tired Earth Moving Equipment</td>
<td>$74.27</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Rigger and Bellman</td>
<td>$69.12</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
</tr>
<tr>
<td>Pierce</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Rigger/Signal Person, Bellman(Certified)</td>
<td>$72.28</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Rollagon</td>
<td>$74.27</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
</tr>
<tr>
<td>Pierce</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Roller, Other Than Plant Mix</td>
<td>$69.87</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
</tr>
<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Roller, Plant Mix Or Multi-lift Materials</td>
<td>$73.05</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
</tr>
<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Roto-mill, Roto-grinder</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Saws - Concrete</td>
<td>$73.05</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Scraper, Self Propelled Under 45 Yards</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Scrapers - Concrete &amp; Carry All</td>
<td>$73.05</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Scrapers, Self-propelled: 45 Yards And Over</td>
<td>$74.27</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Service Engineers: equipment</td>
<td>$72.28</td>
<td>7A</td>
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<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Shotcrete/gunite Equipment</td>
<td>$69.87</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Shovel, Excavator, Backhoe, Tractors Under 15 Metric Tons</td>
<td>$73.05</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
</tr>
<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Shovel, Excavator, Backhoe: Over 30 Metric Tons To 50 Metric Tons</td>
<td>$74.27</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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</tr>
<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Shovel, Excavator, Backhoes, Tractors: 15 To 30 Metric Tons</td>
<td>$73.62</td>
<td>7A</td>
<td>3K</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Shovel, Excavator, Backhoes: Over 50 Metric Tons To 90 Metric Tons</td>
<td>$75.03</td>
<td>7A</td>
<td>3K</td>
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<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Slipform Pavers</td>
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<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Spreader, Topsider &amp; Screedman</td>
<td>$74.27</td>
<td>7A</td>
<td>3K</td>
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<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Subgrader Trimmer</td>
<td>$73.62</td>
<td>7A</td>
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<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Tower Bucket Elevators</td>
<td>$73.05</td>
<td>7A</td>
<td>3K</td>
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<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td></td>
<td>$74.99</td>
<td>7A</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Tower Crane: over 175' through 250' in height, base to boom</td>
<td>$74.22</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
<td>View</td>
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<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Tower crane: up to 175' in height base to boom</td>
<td>$75.72</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Tower Cranes: over 250' in height from base to boom.</td>
<td>$74.27</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Transporters, All Track Or Truck Type</td>
<td>$74.27</td>
<td>7A</td>
<td>3K</td>
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<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Trenching Machines</td>
<td>$73.05</td>
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<tr>
<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Truck Crane Oiler/Driver: 100 tons and over</td>
<td>$72.84</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Truck crane oiler/driver: under 100 tons</td>
<td>$72.28</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Truck Mount Portable Conveyor</td>
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<td>7A</td>
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<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Welder</td>
<td>$73.49</td>
<td>7A</td>
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<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Wheel Tractors, Farmall Type</td>
<td>$69.87</td>
<td>7A</td>
<td>3K</td>
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<td>Pierce</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Yo Yo Pay Dozer</td>
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<tr>
<td>Pierce</td>
<td>Power Line Clearance Tree Trimmers</td>
<td>Journey Level In Charge</td>
<td>$55.03</td>
<td>5A</td>
<td>4A</td>
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<td>Pierce</td>
<td>Power Line Clearance Tree Trimmers</td>
<td>Spray Person</td>
<td>$52.24</td>
<td>5A</td>
<td>4A</td>
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<td>Power Line Clearance Tree Trimmers</td>
<td>Tree Equipment Operator</td>
<td>$55.03</td>
<td>5A</td>
<td>4A</td>
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<td>Pierce</td>
<td>Power Line Clearance Tree Trimmers</td>
<td>Tree Trimmer</td>
<td>$49.21</td>
<td>5A</td>
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<td>Pierce</td>
<td>Power Line Clearance Tree Trimmers</td>
<td>Tree Trimmer Groundperson</td>
<td>$37.47</td>
<td>5A</td>
<td>4A</td>
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<tr>
<td>Pierce</td>
<td>Refrigeration &amp; Air Conditioning Mechanics</td>
<td>Journey Level</td>
<td>$80.96</td>
<td>5A</td>
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<tr>
<td>Pierce</td>
<td>Residential Brick Mason</td>
<td>Journey Level</td>
<td>$27.02</td>
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<td>Pierce</td>
<td>Residential Carpenters</td>
<td>Journey Level</td>
<td>$48.17</td>
<td>7A</td>
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<tr>
<td>Pierce</td>
<td>Residential Cement Masons</td>
<td>Journey Level</td>
<td>$45.99</td>
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<td>Pierce</td>
<td>Residential Drywall Applicators</td>
<td>Journey Level</td>
<td>$64.94</td>
<td>7A</td>
<td>4C</td>
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<td>Pierce</td>
<td>Residential Drywall Tapers</td>
<td>Journey Level</td>
<td>$67.91</td>
<td>5P</td>
<td>1E</td>
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<td>Pierce</td>
<td>Residential Electricians</td>
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<td>$44.11</td>
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<td>Pierce</td>
<td>Job Description</td>
<td>Level</td>
<td>Hourly Rate</td>
<td>Years</td>
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<td>Pierce Residential Glaziers</td>
<td>Journey Level</td>
<td>$72.41 7L</td>
<td>1Y</td>
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<td>Pierce Residential Insulation Applicators</td>
<td>Journey Level</td>
<td>$24.52 1</td>
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<tr>
