Regular meetings of the Mill Creek City Council shall be held on the first, second and fourth Tuesdays of each month commencing at 6:00 p.m. in the Mill Creek Council Chambers located at 15728 Main Street, Mill Creek, Washington. Your participation and interest in these meetings are encouraged and very much appreciated. We are trying to make our public meetings accessible to all members of the public. If you require special accommodations, please call the office of the City Clerk at (425) 921-5725 three days prior to the meeting.

The City Council may consider and act on any matter called to its attention at such meetings, whether or not specified on the agenda for said meeting. Participation by members of the audience will be allowed as set forth on the meeting agenda or as determined by the Mayor or the City Council.

To comment on subjects listed on or not on the agenda, ask to be recognized during the Audience Communication portion of the agenda. Please stand at the podium and state your name and residency for the official record. Please limit your comments to the specific item under discussion. Time limitations shall be at the discretion of the Mayor or City Council.

Study sessions of the Mill Creek City Council may be held as part of any regular or special meeting. Study sessions are informal, and are typically used by the City Council to receive reports and presentations, review and evaluate complex matters, and/or engage in preliminary analysis of City issues or City Council business.

Next Ordinance No. 2019-850
Next Resolution No. 2019-579

May 14, 2019
City Council Meeting
6:00 PM

CALL TO ORDER
PLEDGE OF ALLEGIANCE
ROLL CALL
AUDIENCE COMMUNICATION
   A. Public comment on items on or not on the agenda

PRESENTATIONS
   B. Proclamation: National Police Week
   C. Check Presentation to the City's AWC Scholarship Nominee
   D. Mill Creek Chamber of Commerce Presentation

STUDY SESSION
   E. 132nd Street SE Mid Block Crossing
NEW BUSINESS

F. 132nd Street Mid Block Crossing - Pedestrian and Bicycle Program Advance Notice of Potential Grant Award
   *(Gina Hortillosa, Director of Public Works & Development Services)*

G. Art & Beautification Utility Box Project on SR 527
   *(Joni Kirk, Director of Communications & Marketing)*

H. Surface Water Aging Infrastructure Construction Contract Award - Grade F Pipe Repairs
   *(Gina Hortillosa, Director of Public Works & Development Services)*

CONSENT AGENDA

I. Approval of Checks #60203 through #60282 and ACH Wire Transfers in the Amount of $534,618.38
   *(Audit Committee: Mayor Pruitt and Councilmember Bond)*

J. Payroll and Benefit ACH Payments in the Amount of $320,718.43
   *(Audit Committee: Mayor Pruitt and Councilmember Bond)*

K. City Council Meeting Minutes of February 5, 2019

REPORTS

L. Mayor/Council

M. City Manager
   • Council Planning Schedule

N. Staff
   • Park & Recreation Board Meeting Minutes of March 6, 2019
   • Art & Beautification Board Meeting Minutes of April 10, 2019

AUDIENCE COMMUNICATION

O. Public comment on items on or not on the agenda

ADJOURNMENT
Proclamation

WHEREAS, the Congress and President of the United States have designated May 15 as Peace Officers Memorial Day, and the week in which it falls as Police Week; and

WHEREAS, there are more than 900,000 law enforcement officers serving in communities across the United States; and

WHEREAS, the men and women of the Mill Creek Police Department play an essential role in safeguarding the rights and freedoms of the citizens of the City of Mill Creek; and

WHEREAS, it is important that all citizens know and understand the challenges, duties and responsibilities of their police department, and that members of our police department recognize their duty to serve the people by safeguarding life and property, by protecting them against violence or disorder, and by protecting the innocent against deception and the weak against oppression or intimidation; and

WHEREAS, since the first recorded death in 1791, more than 20,000 law enforcement officers in the United States have made the ultimate sacrifice and been killed in the line of duty; and

WHEREAS, the names of these dedicated public servants are engraved on the walls of the National Law Enforcement Officers Memorial in Washington, D.C.; and

WHEREAS, 371 new names of fallen heroes are being added to the National Law Enforcement Officers Memorial this spring, including 158 officers killed in 2018; and

WHEREAS, May 15 is designated as Peace Officers Memorial Day, in honor of all fallen officers and their families and U.S. flags should be flown at half-staff.

NOW, THEREFORE, I, Pam Pruitt, Mayor of the City of Mill Creek, on behalf of the City Council, proclaim May 12-18, 2019, as National Police Week and encourage the members of our community to join in honoring our law enforcement officers in our community and remembering those who have made the ultimate sacrifice.

Signed this 14th day of May, 2019

______________________________
Pam Pruitt, Mayor

Attest
______________________________  ________________________________
Gina Pfister, City Clerk            Michael G. Ciaravino, City Manager
AGENDA ITEM: STUDY SESSION - 132ND STREET SE MID BLOCK CROSSING

PROPOSED MOTION:

None. This is a study session only.

KEY FACTS AND INFORMATION SUMMARY:

132nd St SE, also known as State Route 96 (SR 96), is a major east/west arterial that connects much of the City of Mill Creek and the eastern portion of South Snohomish County to Interstate 5. 132nd St SE is situated in an urban setting and has both residential and commercial uses in close proximity. The focus area of this study session is the 3200 block, west of 35th Ave SE. In this area, there are residential uses located directly across the street from commercial uses, often several hundred feet from a convenient and safe place to cross. This has led to areas where pedestrians regularly attempt to cross 132nd St SE mid-block instead of at a controlled signalized intersection. This area has experienced significant growth over the past two decades, which has resulted in a significant amount of traffic utilizing 132nd St SE. In 2015, approximately 35,000 vehicles per day used this roadway; that number is expected to rise to 40,000 trips per day by 2040.

The focus area has been the site of a number of car vs. pedestrian collisions. From 2012-2016, fifty eight pedestrian and bicycle crashes occurred throughout the City of Mill Creek. Seven of these crashes were fatalities/serious injuries. Attachment A is a “heat map” that illustrates frequency of all crash categories within City boundaries. Pedestrian and bicycle crashes are typically divided in three categories: no injury/injury, serious injury and fatality.

From 2017 through early October 2018, a period of time beyond the data represented in Attachment A, two serious pedestrian/vehicle crashes occurred on 132nd St SE. Both crashes occurred at mid-block locations in the focus area of 132nd St SE. Data collected by WSDOT in October 2017 (Attachment B) confirms a pattern of unsafe, mid-block pedestrian crossings occurring west of 35th Ave. SE. The peak recorded number of mid-block pedestrian crossings at this particular location was thirteen in a one hour period.

In spring 2018, the City submitted two State grant applications to support costs associated with the installation of a HAWK (High-Intensity Activated crosswalk) signal west of 35th Ave. SE. Snohomish County, WSDOT and Everett School District provided letters of support for the applications.
A HAWK signal is a pedestrian activated signal beacon designed to help pedestrians safely cross busy streets. The project is included in the 2019-2024 Capital Improvement Plan and its implementation is contingent on Council approval. On May 7th, WSDOT provided City administration staff with advanced notice of potential funding award for the Pedestrian and Bicycle Program Grant Application. Based on the language in the 2019-2024 CIP, staff is conducting this study session to discuss information pertinent to the decision making process associated with proceeding with grant acceptance.

There are a number of considerations and alternative options to discuss prior to Council making the decision to proceed with grant acceptance:

- The focus area of 132nd St SE is wholly within the City Limits of Mill Creek (both directions including right-of-way)
- The commercial area to the south of the focus area is within the City Limits of Mill Creek
- The commercial area includes a variety of business including grocery, personal care, fast food and various "strip mall" retail stores
- The residential area to the north of the focus area is located in unincorporated Snohomish County
- The residential area is mostly multi-family complexes
- Pedestrians from the residential areas regularly cross 132nd St SE mid-block to access the amenities of the commercial area
- The location of most frequent pedestrian crossings is approximately 800 feet west of a marked crosswalk at 35th Ave SE and approximately 2300 feet east of a marked crosswalk at 25th Ave SE

Based on past data, pedestrians have demonstrated a propensity to take the path of least resistance when crossing this heavily traveled roadway, as opposed to traveling either distances to marked crosswalks. The existence of a center turn lane with a raised median at a left turn pocket provides a 'safe stop' for pedestrians crossing in either direction. Additionally, the focus area includes a pedestrian walkway and stairs that allow direct access to the commercial area in the same location, creating, in essence, a flow for pedestrian traffic.

A number of options exist for addressing the issue. The main option and the purpose for this study session is to discuss the acceptance of a grant from the Washington State Department of Transportation (WSDOT) to install a pedestrian crosswalk with user-activated red lights that would stop vehicular traffic so pedestrians can cross safely.

A second option is to create some sort of barrier that would preclude pedestrians’ ability to cross at the focus area. Two options exist as part of this discussion:

- Installing a wall or fence along the north side of the roadway
- Installing a center median barrier in the roadway

Both of these options create engineering challenges and in all likelihood would not adequately address the issue. A wall or fence along the north side of the roadway (which to a certain extent already exists) would need to be constructed on the north side of the sidewalk and potentially outside of the right-of-way, creating private property discussions. Additionally, the fence or wall...
could only be built up to the driveway entrance to the multi-family complexes in the focus area. The pedestrians who are crossing the roadway most frequently cross at the driveway entrances, so the fence or wall would have no impact on the foot traffic.

A center median also creates engineering challenges and would necessarily need a review process by the WSDOT. The installation of a center-median barrier would need to be installed only to a point where a left turn pocket in the center turn lane exists, leaving gaps in the barrier. These left turn pockets coincide with the driveway entrances mentioned above, thereby rendering them ineffective in controlling the pedestrian traffic.

Both of these options are engineering solutions. Additional options include increased enforcement of mid-block crossing violators and increased education. Education can be achieved by posting signage and utilizing both traditional and non-traditional media outlets to caution pedestrians about the dangers and penalties associated with mid-block crossings. Enforcement of mid-block crossing, commonly referred to as “Jaywalking”, is accomplished through the issuance of a non-traffic infraction and an associated monetary penalty of $56.00.

Jaywalking enforcement creates its own challenges, as the violations must occur in the officers’ presence. Posting an officer for this purpose can be done, but it is not a responsible allocation of resources considering the workload that won’t be addressed during the timeframe. Additionally, staff feel strongly that with even proactive enforcement of the Jaywalking law, the enforcement will not address the issue to a point where there is no longer any risk.

Staff looks forward to engaging in conversation with the Council and are eager to discuss ideas and suggestions.

CITY MANAGER RECOMMENDATION:

None – this is a study session only

ATTACHMENTS:

- Attachment “A”: Pedestrian/ bicycle crash heat map
- Attachment “B”: WSDOT pedestrian crossing study data

Respectfully Submitted:

Michael G. Ciaravino
City Manager
AGENDA ITEM: 132ND STREET MID BLOCK CROSSING – PEDESTRIAN AND BICYCLE PROGRAM ADVANCE NOTICE OF POTENTIAL GRANT AWARD

PROPOSED MOTION:

Authorize the City Manager to execute a project summary sheet for the 132nd Street Mid-Block Crossing Pedestrian and Bicycle Grant Program that confirms the final scope of work, timeline and budget for the project.

KEY FACTS AND INFORMATION SUMMARY:

State Route 96 (SR 96), also known as 132nd Street SE within City boundaries, is a major east/west arterial that connects much of the City of Mill Creek and the eastern portion of South Snohomish County to Interstate 5. This area has experienced significant growth over the past two decades, which has resulted in a significant amount of traffic utilizing SR 96. In 2015, approximately 35,000 vehicles per day used SR 96. This number is expected to rise to 40,000 trips per day by 2040.

The SR 96 corridor is situated in an urban setting and has both residential and commercial uses in close proximity. Additionally, there are residential uses located directly across the street from commercial uses, often several hundred feet from a convenient and safe place to cross. This has led to areas where pedestrians regularly attempt to cross SR 96 mid-block instead of at a controlled signalized intersection.

In spring 2018, the City submitted two State grant applications to support costs associated with the installation of a HAWK (High-Intensity Activated crosswalk) signal west of 35th Ave. SE. A HAWK signal is a pedestrian activated signal beacon designed to help pedestrians safely cross busy streets. The project is included in the 2019-2024 Capital Improvement Plan and its implementation is contingent on Council approval.

On May 7th, WSDOT provided City staff with an advanced notice of potential funding award for the Pedestrian and Bicycle Program Grant Application. In preparation for the Governor’s signature of the Transportation Budget, WSDOT has requested that the City provide a signed project summary that confirms the project scope, timeline and budget by Friday May 17th (Attachment).
City Council Agenda Summary
Page 2

Project Schedule:

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<th>Phase</th>
<th>Total Project Cost</th>
<th>Amount Requested</th>
<th>Amount Awarded</th>
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*City required match is $75,000.

In order to receive this grant, the City is required to provide a 10% match ($75,000). This expenditure was anticipated in the adopted 2019-2024 Capital Improvement Plan. City Council has expressed an interest in cost-sharing with Snohomish County. City staff have conferred with their County contemporaries and have been advised that the County is only prepared to provide design review services for the project. It should be noted that once the HAWK signal is installed, maintenance will be included in the maintenance ILA with the county, so their commitment to support this project will be ongoing.

CITY MANAGER RECOMMENDATION:

Authorize the City Manager to execute a project summary sheet for the 132nd Street Mid-Block Crossing Pedestrian and Bicycle Grant Program that confirms the final scope of work, timeline and budget for the project.

ATTACHMENTS:

- Attachment: Project Summary for Pedestrian and Bicycle Program – Advance Notice of Potential Grant Award

Respectfully Submitted:

Michael G. Ciaravino
City Manager
**Project Summary**

**Program:** Pedestrian and Bicycle  
**Date:** June 2019  
**Agency:** Mill Creek  
**Project Title:** 132nd Street Mid-Block Crossing

**Project Description:** Pedestrian hybrid beacon, pedestrian refuge island, lighting, marked crossings.

**Detailed Project Description:**  
Install mid-block crossing on 132nd Street SE, west of 35th Avenue SE (near Rite Aid pharmacy) to include:  
1. Marked crosswalk  
2. HAWK signal (interconnected with 35th Ave traffic signal)  
3. Lighting improvements  
4. Pedestrian Refuge Island  
5. ADA ramps  
6. Signage

**Project Schedule:**

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**Project Cost and Award Amount:**

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<th>Total Project Cost</th>
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<td><strong>$750,000</strong></td>
<td><strong>$675,000</strong></td>
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If you agree to the project summary described above, please sign below and return to Charlotte Claybrooke or Brian Wood.

Concurrence: I agree to the project summary described above.

Approving Authority Name (Print): ________________________________

Approving Authority Signature: ________________________________

Date: ________________________________
AGENDA ITEM: ART & BEAUTIFICATION UTILITY BOX PROJECT ON SR 527

PROPOSED MOTION:

Approve the Art & Beautification Board’s second utility box project and authorize staff to utilize up to $4,389 from the Municipal Arts Fund – of which $2,000 is reimbursable from a grant following expenditure.

KEY FACTS AND INFORMATION SUMMARY:
In 2016, the Art & Beautification Board identified a potential beautification project for the City that would incorporate art into the City’s visual landscape. The project idea came from other municipalities that had created wraps for their utility boxes, turning something grey and unappealing into a work of art that is visually appealing.

In June 2018, the Art & Beautification Board presented the City Council with concepts for the first of three proposed utility box location sites. This site is located at the corner of Main Street and Mill Creek Blvd. The Council allowed for $5,000 in funding to provide an artist stipend for design, and to allow for production of the vinyl utility box wraps for the initial project site.

Wraps for the first project site were completed in August 2018 (before and after images are shown at right). Community feedback has been generally positive. The total cost of the first set of utility boxes was $4,302.56.

Last year, the Art & Beautification Board moved forward with work for the next project site. Originally, the Board had identified a site of Dumas Road at North Creek Road. However, the site is not as highly visible as another set of utility boxes along SR 527.
City Council Agenda Summary
Page 2

Staff contacted the Washington State Department of Transportation, who owns the boxes at the corner of Dumas Road and SR 527. They are willing to let the City wrap the boxes as long as they approve the final designs.

Board members and staff worked with the Jackson High School Art Teacher Kaja Smith in spring 2018 to have students create designs that will be used on the second set of utility boxes. The art was provided to the City as the end of the school year. To provide the community with an opportunity to help select the designs for the utility boxes, the student art was displayed in Mill Creek Town Center as part of last year’s Art Walks and people identified their top choices for inclusion.

Utility wraps are vinyl, graffiti resistant and washable. They generally have a life span of five to seven years.

**Design Concepts Box Location Two along SR 527**

After identifying the top selections for prominent placement, the Art & Beautification Board worked with Evermark, the company produced the last set of utility box wraps, to identify graphical design for the full set. The work on this set of boxes is slightly more complicated than the last set due to the merging of stand-alone pieces of art. Concepts are shown below.
Graphical design is needed to adjust the images for the exact specifications of these boxes. In addition, a call-out recognizing the work of Jackson High School art students and their teacher would be included in the final design.

**Cost**
For design assistance and production of the wraps, the estimate is $3,990. We recommend a 10% contingency ($399) for any unanticipated production costs, bringing the total funds request to $4,389.

To offset costs of utility box projects for both the second and third locations (the third site being adjacent to Mill Creek Elementary), staff applied for a Snohomish County Arts Commission Grant for each project (limited to $2,000 per project). The City was notified in late March that we have been approved for our $4,000 request, pending County Council final approval.

With the $2,000 grant for this second utility box location, the remaining out-of-pocket cost for the City would be no more than $2,389. The Municipal Arts Fund has a current balance of $30,000.

**Next Steps**
Upon approval of this by the City Council, staff will submit an art plan to WSDOT for final approval. Contingent upon WSDOT approval, the wraps will be produced and installed in late spring or early summer of 2019.
The Art & Beautification Board also is working on the project for the third utility box location by Mill Creek Elementary. Board Member Jeanne Smart has connected with the school principal, who is excited about an elementary school art project for the utility boxes near them. Mill Creek Elementary PTA has some funds that could be used for such an art project. Member Smart will continue to work with the school to see if art can be developed this year.