<td>Pierce Residential Laborers</td>
<td>Journey Level</td>
<td>$33.97 1</td>
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<tr>
<td>Pierce Residential Marble Setters</td>
<td>Journey Level</td>
<td>$29.29 1</td>
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<td>Pierce Residential Painters</td>
<td>Journey Level</td>
<td>$47.70 6Z</td>
<td>2B</td>
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<tr>
<td>Pierce Residential Plumbers &amp; Pipefitters</td>
<td>Journey Level</td>
<td>$80.97 5A</td>
<td>1G</td>
<td></td>
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<tr>
<td>Pierce Residential Refrigeration &amp; Air Conditioning Mechanics</td>
<td>Journey Level</td>
<td>$80.97 5A</td>
<td>1G</td>
<td></td>
<td>View</td>
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<tr>
<td>Pierce Residential Sheet Metal Workers</td>
<td>Journey Level</td>
<td>$91.83 7F</td>
<td>1E</td>
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<td>View</td>
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<tr>
<td>Pierce Residential Soft Floor Layers</td>
<td>Journey Level</td>
<td>$51.91 5A</td>
<td>3J</td>
<td></td>
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<tr>
<td>Pierce Residential Sprinkler Fitters (Fire Protection)</td>
<td>Journey Level</td>
<td>$53.04 5C</td>
<td>2R</td>
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<tr>
<td>Pierce Residential Stone Masons</td>
<td>Journey Level</td>
<td>$29.29 1</td>
<td></td>
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<td>Pierce Residential Terrazzo Workers</td>
<td>Journey Level</td>
<td>$14.86 1</td>
<td></td>
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<td>Pierce Residential Terrazzo/Tile Finishers</td>
<td>Journey Level</td>
<td>$21.96 1</td>
<td></td>
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<td>Pierce Residential Tile Setters</td>
<td>Journey Level</td>
<td>$25.98 1</td>
<td></td>
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<td>Pierce Roofers</td>
<td>Journey Level</td>
<td>$56.95 5A</td>
<td>2O</td>
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<tr>
<td>Pierce Roofers</td>
<td>Using Irritable Bituminous Materials</td>
<td>$59.95 5A</td>
<td>2O</td>
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<td>Pierce Sheet Metal Workers</td>
<td>Journey Level (Field or Shop)</td>
<td>$91.83 7F</td>
<td>1E</td>
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<tr>
<td>Pierce Shipbuilding &amp; Ship Repair</td>
<td>New Construction Boilermaker</td>
<td>$39.58 7V</td>
<td>1</td>
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</tr>
<tr>
<td>Pierce Shipbuilding &amp; Ship Repair</td>
<td>New Construction Carpenter</td>
<td>$39.58 7V</td>
<td>1</td>
<td></td>
<td>View</td>
<td></td>
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<tr>
<td>Pierce Shipbuilding &amp; Ship Repair</td>
<td>New Construction Crane Operator</td>
<td>$39.58 7V</td>
<td>1</td>
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<tr>
<td>Pierce Shipbuilding &amp; Ship Repair</td>
<td>New Construction Electrician</td>
<td>$39.58 7V</td>
<td>1</td>
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<tr>
<td>Pierce Shipbuilding &amp; Ship Repair</td>
<td>New Construction Heat &amp; Frost Insulator</td>
<td>$82.02 15H</td>
<td>11C</td>
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<tr>
<td>Pierce Shipbuilding &amp; Ship Repair</td>
<td>New Construction Laborer</td>
<td>$39.58 7V</td>
<td>1</td>
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<tr>
<td>Pierce Shipbuilding &amp; Ship Repair</td>
<td>New Construction Machinist</td>
<td>$39.58 7V</td>
<td>1</td>
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<tr>
<td>Pierce Shipbuilding &amp; Ship Repair</td>
<td>New Construction Operating Engineer</td>
<td>$39.58 7V</td>
<td>1</td>
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<td>View</td>
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<tr>
<td>Pierce Shipbuilding &amp; Ship Repair</td>
<td>New Construction Painter</td>
<td>$39.58 7V</td>
<td>1</td>
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<td>Pierce Shipbuilding &amp; Ship Repair</td>
<td>New Construction Pipefitter</td>
<td>$39.58 7V</td>
<td>1</td>
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<tr>
<td>Pierce Shipbuilding &amp; Ship Repair</td>
<td>New Construction Rigger</td>
<td>$39.58 7V</td>
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<td>View</td>
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<tr>
<td>Pierce Shipbuilding &amp; Ship Repair</td>
<td>New Construction Sheet Metal</td>
<td>$39.58 7V</td>
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<td>Pierce Shipbuilding &amp; Ship Repair</td>
<td>New Construction Shipfitter</td>
<td>$39.58 7V</td>
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<td>Position</td>
<td>Hourly Rate</td>
<td>Classification</td>
<td>View</td>
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<tr>
<td>Pierce</td>
<td><strong>Shipbuilding &amp; Ship Repair</strong></td>
<td>New Construction Warehouse / Teamster</td>
<td>$39.58</td>
<td>TV</td>
<td>1</td>
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<td>Pierce</td>
<td><strong>Shipbuilding &amp; Ship Repair</strong></td>
<td>New Construction Welder / Burner</td>
<td>$39.58</td>
<td>TV</td>
<td>1</td>
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<td>Pierce</td>
<td><strong>Shipbuilding &amp; Ship Repair</strong></td>
<td>Ship Repair Boilermaker</td>
<td>$47.45</td>
<td>VX</td>
<td>4J</td>
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<tr>
<td>Pierce</td>
<td><strong>Shipbuilding &amp; Ship Repair</strong></td>
<td>Ship Repair Carpenter</td>
<td>$47.35</td>
<td>VX</td>
<td>4J</td>
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<td>Pierce</td>
<td><strong>Shipbuilding &amp; Ship Repair</strong></td>
<td>Ship Repair Crane Operator</td>
<td>$45.06</td>
<td>VY</td>
<td>4K</td>
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<td>Pierce</td>
<td><strong>Shipbuilding &amp; Ship Repair</strong></td>
<td>Ship Repair Electrician</td>
<td>$47.42</td>
<td>VX</td>
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<td>Pierce</td>
<td><strong>Shipbuilding &amp; Ship Repair</strong></td>
<td>Ship Repair Heat &amp; Frost Insulator</td>
<td>$82.02</td>
<td>VJ</td>
<td>11C</td>
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<td>Pierce</td>
<td><strong>Shipbuilding &amp; Ship Repair</strong></td>
<td>Ship Repair Laborer</td>
<td>$47.35</td>
<td>VX</td>
<td>4J</td>
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<td>Pierce</td>
<td><strong>Shipbuilding &amp; Ship Repair</strong></td>
<td>Ship Repair Machinist</td>
<td>$47.35</td>
<td>VX</td>
<td>4J</td>
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<td><strong>Shipbuilding &amp; Ship Repair</strong></td>
<td>Ship Repair Operating Engineer</td>
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<td>VY</td>
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<td>Ship Repair Painter</td>
<td>$47.35</td>
<td>VX</td>
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<td><strong>Shipbuilding &amp; Ship Repair</strong></td>
<td>Ship Repair Pipefitter</td>
<td>$47.35</td>
<td>VX</td>
<td>4J</td>
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Overtime Codes