**CITY MANAGER RECOMMENDATION:**

Approve a motion to approve the second utility box project and authorize staff to utilize up to $4,389 from the Municipal Arts Fund – of which $2,000 is reimbursable from a grant following expenditure.

**ATTACHMENTS:**

N/A

Respectfully Submitted:

[Signature]

Michael G. Ciaravino
City Manager
AGENDA ITEM: SURFACE WATER AGING INFRASTRUCTURE (2019 GRADE F PIPE REPAIRS) – AWARD CONSTRUCTION CONTRACT

PROPOSED MOTION:

Authorize the City Manager to execute a contract with Road Construction Northwest, Inc. for the construction of the Surface Water Aging Infrastructure (2019 Grade F Pipe Repairs) Project in an amount not to exceed $749,325.

KEY FACTS AND INFORMATION SUMMARY:

The City’s Surface Water Capital Program currently focuses on pipes with a minimum diameter of 18 inches since their potential failure could have a negative effect on life, property or a combination of both. This larger infrastructure represents a total of 35,800 LF (approximately fourteen percent of the City’s total surface water pipe infrastructure). Under their Contract 2018-1417, Mill Creek Storm Pipe Assessment, Perteet identified pipe faults and graded their severity on a 3-tiered level of granularity: A, C and F. A graded faults were not expected to impact the longevity of the pipe. C graded faults were recommended for repair within ten years. The most severe faults were graded F and recommended to be repaired within one year (summer 2019).

The Surface Water Aging Infrastructure (2019 Grade F Pipe Repairs) Project was advertised for construction bid on April 9th, 2019 and the repairs take into consideration various repair methods including open trench, slip-lining, cured in place pipe and spot repairs such as pipe banding at failed joints or pipe section removal and replacement. Bids were opened on May 1, 2019 and the City received two bids as shown in Attachment A. Both bids were above the engineer’s estimate of $443,720. This higher cost is likely due to the time of the year in which the project was advertised and the inherent risk associated with surface water pipe rehabilitation and replacement.

Staff has checked references and information included in the supplemental bidder responsibility forms and has confirmed that Road Construction Northwest, Inc. is the lowest responsible bidder.

Estimate Construction Phase Total Cost and Funding

The total construction phase is estimated at $1,064,055 as shown in Table 1 below. This contract, and other expenditures identified in Table 1, will be funded with bond proceeds. The City anticipates receiving bond proceeds of $2,800,000 in early July.
Table 1. Construction Phase Total Cost Estimate

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<th>Contract</th>
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The total construction contract time is 65 working days and construction is planned to begin in the summer months when surface water flows are lowest.

**CITY MANAGER RECOMMENDATION:**

Authorize the City Manager, to execute a contract with Road Construction Northwest, Inc. for the construction of the Surface Water Aging Infrastructure (2019 Grade F Pipe Repairs) Project in an amount not to exceed $749,325.

**ATTACHMENTS:**

- Attachment A: Bid Tabulation for Surface Water Aging Infrastructure (2019 Grade F Pipe Repairs)

Respectfully Submitted:

Michael G. Ciaravino
City Manager

Please note that because this is a construction project the contract itself consists of the contract document that incorporates the call for bids, the contractor’s proposal, including bid schedules, information required of bidder, proposal bond and all required certificates and affidavits, the performance bond, the Public Works Payment Bond, the contract provisions included within the bid package, the plans and specifications, addendums and future change orders. The entire package has been reviewed by staff, our consulting engineers and City Attorney’s Office prior to bid. Due to the size and technical nature of these documents, they are not included as part of this agenda item; however, the contract template included in the bid package that incorporates the aforementioned documents is included as a reference. When the contract is formally authorized by Council, the staff, consulting engineers and contractor will effectuate the various provisions of the documents.
## AGENDA ITEM #H.

**Surface Water Aging Infrastructure Construction Contract Award - Grade F Pipelines**

**City of Mill Creek**

**Bid Tabulation**

**BID OPENING: 1:30 pm, Wednesday, May 1, 2019**

### Mill Creek: Washington

### Engineer’s Estimate

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**TOTAL (PRICES INCLUDE TAX)**

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**$ 442,720.00**

**$ 870,650.00**

**$ 749,325.00**
SURFACE WATER AGING INFRASTRUCTURE
(2019 GRADE F PIPE REPAIRS)
CITY OF MILL CREEK

CONTRACT PROVISIONS

for
Surface Water Aging Infrastructure
(2019 Grade F Pipe Repairs)

PROJECT NUMBER 19-SW-01

April 2019

Reviewed and
Concurred with: [Signature]
City of Mill Creek

Date: 4/5/19

[Seal]

BRIAN J. CAFERRO
PROFESSIONAL ENGINEER

4/5/2019

PERTEET
CALL FOR BIDS

CITY OF MILL CREEK

SURFACE WATER AGING INFRASTRUCTURE
(2019 GRADE F PIPE REPAIRS)

ENGINEER’S ESTIMATE ($484,000 – 592,000)

Sealed Proposals will be received by the undersigned at the City of Mill Creek, 15728 Main Street, Mill Creek, Washington 98012, up to 1:30 PM local time on May 1, 2019, for furnishing the necessary labor, materials, equipment, tools, and guarantees thereof to construct the Surface Water Aging Infrastructure (Grade F Pipe Repairs) Project.

Work includes the improvement of stormwater infrastructure, particularly large diameter storm pipes and miscellaneous items as further shown, described, and indicated in the Contract Documents.

The Work shall be physically complete within 65 working days after the commencement date stated in the Notice to Proceed. All bidding and construction is to be performed in compliance with the Contract Provisions and Contract Plans for this project and any addenda issued thereto that are on file at the office of the City Clerk, City Hall, Mill Creek, Washington.

The Proposals will be publicly opened and read aloud shortly after the time and date stated above. Proposals are to be submitted only on the form provided with the Contract Provisions. All Proposals must be accompanied by a certified check, cashier’s check, money order, or bid bond payable to the “City of Mill Creek” and in an amount of not less than five percent (5%) of the total amount bid.

The City of Mill Creek in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 USC 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises as defined at 49 CFR, Part 26 will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, national origin, or sex in consideration for an award.

Bid documents (Plans, Specifications, addenda) and planholder’s list for this Project are available through the City of Mill Creek’s on-line plan room at http://bxwa.com. Click on “Posted Projects”, “Public Works”, “City of Mill Creek” and “Projects Bidding”.

CB-1
Bidders are required to register in order to receive automatic email notification of future addenda and be placed on the Bidders List. Contact Builders Exchange of Washington at (425) 258-1303 should you require assistance.

Financing of the Project has been provided by City of Mill Creek, Washington. The City of Mill Creek expressly reserves the right to reject any or all Proposals and to waive minor irregularities or informalities and to award the Project to the lowest responsive, responsible bidder, as it best serves the interests of the City.

Questions regarding this project shall be submitted in writing to Gina Hortillosa via email at swpiperepairs@cityofmillcreek.com. Questions via phone will not be accepted. Bidders shall submit questions no later than end of business day six (6) business days prior to bid opening.

This project includes supplemental bidder responsibility and qualifications criteria as outlined in the project specifications.

(Signed) GINA PFISTER,
CITY CLERK
CONTRACT PROVISIONS

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CITY OF MILL CREEK

Surface Water Aging Infrastructure
(2019 Grade F Pipe Repairs)

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Appendix D – Permits (*TCEs to be included when secured*)
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Appendix F – Pipe CCTV Videos
Appendix G – Retainage Agreement
AGENDA ITEM #H.

PART I
Bid Documents
SURFACE WATER AGING INFRASTRUCTURE 
(2019 GRADE F PIPE REPAIRS) 

PROPOSAL 

City of Mill Creek 
15728 Main Street 
Mill Creek, Washington 98012 

The undersigned has examined the Work site(s), local conditions, the Contract, and all applicable laws and regulations covering the Work. The following unit and lump sum prices are tendered as an offer to perform the Work in accordance with all of the requirements set forth in the Contract and all applicable laws and regulations.

As required by the law, a postal money order, certified check, cashier’s check or Proposal bond made payable to the Contracting Agency and in an amount of not less than five percent (5%) of the total amount of the bid is attached hereto. If this Proposal is accepted and the undersigned fail(s) or refuse(s) to enter into a contract and furnish the required performance bond, labor and material payment bond, special guarantee bonds (if required), required insurance and all other required documentation, the undersigned will forfeit to the Contracting Agency an amount equal to five percent of the Proposal amount.

After the date and hour set for submitting the Proposals, no bidder may withdraw its Proposal, unless the award of the contract is delayed for a period exceeding 60 consecutive calendar days.

The undersigned agrees that in the event it is awarded the contract for the Work, it shall employ only Contractors and Subcontractors that are duly licensed by the State of Washington and remain so at all times they are in any way involved with the Work.

The undersigned agrees that the Contracting Agency reserves the right to reject any or all Proposals and to waive any minor irregularities and informalities in any Proposal.

The undersigned agrees that the Contracting Agency reserves the right to reject any or all Proposals and to waive minor irregularities or informalities and to award the Contract to the lowest responsible, responsive bidder, as it best serves the interests of the City. The Contracting Agency will determine at the time of award of the Contract which schedule will be included in the Contract.
# Proposal - Continued

## Bid Schedule

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</tr>
<tr>
<td>32A</td>
<td>7-05 Catch Basin Type 2 60 In. Diam.</td>
<td>1</td>
<td>EA</td>
<td>$</td>
</tr>
<tr>
<td>33A</td>
<td>7-05 Connect to Drainage Structure</td>
<td>8</td>
<td>EA</td>
<td>$</td>
</tr>
<tr>
<td>34A</td>
<td>7-20 SP Grouting of Annular Spaces for 18-In. Diam. Host Pipe</td>
<td>1</td>
<td>LS</td>
<td>$</td>
</tr>
<tr>
<td>35A</td>
<td>7-20 SP Grouting of Annular Spaces for 36-In. Diam. Host Pipe</td>
<td>1</td>
<td>LS</td>
<td>$</td>
</tr>
<tr>
<td>36A</td>
<td>8-01 Silt Fence</td>
<td>95</td>
<td>LF</td>
<td>$</td>
</tr>
<tr>
<td>37A</td>
<td>8-01 SP Erosion/Water Pollution Control</td>
<td>1</td>
<td>LS</td>
<td>$</td>
</tr>
<tr>
<td>38A</td>
<td>8-01 SP Inlet Protection</td>
<td>17</td>
<td>EA</td>
<td>$</td>
</tr>
<tr>
<td>39A</td>
<td>8-02 SP Property Restoration</td>
<td>1</td>
<td>FA</td>
<td>$30,000</td>
</tr>
<tr>
<td>40A</td>
<td>8-04 Cement Conc Vertical Curb and Gutter</td>
<td>50</td>
<td>LF</td>
<td>$</td>
</tr>
<tr>
<td>41A</td>
<td>8-04SP Cement Conc Rolled Curb and Gutter</td>
<td>20</td>
<td>LF</td>
<td>$</td>
</tr>
</tbody>
</table>

Subtotal (Base Bid): ...........................................................................................................$ ____________

TOTAL CONSTRUCTION COST (BASE BID): ....................................................$ ____________

**Notes:**
- A bid must be received on all items.
- Sales tax to be included in the various bid items.
**PROPOSAL - Continued**

**BIDDER'S INFORMATION**

<table>
<thead>
<tr>
<th>Name of Firm:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address:</td>
</tr>
<tr>
<td>Telephone No. Fax No.</td>
</tr>
<tr>
<td>Contact Person for this Project:</td>
</tr>
<tr>
<td>E-mail:</td>
</tr>
</tbody>
</table>

**WORK COMPLETED BY CONTRACTOR**

List the Work and the dollar amount thereof that the Contractor will complete with its forces, if awarded the contract.

<table>
<thead>
<tr>
<th>Work to be Performed</th>
<th>Dollar Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
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<tr>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
PROPOSED SUBCONTRACTORS (Per RCW 39.30.060)

For Proposals exceeding one million dollars, indicate who (either the Contractor submitting this bid or a subcontractor) will be completing the work for each of the three categories listed below. Information shall include their Washington State Department of Licensing Contractor's Registration No. This information shall be provided with the Proposal or within one hour after the published Proposal submittal time in accordance with RCW 39.30.060.

<table>
<thead>
<tr>
<th>Work to be Performed</th>
<th>Subcontractor or Prime (Name and Registration Number)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
PROPOSAL - Continued

ADDENDA RECEIVED

<table>
<thead>
<tr>
<th>Addendum No.</th>
<th>Date Received</th>
<th>Name of Recipient</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NOTE: Bidder shall acknowledge receipt of all addenda. Bidder is responsible for verifying the actual number of addenda issued prior to submitting a Proposal.

Subject to any extensions of the Contract time granted under the Contract, the undersigned agrees to physically complete the Work required under this contract within _65_ working days (the Physical Completion Date) from when Contract Time begins.

The undersigned is, and will remain in, full compliance with all Washington State administrative agency requirements including, but not limited to registration requirements of Washington State Department of Labor & Industries for contractors, including but not limited to requirements for bond, proof of insurance and annual registration fee. The undersigned's Washington State:

Dept. of Labor and Industries Workman's Compensation Account No. is ___________________;
Dept. of Licensing Contractor's Registration No. is ______________________________;
Unified Business Identifier Number is ______________________________;
Excise Tax Registration Number is ______________________________; and
Employment Security Account Number is ____________________________.

The undersigned has reviewed all insurance requirements contained in the Contract and has verified the availability of and the undersigned’s eligibility for all required insurance. The undersigned verifies that the cost for all required insurance has been included in this Proposal.

In relation to claims related in whole or in part to workplace injuries to employees, the undersigned waives any immunity granted under the State Industrial Insurance Law, RCW Title 51. This waiver has been specially negotiated by the parties, which is acknowledged by the undersigned in signing this Proposal.

By signing the proposal, the undersigned declares, under penalty of perjury under the laws of the State of Washington, that the following statements are true and correct:

1. That the undersigned person(s) or entity(ies) 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. The bidder hereby certifies that, within the three-year period immediately preceding the bid solicitation date (May 1, 2019), 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.

The undersigned agrees that the Contracting Agency is authorized to obtain information from all references included herein

Sincerely,

_________________________  ____________________________
Sign Name                          Date

By:  

_________________________  ____________________________
Print Name, Title                  Location Executed (City, State)

_________________________
Print Company Name

Amount of Proposal deposit: $_________  Check No. ______________,
or Proposal bond in the amount of $______________________________

_________________________, issued through ________________________________
Name of Bank/Bonding Company

located at ________________________________
Mailing Address

____________________________
Telephone Number of Bank/Bonding Company

Bidder ______________________________

Signature of Authorized Official ______________________________

Date ______________________________

P.7
PROPOSAL BOND

KNOW ALL MEN BY THESE PRESENTS, That we ________________________________

of __________________________ as principal, and the __________________________

____________________________

of __________________________ as principal, and the __________________________

____________________________

a corporation duly organized under the laws of the state of __________________________, and authorized to do business in the State of Washington, as surety, are held and firmly bound unto the CITY OF MILL CREEK in the full and penal sum of five percent of the total amount of the bid proposal of said principal for the work hereinafter described, for the payment of which, well and truly to be made, we bind our heirs, executors, administrators and assigns, and successors and assigns, firmly by these presents.

The condition of this bond is such, that whereas the principal herein is herewith submitting his or its sealed proposal for the following construction project, to wit:

SURFACE WATER AGING INFRASTRUCTURE
(2019 GRADE F PIPE REPAIRS)

said bid and proposal, by reference thereto, being made a part hereof.

NOW, THEREFORE, If the said proposal bid by said principal be accepted, and the contract be awarded to said principal, and if said principal shall duly make and enter into and execute said Contract and shall furnish bond as required by the CITY OF MILL CREEK within a period of 10 days from and after said award, exclusive of the day of such award, then this obligation shall be null and void, otherwise it shall remain and be in full force and effect.

IN TESTIMONY WHEREOF, The principal and surety have caused these presents to be signed and sealed this________________________ day of____________________, ________.

____________________________

(Principal)

____________________________

(Surety)

____________________________

(Attorney-in-fact)

PB-1
PART 2

Agreement and Bonds
CONTRACT

THIS AGREEMENT is entered into by and between the City of Mill Creek (hereinafter called the Contracting Agency) and ________________________________ (hereinafter called the Contractor).

The Contracting Agency and the Contractor agree as follows:

ARTICLE 1. WORK.

Work includes the improvement of stormwater infrastructure, particularly large diameter storm pipes and miscellaneous items as further shown, described, and indicated in the Contract Documents.

ARTICLE 2. CONTRACT TIME.

The Contractor shall physically complete the Work within 65 working days (the Physical Completion Date).

ARTICLE 3. LIQUIDATED DAMAGES.

The Contracting Agency and the Contractor recognize that time is of the essence and that the Contracting Agency will suffer financial loss if the Work is not completed within the time, plus any extensions thereof, allowed in accordance with the Contract. They also recognize the inconvenience, expense, and difficulties involved in a legal proceeding to prove the actual loss suffered by the Contracting Agency if the Work is not completed within the time allowed in the Contract. Accordingly, instead of requiring any such proof, the Contracting Agency and the Contractor agree that as liquidated damages for delay, and not as a penalty, the Contractor shall pay the Contracting Agency in accordance with Section 1-08.9 of the Standard Specifications for each working day beyond the Physical Completion Date that the Contractor achieves physical completion of the Work.

ARTICLE 4. CONTRACT PRICE.

The Contracting Agency shall pay the Contractor the amount(s) set forth in the Proposal (in United States dollars) for completion of the Work in accordance with the Contract.
ARTICLE 5. CONTRACT.

The Contract, which comprises the entire agreement between the Contracting Agency and the Contractor concerning the Work, consists of the following:

- This Agreement;
- The Call for Bids;
- The Contractor’s Proposal including the bid, bid schedule(s), information required of bidder, Proposal bond, and all required certificates and affidavits;
- The Performance Bond and the Public Works Payment Bond;
- The Contract Provisions, dated April 2019, including the 2018 WSDOT Standard Specification as referenced;
- The Plans (or drawings) consisting of 22 sheets, as listed in the index on sheet 1 (Drawing CV1) of the Plans;
- Addenda numbers ________, inclusive; and
- Change Orders issued after the effective date of this Agreement.

There are no Contract Documents other than those listed in this Article 5. The Contract may be amended only in writing by Change Order as provided in the Contract.

ARTICLE 6: MISCELLANEOUS.

For purpose of defending any work place injury claims by employees of the Contractor and Subcontractors, the Contractor waives any immunity granted under the State Industrial Insurance Law, RCW Title 51. This waiver has been specifically negotiated between the parties and is hereby acknowledged by the Contractor. ______________________ (Contractor’s initials)

The Contractor shall not assign any rights under or interests in the Contract, including but not limited to rights to payment, without the prior written consent of the Contracting Agency. Unless specifically stated in a written consent to an assignment, no assignment will release or discharge the Contractor-assignor from any duty or responsibility under the Contract.

The Contract is binding upon the Contracting Agency and the Contractor, and their respective partners, successors, assigns and legal representatives.
AGREEMENT – Continued

IN WITNESS WHEREOF, Contracting Agency and Contractor have caused this Agreement to be executed the day and year indicated below.

<table>
<thead>
<tr>
<th>CITY OF MILL CREEK</th>
<th>CONTRACTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>License No. ___________________</td>
</tr>
<tr>
<td>By________________</td>
<td>By___________________________</td>
</tr>
<tr>
<td>Date________________</td>
<td>Title________________________</td>
</tr>
<tr>
<td></td>
<td>Attest_______________________</td>
</tr>
<tr>
<td></td>
<td>Name and Address for giving notices (print)</td>
</tr>
<tr>
<td></td>
<td>_____________________________</td>
</tr>
<tr>
<td></td>
<td>_____________________________</td>
</tr>
<tr>
<td></td>
<td>_____________________________</td>
</tr>
</tbody>
</table>

A-3
PERFORMANCE BOND

to City of Mill Creek, WA

Bond No. _____________

The City of Mill Creek, Washington, has awarded to __________________________ (Principal), a contract for the construction of the project designated as Surface Water Aging Infrastructure (2019 Grade F Repairs Project, Project No. 19-SW-01, in Mill Creek, Washington (Contract), and said Principal is required to furnish a bond for performance of all obligations under the Contract.

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

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

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

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

PRINCIPAL

Principal Signature __________________________
Date ____________

Printed Name __________________________
Title __________________________

SURETY

Surety Signature __________________________
Date ____________

Printed Name __________________________
Title __________________________

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

____________________________________________________________________________
____________________________________________________________________________
____________________________________________________________________________

Approved as to form:

City Attorney, City of Mill Creek, Washington __________________________
Date ____________

DOT Form 272-002A EF
8/2012 B-1
PUBLIC WORKS PAYMENT BOND

to CITY OF MILL CREEK, WA

Bond No. _____________

The City of Mill Creek, Washington, has awarded to ________________ (Principal), a contract for the construction of the project designated as Surface Water Aging Infrastructure (2019 Grade F Repairs Project), Project No. 19-SW-01, in Mill Creek, Washington (Contract), and said Principal is required under the terms of that Contract to furnish a payment bond in accord with Title 39.08 Revised Code of Washington (RCW) and (where applicable) 60.28 RCW.

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

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

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

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

PRINCIPAL

Principal Signature Date

Printed Name

Title

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

Approved as to form:

SURETY

Surety Signature Date

Printed Name

Title

City Attorney, City of Mill Creek, Washington Date

DOT Form 272-003A EF

8/2012 B-2
INTRODUCTION TO THE SPECIAL PROVISIONS

(August 14, 2013 APWA GSP)

The work on this project shall be accomplished in accordance with the Standard Specifications for Road, Bridge and Municipal Construction, 2018 edition, as issued by the Washington State Department of Transportation (WSDOT) and the American Public Works Association (APWA), Washington State Chapter (hereafter “Standard Specifications”). The Standard Specifications, as modified or supplemented by the Amendments to the Standard Specifications and these Special Provisions, all of which are made a part of the Contract Documents, shall govern all of the Work.

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

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

(March 8, 2013 APWA GSP)
(April 1, 2013 WSDOT GSP)
(February 2, 2018 MC 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

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

DIVISION 1
GENERAL REQUIREMENTS

DESCRIPTION OF WORK
(March 13, 1995 WSDOT GSP)
This Contract provides for the repair of damaged and/or substandard stormwater infrastructure, particularly large diameter storm pipes, through the installation of sectional cast-in-place liners, pipe slip-lining, partial storm system reconstruction by open-cut methods, and other work all in accordance with the attached Contract Plans, these Special Provisions and the Standard Specifications.

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.
SPECIAL PROVISIONS - Continued

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

Business Day
A business day is any day from Monday through Friday except holidays as listed in Section 1-08.5.

Contract Bond
The definition in the Standard Specifications for “Contract Bond” applies to whatever bond form(s) are required by the Contract Documents, which may be a combination of a Payment Bond and a Performance Bond.

Contract Documents
See definition for “Contract”.

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

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

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

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

1-02 BID PROCEDURES AND CONDITIONS

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

1-02.1 Qualifications of Bidder
(January 24, 2011 APWA GSP)

City of Mill Creek
Surface Water Aging Infrastructure (2019 Grade F Pipe Repairs)
Project No. 19-SW-01
Before award of a public works contract, a bidder must meet at least the minimum qualifications of RCW 39.04.350(1) to be considered a responsible bidder and qualified to be awarded a public works project.

Add the following new section:

1-02.1(1) Supplemental Qualifications Criteria
(February 2, 2018 MC GSP)

In addition, the Contracting Agency has established Contracting Agency-specific and/or project-specific supplemental criteria, in accordance with RCW 39.04.350(3), for determining Bidder responsibility, including the basis for evaluation and the deadline for appealing a determination that a Bidder is not responsible. These criteria are outlined in Section 1-02.14 of these Special Provisions. The two (2) lowest bidders shall complete and sign the Supplemental Bidder Responsibility Criteria forms contained in Appendix A of these Specifications and submit to the Contracting Agency and submit by the deadline noted on the forms. The information provided on these forms shall be reviewed by the City to evaluate and determine bidder responsibility with regards to the supplemental bid criteria.

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>2</td>
<td>Furnished automatically upon award.</td>
</tr>
<tr>
<td>Contract Provisions</td>
<td>2</td>
<td>Furnished automatically upon award.</td>
</tr>
<tr>
<td>Large plans (e.g., 22&quot; x 34&quot;)</td>
<td>3</td>
<td>Furnished only upon request.</td>
</tr>
</tbody>
</table>

City of Mill Creek
Surface Water Aging Infrastructure (2019 Grade F Pipe Repairs)
Project No. 19-SW-01

1-4
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 Examination of Plans, Specifications, and Site of Work

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 one (1) business day 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

(February 2, 2018, MC GSP)

City of Mill Creek
Surface Water Aging Infrastructure (2019 Grade F Pipe Repairs)
Project No. 19-SW-01

1-5
SPECIAL PROVISIONS - Continued

Supplement the second paragraph with the following:

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

5. Any correction to a bid made by interlineation, alteration, or erasure, shall be initialed by the signer of the bid.

Delete the fourth paragraph and replace it with the following:

The Bidder shall submit with the Bid a completed Underutilized Disadvantaged Business Enterprise (UDBE) Utilization Certification, when required by the Special Provisions. For each and every UDBE firm listed on the Bidder’s completed Underutilized Disadvantaged Business Enterprise Utilization Certification, the Bidder shall submit written confirmation from that UDBE firm that the UDBE is in agreement with the UDBE participation commitment that the Bidder has made in the Bidder’s completed Underutilized Disadvantaged Business Enterprise Utilization Certification. WSDOT Form 422-031U (Underutilized Disadvantaged Business Enterprise Written Confirmation Document) is to be used for this purpose. Bidder must submit good faith effort documentation with the Underutilized Disadvantaged Business Enterprise Written Confirmation Documents and Underutilized Disadvantaged Business Enterprise Good Faith Effort documentation are included in Sections 1-02.9

Delete the last paragraph, and replace it with the following:

The Bidder shall certify compliance with Contractor Certification Wage Law. The certification is included in the Proposal form.

The Bidder shall make no stipulation on the Bid Form, nor qualify the bid in any manner.

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

A bid by a partnership shall be executed in the partnership name, and signed by a partner. A copy of the partnership agreement shall be
SPECIAL PROVISIONS - Continued

submitted with the Bid Form if any UDBE requirements are to be satisfied through such an agreement.

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

1-02.7 Bid Deposit
(March 8, 2013 APWA GSP)

Supplement this section with the following:

Bid bonds (also identified as the "Proposal Bond") shall contain the following:

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

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

If so stated in the Contract Provisions, cash will not be accepted for a bid deposit.
1-02.9 Delivery of Proposal
(Feb ruary 2, 2018 MC GSP)

Delete this section and replace it with the following:

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

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:

- UD BE Written Confirmation Document from each UDBE firm listed
  on the Bidder’s completed UDBE Utilization Certification (WSDOT
  272-056U);
- Good Faith Effort (GFE) Documentation;
- UDBE Broker Agreement;
- UD BE 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 24 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) must be
submitted in a sealed envelope labeled the same as for the Proposal, with
“Supplemental Information” added. All other information required to be
submitted with the Bid Proposal must be submitted with the Bid Proposal
itself, at the time stated in the Call for Bids.

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” (UDBE confirmations, GFE documentation,
UDBE Broker Agreement, UDBE Trucking Credit Form, or Certification of
Compliance with Wage Payment Statutes) that is received after the time
specified above, or received in a location other than that specified in the
Call for Bids.

1-02.10 Withdrawing, Revising, or Supplementary Proposal
(July 23, 2015 APWA GSP)

City of Mill Creek
Surface Water Aging Infrastructure (2019 Grade F Pipe Repairs)
Project No. 19-SW-01
Delete this Section and replace it with the following:

After submitting a physical Bid Proposal to the Contracting Agency, the Bidder may withdraw, revise, or supplement it if:

1. The Bidder submits a written request signed by an authorized person and physically delivers it to the place designated for receipt of Bid Proposals, and
2. The Contracting Agency receives the request before the time set for receipt of Bid Proposals, and
3. The revised or supplemented Bid Proposal (if any) is received by the Contracting Agency before the time set for receipt of Bid Proposals.

If the Bidder’s request to withdraw, revise, or supplement its Bid Proposal is received before the time set for receipt of Bid Proposals, the Contracting Agency will return the unopened Proposal package to the Bidder. The Bidder must then submit the revised or supplemented package in its entirety. If the Bidder does not submit a revised or supplemented package, 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. Mailed, emailed, or faxed requests to withdraw, revise, or supplement a Bid Proposal are not acceptable.

1-02.13 Irregular Proposals
(June 20, 2017 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;
SPECIAL PROVISIONS - Continued

1. The Bidder fails to submit or properly complete a Subcontractor list, if applicable, as required in Section 1-02.6;

2. The Bidder fails to submit or properly complete an Underutilized Disadvantaged Business Enterprise Certification, if applicable, as required in Section 1-02.6;

3. The Bidder fails to submit written confirmation from each UDBE firm listed on the Bidder’s completed UDBE Utilization Certification that they are in agreement with the bidder’s UDBE 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;

4. The Bidder fails to submit UDBE 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;

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

6. 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

(Febury 2, 2018 MC GSP)

Delete this section and replace it with the following:

City of Mill Creek
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A Bidder will be deemed not responsible if the Bidder does not meet the mandatory bidder responsibility criteria in RCW 39.04.350(1), as amended; or does not meet Supplemental Criteria 1 through 8 in this Section:

The Contracting Agency will verify that the Bidder meets the mandatory bidder responsibility criteria in RCW 39.04.350(1), and Supplemental Criteria 1. Evidence that the Bidder meets Supplemental Criteria 2 through 8 shall be provided by the Bidder as stated later in this Section.

1. **Federal Debarment**

   A. **Criterion:** The Bidder shall not currently be debarred or suspended by the Federal government.

   B. **Documentation:** The Bidder shall not be listed as having an "active exclusion" on the U.S. government's "System for Award Management" database (www.sam.gov).

2. **Delinquent State Taxes**

   A. **Criterion:** The Bidder shall not owe delinquent taxes to the Washington State Department of Revenue without a payment plan approved by the Department of Revenue.

   B. **Documentation:** The Bidder shall, if and when required as detailed below, sign a statement (on a form to be provided by the Contracting Agency) that the Bidder does not owe delinquent taxes to the Department of Revenue. If the Bidder owes delinquent taxes, they must submit a written payment plan approved by the Department of Revenue, to the Contracting Agency by the deadline listed below.

3. **Claims Against Retainage and Bonds**

   A. **Criterion:** The Bidder shall not have a record of excessive claims filed against the retainage or payment bonds for public works projects in the three years prior to the bid submittal date, that demonstrate a lack of effective management by the Bidder of making timely and appropriate payments to its subcontractors, suppliers, and workers, unless there are extenuating circumstances and such
B. **Documentation:** The Bidder shall, if and when required as detailed below, sign a statement (on a form to be provided by the Contracting Agency) that the Bidder has not had claims against claims against retainage and bonds in the three years prior to the bid submittal date. If the Bidder has had claims against retainage and bonds in the three years prior to the bid submittal date, they shall submit a list of the public works projects completed in the three years prior to the bid submittal date that have had claims against retainage and bonds and include for each project the following information:

- Name of project
- The owner and contact information for the owner;
- A list of claims filed against the retainage and/or payment bond for any of the projects listed;
- A written explanation of the circumstances surrounding each claim and the ultimate resolution of the claim.

4. **Public Bidding Crime**

A. **Criterion:** The Bidder and/or its owners shall not have been convicted of a crime involving bidding on a public works contract in the five years prior to the bid submittal date.

B. **Documentation:** The Bidder, if and when required as detailed below, shall sign a statement (on a form to be provided by the Contracting Agency) that the Bidder and/or its owners have not been convicted of a crime involving bidding on a public works contract.

5. **Termination for Cause / Termination for Default**

A. **Criterion:** The Bidder shall not have had any public works contract terminated for cause or terminated for default by a government agency in the five years prior to the bid submittal date, unless there are extenuating circumstances and such circumstances are deemed acceptable to the Contracting Agency.
B. Documentation: The Bidder, if and when required as detailed below, shall sign a statement (on a form to be provided by the Contracting Agency) that the Bidder has not had any public works contract terminated for cause or terminated for default by a government agency in the five years prior to the bid submittal date; or if Bidder was terminated, describe the circumstances.

6. Lawsuits

A. Criterion: The Bidder shall not have lawsuits with judgments entered against the Bidder in the five years prior to the bid submittal date that demonstrate a pattern of failing to meet the terms of contracts, unless there are extenuating circumstances and such circumstances are deemed acceptable to the Contracting Agency.

B. Documentation: The Bidder, if and when required as detailed below, shall sign a statement (on a form to be provided by the Contracting Agency) that the Bidder has not had any lawsuits with judgments entered against the Bidder in the five years prior to the bid submittal date that demonstrate a pattern of failing to meet the terms of contracts, or shall submit a list of all lawsuits with judgments entered against the Bidder in the five years prior to the bid submittal date, along with a written explanation of the circumstances surrounding each such lawsuit. The Contracting Agency shall evaluate these explanations to determine whether the lawsuits demonstrate a pattern of failing to meet terms of construction related contracts.

7. Contract Time (Liquidated Damages)

A. Criterion: The Bidder shall not have had liquated damages assessed on any projects it has completed five years prior to the bid submittal date that demonstrate a pattern of failing to meet contract time.

B. Documentation: The Bidder, if and when required as detailed below, shall sign a statement (on a form to be provided by the Contracting Agency) that the Bidder has not had liquidated damages assessed on any projects it has completed within the five years prior to the bid submittal date.
date, or shall submit a list of Projects with assessed liquated damages along with Owner contact information, and number of days assessed liquated damages.

8. **Experience and Capacity**

   A. **Criterion:** The Bidder shall have sufficient current capacity and experience to meet the requirements of this Project. The Bidder shall have successfully completed at least three projects, of a similar size and scope, during the five-year period immediately preceding the bid submittal deadline for this project.

   B. **Documentation:** The Bidder shall, if and when required as detailed below, on a form to be provided by the Contracting Agency, provide the Bidder’s gross dollar amount of work currently under contract, the Bidder’s gross dollar amount of contracts currently not completed, five major pieces of equipment anticipated to be on the project and whether the equipment is leased or owned, number of years the contractor has been in business, number of superintendents and their years of experience on staff, superintendent assigned to this project and their number of years of experience, and three project references of similar size and scope during the five year period immediately preceding the bid submittal deadline for this project. The Contracting Agency may check owner references for the previous projects and may evaluate the owner’s assessment of the Bidder performance.

   C. **SCIPL Contractor Requirements:** The SCIPL work on this project is considered specialized work and requires specific licensing, certification and experience for the installer of SCIPL repair work. The contractor shall carefully examine the Contractor Licensing, Certification and Qualifications Requirements outlined in Specification Sections 7-21.3(1)A and 7-21.3(1)B as it pertains to this work.