Overtime calculations are based on the hourly rate actually paid to the worker. On public works projects, the hourly rate must be not less than the prevailing rate of wage minus the hourly rate of the cost of fringe benefits actually provided for the worker.

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

B. All hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

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

D. The first two (2) hours before or after a five-eight (8) hour workweek day or a four-ten (10) hour workweek day and the first eight (8) hours worked the next day after either workweek shall be paid at one and one-half times the hourly rate of wage. All additional hours worked and all worked on Sundays and holidays shall be paid at double the hourly rate of wage.

E. The first two (2) hours after eight (8) regular hours Monday through Friday and the first eight (8) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All other hours worked Monday through Saturday, and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

F. The first two (2) hours after eight (8) regular hours Monday through Friday and the first ten (10) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All other overtime hours worked, except Labor Day, shall be paid at double the hourly rate of wage. All hours worked on Labor Day shall be paid at three times the hourly rate of wage.

G. The first ten (10) hours worked on Saturdays and the first ten (10) hours worked on a fifth calendar weekday in a four-ten hour schedule, shall be paid at one and one-half times the hourly rate of wage. All hours worked in excess of ten (10) hours per day Monday through Saturday and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

H. All hours worked on Saturdays (except makeup days if work is lost due to inclement weather conditions) 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.

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.
Overtime Codes Continued

1. 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.

W. All hours worked on Saturdays and Sundays (except make-up days due to conditions beyond the control of the employer) shall be paid at one and one-half times the hourly rate of wage. All hours worked on holidays shall be paid at double the hourly rate of wage.

X. The first four (4) hours after eight (8) regular hours Monday through Friday and the first twelve (12) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All hours worked over twelve (12) hours Monday through Saturday, Sundays and holidays shall be paid at double the hourly rate of wage. When holiday falls on Saturday or Sunday, the day before Saturday, Friday, and the day after Sunday, Monday, shall be considered the holiday and all work performed shall be paid at double the hourly rate of wage.

Y. All hours worked outside the hours of 5:00 am and 5:00 pm (or such other hours as may be agreed upon by any employer and the employee) and all hours worked in excess of eight (8) hours per day (10 hours per day for a 4 x 10 workweek) and on Saturdays and holidays (except labor day) shall be paid at one and one-half times the hourly rate of wage. (except for employees who are absent from work without prior approval on a scheduled workday during the workweek shall be paid at the straight-time rate until they have worked 8 hours in a day (10 in a 4 x 10 workweek) or 40 hours during that workweek.) All hours worked Monday through Saturday over twelve (12) hours and all hours worked on Sundays and Labor Day shall be paid at double the hourly rate of wage.

Z. All hours worked on Saturdays and Sundays shall be paid at one and one-half times the hourly rate of wage. All hours worked on holidays shall be paid the straight time rate of pay in addition to holiday pay.
Benefit Code Key – Effective 9/1/2021 thru 3/2/2022

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.

O. All hours worked on Sundays and holidays shall be paid at one and one-half times the hourly rate of wage.

R. All hours worked on Sundays and holidays and all hours worked over sixty (60) in one week shall be paid at double the hourly rate of wage.