As evidence that the Bidder meets Supplemental Responsibility Criteria 2-8 stated above, the apparent, and second apparent, low Bidders must submit to the Contracting Agency by 12:00 P.M. (noon) of the second business day following the bid submittal deadline, a written statement...
verifying that the Bidder meets Supplemental Criteria 2 through 8 together with supporting documentation (sufficient in the sole judgment of the Contracting Agency) demonstrating compliance with Supplemental Responsibility Criteria 2 through 8. Forms for submitting written statements are included in Appendix A of these Specifications. Bidders that are unresponsive in submitting supplemental responsibility criteria documentation may have bids rejected, and/or found to be non-responsive, at the City’s sole discretion.

The Contracting Agency reserves the right to request further documentation as needed from the low bidder and documentation from other Bidders as well to assess Bidder responsibility and compliance with all bidder responsibility criteria. The Contracting Agency also reserves the right to obtain information from third-parties and independent sources of information concerning a Bidder’s compliance with the mandatory and supplemental criteria, and to use that information in their evaluation. The Contracting Agency may consider mitigating factors in determining whether the Bidder complies with the requirements of the Supplemental Criteria.

The basis for evaluation of Bidder compliance with these mandatory and Supplemental Criteria shall include any documents or facts obtained by Contracting Agency (whether from the Bidder or third parties) including but not limited to: (i) financial, historical, or operational data from the Bidder; (ii) information obtained directly by the Contracting Agency from others for whom the Bidder has worked, or other public agencies or private enterprises; and (iii) any additional information obtained by the Contracting Agency which is believed to be relevant to the matter.

If the Contracting Agency determines the Bidder does not meet the bidder responsibility criteria above and is therefore not a responsible Bidder, the Contracting Agency shall notify the Bidder in writing, with the reasons for its determination. If the Bidder disagrees with this determination, it may appeal the determination within two (2) business days of the Contracting Agency’s determination by presenting its appeal and any additional information to the Contracting Agency. The Contracting Agency will consider the appeal and any additional information before issuing its final determination. If the final determination affirms that the Bidder is not responsible, the Contracting Agency will not execute a contract with any other Bidder until at least two business days after the Bidder determined to be not responsible has received the Contracting Agency’s final determination.

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1-15
Request to Change Supplemental Bidder Responsibility Criteria Prior To Bid: Bidders with concerns about the relevancy or restrictiveness of the Supplemental Bidder Responsibility Criteria may make or submit requests to the Contracting Agency to modify the criteria. Such requests shall be in writing, describe the nature of the concerns, and propose specific modifications to the criteria. Bidders shall submit such requests to the Contracting Agency no later than five (5) business days prior to the bid submittal deadline and address the request to the Project Engineer or such other person designated by the Contracting Agency in the Bid Documents.

1-02.15 Pre-Award Information
(August 14, 2013 APWA GSP)

Delete this Section and replace it with the following:

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

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

1-03 AWARD AND EXECUTION OF CONTRACT

City of Mill Creek
Surface Water Aging Infrastructure (2019 Grade F Pipe Repairs)
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1-16
1-03.1 Consideration of Bids
(January 23, 2006 APWA GSP)

Revise the first paragraph to read:

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

1-03.3 Execution of Contract
(February 2, 2018 MC GSP)

Delete this Section and replace it with the following:

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 satisfactory bonds 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.

A written Notice to Proceed will be issued after the Contract has been executed by the Contractor and the Contracting Agency, and the performance and labor and material payment bonds, other required certificates and documents and insurance certificates are approved by the

City of Mill Creek
Surface Water Aging Infrastructure (2019 Grade F Pipe Repairs)
Project No. 19-SW-01
1-03.4 Contract Bond
(July 23, 2015 APWA GSP)

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.
SPECIAL PROVISIONS - Continued

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

5. Be accompanied by a power of attorney for the Surety's officer empowered to sign the bond; and

6. Be signed by an officer of the Contractor empowered to sign official statements (sole proprietor or partner). If the Contractor is a corporation, the bond(s) must be signed by the president or vice president, unless accompanied by written proof of the authority of the individual signing the bond(s) to bind the corporation (i.e., corporate resolution, power of attorney, or a letter to such effect signed by the president or vice president).

1-03.7 Judicial Review
(July 23, 2015 APWA GSP)

Revise this section to read:

Any decision made by the Contracting Agency regarding the Award and execution of the Contract or Bid rejection shall be conclusive subject to the scope of judicial review permitted under Washington Law. Such review, if any, shall be timely filed in the Superior Court of the county where the Contracting Agency headquarters is located, provided that where an action is asserted against a county, RCW 36.01.05 shall control venue and jurisdiction.

1-04 SCOPE OF WORK

1-04.2 Coordination of Contract Documents, Plans, Special Provisions, Specifications, and Addenda
(March 13, 2012 APWA GSP)

Revise the second paragraph to read:

Any inconsistency in the parts of the contract shall be resolved by following this order of precedence (e.g., 1 presiding over 2, 2 over 3, 3 over 4, and so forth):

1. Addenda,
2. Proposal Form,
SPECIAL PROVISIONS - Continued

3. Special Provisions,
4. Contract Plans,
5. Amendments to the Standard Specifications,
6. Standard Specifications, and
7. WSDOT Standard Plans for Road, Bridge, and Municipal Construction.

1-04.4 Changes

1-04.4(1) Minor Changes
Section 1-04.4(1), including title, is supplemented to read as follows:

1-04.4(1) Unexpected Site Changes
Payments or credits for changes amounting to $30,000 or less may be made under the Bid item “Unexpected Site Changes”. At the discretion of the Contracting Agency, this procedure for Unexpected Site Changes may be used in lieu of the more formal procedure as outlined in Section 1-04.4, Changes.

The Contractor will be provided a copy of the completed order for Unexpected Site Changes. The agreement for the Unexpected Site Changes will be documented by signature of the Contractor, or notation of verbal agreement. If the Contractor is in disagreement with anything required by the order for Unexpected Site Changes, the Contractor may protest the order as provided in Section 1-04.5.

Payments will be determined in accordance with Section 1-09.6. For the purpose of providing a common Proposal for all Bidders, the Contracting Agency has entered an amount for “Unexpected Site Changes” in the Proposal to become a part of the total Bid by the Contractor.

1-04.6 Variation in Estimated Quantities
(July 23, 2015 APWA GSP, Option B)

Revise the first paragraph to read:

Payment to the Contractor will be made only for the actual quantities of Work performed and accepted in conformance with the Contract. When the accepted quantity of Work performed under a unit item varies from the original Proposal quantity, payment will be at the unit Contract price for all Work unless the total accepted quantity of any Contract item, adjusted to exclude added or deleted amounts included in change orders accepted by both parties, increases or decreases by more than 25 percent from the original
SPECIAL PROVISIONS - Continued

Proposal quantity, and if the total extended bid price for that item at time of award is equal to or greater than 10 percent of the total contract price at time of award. In that case, payment for contract work may be adjusted as described herein.

1-04.9 Use of Buildings or Structures

(February 2, 2018 MC GSP)

This Section is supplemented with the following:

1-04.9(1) Construction Staging and/or Personnel Parking

The Contractor shall be responsible for providing a Construction Staging and Personnel Parking Area in a safe condition and orderly manner throughout the duration of the Project. Prior to any construction activity, the Contractor shall provide written notification informing the Engineer and all employees, Contractors and Subcontractors who intend to arrive at this Project with vehicles, equipment or supplies; of the location, purpose, and restrictions that apply to the Construction Staging and Personnel Parking Area.

No Construction Staging and/or Personnel Parking Area will be provided by the Contracting Agency. It is the Contractor’s responsibility to locate and arrange for the use of property in accordance with this section and the right-of-way requirements of section 1-07.24.

The purpose of the Construction Staging and/or Personnel Parking Area for this project is to provide all Contractors, Subcontractors, and personnel associated with this Project a safe and orderly location to store equipment, tools, and supplies, and for parking construction or personal vehicles.

There is a limited amount of available parking in and around the Project area. Do not use private parking space around this Project site to park construction or personal vehicles without the expressed written approval of the owner of the property. Such approval is to be provided to the Engineer.

The Contractor must restrict all parking and storage activities to approved Construction Staging and Personnel Parking Area(s) for this Project.

All costs associated with providing, maintaining, permitting, and operating the Construction Staging and Personnel Parking Area(s) for this Project shall be considered incidental to and included in the unit and lump sum bid prices.
1-05 CONTROL OF WORK

1-05.4 Conformity With and Deviation from Plans and Stakes
(February 2, 2018 MC GSP Option B)

This Section is supplemented with the following:

Contractor Surveying – Roadway

Copies of the Contracting Agency provided primary survey control data are available for the bidder’s inspection at the office of the Project Engineer.

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

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

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

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

The survey work shall include but not be limited to the following:
1. Verify the primary horizontal and vertical control furnished by the Contracting Agency, and expand into secondary control by adding stakes and hubs as well as additional survey control needed for the project. Provide descriptions of secondary control to the Contracting Agency. The description shall include coordinates and elevations of all secondary control points.

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

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

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

5. Establish the horizontal and vertical location of all sanitary sewer, storm, and water structures features, placing offset stakes to all sanitary sewer, storm, and water structures. An offset line will be staked, for the horizontal sanitary and storm pipe alignment as follows: one stake at 25-foot and one stake at 100-foot station, as measured upstream from structures. Water mains will be staked horizontally at tees, angle points and at approximate 200-foot intervals.

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

8. Provide references for paving pins at 25-foot intervals or provide simultaneous surveying to establish location and elevation of paving pins as they are being placed.

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

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

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

To facilitate the establishment of these lines and elevations, the Contracting Agency will provide the Contractor with primary survey control information consisting of descriptions of two primary control points used for the horizontal and vertical control, and descriptions of two additional primary control points for every additional three miles of project length. Primary control points will be described by reference to the project alignment and the coordinate system and elevation datum utilized by the project. In addition, the Contracting Agency will supply horizontal coordinates for the beginning and ending points and for each Point of Intersection (PI) on each alignment included in the project.

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

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<td>Slope stakes</td>
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<td>Subgrade grade stakes set</td>
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0.04 feet below grade
### SPECIAL PROVISIONS - Continued

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<th></th>
<th>Description</th>
<th>Accuracy Tolerances</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>(parallel to alignment)</td>
<td>±0.1 feet</td>
</tr>
<tr>
<td>2</td>
<td>(normal to alignment)</td>
<td>±0.1 feet</td>
</tr>
<tr>
<td>3</td>
<td>Stationing on roadway</td>
<td>N/A ±0.1 feet</td>
</tr>
<tr>
<td>4</td>
<td>Alignment on roadway</td>
<td>N/A ±0.04 feet</td>
</tr>
<tr>
<td>5</td>
<td>Surfacing grade stakes</td>
<td>±0.01 feet</td>
</tr>
<tr>
<td>6</td>
<td>(parallel to alignment)</td>
<td>±0.5 feet</td>
</tr>
<tr>
<td>7</td>
<td>(normal to alignment)</td>
<td>±0.1 feet</td>
</tr>
<tr>
<td>8</td>
<td>Roadway paving pins for</td>
<td>N/A ±0.01 feet</td>
</tr>
<tr>
<td>9</td>
<td>surfacing or paving</td>
<td>±0.2 feet</td>
</tr>
<tr>
<td>10</td>
<td></td>
<td>(parallel to alignment)</td>
</tr>
<tr>
<td>11</td>
<td></td>
<td>(normal to alignment)</td>
</tr>
</tbody>
</table>

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

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

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

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

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

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**Payment**

City of Mill Creek  
Surface Water Aging Infrastructure (2019 Grade F Pipe Repairs)  
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Payment will be made in accordance with Section 1-04.1 for the following bid item when included in the proposal:

“Roadway Surveying,” lump sum.

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

1-05.7 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.
SPECIAL PROVISIONS - Continued

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.

1-05.8 Coordination with City Events (New Section)

The Contractor shall coordinate work and schedule work activities with the City to avoid the work conflicting with planned City events. A list of City events planned in 2019, titled “2009 Community Events” is included in Appendix C for reference.

Prior to the preconstruction meeting, the contractor shall review the contract schedule and events list to determine if the dates and locations of planned City events have a potential to conflict with the work. The Contractor shall discuss any potential conflicts with the City at the Preconstruction Meeting and request any additional information from the City to assess exact locations, facility requirements, event space needs, parking and access requirements, and applicable event timing and sequencing. The Contractor shall adjust the project schedule to avoid working in locations of planned City events as they occur to the extent feasible.

Where it is determined that work occurs in a location where multiple events occur, and/or where avoiding these events completely may be infeasible, the Contractor will coordinate the work closely with the City to either develop a work plan that mitigates the conflicts with the events, and that provides/includes a contractor response plan, or negotiate a suspension of work so that the work can be completed at the convenience of the City. In any case, the contractor shall not begin work in the area of a planned City event without prior City approval.

All costs for Coordination with City Events shall be considered incidental to the contract and included in the various project bid items.

1-05.11 Final Inspection

Delete this section and replace it with the following:

1-05.11 Final Inspections and Operational Testing

City of Mill Creek
Surface Water Aging Infrastructure (2019 Grade F Pipe Repairs)
Project No. 19-SW-01
1-05.11(1) Substantial Completion Date

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

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

Upon receipt of written notice concurring in or denying substantial completion, whichever is applicable, the Contractor shall pursue vigorously, diligently and without unauthorized interruption, the work necessary to reach Substantial and Physical Completion. The Contractor shall provide the Engineer with a revised schedule indicating when the Contractor expects to reach substantial and physical completion of the work.

The above process shall be repeated until the Engineer establishes the Substantial Completion Date and the Contractor considers the work physically complete and ready for final inspection.

1-05.11(2) Final Inspection and Physical Completion Date

When the Contractor considers the work physically complete and ready for final inspection, the Contractor by written notice, shall request the Engineer to schedule a final inspection. The Engineer will set a date for final inspection. The Engineer and the Contractor will then make a final inspection and the Engineer will notify the Contractor in writing of all particulars in which the final inspection reveals the work incomplete or unacceptable. The Contractor shall immediately take such corrective measures as are necessary to remedy the listed deficiencies. Corrective work shall be pursued vigorously, diligently, and without interruption until
SPECIAL PROVISIONS - Continued

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:

1-05.12(1) 1-Year Guarantee Period
(March 8, 2013 APWA GSP)

The Contractor shall return to the project and repair or replace all defects
in workmanship and material discovered within 1 year after Final
Acceptance of the Work. The Contractor shall start work to remedy any
such defects within 7 calendar days of receiving Contracting Agency’s
written notice of a defect, and shall complete such work within the time
stated in the Contracting Agency’s notice. In case of an emergency,
where damage may result from delay or where loss of services may result,
such corrections may be made by the Contracting Agency’s own forces or
another contractor, in which case the cost of corrections shall be paid by
the Contractor. In the event the Contractor does not accomplish
corrections within the time specified, the work will be otherwise
accomplished and the cost of same shall be paid by the Contractor.

When corrections of defects are made, the Contractor shall then be
responsible for correcting all defects in workmanship and materials in the
corrected work for one year after acceptance of the corrections by
Contracting Agency.

This guarantee is supplemental to and does not limit or affect the
requirements that the Contractor’s work comply with the requirements of
the Contract or any other legal rights or remedies of the Contracting
Agency.

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

Delete the sixth and seventh paragraph of this Section.

1-05.14 Cooperation With Other Contractors
(March 13, 1995 WSDOT GSP)

City of Mill Creek
Surface Water Aging Infrastructure (2019 Grade F Pipe Repairs)
Project No. 19-SW-01
This Section is supplemented with the following:

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

- 2019 Street Pavement Marking; Exploration Park
- 35th Ave. SE Phase 1 (Snohomish County);
- Frontier Surface Water Repairs for the City of Mill Creek
- Private Development Projects

The Contractor on this project shall provide reasonable access and accommodation for other projects through, or within, the project limits to accomplish work related to other public or private work by other Contractors.

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 formats 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 (New Section)
(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.
SPECIAL PROVISIONS - Continued

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.

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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.

City of Mill Creek
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Payment will be made for the following bid item:

<table>
<thead>
<tr>
<th>Record Drawings (Minimum Bid $1000)</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.

**1-06 CONTROL OF MATERIAL**

**1-06.6 Recycled Materials**

*(January 4, 2016 APWA GSP)*

Delete this Section in its entirety.

**1-07 LEGAL RELATIONSHIPS AND RESPONSIBILITY 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...
SPECIAL PROVISIONS - Continued

1. 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.

2. 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.
SPECIAL PROVISIONS - Continued

Confined Space
(April 3, 2006 WSDOT GSP)

This Section is supplemented with the following:

Confined spaces are known to exist at the following locations:

- Large diameter pipes

The Contractor shall be fully responsible for the safety and health of all on-site workers and compliant with Washington Administrative Code (WAC 296-809).

The Contractor shall prepare and implement a confined space program for the work. No work shall be performed in or adjacent to the confined space until the Contractor has prepared and implemented the confined space program.

All costs to prepare and implement the confined space program shall be included in the bid prices for the various items associated with the confined space work.

1-07.2 State Taxes
Delete this section, including its subsections, in its entirety and replace it with the following:

1-07.2 State Sales Tax
(June 27, 2011 APWA GSP)

The Washington State Department of Revenue has issued special rules on the State sales tax. Sections 1-07.2(1) through 1-07.2(3) are meant to clarify those rules. The Contractor should contact the Washington State Department of Revenue for answers to questions in this area. The Contracting Agency will not adjust its payment if the Contractor bases a bid on a misunderstood tax liability.

The Contractor shall include all Contractor-paid taxes in the unit bid prices or other contract amounts. In some cases, however, state retail sales tax will not be included. Section 1-07.2(2) describes this exception.

The Contracting Agency will pay the retained percentage (or release the Contract Bond if a FHWA funded project) only if the Contractor has

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obtained from the Washington State Department of Revenue a certificate showing that all contract-related taxes have been paid (RCW 60.28.051). The Contracting Agency may deduct from its payments to the Contractor any amount the Contractor may owe the Washington State Department of Revenue, whether the amount owed relates to this contract or not. Any amount so deducted will be paid into the proper State fund.