U. All hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. All hours worked over 12 hours in a day or on Sundays and holidays shall be paid at double the hourly rate of wage.

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 regular rate of pay 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.

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.
Overtime Codes Continued

4. 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.
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.

**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.

**V.** Work performed in excess of ten (10) hours of straight time per day when four ten (10) hour shifts are established or outside the normal shift (5 am to 6pm), and all work on Saturdays, except for make-up days shall be paid at time and one-half (1 ½) the straight time rate.

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.

**W.** 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.

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.
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 6 pm 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.

**Y.** Work performed in excess of eight (8) hours of straight time per day, or ten (10) hours of straight time per day when four ten (10) hour shifts are established, or forty (40) hours of straight time per week, Monday through Friday, or outside the normal shift, and all work on Saturdays shall be paid at time and one-half the straight time rate. All work performed after 6:00 pm Saturday to 6:00 am Monday and holidays shall be paid at double the straight time rate of pay.

Any shift starting between the hours of 6:00 pm and midnight shall receive an additional one dollar ($1.00) per hour for all hours worked that shift.

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.

**Z.** All hours worked between the hours of 6:00 pm and 6:00 am, Monday through Saturday, shall be paid at a premium rate of 20% over the hourly rate of wage. Work performed on Sundays may be paid at double time. All hours worked on holidays shall be paid at double the hourly rate of wage.

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.

**Holiday Codes**


Holiday Codes Continued


Z. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the 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.

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.
7. 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.

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.
Holiday Codes Continued


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.

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, 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 following Monday.

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.

Holiday Codes Continued

7. 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 after Christmas. 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.

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.

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, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Friday after Thanksgiving Day, Christmas Eve Day, and Christmas Day (8). When the following holidays fall on a Saturday (New Year’s Day, Independence Day, and Christmas Day) the preceding Friday will be considered as the holiday; should they fall on a Sunday, the following Monday shall be considered as the holiday.

I. Holidays: New Year's Day, President’s Day, Memorial Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, Christmas Day, the last regular workday before Christmas (8). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday.
Benefit Code Key – Effective 9/1/2021 thru 3/2/2022

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.

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.
8. **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 require 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.)

**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.

9. **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 the 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.)

**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.
9. **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.

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

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

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

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

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

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

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

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

Any firm with questions regarding the policy, WSDOT's Predetermined List, or for determinations of covered and non-covered workers shall be directed to State L&I at (360) 902-5330.
Below is a list of potentially prefabricated items, originally furnished by WSDOT to Washington State Department of Labor and Industries, that may be considered non-standard and therefore covered by the prevailing wage law, RCW 39.12. Items marked with an X in the "YES" column should be considered to be non-standard and therefore covered by RCW 39.12. Items marked with an X in the "NO" column should be considered to be standard and therefore not covered. Of course, exceptions to this general list may occur, and in that case shall be evaluated according to the criteria described in State and L&I's policy statement.