1-07.2(1) State Sales Tax — Rule 171

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

1-07.2(2) State Sales Tax — Rule 170

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

For work performed in such cases, the Contractor shall collect from the Contracting Agency, retail sales tax on the full contract price. The Contracting Agency will automatically add this sales tax to each payment to the Contractor. For this reason, the Contractor shall not include the retail sales tax in the unit bid item prices, or in any other contract amount subject to Rule 170, with the following exception.
Exception: The Contracting Agency will not add in sales tax for a payment the Contractor or a subcontractor makes on the purchase or rental of tools, machinery, equipment, or consumable supplies not integrated into the project. Such sales taxes shall be included in the unit bid item prices or in any other contract amount.

1-07.2(3) Services

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

1-07.5 Environmental Regulations

This Section is supplemented with the following:

Environmental Commitments (September 20, 2010 WSDOT GSP)

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

(August 3, 2009)
The intentional bypass of stormwater from all or any portion of a stormwater treatment system is prohibited without the approval of the Engineer.

Payment (August 3, 2009 WSDOT GSP)

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

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1-07.6 Permits and Licenses

(August 3, 2015 WSDOT GSP)

This Section is supplemented with the following:

The Contractor shall be responsible for applying for, and obtaining the approval of, the following permits and licenses:

- City of Mill Creek Business License
- City of Mill Creek Right-of-Way Permit
- Silver Lake Water District Hydrant Use Permit
- Alderwood Water and Wastewater District Hydrant Use Permit

Application shall be made directly with the applicable agency. All costs associated with preparing permit applications, preparing and providing supporting submittals and/or documentation (such as traffic control plans), making any corrections/modifications needed to obtain approval, and payment of all associated fees and/or deposits shall be considered incidental to the work. Copies of all permits obtained by the contractor shall be submitted to the engineer. A copy of all required permits shall be kept onsite at all times.

If obtained prior to construction, copies of Temporary and/or Permanent Construction Easements (TCE’s / Easements) will be included in Appendix D of these Specifications. The Contractor shall be responsible for meeting the terms of any restoration agreements or conditions noted in the TCE/Easement documents, or associated exhibits and attachments, as part of the Work. Restoration shall be completed as directed by, and to the satisfaction of, the Contracting Agency and/or Engineer.

If the City cannot secure TCE’s prior to construction, then the City reserves the right to suspend the contract if needed (at no additional cost to the City) or re-arrange the sequence of work until TCE’s are secured.

1-07.7 Load Limits

(March 13, 1995 WSDOT GSP)

This Section is supplemented with the following:

If the sources of materials provided by the Contractor necessitate hauling over roads other than Contracting Agency roads, the Contractor shall, at the Contractor’s expense, make all arrangements for the use of the haul routes.
SPECIAL PROVISIONS - Continued

1-07.17 Utilities and Similar Facilities

This Section is supplemented with the following:

(April 2, 2007 WSDOT GSP)

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

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

Utility Contacts

<table>
<thead>
<tr>
<th>Name</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Silver Lake Water District, Sewer and Water – Rick Gilmore</td>
<td>(425) 337-3647</td>
</tr>
<tr>
<td>Comcast – Michael Fontenot</td>
<td>(425) 218-9719</td>
</tr>
<tr>
<td>Puget Sound Energy – Jeanne Coleman</td>
<td>(425) 424-6876</td>
</tr>
<tr>
<td>Snohomish County Public Utility District (PUD), Power Source – Richard Lothamer</td>
<td>(425) 783-8453</td>
</tr>
<tr>
<td>Snohomish County Public Utility District (PUD), Street Lighting – Dave Lindemuth</td>
<td>(425) 783-8150</td>
</tr>
<tr>
<td>Frontier – Kim Swenstad</td>
<td>(425) 213-3496</td>
</tr>
<tr>
<td>City of Mill Creek, Supervising Engineer – Matthew Feeley</td>
<td>(425) 921-5745</td>
</tr>
<tr>
<td>City of Mill Creek – Police Department</td>
<td>(425) 337-1115</td>
</tr>
<tr>
<td>Snohomish County Fire District</td>
<td>(425) 486-1217 (360) 668-5357</td>
</tr>
</tbody>
</table>

1-07.17(3) Potholing Existing Utilities

Section 1-07.17(3) is added as follows:

Limited information related to underground utilities are shown on the plans and other project documents. The project plans and documents shall not be relied upon for reference to, or location of, existing utilities (i.e. water, sewer, storm, power, gas, communications, etc.). The
contractor shall obtain utility locates by both a private locate service, and
by contacting One-Call, in advance of work. In addition, the contractor is
also advised to obtain all available utility information such as GIS, utility
maps, system maps, or other utility information needed to adequately
inform all physical locate efforts. The Contractor shall be solely
responsible for, and have the responsibility of due diligence in, collecting
and obtaining the utility location information needed to inform and
support utility locate efforts performed by the Contractor or their
subcontractor(s).

Once locates and utility information have been successfully acquired, the
Contractor shall also perform potholing, as may be prudent and
necessary, physically locate all utilities that may be in conflict with the
work.
Any depiction of utility feature in the Plans shall not relieve the
Contractor of the obligation to locate existing utilities in accordance with
these Specifications.

Prior to any Work requiring excavation, the Contractor shall forward a
Pothole Plan to the Contracting Agency for review showing proposed
exploration hole size and location to determine the vertical and
horizontal position of existing utilities which may interfere with Work. The
Contractor shall not begin potholing until the plan is approved by the
Engineer. Following potholing and no less than 2 working days prior to
excavation, the Contractor shall forward information regarding the
location of existing utilities to the Contracting Agency for review, which
shall include notification of whether or not there is a conflict. In the event
of a conflict with the scheduled Work and existing utilities, the Contractor
shall allow the Contracting Agency up to 5 working days, starting from
the date the Engineer was notified, to confirm and appropriately address
the conflict. If the Contracting Agency is notified of more than one conflict
at any one time, an additional 5 working days of review will be allowed
for each additional conflict. If a utility conflict is found during the
performance of Work where a pothole or proper notification of the conflict
was not made prior to the excavation, the Contracting Agency shall not
be responsible for costs associated with removing or adjusting Work
already completed following any necessary design revisions to avoid the
conflict.

Unless otherwise approved by the Engineer, pothole exploration holes in
the Traveled Way shall be repaired in accordance with City of Mill Creek
Development Standards and Standard Plans. Prior to removal of
materials, pavement shall be saw cut a minimum of 4” in depth. In areas

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where concrete sidewalk or curb and gutter require removal to pothole, the Contractor shall remove existing improvements to the nearest dummy joint or expansion joint. Existing improvements shall be restored to the satisfaction of the Engineer.

**Measurement**

Utility Potholing lump sum.

**Payment**

"Utility Potholing", lump sum.

The lump sum Contract price for “Utility Potholing” shall constitute full compensation for all Work to obtain utility locate information and pothole existing utility locations that may interfere with the work, including Pothole Plan submittals, saw cutting, removal and disposal of materials to pothole utilities, and restoration of existing improvements.

No compensation will be made for potholes performed by the Contractor but not shown on an approved Pothole Plan or otherwise approved by the Engineer in writing prior to potholing activities.

Additional costs to adjust Work already performed as a result of design revisions to resolve utility conflicts shall be paid in accordance with Section 1-04.4 except as noted otherwise in these Specifications. No additional compensation will be allowed for “stand by”, delay, mobilization of equipment, or extra Work costs of any kind incurred by the Contractor as a result of the utility conflicts during the time the Contracting Agency is allowed to review the conflict. If the Contracting Agency review exceeds the allowable review time, the Contractor may be compensated for stand-by or mobilization extra costs starting on the following day the allowable review time is completed.

Verification if utilities are active or abandoned, protection of active utilities and abandoning/plugging utility conduits, except as provided for sewer and water utility pipes elsewhere in these Provisions, will be considered as included in other items of Work within the Contract documents, and no separate payment will be made.

**1-07.18 Public Liability and Property Damage Insurance**

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

**1-07.18 Insurance**

*(February 2, 2018 MC GSP)*

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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. All insurance coverage required by this section shall be written and provided by “occurrence-based” policy forms rather than by “claims made” forms.

D. The Contractor’s Automobile Liability, Commercial General Liability and Excess or Umbrella Liability insurance policies shall be primary and non-contributory insurance as respects the Contracting Agency’s insurance, self-insurance, or self-insured pool coverage. Any insurance, self-insurance, or self-insured pool coverage maintained by the Contracting Agency shall be excess of the Contractor’s insurance and shall not contribute with it.

E. The Contractor shall provide the Contracting Agency and all additional insureds with written notice of any policy cancellation, within two business days of their receipt of such notice.

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

G. Failure on the part of the Contractor to maintain the insurance as required shall constitute a material breach of contract, upon which the Contracting Agency may, after giving five business days’ notice to the Contractor to correct the breach, immediately terminate the Contract or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the Contracting Agency on demand, or
at the sole discretion of the Contracting Agency, offset against funds due the Contractor from the Contracting Agency.

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

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
- Perteet Inc.
- 1-Alliance.

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. The Contractor shall obtain endorsement forms CG 20 10 10 01 and CG 20 37 10 01 or the equivalent of each, naming the Contracting Agency and all other entities listed in 1-07.18(2) as Additional Insured(s) and showing the policy number. If the Contractor is unsuccessful in securing these endorsements after exerting commercially reasonable efforts, the Contractor shall obtain other endorsements providing equivalent protection to the Additional Insured. A statement of additional insured status on an ACORD Certificate of Insurance shall not satisfy this requirement. Commercially reasonable efforts shall be evidenced by a signed statement by the Contractor’s insurance broker indicating that endorsement forms CG 20 10 10 10 and CG 20 37 10 01 are not available and the endorsements submitted provide equivalent protection to the Additional Insured.

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:
SPECIAL PROVISIONS - Continued

1  $3,000,000 Each Occurrence
2  $3,000,000 General Aggregate
3  $3,000,000 Products & Completed Operations Aggregate
4  $3,000,000 Personal & Advertising Injury each offence
5  $3,000,000 Stop Gap/Employers’ Liability each accident

1-07.18(5)B Automobile Liability

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

Such policy must provide the following minimum limit:

$1,000,000 Combined single limit each accident

1-07.18(5)C Workers’ Compensation

The Contractor shall comply with Workers’ Compensation coverage as required by the Industrial Insurance laws of the State of Washington.
SPECIAL PROVISIONS - Continued

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 2 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)E builders risk

Contractor shall purchase and maintain Builder’s Risk insurance covering interests of the Contracting Agency, the Contractor, and Subcontractors of every tier, as Named Insureds, in the Work. An Installation Floater instead of Builders Risk is acceptable for renovation projects. Builder’s Risk insurance shall be on a special form policy, and shall insure against the perils of fire and extended coverage and physical loss or damage, theft, vandalism, malicious mischief and collapse; and flood and earthquake when shown below. The Builder’s Risk insurance shall include coverage for temporary buildings, debris removal, and damage to materials in transit or stored off-site. Such insurance shall cover resulting “soft costs” including but not limited to design costs, licensing fees, architect’s and engineer’s fees, and costs due to delay in completion.

Builder’s Risk insurance shall be written in the amount of the completed value of the project, with no coinsurance provisions. Such policy must provide coverage and deductibles that comply with the following:

Coverage:

Total Cost of Project to be Insured: Contract Amount
Soft Costs: 20% of Contract Amount
Flood: Contract Amount
Earthquake: Contract Amount

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Deductibles not to exceed:
Flood: 2% of the Value at Time of Loss, subject to a $250,000 Minimum
Earthquake: 5% of the Value at Time of Loss, subject to a $250,000 Minimum
Earth Movement: 5% of the Value at Time of Loss, subject to a $250,000 Minimum
All Other Perils: $50,000
Soft Costs: $50,000, with no more than 7-day waiting period

The Builders Risk insurance covering the work shall have maximum deductibles as listed above for each occurrence. The deductible(s) shall be the responsibility of the Contractor.

The Contractor shall provide the Contracting Agency with a full and certified copy of the insurance policy 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.

The Builders Risk insurance shall be maintained until final acceptance of the Work by the Contracting Agency.

The Contractor and the Contracting Agency waive all rights against each other and any of their Subcontractors of every tier, agents, and employees, officers, and officials, for damages caused by fire or other perils to the extent covered by Builder’s Risk insurance or other property insurance applicable to the work. The policies shall provide such waivers by endorsement.

1-07.23 Public Convenience and Safety
1-07.23(1) Construction Under Traffic
(January 2, 2012 WSDOT GSP)

This Section is supplemented with the following:

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

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

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

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

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

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

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

*Or 2-feet beyond the outside edge of sidewalk

Minimum Work Zone Clear Zone Distance

This Section is supplemented with the following:

(January 5, 2015 WSDOT GSP)

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Lane closures are subject to the following restrictions:

1. One lane of traffic shall be maintained at all times. No full roadway closures shall be permitted.

2. If the Engineer determines the permitted closure hours adversely affect traffic, the Engineer may adjust the hours accordingly. The Engineer will notify the Contractor in writing of any change in the closure hours.

3. Lane closures are not allowed on any of the following:

   1. A holiday,

   2. A holiday weekend; holidays that occur on Friday, Saturday, Sunday or Monday are considered a holiday weekend. A holiday weekend includes Saturday, Sunday, and the holiday.

   3. After 6:00 p.m. on the day prior to a holiday or holiday weekend, and

   4. Before 7:00 a.m. on the day after the holiday or holiday weekend.

1-07.24 Rights of Way
(July 23, 2015 APWA GSP)

Delete this Section and replace it with the following:

Street right-of-way lines and limits of easements are indicated in the Plans and/or easement exhibits. The Contractor’s construction activities shall be confined within these limits, unless alternate arrangements for use of private property are made.

Generally, the Contracting Agency will have obtained all necessary right-of-way acquisitions and easements, both temporary and permanent, necessary to carry out the work prior to bid opening. Exceptions to this are either noted in the Bid Documents or will be brought to the Contractor’s attention by 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 agreements, conditions, and obligations of any easement obtained by the Contracting Agency from the owner of the private property. Copies of
easement agreements may be included in the Contract Provisions or will be made available to the Contractor as soon as practical upon being obtained by the Engineer.

The Contractor shall not proceed with 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 has been secured 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. In bidding this project, 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 and laydown of materials, contractor parking, equipment storage or other Contractor needs. However, before using private property, whether adjoining the work or not, the Contractor shall file with the Engineer 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 utilized by contractor forces in performance of work related to this contract. The statement shall be signed by the private property owner, or their legal agent acting on behalf of the affected property owner, stating that permission has been granted to use the property and all necessary permissions and/or permits have been obtained. In the case of a release, the statement shall confirm that the restoration of the property has been satisfactorily completed. In all cases, the statement shall include the parcel number, address, owner and/or agent name, and date of signature. Written releases must be filed with the Engineer before the Completion Date for the project will be established.

All costs associated with obtaining property use rights, approvals, submittals, releases, providing, maintaining, permitting, and operating the Construction Staging and Personnel Parking Area(s) for this Project shall be considered incidental to and included in the unit and lump sum bid prices.

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1-08 PROSECUTION AND PROGRESS

Add the following new section:

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.

Add the following new section:

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

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

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

If the Contractor wishes to deviate from the established working hours, the Contractor shall submit a written request to the Engineer for consideration. This request shall state what hours are being requested, and why. Requests shall be submitted for review no later than 48 hours prior to the day(s) the Contractor is requesting to change the hours.

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

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

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

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

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

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**  
*(February 2, 2018 MC GSP)*

The eighth and ninth paragraphs are revised to read:

The Contractor shall comply with the requirements of RCW 39.04.250, 39.76.011, 39.76.020, and 39.76.040, in particular regarding prompt payment to Subcontractors. Whenever the Contractor withholds payment to a Subcontractor for any reason including disputed amounts, the Contractor shall provide notice within 10 calendar days to the Subcontractor with a copy to the Contracting Agency identifying the reason for the withholding and a clear description of what the Subcontractor must do to have the withholding released. Retainage withheld by the Contractor prior to completion of the Subcontractors work is exempt from reporting as a payment withheld and is not included in the withheld amount. The Contracting Agency’s copy of the notice to Subcontractor for deferred payments shall be submitted to the Engineer concurrently with notification to the Subcontractor.

1-08.3 **Progress Schedule**

1-08.3(2) **Progress Schedule Types**

1-08.3(2)A **Type A Progress Schedule**  
*(March 13, 2012 APWA GSP)*

Revise this section to read:

The Contractor shall submit 4 ea. 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.

1-08.3(2)D **Weekly Look Ahead Schedule**  
*(February 2, 2018 MC GSP)*

This Section is supplemented with the following:

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The Contractor shall attend a weekly construction meeting with the Contracting Agency and/or with the Contracting Agency’s representative. The meeting will include discussion of the weekly look ahead schedule, status of the Work performed that week as well as upcoming and outstanding Work, utility coordination, and traffic control, and force account Work. The Contractor’s superintendent and/or foreman shall attend and participate in the weekly construction meeting.

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 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.

Section 1-08.4 is supplemented with the following:

ORDER OF WORK

The sequence of Work described herein is meant to provide general direction in the prosecution of Work. The Contractor shall remain responsible for the details of performing the Work, and the limits of each portion of the Work.
Variations from the following general Work sequence must be approved in writing by the Engineer.

1. The work shall be prioritized by site in the following order:
   a. Site 1
   b. Site 5
   c. Site 6
   d. Site 7
   e. Site 8
   f. Site 12
   g. Site 13
   h. Site 16
   i. Site 18
   j. Site 19
   k. Site 20
   l. Site 10
   m. Site 9
   n. Site 14
   o. Site 11
   p. Site 15

1-08.5 Time for Completion

(March 13, 1995 WSDOT GSP)
This Section is supplemented with the following:
This project shall be physically completed within 65 working days.