<table>
<thead>
<tr>
<th>ITEM DESCRIPTION</th>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Metal rectangular frames, solid metal covers, herringbone grates, and bi-directional vaned grates for Catch Basin Types 1, 1L, 1P, and 2 and Concrete Inlets. See Std. Plans</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>2. Metal circular frames (rings) and covers, circular grates, and prefabricated ladders for Manhole Types 1, 2, and 3, Drywell Types 1, 2, and 3 and Catch Basin Type 2. See Std. Plans</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>3. Prefabricated steel grate supports and welded grates, metal frames and dual vaned grates, and Type 1, 2, and 3 structural tubing grates for Drop Inlets. See Std. Plans.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>4. Concrete Pipe - Plain Concrete pipe and reinforced concrete pipe Class 2 to 5 sizes smaller than 60 inch diameter.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>5. Concrete Pipe - Plain Concrete pipe and reinforced concrete pipe Class 2 to 5 sizes larger than 60 inch diameter.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>6. Corrugated Steel Pipe - Steel lock seam corrugated pipe for culverts and storm sewers, sizes 30 inch to 120 inches in diameter. May also be treated, 1 thru 5.</td>
<td></td>
<td>X</td>
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<tr>
<td>7. Corrugated Aluminum Pipe - Aluminum lock seam corrugated pipe for culverts and storm sewers, sizes 30 inch to 120 inches in diameter. May also be treated, #5.</td>
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<td>X</td>
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<tr>
<td>ITEM DESCRIPTION</td>
<td>YES</td>
<td>NO</td>
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<td>----------------------------------------------------------------------------------</td>
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<tr>
<td>8. Anchor Bolts &amp; Nuts - Anchor Bolts and Nuts, for mounting sign structures,</td>
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<td>X</td>
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<tr>
<td>luminaries and other items, shall be made from commercial bolt stock. See</td>
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<tr>
<td>Contract Plans and Std. Plans for size and material type.</td>
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<tr>
<td>9. Aluminum Pedestrian Handrail - Pedestrian handrail conforming to the type and</td>
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<td>X</td>
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<tr>
<td>material specifications set forth in the contract plans. Welding of aluminum</td>
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<tr>
<td>shall be in accordance with Section 9-28.14(3).</td>
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<tr>
<td>10. Major Structural Steel Fabrication - Fabrication of major steel items such</td>
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<td>X</td>
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<tr>
<td>as trusses, beams, girders, etc., for bridges.</td>
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<tr>
<td>11. Minor Structural Steel Fabrication - Fabrication of minor steel items such</td>
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<tr>
<td>as special hangers, brackets, access doors for structures, access ladders for</td>
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<tr>
<td>irrigation boxes, bridge expansion joint systems, etc., involving welding,</td>
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<td>cutting, punching and/or boring of holes. See Contact Plans for item description</td>
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<tr>
<td>and shop drawings.</td>
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<tr>
<td>12. Aluminum Bridge Railing Type BP - Metal bridge railing conforming to the</td>
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<td>X</td>
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<tr>
<td>type and material specifications set forth in the Contract Plans. Welding of</td>
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<td>aluminum shall be in accordance with Section 9-28.14(3).</td>
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<tr>
<td>13. Concrete Piling--Precast-Prestressed concrete piling for use as 55 and 70</td>
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<td>X</td>
</tr>
<tr>
<td>ton concrete piling. Concrete to conform to Section 9-19.1 of Std. Spec..</td>
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<tr>
<td>14. Precast Manhole Types 1, 2, and 3 with cones, adjustment sections and flat</td>
<td></td>
<td>X</td>
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<tr>
<td>top slabs. See Std. Plans.</td>
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<tr>
<td>15. Precast Drywell Types 1, 2, and with cones and adjustment Sections.</td>
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<td>X</td>
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<tr>
<td>See Std. Plans.</td>
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<tr>
<td>16. Precast Catch Basin - Catch Basin type 1, 1L, 1P, and 2 With adjustment</td>
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<td>X</td>
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<tr>
<td>sections. See Std. Plans.</td>
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<tr>
<td>ITEM DESCRIPTION</td>
<td>YES</td>
<td>NO</td>
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<tr>
<td>17. Precast Concrete Inlet - with adjustment sections,</td>
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<td>X</td>
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<tr>
<td>See Std. Plans</td>
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<tr>
<td>18. Precast Drop Inlet Type 1 and 2 with metal grate supports.</td>
<td></td>
<td>X</td>
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<tr>
<td>See Std. Plans</td>
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</tr>
<tr>
<td>19. Precast Grate Inlet Type 2 with extension and top units.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>See Std. Plans</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20. Metal frames, vaned grates, and hoods for Combination Inlets. See Std. Plans</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>21. Precast Concrete Utility Vaults - Precast Concrete utility vaults of</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>various sizes. Used for in ground storage of utility facilities and controls.</td>
<td></td>
<td></td>
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<tr>
<td>See Contract Plans for size and construction requirements. Shop drawings are</td>
<td></td>
<td></td>
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<tr>
<td>to be provided for approval prior to casting</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22. Vault Risers - For use with Valve Vaults and Utilities</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Vault Risers.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>23. Valve Vault - For use with underground utilities.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>See Contract Plans for details.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>24. Precast Concrete Barrier - Precast Concrete Barrier for</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>use as new barrier or may also be used as Temporary Concrete Barrier.</td>
<td></td>
<td></td>
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<tr>
<td>Only new state approved barrier may be used as permanent barrier.</td>
<td></td>
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</tr>
<tr>
<td>25. Reinforced Earth Wall Panels – Reinforced Earth Wall Panels in size and</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>shape as shown in the Plans. Fabrication plant has annual approval for</td>
<td></td>
<td></td>
</tr>
<tr>
<td>methods and materials to be used. See Shop Drawing.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fabrication at other locations may be approved, after facilities inspection,</td>
<td></td>
<td></td>
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<tr>
<td>contact HQ. Lab.</td>
<td></td>
<td></td>
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<tr>
<td>26. Precast Concrete Walls - Precast Concrete Walls - tilt-up wall panel in</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>size and shape as shown in Plans. Fabrication plant has annual approval for</td>
<td></td>
<td></td>
</tr>
<tr>
<td>methods and materials to be used</td>
<td></td>
<td></td>
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</tbody>
</table>

Supplemental to Wage Rates
09/01/2021 Edition, Published August 10, 2021
<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>27</td>
<td>Precast Railroad Crossings - Concrete Crossing Structure Slabs.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>12, 18 and 26 inch Standard Precast Prestressed Girder – Standard Precast Prestressed Girder for use in structures. Fabricator plant has annual approval of methods and materials to be used. Shop Drawing to be provided for approval prior to casting girders. See Std. Spec. Section 6-02.3(25)A</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>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</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>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</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>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.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>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</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>Monument Case and Cover See Std. Plan.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>ITEM</td>
<td>DESCRIPTION</td>
<td>YES</td>
<td>NO</td>
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<tr>
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<tr>
<td>34.</td>
<td>Cantilever Sign Structure - Cantilever Sign Structure fabricated from steel tubing meeting AASHTO-M-183. See Std. Plans, and Contract Plans for details. The steel structure shall be galvanized after fabrication in accordance with AASHTO-M-111.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>35.</td>
<td>Mono-tube Sign Structures - Mono-tube Sign Bridge fabricated to details shown in the Plans. Shop drawings for approval are required prior to fabrication.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>36.</td>
<td>Steel Sign Bridges - Steel Sign Bridges fabricated from steel tubing meeting AASHTO-M-138 for Aluminum Alloys. See Std. Plans, and Contract Plans for details. The steel structure shall be galvanized after fabrication in accordance with AASHTO-M-111.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>37.</td>
<td>Steel Sign Post - Fabricated Steel Sign Posts as detailed in Std Plans. Shop drawings for approval are to be provided prior to fabrication</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>38.</td>
<td>Light Standard-Prestressed - Spun, prestressed, hollow concrete poles.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>39.</td>
<td>Light Standards - Lighting Standards for use on highway illumination systems, poles to be fabricated to conform with methods and materials as specified on Std. Plans. See Special Provisions for pre-approved drawings.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>40.</td>
<td>Traffic Signal Standards - Traffic Signal Standards for use on highway and/or street signal systems. Standards to be fabricated to conform with methods and material as specified on Std. Plans. See Special Provisions for pre-approved drawings</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>41.</td>
<td>Precast Concrete Sloped Mountable Curb (Single and DualFaced) See Std. Plans.</td>
<td>X</td>
<td></td>
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<tr>
<td>ITEM DESCRIPTION</td>
<td>YES</td>
<td>NO</td>
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<td>---------------------------------------------------------------------------------</td>
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<td></td>
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<tr>
<td>42. Traffic Signs - Prior to approval of a Fabricator of Traffic Signs, the</td>
<td></td>
<td></td>
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<tr>
<td>sources of the following materials must be submitted and approved for</td>
<td></td>
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<tr>
<td>reflective sheeting, legend material, and aluminum sheeting.</td>
<td>X</td>
<td>X</td>
<td></td>
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<tr>
<td>NOTE: *** Fabrication inspection required. Only signs tagged &quot;Fabrication</td>
<td></td>
<td></td>
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<tr>
<td>Approved&quot; by WSDOT Sign Fabrication Inspector to be installed</td>
<td></td>
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<tr>
<td>43. Cutting &amp; bending reinforcing steel</td>
<td></td>
<td>X</td>
<td></td>
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<tr>
<td>44. Guardrail components</td>
<td></td>
<td>X</td>
<td></td>
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<tr>
<td>45. Aggregates/Concrete mixes</td>
<td></td>
<td></td>
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<tr>
<td>Covered by WAC 296-127-018</td>
<td></td>
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<tr>
<td>46. Asphalt</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Covered by WAC 296-127-018</td>
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<td></td>
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<tr>
<td>47. Fiber fabrics</td>
<td></td>
<td>X</td>
<td></td>
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<tr>
<td>48. Electrical wiring/components</td>
<td></td>
<td>X</td>
<td></td>
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<tr>
<td>49. treated or untreated timber pile</td>
<td></td>
<td>X</td>
<td></td>
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<tr>
<td>50. Girder pads (elastomeric bearing)</td>
<td></td>
<td>X</td>
<td></td>
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<tr>
<td>51. Standard Dimension lumber</td>
<td></td>
<td>X</td>
<td></td>
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<td>52. Irrigation components</td>
<td></td>
<td>X</td>
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<tr>
<td>ITEM DESCRIPTION</td>
<td>YES</td>
<td>NO</td>
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<td></td>
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<tr>
<td>53. Fencing materials</td>
<td></td>
<td>X</td>
<td></td>
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<tr>
<td>54. Guide Posts</td>
<td></td>
<td>X</td>
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<tr>
<td>55. Traffic Buttons</td>
<td></td>
<td>X</td>
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<tr>
<td>56. Epoxy</td>
<td></td>
<td>X</td>
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<tr>
<td>57. Cribbing</td>
<td></td>
<td>X</td>
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<tr>
<td>58. Water distribution materials</td>
<td></td>
<td>X</td>
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<tr>
<td>59. Steel &quot;H&quot; piles</td>
<td></td>
<td>X</td>
<td></td>
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<tr>
<td>60. Steel pipe for concrete pile casings</td>
<td></td>
<td>X</td>
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<tr>
<td>61. Steel pile tips, standard</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>62. Steel pile tips, custom</td>
<td></td>
<td>X</td>
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</tbody>
</table>

Prefabricated items specifically produced for public works projects that are prefabricated in a county other than the county wherein the public works project is to be completed, the wage for the offsite prefabrication shall be the applicable prevailing wage for the county in which the actual prefabrication takes place.

It is the manufacturer of the prefabricated product to verify that the correct county wage rates are applied to work they perform.

See RCW 39.12.010
(The definition of "locality" in RCW 39.12.010(2) contains the phrase "wherein the physical work is being performed." The department interprets this phrase to mean the actual work site.)
WSDOT’s List of State Occupations not applicable to Heavy and Highway Construction Projects

This project is subject to the state hourly minimum rates for wages and fringe benefits in the contract provisions, as provided by the state Department of Labor and Industries. The following list of occupations, is comprised of those occupations that are not normally used in the construction of heavy and highway projects. When considering job classifications for use and/or payment when bidding on, or building heavy and highway construction projects for, or administered by WSDOT, these Occupations will be excepted from the included "Washington State Prevailing Wage Rates For Public Work Contracts" documents.