(February 2, 2018 MC GSP)
Delete this Section in its entirety and replace with the following:
The Contractor shall complete all Contract Work within the number of “working days” stated in the Contract Provisions or as extended by the Engineer in accordance with Section 1-08.8. Every day will be counted as a “working day” unless it is a nonworking day or an Engineer determined unworkable day. A nonworking day is defined as a Saturday, a Sunday, a day on which the Contract specifically suspends Work, or one of these holidays: January 1, the third Monday of January, the third Monday of February, Memorial Day, July 4, Labor Day, November 11, Thanksgiving, the day after Thanksgiving, and Christmas Day. When any of these holidays fall on a Sunday, the following Monday shall be counted a nonworking day. When the holiday falls on a Saturday, the preceding
Friday shall be counted a nonworking day. The days between December
25 and January 1 will be classified as nonworking days, provided the
Contractor actually suspends performance of the Work.

Any unworkable day is defined as a half or whole day the Engineer
declares to be unworkable because of weather or conditions caused by
the weather that prevents satisfactory and timely performance of the
Work. If the Contractor works, regardless of the weather, that day shall be
counted as a working day. Other conditions beyond the control of the
Contractor may qualify for an extension of time in accordance with Section
1-08.8.

The Contract time shall begin on the first working day following the 10th
calendar day after the issuance of the written notice to proceed or the first
day on which the Contractor begins to perform Work on the site,
whichever first occurs. The Contract Provisions may specify another
starting date for the Contract time, in which case time will begin on the
starting date specified.

Each working day shall be charged to the Contract as it occurs until the
Work is physically complete. If requested by the Contractor in writing, the
Engineer will provide the Contractor with a weekly statement that shows
the number of working days: (1) charged to the Contract the week before;
(2) specified for the substantial and physical completion of the Contract;
and (3) remaining for the substantial and physical completion of the
Contract. The statement will also show the nonworking days and any
partial or whole days that the Engineer determines to be unworkable. If
the Contractor disagrees with any statement issued by the Engineer, the
Contractor shall submit a written protest within 10 calendar days after the
date of the statement. The protest shall be sufficiently detailed to enable
the Engineer to ascertain the basis for the dispute and the amount of time
disputed. Any statement that is not protested by the Contractor as
required in this Section shall be deemed as having been accepted. If the
Contractor elects to work 10 hours a day for four days a week (a 4-10
schedule), the fifth day of the week of that week will be charged as a
working day if that day would be chargeable as a working day if the
Contractor had not elected to utilize the 4-10 schedule.

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

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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. Final Contract voucher certification;
   d. Property owner releases required by Section 1-07.24.
   e. Affidavits of Wages Paid for the Contractor and all subcontractors must be submitted to the Contracting Agency.

1-08.9 Liquidated Damages
(August 14, 2013 APWA GSP)

Revise the fourth paragraph to read:

When the Contract Work has progressed to Substantial Completion as defined in the Contract, the Engineer may determine that the work is Substantially Complete. The Engineer will notify the Contractor in writing of the Substantial Completion Date. For overruns in Contract time occurring after the date so established, the formula for liquidated damages shown above will not apply. For overruns in Contract time occurring after the Substantial Completion Date, liquidated damages shall be assessed on the basis of direct engineering and related costs assignable to the project until the actual Physical Completion Date of all the Contract Work. The Contractor shall complete the remaining Work as promptly as possible. Upon request by the Project Engineer, the Contractor shall furnish a written schedule for completing the physical Work on the Contract.

1-09 MEASUREMENT AND PAYMENT

1-09.2 Weighing Equipment

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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.

1-09.2(5) Measurement
(May 2, 2017 APWA GSP)

Revise the first paragraph to read:

Scale Verification Checks – At the Engineer’s discretion, the Engineer may perform verification checks on the accuracy of each batch, hopper, or platform scale used in weighing contract items of Work.

1-09.6 Force Account
(October 10, 2008 APWA GSP)

Supplement this Section with the following:

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

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

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

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

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

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

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

1. Unit Price Items in the Bid Form — the approximate quantity of acceptable units of work completed multiplied by the unit price.
2. Lump Sum Items in the Bid Form — based on the approved Contractor’s lump sum breakdown for that item, or absent such a breakdown, based on the Engineer’s determination.
3. Materials on Hand — 100 percent of invoiced cost of material delivered to Job site or other storage area approved by the Engineer.
4. Change Orders — entitlement for approved extra cost or completed extra work as determined by the Engineer.

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

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

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

1-09.11 Disputed Claims

1-09.11(3) Time Limitation and Jurisdiction
(July 23, 2015 APWA GSP)

Revise this section to read:

For the convenience of the parties to the Contract it is mutually agreed by the parties that any claims or causes of action which the Contractor has against the Contracting Agency arising from the Contract shall be brought within 180 calendar days from the date of final acceptance (Section 1-05.12) of the Contract by the Contracting Agency; and it is further agreed that any such claims or causes of action shall be brought only in the Superior Court of the county where the Contracting Agency headquarters is located, provided that where an action is asserted against a county, RCW 36.01.05 shall control venue and jurisdiction. The parties understand and agree that the Contractor’s failure to bring suit within the time period provided, shall be a complete bar to any such claims or causes of action. It is further mutually agreed by the parties that when any claims or causes of action which the Contractor asserts against the Contracting Agency arising from the Contract are filed with the Contracting Agency or initiated in court, the Contractor shall permit the Contracting Agency to have timely access to any records deemed necessary by the Contracting Agency to assist in evaluating the claims or action.

1-09.13 Claims Resolution

1-09.13(3) Claims $250,000 or Less
(October 1, 2005 APWA GSP)

Delete this section and replace it with the following:

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

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1-10 TEMPORARY TRAFFIC CONTROL

1-10.2 Traffic Control Management

1-10.2(1) General

This Section is supplemented with the following:

(January 3, 2017 WSDOT GSP)

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

1-10.2(1)A Traffic Control Management

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

A Traffic Control Supervisor shall be onsite for the duration and frequency needed to fulfill the duties of the TCS per Specification Section 1-10.2(1)A and shall be available, and able to respond within 10 minutes, when traffic control adjustments or revisions are needed.

When a Contractor assigned Traffic Control Manager or Supervisor becomes aware or is notified by the Engineer, through verbal or written communication, that an element of an approved Traffic Control Plan (TCP) is not properly installed, the Contractor shall
correct any TCP discrepancies within 45 minutes of the notice. It is
the responsibility of the Contractor to ensure that a Traffic Control
Manager or Supervisor contact is available at all times during Work,
or make known to the Engineer a delegated individual to contact
should a TCP correction becomes necessary.

If the Contractor proceeds with Work that impacts vehicular traffic or
pedestrian access that is not covered by an approved TCP in
accordance with Section 1-10.2(2), the Contractor shall stop Work
immediately and return the Work area to a safe condition. Work shall
not resume until a TCP is approved by the Engineer. All costs to
provide temporary detours, repairs to the Work area and their
subsequent removals as a result of the stoppage shall be borne by
the Contractor.

The Contractor shall take note of existing construction signage
related to other nearby projects to ensure that the intent/message of
proposed TCP signage on this project does not conflict with other
existing signage/messaging.

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

Submittal of a Contractor-prepared Traffic Control Plan (TCP) shall be
required at the time of Right-of-Way (ROW) Permit application. The
Contractor’s TCP shall require review and approval by the City prior to
ROW permit issuance. Applications to obtain ROW permits shall be
made within 10 days after receiving Notice to Proceed. TCP submittal
requirements shall be as required by the City at time of permit
application. The Contractor shall prepare site-specific plans for each site
included in the project.

Examples of WSDOT standard traffic control plans have been made
available for the contractor’s reference in Appendix E of these
Specifications. These standard plans are being provided to show a
method of handling traffic. The contractor shall be solely responsible for
submitting the individual, site-specific traffic control plans needed to
obtain the ROW permit in accordance with the standard City permitting
process. The costs for preparation of the TCP’s and of obtaining the
permit, including fees, shall be the contractor’s responsibility and shall
be included in the lump sum cost for Project Temporary Traffic Control.
A TCP shall be submitted for each type of Work listed below. A revised or additional TCP shall be submitted for approval 10 days prior to each time an adjustment to a previously approved TCP becomes necessary.

1) TCP (Construction Access) – Any construction activity that requires the Contractor to enter and exit the construction site using a public road. This Plan shall address routes for hauling and delivery of project materials to and from the project site, and designated entrances and exits for personnel or construction vehicles for normal daily use. This Plan shall be submitted 10 days after Contract Award.

2) TCP (Temporary Traffic Lane/Shoulder Closures) – Any activity requiring closures or adjustments to lanes or Shoulders; driveway or pedestrian access; or entire Roadway.

3) TCP (Pedestrian Traffic Control) – Any Work that may impede or impact directly or indirectly any existing pedestrian route not related to 2) above.

4) TCP (Work near state routes) – Any construction activity that may impact SR 527.

The Contractor shall also submit for approval to the Engineer a Lane Closure/Detour Notice on a Contracting Agency provided form on the Wednesday preceding the week of the planned Work requiring the implementation of a TCP. The notice shall include planned closures or detours for the week period with the following information:

1) Date of closure
2) Limits of closure
3) Type of Work
4) Start and end times of closure
5) Approved TCP number
6) Detour routes, as applicable
7) Other pertinent information describing the closure
1-10.3(3) Traffic Control Devices

1-10.3(3)A Construction Signs

Section 1-10.3(3)A is supplemented with the following:

Class B signs may remain longer than 3-days provided they do not impede pedestrian routes (unless designed to), conflict with vehicular traffic movements, or have a restricted view.

END DIVISION 1
DIVISION 2
EARTHWORK

2-01  CLEARING, GRUBBING, AND ROADSIDE CLEANUP

2-01.1  Description

Section 2-01.1 is supplemented with the following:

Clearing and grubbing on this project shall be performed within the following limits:

Clearing and grubbing shall be done to the construction limits shown in the Plans and as directed by the Engineer.

This item shall include, but not be limited to, the removal of all trees, brush, fences, debris and other such material as described in Section 2-01 of the Standard Specifications which must be removed in order to construct the new facilities as shown in the Plans. The Contractor shall remove all plants within the area to be cleared that are not designated for preservation.

This work also includes protection of all trees, bushes, shrubs, landscaping or other objects and appurtenances as selected to remain. The Contractor shall not disturb, or damage existing plant material designated for preservation and shall contact the Engineer if there is any conflict between the Plans and field conditions. All trees to remain shall be protected to dripline by boxing, fencing or other preventative means or measures. When trenching occurs around trees to remain, the tree roots shall not be cut, but the trench shall be tunneled under or around the roots by careful hand-digging and without injury to the roots. All costs of protecting from damage those plants designated to be saved shall be incidental to the Bid item “Clearing and Grubbing.”

If the Contractor removes or damages any existing plant or plants not designated for removal during the execution of the Work, such plant(s) shall be restored or replaced by the Contractor to a condition similar or equal to that existing before such damage or removal. All replacements shall be inspected and approved prior to planting. Planting procedures will be subject to approval. All replacements shall be guaranteed to survive in a healthy condition for a period of one (1) year after final acceptance.

Prior to clearing and grubbing operations, the Contractor shall flag all trees over 15 feet high or six-inch caliper or greater (measured six inches above ground line) that are to be removed. The Contractor shall notify the Engineer after flagging is completed and arrange a meeting prior to the removal of any existing

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trees on the project. At this meeting the Contractor and Engineer shall inspect those trees designated for removal and make any necessary changes.

Where in the opinion of the Engineer, any trees abutting or adjacent to the limits of clearing and grubbing are damaged or will require removal, the Contractor shall remove such trees as incidental to and included in the Bid Item “Clearing and Grubbing”. Trees identified for removal shall be completely removed, including the roots, unless the Engineer determines that complete removal is not necessary. In such cases, the trunk shall be cut at ground level and treated with an approved herbicide.

The disposal of all material shall be the responsibility of the Contractor. Any salvageable material shall become the property of the Contractor.

The Contractor shall notify all property owners a minimum of 5 days in advance of clearing, grubbing, and tree removal operations.

2-02 REMOVAL OF STRUCTURES AND OBSTRUCTIONS

2-02.3 Construction Requirements

2-02.3(2) Removal of Bridges, Box Culverts, and other Drainage Structures

Section 2-02.3(2) is supplemented with the following:

Remove Existing Pipe

Where shown in the Plans or at other locations as determined by the Engineer, the Contractor shall remove sections and/or lengths of pipe in the locations and lengths specified and/or as otherwise needed to perform the work. All pipe to be removed shall be sawcut for removal with clean, vertical edges to allow for localized repair and so that couplers may be properly installed. The contractor shall employ precautionary measures to prevent damage and/or undermining of the remaining sections of drainage pipe to remain. All precautionary measures such as use of shoring, special equipment, hand digging, additional materials, etc. shall be considered incidental to the "Remove Existing Pipe" bid item. Where drainage pipe is shown for complete removal between structures, the drainage pipe shall be removed in its entirety.

All materials from removal of drainage structures shall become the property of the Contractor and shall be disposed of at a contractor-provided disposal site outside the project limits. All work required for
removal of existing pipe, including sawcut and removal, shall be included in the bid item “Remove Existing Pipe”.

2-02.3(3) Removal of Pavement, Sidewalks, Curbs and Gutters
Section 2-02.3(3) is supplemented with the following:

Removal of concrete curb, gutter and sidewalk
The Contractor shall use a saw cut to delineate the curb, gutter, sidewalk, and extruded curb to be removed from curb, gutter, sidewalk, and extruded curb to remain. The Contractor shall take care to avoid damaging adjacent curb, gutter, sidewalk, and extruded curb to remain. Any damage caused to the curb, gutter, sidewalk, and extruded curb to remain, as a result of the Contractor’s operations, shall be repaired to the satisfaction of the Engineer at no additional cost to the Contracting Agency.

Where necessary to remove existing sidewalk, full panels shall be removed unless otherwise directed by the Engineer. Concrete curbs shall be removed to the nearest full depth expansion joint or full depth sawcut location. Care shall be taken during removal to protect adjacent sidewalk panels, concrete curbs, utilities and landscaping from damage.

Once removals have begun, the contractor will provide temporary protective and restoration measures for the work zone until final restoration is complete to the satisfaction of the City. The Contractor shall assure that the duration of time between removal and final restoration has been planned to minimize the length and duration of temporary patching and restoration.

The average depth of existing improvements at the project site are as shown in the following table.

<table>
<thead>
<tr>
<th>Existing Improvement</th>
<th>Average depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vertical curb height</td>
<td>12”</td>
</tr>
<tr>
<td>Vertical gutter pan thickness</td>
<td>6”</td>
</tr>
<tr>
<td>Rolled curb height</td>
<td>10”</td>
</tr>
<tr>
<td>Rolled gutter pan thickness</td>
<td>6.5”</td>
</tr>
<tr>
<td>Sidewalk thickness (typical)</td>
<td>4”</td>
</tr>
<tr>
<td>Sidewalk @ driveway locations</td>
<td>6”</td>
</tr>
<tr>
<td>Asphalt depth (AC wearing course + AC base course)</td>
<td>6”</td>
</tr>
</tbody>
</table>
Sawcutting
All full-depth sawcuts shall be continuous and shall be made with saws specifically equipped for the purpose. No skip-cutting or jack hammering will be allowed unless specifically approved otherwise in writing by the Engineer.
The contractor shall layout and/or field mark all pavement, sidewalk and curb sawcut locations and obtain approval of the extents of removal from the engineer prior to beginning the work. The contractor shall adjust removal extents as directed by the engineer.

Sawcutting for utility trenching will be paid for one time for each side of the trench. If the Contractor elects to make a second cut, or at the request of the Engineer, in order to provide a smooth pavement edge for permanent pavement patching, the second sawcut will not be paid for under the bid item Sawcutting, and shall be considered incidental to other Work.

All sawcutting performed in the Contract shall provide for and include removal and disposal of slurry created from water cooling/lubrication, by sawcut vacuum or other means, in accordance with the Washington State Department of Ecology regulations. Waste material (slurry) shall not be allowed to enter drainage systems, ditches, or streams.

The Contractor shall be responsible for protecting the saw cut from damage. If in the opinion of the Engineer the Contractor fails to adequately protect the saw cut locations from damage, a new saw cut shall be made, and all appropriate associated removals and restorations made, at no additional cost to the Contracting Agency.

Advance notification and coordination
The contractor shall notify all property owners abutting the project site at least one week in advance of any sawcutting of asphalt, curb, gutter or sidewalk removals. Folding signs conforming to MUTCD standards shall be posted notifying residents of parking restrictions and work dates. Removals of abutting sidewalk and/or curb shall be coordinated so that driveway access is maintained at all times. The work related to notifications, signing and coordination shall be considered incidental to other bid items.

Curb and Gutter Removal
Due to cross-sectional variations between vertical curb and gutter and rolled curb and gutter, as can be seen in Table 1 above, removal of each shall be included in two separate bid items titled "Removing Concrete Curb and Gutter" and "Removing Rolled Curb and Gutter", respectively.
The variances in cross-section shall be accounted for in Contractors unit price for each bid item.

2-02.5 Payment

Section 2-02.5 is supplemented with the following:

“Remove Existing Pipe”, per linear foot.
The unit Contract price per linear foot for “Remove Existing Pipe” shall be full compensation for performing the Work as specified, including cutting and disposal of the pipe.

“Removing Vertical Curb and Gutter”, per linear foot.
The unit Contract price per linear foot for “Removing Vertical Curb and Gutter” shall be full compensation for performing the Work as specified, including disposal.

“Removing Rolled Curb and Gutter”, per linear foot.
The unit Contract price per linear foot for “Removing Rolled Curb and Gutter” shall be full compensation for performing the Work as specified, including saw cutting and disposal.

“Sawcutting”, per linear foot.
The unit Contract price per lineal foot “Sawcutting” shall be full compensation to perform the Work as specified, including saw cutting, vacuuming, layout and disposal.

“Removal of Structures and Obstructions”, lump sum.
The unit Contract price per lump sum “Removal of Structures and Obstructions” shall be full compensation to perform the work specified, including pavement removal, sidewalk removal and all other work items associated with removal, demolition, and/or site preparation work not otherwise listed within section 2-02.

END DIVISION 2
SPECIAL PROVISIONS - Continued

DIVISION 5
SURFACE TREATMENTS AND PAVEMENTS

5-04  Hot Mix Asphalt
(July 18, 2018 APWA GSP)

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

5-04.1 Description
This Work shall consist of providing and placing one or more layers of plant-mixed hot mix asphalt (HMA) on a prepared foundation or base in accordance with these Specifications and the lines, grades, thicknesses, and typical cross-sections shown in the Plans. The manufacture of HMA may include warm mix asphalt (WMA) processes in accordance with these Specifications. WMA processes include organic additives, chemical additives, and foaming.

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

5-04.2 Materials
Materials shall meet the requirements of the following sections:

- Asphalt Binder  9-02.1(4)
- Cationic Emulsified Asphalt  9-02.1(6)
- Anti-Stripping Additive  9-02.4
- HMA Additive  9-02.5
- Aggregates  9-03.8
- Recycled Asphalt Pavement  9-03.8(3)B
- Mineral Filler  9-03.8(5)
- Recycled Material  9-03.21
- Portland Cement  9-01
- Sand  9-03.1(2)

(As noted in 5-04.3(5)C for crack sealing)

- Joint Sealant  9-04.2
- Foam Backer Rod  9-04.2(3)A

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

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

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

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

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

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

Production of aggregates shall comply with the requirements of Section 3-01. Preparation of stockpile site, the stockpiling of aggregates, and the removal of aggregates from stockpiles shall comply with the requirements of Section 3-02.

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

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

5-04.2(1)A Vacant

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

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

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

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

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commercial evaluation will be excluded from the quantities used in the determination of nonstatistical evaluation.

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

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

The mix design shall be performed by a lab accredited by a national authority such as Laboratory Accreditation Bureau, L-A-B for Construction Materials Testing, The Construction Materials Engineering Council (CMEC’s) ISO 17025 or AASHTO Accreditation Program (AAP) and shall supply evidence of participation in the AASHTO: resource proficiency sample program.

Mix designs for HMA accepted by Nonstatistical evaluation shall:

- Have the aggregate structure and asphalt binder content determined in accordance with WSDOT Standard Operating Procedure 732 and meet the requirements of Sections 9-03.8(2), except that Hamburg testing for ruts and stripping are at the discretion of the Engineer, and 9-03.8(6).
- Have anti-strip requirements, if any, for the proposed mix design determined in accordance with AASHTO T 283 or T 324, or based on historic anti-strip and aggregate source compatibility from previous WSDOT lab testing.

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

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

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For the Bid Item 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.

5-04.2(2)B Using Warm Mix Asphalt Processes
The Contractor may elect to use additives that reduce the optimum mixing temperature or serve as a compaction aid for producing HMA. Additives include organic additives, chemical additives and foaming processes. The use of Additives is subject to the following:

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

5-04.3 Construction Requirements

5-04.3(1) Weather Limitations
Do not place HMA for wearing course on any Traveled Way beginning October 1st through March 31st of the following year without written concurrence from the Engineer.

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

<table>
<thead>
<tr>
<th>Compacted Thickness (Feet)</th>
<th>Wearing Course</th>
<th>Other Courses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 0.10</td>
<td>55°F</td>
<td>45°F</td>
</tr>
<tr>
<td>0.10 to .20</td>
<td>45°F</td>
<td>35°F</td>
</tr>
<tr>
<td>More than 0.20</td>
<td>35°F</td>
<td>35°F</td>
</tr>
</tbody>
</table>

5-04.3(2) Paving Under Traffic
When the Roadway being paved is open to traffic, the requirements of this Section shall apply.

The Contractor shall keep intersections open to traffic at all times except when paving the intersection or paving across the intersection. During such time, and

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provided that there has been an advance warning to the public, the intersection may be closed for the minimum time required to place and compact the mixture. In hot weather, the Engineer may require the application of water to the pavement to accelerate the finish rolling of the pavement and to shorten the time required before reopening to traffic.

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

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

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

5-04.3(3) Equipment

5-04.3(3)A Mixing Plant

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

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

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

3. **Heating of Asphalt Binder** – The temperature of the asphalt binder shall not exceed the maximum recommended by the asphalt binder manufacturer nor shall it be below the minimum temperature required to maintain the asphalt binder in a homogeneous state. The asphalt binder shall be heated in a

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manner that will avoid local variations in heating. The heating method shall provide a continuous supply of asphalt binder to the mixer at a uniform average temperature with no individual variations exceeding 25°F. Also, when a WMA additive is included in the asphalt binder, the temperature of the asphalt binder shall not exceed the maximum recommended by the manufacturer of the WMA additive.

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

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

5-04.3(3)B  **Hauling Equipment**
Trucks used for hauling HMA shall have tight, clean, smooth metal beds and shall have a cover of canvas or other suitable material of sufficient size to protect the mixture from adverse weather. Whenever the weather conditions during the work shift include, or are forecast to include, precipitation or an air temperature less than 45°F or when time from loading to unloading exceeds 30 minutes, the cover shall be securely attached to protect the HMA.

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

5-04.3(3)C  **Pavers**
HMA pavers shall be self-contained, power-propelled units, provided with an internally heated vibratory screed and shall be capable of spreading and finishing courses of HMA plant mix material in lane widths required by the paving section shown in the Plans.

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

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

When specified in the Contract, reference lines for vertical control will be required. Lines shall be placed on both outer edges of the Traveled Way of each Roadway. Horizontal control utilizing the reference line will be permitted. The grade and slope for intermediate lanes shall be controlled automatically from reference lines or by means of a mat referencing device and a slope control device. When the finish of the grade prepared for paving is superior to the established tolerances and when, in the opinion of the Engineer, further improvement to the line, grade, cross-section, and smoothness can best be achieved without the use of the reference line, a mat referencing device may be substituted for the reference line. Substitution of the device will be subject to the continued approval of the Engineer. A joint matcher may be used subject to the approval of the Engineer. The reference line may be removed after the completion of the first course of HMA when approved by the Engineer. Whenever the Engineer determines that any of these methods are failing to provide the necessary vertical control, the reference lines will be reinstalled by the Contractor.

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

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

5-04.3(3)D Material Transfer Device or Material Transfer Vehicle
A Material Transfer Device/Vehicle (MTD/V) shall only be used with the Engineer’s approval, unless otherwise required by the contract.

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

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

To be approved for use, an MTV:

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

To be approved for use, an MTD:

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

5-04.3(3)E Rollers
Rollers shall be of the steel wheel, vibratory, oscillatory, or pneumatic tire type, in good condition and capable of reversing without backlash. Operation of the roller shall be in accordance with the manufacturer’s recommendations. When ordered by the Engineer for any roller planned for use on the project, the Contractor shall provide a copy of the manufacturer’s recommendation for the use of that roller for compaction of HMA. The number and weight of rollers shall be sufficient to compact the mixture in compliance with the requirements of Section 5-04.3(10). The use of equipment that results in crushing of the aggregate will not be permitted. Rollers producing pickup, washboard, uneven compaction of the surface, displacement of the mixture or other undesirable results shall not be used.

5-04.3(4) Preparation of Existing Paved Surfaces
When the surface of the existing pavement or old base is irregular, the Contractor shall bring it to a uniform grade and cross-section as shown on the Plans or approved by the Engineer.
Preleveling of uneven or broken surfaces over which HMA is to be placed may be accomplished by using an asphalt paver, a motor patrol grader, or by hand raking, as approved by the Engineer.

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

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

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

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

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

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

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

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

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

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

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

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

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

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results in an excessive amount of material on the pavement surface, stop and correct
the operation to eliminate the excess material.

5-04.3(4)A2 Crack Sealing Areas Prior to Paving
In areas where HMA will be placed, use sand slurry to fill the cracks.

5-04.3(4)A3 Crack Sealing Areas Not to be Paved
In areas where HMA will not be placed, fill the cracks as follows:

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

5-04.3(4)B Vacant

5-04.3(4)C Pavement Repair
The Contractor shall excavate pavement repair areas and shall backfill these with
HMA in accordance with the details shown in the Plans and as marked in the field.
The Contractor shall conduct the excavation operations in a manner that will protect
the pavement that is to remain. Pavement not designated to be removed that is
damaged as a result of the Contractor’s operations shall be repaired by the
Contractor to the satisfaction of the Engineer at no cost to the Contracting Agency.
The Contractor shall excavate only within one lane at a time unless approved
otherwise by the Engineer. The Contractor shall not excavate more area than can be
completely finished during the same shift, unless approved by the Engineer.

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

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

Placement of the HMA backfill shall be accomplished in lifts not to exceed 0.35-foot
compacted depth. Lifts that exceed 0.35-foot of compacted depth may be
accomplished with the approval of the Engineer. Each lift shall be thoroughly
compacted by a mechanical tamper or a roller.
5-04.3(5) Producing/Stockpiling Aggregates and RAP

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

5-04.3(5)A Vacant

5-04.3(6) Mixing

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

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

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

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

5-04.3(7) Spreading and Finishing
The mixture shall be laid upon an approved surface, spread, and struck off to the
grade and elevation established. HMA pavers complying with Section 5-04.3(3) shall
be used to distribute the mixture. Unless otherwise directed by the Engineer, the
nominal compacted depth of any layer of any course shall not exceed the following:

<table>
<thead>
<tr>
<th>HMA Class</th>
<th>Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>1&quot;</td>
<td>0.35 feet</td>
</tr>
<tr>
<td>¾&quot; and ½&quot;</td>
<td>0.30 feet</td>
</tr>
<tr>
<td>Wearing course</td>
<td>0.30 feet</td>
</tr>
<tr>
<td>Other courses</td>
<td>0.35 feet</td>
</tr>
<tr>
<td>⅜&quot;</td>
<td>0.15 feet</td>
</tr>
</tbody>
</table>

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

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

5-04.3(8) Aggregate Acceptance Prior to Incorporation in HMA
For HMA accepted by nonstatistical evaluation the aggregate properties of sand
equivalent, uncompacted void content and fracture will be evaluated in accordance
with Section 3-04. Sampling and testing of aggregates for HMA accepted by
commercial evaluation will be at the option of the Engineer.

5-04.3(9) HMA Mixture Acceptance
Acceptance of HMA shall be as provided under nonstatistical, or commercial
evaluation.

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

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

The mix design will be the initial JMF for the class of HMA. The Contractor may
request a change in the JMF. Any adjustments to the JMF will require the approval of
the Engineer and may be made in accordance with this section.

HMA Tolerances and Adjustments

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

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

<table>
<thead>
<tr>
<th>Property</th>
<th>Non-Statistical Evaluation</th>
<th>Commercial Evaluation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asphalt Binder</td>
<td>+/- 0.5%</td>
<td>+/- 0.7%</td>
</tr>
<tr>
<td>Air Voids, Va</td>
<td>2.5% min. and 5.5% max</td>
<td>N/A</td>
</tr>
</tbody>
</table>

   For Aggregates in the mixture:

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

<table>
<thead>
<tr>
<th>Aggregate Percent Passing</th>
<th>Non-Statistical Evaluation</th>
<th>Commercial  Evaluation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1&quot;, 3/4&quot;, 1/2&quot;, and 3/8&quot; sieves</td>
<td>+/- 6%</td>
<td>+/- 8%</td>
</tr>
<tr>
<td>No. 4 sieve</td>
<td>+/- 6%</td>
<td>+/- 8%</td>
</tr>
<tr>
<td>No. 8 Sieve</td>
<td>+/- 6%</td>
<td>+/- 8%</td>
</tr>
<tr>
<td>No. 200 sieve</td>
<td>+/- 2.0%</td>
<td>+/- 3.0%</td>
</tr>
</tbody>
</table>

   b. Second, adjust the preliminary upper and lower acceptance limits
determined from step (a) the minimum amount necessary so that none of
the aggregate properties are outside the control points in Section 9-
03.8(6). The resulting values will be the upper and lower acceptance limits
for aggregates, as well as the USL and LSL required in Section 1-
06.2(2)D2.

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

   and the No. 4 sieves, 1 percent for aggregate passing the No. 8 sieve, and
   0.5 percent for the aggregate passing the No. 200 sieve. The adjusted
   JMF shall be within the range of the control points in Section 9-03.8(6).

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

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5-04.3(9)A Vacant

5-04.3(9)B Vacant

5-04.3(9)C Mixture Acceptance – Nonstatistical Evaluation
HMA mixture which is accepted by Nonstatistical Evaluation will be evaluated by the Contracting Agency by dividing the HMA tonnage into lots.

5-04.3(9)C1 Mixture Nonstatistical Evaluation – Lots and Sublots
A lot is represented by randomly selected samples of the same mix design that will be tested for acceptance. A lot is defined as the total quantity of material or work produced for each Job Mix Formula placed. Only one lot per JMF is expected. A sublot shall be equal to one day’s production or 800 tons, whichever is less except that the final sublot will be a minimum of 400 tons and may be increased to 1200 tons.

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

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

5-04.3(9)C2 Mixture Nonstatistical Evaluation Sampling
Samples for acceptance testing shall be obtained by the Contractor when ordered by the Engineer. The Contractor shall sample the HMA mixture in the presence of the Engineer and in accordance with AASH-TO T 168. A minimum of three samples should be taken for each class of HMA placed on a project. If used in a structural application, at least one of the three samples shall to be tested.

Sampling and testing HMA in a Structural application where quantities are less than 400 tons is at the discretion of the Engineer.

For HMA used in a structural application and with a total project quantity less than 800 tons but more than 400 tons, a minimum of one acceptance test shall be performed. In all cases, a minimum of 3 samples will be obtained at the point of acceptance, a minimum of one of the three samples will be tested for conformance to the JMF.

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

5-04.3(9)C3 Mixture Nonstatistical Evaluation – Acceptance Testing
Testing of HMA for compliance of Va will at the option of the Contracting Agency. If tested, compliance of Va will use WSDOT SOP 731.

Testing for compliance of asphalt binder content will be by WSDOT FOP for AASHTO T 308.

Testing for compliance of gradation will be by FOP for WAQTC T 27/T 11.

5-04.3(9)C4 Mixture Nonstatistical Evaluation – Pay Factors
For each lot of material falling outside the tolerance limits in 5-04.3(9), the Contracting Agency will determine a Composite Pay Factor (CPF) using the following price adjustment factors:

<table>
<thead>
<tr>
<th>Constituent</th>
<th>Factor “f”</th>
</tr>
</thead>
<tbody>
<tr>
<td>All aggregate passing: 1½&quot;, 1&quot;, ¾&quot;, ½&quot;, ⅜&quot; and No.4 sieves</td>
<td>2</td>
</tr>
<tr>
<td>All aggregate passing No. 8 sieve</td>
<td>15</td>
</tr>
<tr>
<td>All aggregate passing No. 200 sieve</td>
<td>20</td>
</tr>
<tr>
<td>Asphalt binder</td>
<td>40</td>
</tr>
<tr>
<td>Air Voids (Va) (where applicable)</td>
<td>20</td>
</tr>
</tbody>
</table>

Each lot of HMA produced under Nonstatistical Evaluation and having all constituents falling within the tolerance limits of the job mix formula shall be accepted at the unit Contract price with no further evaluation. When one or more constituents fall outside the nonstatistical tolerance limits in the Job Mix Formula shown in Table of Price Adjustment Factors, the lot shall be evaluated in accordance with Section 1-06.2 to determine the appropriate CPF. The nonstatistical tolerance limits will be used in the calculation of the CPF and the maximum CPF shall be 1.00. When less than three sublots exist, backup samples of the existing sublots or samples from the Roadway shall be tested to provide a minimum of three sets of results for evaluation.
5-04.3(9)C5 Vacant

5-04.3(9)C6 Mixture Nonstatistical Evaluation – Price Adjustments
For each lot of HMA mix produced under Nonstatistical Evaluation when the calculated CPF is less than 1.00, a Nonconforming Mix Factor (NCMF) will be determined. The NCMF equals the algebraic difference of CPF minus 1.00 multiplied by 60 percent. The total job mix compliance price adjustment will be calculated as the product of the NCMF, the quantity of HMA in the lot in tons, and the unit Contract price per ton of mix.

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

5-04.3(9)C7 Mixture Nonstatistical Evaluation - Retests
The Contractor may request a sublot be retested. To request a retest, the Contractor shall submit a written request within 7 calendar days after the specific test results have been received. A split of the original acceptance sample will be retested. The split of the sample will not be tested with the same tester that ran the original acceptance test. The sample will be tested for a complete gradation analysis, asphalt binder content, and, at the option of the agency, V_s. The results of the retest will be used for the acceptance of the HMA in place of the original sublot sample test results. The cost of testing will be deducted from any monies due or that may come due the Contractor under the Contract at the rate of $500 per sample.

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

For each lot of HMA mix produced and tested under Commercial Evaluation when the calculated CPF is less than 1.00, a Nonconforming Mix Factor (NCMF) will be determined. The NCMF equals the algebraic difference of CPF minus 1.00 multiplied by 60 percent. The Job Mix Compliance Price Adjustment will be calculated as the product of the NCMF, the quantity of HMA in the lot in tons, and the unit Contract price per ton of mix.
If a constituent is not measured in accordance with these Specifications, its individual pay factor will be considered 1.00 in calculating the Composite Pay Factor (CPF).