- Building Service Employees
- Electrical Fixture Maintenance Workers
- Electricians - Motor Shop
- Heating Equipment Mechanics
- Industrial Engine and Machine Mechanics
- Industrial Power Vacuum Cleaners
- Inspection, Cleaning, Sealing of Water Systems by Remote Control
- Laborers - Underground Sewer & Water
- Machinists (Hydroelectric Site Work)
- Modular Buildings
- Playground & Park Equipment Installers
- Power Equipment Operators - Underground Sewer & Water
- Residential *** ALL ASSOCIATED RATES ***
- Sign Makers and Installers (Non-Electrical)
- Sign Makers and Installers (Electrical)
- Stage Rigging Mechanics (Non Structural)

The following occupations may be used only as outlined in the preceding text concerning "WSDOT's list for Suppliers - Manufacturers - Fabricators"

- Fabricated Precast Concrete Products
- Metal Fabrication (In Shop)

Definitions for the Scope of Work for prevailing wages may be found at the Washington State Department of Labor and Industries web site and in WAC Chapter 296-127.

Supplemental to Wage Rates
09/01/2021 Edition, Published August 10, 2021
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.]
The Contractor (Contractor) shall maintain at least the minimum insurance set forth below. By requiring such minimum insurance, the City of Tacoma shall not be deemed or construed to have assessed the risk that may be applicable to Contractor under this Contract. Contractor shall assess its own risks and, if it deems appropriate and/or prudent, maintain greater limits and/or broader coverage.

1. GENERAL REQUIREMENTS

The following General Requirements apply to Contractor and to Subcontractor(s) of every tier performing services and/or activities pursuant to the terms of this Contract. Contractor acknowledges and agrees to the following insurance requirements applicable to Contractor and Contractor’s Subcontractor(s):

1.1. City of Tacoma reserves the right to approve or reject the insurance provided based upon the insurer, terms and coverage, the Certificate of Insurance, and/or endorsements.

1.2. Contractor shall not begin work under the Contract until the required insurance has been obtained and approved by City of Tacoma.

1.3. Contractor shall keep this insurance in force during the entire term of the Contract and for Thirty (30) calendar days after completion of all work required by the Contract, unless otherwise provided herein.

1.4. Insurance policies required under this Contract that name “City of Tacoma” as Additional Insured shall:
   1.4.1. Be considered primary and non-contributory for all claims.
   1.4.2. Contain a “Separation of Insured provision and a “Waiver of Subrogation” clause in favor of City of Tacoma.

1.5. Section 1.4 above does not apply to contracts for purchasing supplies only.

1.6. Verification of coverage shall include:
   1.6.1. An ACORD certificate or equivalent.
   1.6.2. Copies of all endorsements naming the City of Tacoma as additional insured and showing the policy number.
   1.6.3. A notation of coverage enhancements on the Certificate of Insurance shall not satisfy these requirements – actual endorsements must be submitted.

1.7. Liability insurance policies, with the exception of Professional Liability and Workers’ Compensation, shall name the City of Tacoma and its officers, elected officials, employees, agents, and authorized volunteers as additional insured.
   1.7.1. No specific person or department should be identified as the additional insured.
   1.7.2. All references on certificates of insurance and endorsements shall be listed as “City of Tacoma”.
   1.7.3. The City of Tacoma shall be additional insured for both ongoing and completed operations using Insurance Services Office (ISO) form CG 20 10 04 13 and CG 20
1.8. Contractor shall provide a Certificate of Insurance for each policy of insurance meeting the requirements set forth herein when Contractor provides the signed Contract for the work to City of Tacoma. Contractor shall provide copies of any applicable Additional Insured, Waiver of Subrogation, and Primary and Non-contributory endorsements. Contract or Permit number and the City Department must be shown on the Certificate of Insurance.

1.9. Insurance limits shown below may be written with an excess policy that follows the form of an underlying primary liability policy or an excess policy providing the required limit.

1.10. Liability insurance policies shall be written on an “occurrence” form, except for Professional Liability/Errors and Omissions, Pollution Liability, and Cyber/Privacy and Security.

1.11. If coverage is approved and purchased on a “Claims-Made” basis, Contractor warrants continuation of coverage, either through policy renewals or by the purchase of an extended reporting period endorsement as set forth below.

1.12. The insurance must be written by companies licensed or authorized in the State of Washington pursuant to RCW 48 with an (A-) VII or higher in the A.M. Best's Key Rating Guide www.ambest.com.

1.13. Contractor shall provide City of Tacoma notice of any cancellation or non-renewal of this required insurance within Thirty (30) calendar days.

1.14. Contractor shall not allow any insurance to be cancelled or lapse during any term of this Contract, otherwise it shall constitute a material breach of the Contract, upon which City of Tacoma may, after giving Five (5) business day notice to 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 City of Tacoma by Contractor upon demand, or at the sole discretion of City of Tacoma, offset against funds due Contractor from City of Tacoma.

1.15. Contractor shall be responsible for the payment of all premiums, deductibles and self-insured retentions, and shall indemnify and hold the City of Tacoma harmless to the extent such a deductible or self-insured retained limit may apply to the City of Tacoma as an additional insured. Any deductible or self-insured retained limits in excess of Twenty Five Thousand Dollars ($25,000) must be disclosed and approved by City of Tacoma Risk Manager and shown on the Certificate of Insurance.

1.16. City of Tacoma reserves the right to review insurance requirements during any term of the Contract and to require that Contractor make reasonable adjustments when the scope of services has changed.
1.17. 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 by City of Tacoma to Contractor.

1.18. Insurance coverages specified in this Contract are not intended and will not be interpreted to limit the responsibility or liability of Contractor or Subcontractor(s).

1.19. Failure by City of Tacoma to identify a deficiency in the insurance documentation provided by Contractor or failure of City of Tacoma to demand verification of coverage or compliance by Contractor with these insurance requirements shall not be construed as a waiver of Contractor’s obligation to maintain such insurance.

1.20. If Contractor is a State of Washington or local government and is self-insured for any of the above insurance requirements, a certification of self-insurance shall be attached hereto and be incorporated by reference and shall constitute compliance with this Section.

2. CONTRACTOR

As used herein, "Contractor" shall be the Supplier(s) entering a Contract with City of Tacoma, whether designated as a Supplier, Contractor, Vendor, Proposer, Bidder, Respondent, Seller, Merchant, Service Provider, or otherwise.

3. SUBCONTRACTORS

It is Contractor’s responsibility to ensure that each subcontractor obtain and maintain adequate liability insurance coverage. Contractor shall provide evidence of such insurance upon City of Tacoma’s request.

4. REQUIRED INSURANCE AND LIMITS

The insurance policies shall provide the minimum coverages and limits set forth below. Providing coverage in these stated minimum limits shall not be construed to relieve Contractor from liability in excess of such limits.

4.1 Commercial General Liability Insurance

Contractor shall maintain Commercial General Liability Insurance policy with limits not less than One Million Dollars ($1,000,000) each occurrence and Two Million Dollars ($2,000,000) annual aggregate. The Commercial General Liability Insurance policy shall be written on an Insurance Services Office form CG 00 01 04 13 or its equivalent. Products and Completed Operations shall be maintained for a period of three years following Substantial Completion of the Work related to performing construction services.

This policy shall include product liability especially when a Contract solely is for purchasing supplies. The Commercial General Liability policy shall be endorsed to include:

4.1.1 A per project aggregate policy limit, using ISO form CG 25 03 05 09 or an equivalent endorsement.

4.2 Commercial (Business) Automobile Liability Insurance

Contractor shall maintain Commercial Automobile Liability policy with limits not less than One Million Dollars ($1,000,000) each accident for bodily injury and property damage and bodily injury and property damage coverage for owned (if any), non-owned, hired, or leased vehicles. Commercial Automobile Liability Insurance shall be written using ISO form CA 00 01 or
equivalent. Contractor must also maintain an MCS 90 endorsement or equivalent and a CA 99 48 endorsement or equivalent if “Pollutants” are to be transported.

4.3 **Workers’ Compensation**

4.3.1 Contractor shall comply with Workers’ Compensation coverage as required by the Industrial Insurance laws of the State of Washington, as well as any other similar coverage required for this work by applicable federal laws of other states. The Contractor must comply with their domicile State Industrial Insurance laws if it is outside the State of Washington.

4.4 **Employers’ Liability Insurance**

Contractor shall maintain Employers’ Liability coverage with limits not less than One Million Dollars ($1,000,000) each employee, One Million Dollars ($1,000,000) each accident, and One Million Dollars ($1,000,000) policy limit.

4.5 **Professional Liability Insurance or Errors and Omissions**

Contractor and/or its subcontractor shall maintain Professional Liability or Errors and Omissions with limits of One Million Dollars ($1,000,000) per claim and Two Million Dollars ($2,000,000) in the aggregate covering acts, errors and omissions arising out of the professional services under this Contract.

If the policy limit includes the payment of claims or defense costs, from the policy limit, the per claim limit shall be Two Million Dollars ($2,000,000).

If the scope of such design-related professional services includes work related to pollution conditions, the Professional Liability policy shall include Pollution Liability coverage.

If provided on a “claims-made” basis, such coverage shall be maintained by policy renewals or an extended reporting period endorsement for not less than three years following the end of the Contract.

4.6 **Excess or Umbrella Liability Insurance**

Contractor shall provide Excess or Umbrella Liability Insurance with limits not less than Three Million Dollars ($3,000,000) per occurrence and in the aggregate. This coverage shall apply, at a minimum, in excess of primary underlying Commercial General Liability, Employer’s Liability, Pollution Liability, Marine General Liability, Protection and Indemnity, and Automobile Liability if required herein.

4.7 **Pollution Liability Insurance**

Contractor shall maintain a Pollution Liability or Environmental Liability Insurance providing coverage, including investigation and defense costs, for bodily injury and property damage, including loss of use of damaged property or of property that has been physically damaged or destroyed.

Such coverage shall provide both on-site and off-site cleanup costs and cover gradual and sudden pollution, and include in its scope of coverage the City of Tacoma damage claims for loss arising out of Contractor’s work with limits not less than One Million Dollars ($1,000,000) each occurrence and Two Million Dollars ($2,000,000) aggregate.

This policy shall include Environmental Resource Damage coverage and Hazardous Substance Removal. If such coverage is provided on a “claims-made” basis, the following additional conditions must be met:

4.7.1 The policy must contain no retroactive date, or the retroactive date must precede the commencement date of this Contract.

4.7.2 The extended reporting period (tail) must be purchased to cover a minimum of Six (6) years beyond completion of work.
4.8 **Other Insurance**

Other insurance may be deemed appropriate to cover risks and exposures related to the scope of work or changes to the scope of work required by City of Tacoma. The costs of such necessary and appropriate Insurance coverage shall be borne by Contractor.