5-04.3(10) HMA Compaction Acceptance
HMA mixture accepted by nonstatistical evaluation that is used in traffic lanes, including lanes for intersections, ramps, truck climbing, weaving, and speed change, and having a specified compacted course thickness greater than 0.10-foot, shall be compacted to a specified level of relative density. The specified level of relative density shall be a Composite Pay Factor (CPF) of not less than 0.75 when evaluated in accordance with Section 1-06.2, using a LSL of 92.0 (minimum of 92 percent of the maximum density). The maximum density shall be determined by WSDOT FOP for AASHTO T 729. The specified level of density attained will be determined by the evaluation of the density of the pavement. The density of the pavement shall be determined in accordance with WSDOT FOP for WAQTC TM 8, except that gauge correlation will be at the discretion of the Engineer, when using the nuclear density gauge and WSDOT SOP 736 when using cores to determine density.

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

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

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

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

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

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

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

Test Results
For a sublot that has been tested with a nuclear density gauge that did not meet the
minimum of 92 percent of the reference maximum density in a compaction lot with a
CPF below 1.00 and thus subject to a price reduction or rejection, the Contractor
may request that a core be used for determination of the relative density of the
sublot. The relative density of the core will replace the relative density determined by
the nuclear density gauge for the sublot and will be used for calculation of the CPF
and acceptance of HMA compaction lot.

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

5-04.3(10)A HMA Compaction – General Compaction Requirements
Compaction shall take place when the mixture is in the proper condition so that no
undue displacement, cracking, or shoving occurs. Areas inaccessible to large
compaction equipment shall be compacted by other mechanical means. Any HMA
that becomes loose, broken, contaminated, shows an excess or deficiency of
asphalt, or is in any way defective, shall be removed and replaced with new hot mix
that shall be immediately compacted to conform to the surrounding area.

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

5-04.3(10)B HMA Compaction – Cyclic Density
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Low cyclic density areas are defined as spots or streaks in the pavement that are less than 90 percent of the theoretical maximum density. At the Engineer’s discretion, the Engineer may evaluate the HMA pavement for low cyclic density, and when doing so will follow WSDOT SOP 733. A $500 Cyclic Density Price Adjustment will be assessed for any 500-foot section with two or more density readings below 90 percent of the theoretical maximum density.

5-04.3(10)C Vacant

5-04.3(10)D HMA Nonstatistical Compaction

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

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

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

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

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

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

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

The location of the HMA compaction acceptance tests will be randomly selected by the Engineer from within each sublot, with one test per sublot.
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5-04.3(10)D3  HMA Nonstatistical Compaction – Price Adjustments
For each compaction lot with one or two sublots, having all sublots attain a relative
density that is 92 percent of the reference maximum density the HMA shall be
accepted at the unit Contract price with no further evaluation. When a sublot does
not attain a relative density that is 92 percent of the reference maximum density, the
lot shall be evaluated in accordance with Section 1-06.2 to determine the appropriate
CPF. The maximum CPF shall be 1.00, however, lots with a calculated CPF in
excess of 1.00 will be used to offset lots with CPF values below 1.00 but greater than
0.90. Lots with CPF lower than 0.90 will be evaluated for compliance per 5-04.3(11).
Additional testing by either a nuclear moisture-density gauge or cores will be
completed as required to provide a minimum of three tests for evaluation.
For compaction below the required 92% a Non-Conforming Compaction Factor
(NCCF) will be determined. The NCCF equals the algebraic difference of CPF minus
1.00 multiplied by 40 percent. The Compaction Price Adjustment will be calculated
as the product of CPF, the quantity of HMA in the compaction control lot in tons, and
the unit Contract price per ton of mix.

5-04.3(11)  Reject Work

5-04.3(11)A  Reject Work General
Work that is defective or does not conform to Contract requirements shall be
rejected. The Contractor may propose, in writing, alternatives to removal and
replacement of rejected material. Acceptability of such alternative proposals will be
determined at the sole discretion of the Engineer. HMA that has been rejected is
subject to the requirements in Section 1-06.2(2) and this specification, and the
Contractor shall submit a corrective action proposal to the Engineer for approval.

5-04.3(11)B  Rejection by Contractor
The Contractor may, prior to sampling, elect to remove any defective material and
replace it with new material. Any such new material will be sampled, tested, and
evaluated for acceptance.

5-04.3(11)C  Rejection Without Testing (Mixture or Compaction)
The Engineer may, without sampling, reject any batch, load, or section of Roadway
that appears defective. Material rejected before placement shall not be incorporated
into the pavement. Any rejected section of Roadway shall be removed.
No payment will be made for the rejected materials or the removal of the materials
unless the Contractor requests that the rejected material be tested. If the Contractor
elects to have the rejected material tested, a minimum of three representative
samples will be obtained and tested. Acceptance of rejected material will be based
on conformance with the nonstatistical acceptance Specification. If the CPF for the
rejected material is less than 0.75, no payment will be made for the rejected material; in addition, the cost of sampling and testing shall be borne by the Contractor. If the CPF is greater than or equal to 0.75, the cost of sampling and testing will be borne by the Contracting Agency. If the material is rejected before placement and the CPF is greater than or equal to 0.75, compensation for the rejected material will be at a CPF of 0.75. If rejection occurs after placement and the CPF is greater than or equal to 0.75, compensation for the rejected material will be at the calculated CPF with an addition of 25 percent of the unit Contract price added for the cost of removal and disposal.

5-04.3(11)D Rejection - A Partial Sublot
In addition to the random acceptance sampling and testing, the Engineer may also isolate from a normal sublot any material that is suspected of being defective in relative density, gradation or asphalt binder content. Such isolated material will not include an original sample location. A minimum of three random samples of the suspect material will be obtained and tested. The material will then be statistically evaluated as an independent lot in accordance with Section 1-06.2(2).

5-04.3(11)E Rejection - An Entire Sublot
An entire sublot that is suspected of being defective may be rejected. When a sublot is rejected a minimum of two additional random samples from this sublot will be obtained. These additional samples and the original sublot will be evaluated as an independent lot in accordance with Section 1-06.2(2).

5-04.3(11)F Rejection - A Lot in Progress
The Contractor shall shut down operations and shall not resume HMA placement until such time as the Engineer is satisfied that material conforming to the Specifications can be produced:

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

5-04.3(11)G Rejection - An Entire Lot (Mixture or Compaction)
An entire lot with a CPF of less than 0.75 will be rejected.

5-04.3(12) Joints

5-04.3(12)A HMA Joints
5-04.3(12)A1 Transverse Joints

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

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

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

5-04.3(12)A2 Longitudinal Joints

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

5-04.3(12)B Bridge Paving Joint Seals

5-04.3(12)B1 HMA Sawcut and Seal

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

Submit a Type 1 Working Drawing consisting of the sealant manufacturer’s application procedure.
Construct the bridge paving joint seal as specified in the Plans and in accordance with the detail shown in the Standard Plans. Construct the sawcut in accordance with the detail shown in the Standard Plan. Construct the sawcut in accordance with Section 5-05.3(8)B and the manufacturer’s application procedure.

5-04.3(12)B2 Paved Panel Joint Seal
Construct the paved panel joint seal in accordance with the requirements specified in section 5-04.3(12)B1 and the following requirement:

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

5-04.3(13) Surface Smoothness
The completed surface of all courses shall be of uniform texture, smooth, uniform as to crown and grade, and free from defects of all kinds. The completed surface of the wearing course shall not vary more than ¼ inch from the lower edge of a 10-foot straightedge placed on the surface parallel to the centerline. The transverse slope of the completed surface of the wearing course shall vary not more than ⅛ inch in 10 feet from the rate of transverse slope shown in the Plans.

When deviations in excess of the above tolerances are found that result from a high place in the HMA, the pavement surface shall be corrected by one of the following methods:

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

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

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

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

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

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

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

Locations of existing surfacing to be planed are as shown in the Drawings.

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

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

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

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

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

A tapered wedge cut must also be made at transitions to adjoining pavement surfaces (meet lines) where butt joints are shown on the Drawings. Cut butt joints in a straight line with vertical faces 2 inches or more in height, producing a smooth transition to the existing adjoining pavement.
After planing is complete, planed surfaces must be swept, cleaned, and if required by the Contract, patched and prelevels.

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

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

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

Should such metal be identified, promptly notify the Engineer.

See Section 1-07.16(1) regarding the protection of survey monumentation that may be hidden in pavement.

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

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

5-04.3(14)B1 General

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

1. Intersections:
   a. Keep intersections open to traffic at all times, except when paving or planing operations through an intersection requires closure. Such closure must be kept to the minimum time required to place and compact the HMA mixture, or plane as appropriate. For paving, schedule such closure to individual lanes or portions thereof that allows the traffic volumes and schedule of traffic volumes required in the approved traffic control plan. Schedule work so that adjacent intersections are not impacted at the same time and comply with the traffic control restrictions required by the Traffic Engineer. Each individual intersection closure or partial closure, must be addressed in the traffic control plan, which must be submitted to and accepted by the Engineer, see Section 1-10.2(2).
   b. When planing or paving and related construction must occur in an intersection, consider scheduling and sequencing such work into quarters of
the intersection, or half or more of an intersection with side street detours.
Be prepared to sequence the work to individual lanes or portions thereof.
c. Should closure of the intersection in its entirety be necessary, and no
trolley service is impacted, keep such closure to the minimum time required
to place and compact the HMA mixture, plane, remove asphalt, tack coat,
and as needed.
d. Any work in an intersection requires advance warning in both signage and
a number of Working Days advance notice as determined by the Engineer,
to alert traffic and emergency services of the intersection closure or partial
closure.
e. Allow new compacted HMA asphalt to cool to ambient temperature before
any traffic is allowed on it. Traffic is not allowed on newly placed asphalt until
approval has been obtained from the Engineer.

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

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

5-04.3(14)B2 Submittals – Planing Plan and HMA Paving Plan
The Contractor must submit a separate planing plan and a separate paving plan to
the Engineer at least 5 Working Days in advance of each operation’s activity start
date. These plans must show how the moving operation and traffic control are
coordinated, as they will be discussed at the pre-planing briefing and pre-paving
briefing. When requested by the Engineer, the Contractor must provide each
operation’s traffic control plan on 24 x 36 inch or larger size Shop Drawings with a
scale showing both the area of operation and sufficient detail of traffic beyond the
area of operation where detour traffic may be required. The scale on the Shop
Drawings is 1 inch = 20 feet, which may be changed if the Engineer agrees sufficient
detail is shown.

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

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

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

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

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

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

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

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

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

7. Description (geometric or narrative) of the scheduled sequence of planing and of paving, and intended area of planing and of paving for each day’s work, must include the directions of proposed planing and of proposed paving, sequence of adjacent lane planing, sequence of skipped lane paving, intersection planing and paving scheduling and sequencing, and proposed notifications and coordinations to be timely made. The plan must show HMA joints relative to the final pavement marking lane lines.

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

9. A copy of the approved Mix Designs.

10. Tonnage of HMA to be placed each day.

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

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

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

1. General for both Paving Plan and for Planing Plan:
SPECIAL PROVISIONS - Continued

1. a. The actual times of starting and ending daily operations.
   b. In intersections, how to break up the intersection, and address traffic control
      and signalization for that operation, including use of peace officers.
   c. The sequencing and scheduling of paving operations and of planing
      operations, as applicable, as it relates to traffic control, to public
      convenience and safety, and to other contractors who may operate in the
      Project Site.
   d. Notifications required of Contractor activities, and coordinating with other
      entities and the public as necessary.
   e. Description of the sequencing of installation and types of temporary
      pavement markings as it relates to planning and to paving.
   f. Description of the sequencing of installation of, and the removal of,
      temporary pavement patch material around exposed castings and as may
      be needed.
   g. Description of procedures and equipment to identify hidden metal in the
      pavement, such as survey monumentation, monitoring wells, street car rail,
      and castings, before planning, see Section 5-04.3(14)B2.
   h. Description of how flaggers will be coordinated with the planing, paving,
      and related operations.
   i. Description of sequencing of traffic controls for the process of rigid
      pavement base repairs.
   j. Other items the Engineer deems necessary to address.

2. Paving – additional topics:
   a. When to start applying tack and coordinating with paving.
   b. Types of equipment and numbers of each type equipment to be used. If
      more pieces of equipment than personnel are proposed, describe the
      sequencing of the personnel operating the types of equipment. Discuss the
      continuance of operator personnel for each type equipment as it relates to
      meeting Specification requirements.
   c. Number of JMFs to be placed, and if more than one JMF how the
      Contractor will ensure different JMFs are distinguished, how pavers and
      MTVs are distinguished if more than one JMF is being placed at the time,
      and how pavers and MTVs are cleaned so that one JMF does not
      adversely influence the other JMF.
   d. Description of contingency plans for that day's operations such as
      equipment breakdown, rain out, and Supplier shutdown of operations.
   e. Number of sublots to be placed, sequencing of density testing, and other
      sampling and testing.

5-04.3(15) Sealing Pavement Surfaces

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

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5-04.3(16) HMA Road Approaches
HMA approaches shall be constructed at the locations shown in the Plans or where staked by the Engineer. The Work shall be performed in accordance with Section 5-04.

5-04.4 Measurement
HMA Cl. ___ PG ___, HMA for ___ Cl. ___ PG ___, and Commercial HMA will be measured by the ton in accordance with Section 1-09.2, with no deduction being made for the weight of asphalt binder, mineral filler, or any other component of the mixture. If the Contractor elects to remove and replace mix as allowed by Section 5-04.3(11), the material removed will not be measured.

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

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

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

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

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

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

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

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

Planing bituminous pavement will be measured by the square yard.

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

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Water will be measured by the M gallon as provided in Section 2-07.4.

5-04.5 Payment
Payment will be made for each of the following Bid items that are included in the Proposal:

"HMA Cl. ___ PG ___", per ton.

"HMA for Approach Cl. ___ PG ___", per ton.

"HMA for Preleveling Cl. ___ PG ___", per ton.

"HMA for Pavement Repair Cl. ___ PG ___", per ton.

"Commercial HMA", per ton.

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

"Preparation of Untreated Roadway", per mile.

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

"Preparation of Existing Paved Surfaces", per mile.

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

1. Roadway”, the Roadway shall be prepared as specified, but the Work shall be included in the Contract prices of the other items of Work.


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


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


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

16. “Prime Coat Agg.”, per cubic yard, or per ton.

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


22. Payment for “Asphalt for Fog Seal” is described in Section 5-02.5.


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


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

“Temporary Pavement Marking”, per linear foot.

Payment for “Temporary Pavement Marking” is described in Section 8-23.5.

“Water”, per M gallon.

Payment for “Water” is described in Section 2-07.5.

“Job Mix Compliance Price Adjustment”, by calculation.

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

“Compaction Price Adjustment”, by calculation.

“Compaction Price Adjustment” will be calculated and paid for as described in Section 5-04.3(10)D3.

“Roadway Core”, per each.

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

“Cyclic Density Price Adjustment”, by calculation.

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

(January 2, 2018 WSDOT GSP)

Asphalt Cost Price Adjustment

The Contracting Agency will make an Asphalt Cost Price Adjustment, either a credit or a payment, for qualifying changes in the reference cost of asphalt binder. The adjustment will be applied to partial payments made according to Section 1-09.9 for the following Bid items when they are included in the Proposal:

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“HMA Cl. ___ PG ___”
“HMA for Approach Cl. ___ PG ___”
“HMA for Preleveling Cl. ___ PG ___”
“HMA for Pavement Repair Cl. ___ PG ___”
“Commercial HMA”

The adjustment is not a guarantee of full compensation for changes in the cost of asphalt binder. The Contracting Agency does not guarantee that asphalt binder will be available at the reference cost.

The Contracting Agency will establish the asphalt binder reference cost twice each month and post the information on the Agency website at:

http://www.wsdot.wa.gov/Business/Construction/EscalationClauses.htm

The reference cost will be determined using posted prices furnished by Poten & Partners, Inc. If the selected price source ceases to be available for any reason, then the Contracting Agency will select a substitute price source to establish the reference cost.

The base cost established for this Contract is the reference cost posted on the Agency website with an effective date immediately preceding the Bid Opening Date.

Adjustments will be based on the most current reference cost for Western Washington or Eastern Washington as posted on the Agency website, depending on where the Work is performed. For Work completed after all authorized working days are used, the adjustment will be based on the posted reference cost during which Contract time was exhausted. The adjustment will be calculated as follows:

No adjustment will be made if the reference cost is within 5% of the base cost.

If the reference cost is greater than or equal to 105% of the base cost, then
Adjustment = (Current Reference Cost – (1.05 x Base Cost)) x (Q x 0.056).

If the reference cost is less than or equal to 95% of the base cost, then
Adjustment = (Current Reference Cost – (0.95 x Base Cost)) x (Q x 0.056).

Where Q = total tons of all classes of HMA paid in the current month’s progress payment.

“Asphalt Cost Price Adjustment“, by calculation.
“Asphalt Cost Price Adjustment” will be calculated and paid for as described in this Section. For the purpose of providing a common Proposal for all Bidders, the Contracting Agency has entered an amount in the Proposal to become a part of the total Bid by the Contractor.

5-06 TEMPORARY PAVEMENT

Section 5-06 is added as follows:

5-06.1 Description
The Contractor may use temporary pavement (cold mix asphalt) to allow vehicular traffic to travel over the construction areas, and to construct the temporary wedge to existing driveways. Cold mix asphalt shall also be placed around trench plates or other devices used to cover construction activities in a manner that provides a smooth transition between the surfaces, as approved by the Engineer.

5-06.2 Materials
Materials shall meet the requirements of Section 9-03.8.

The composition of other components of the temporary asphalt pavement shall be determined by the Contractor to provide a product suitable for the intended application. The Contractor shall not use materials that are a safety or health hazard.

Temporary pavement material that does not form a consolidated surface after compaction shall be considered unsuitable and be removed from the site. Unsuitable temporary pavement shall be disposed of off-site.

5-06.3 Construction Requirements
The Roadway subsurface shall be prepared for the temporary pavement as defined in Section 2-06. Placement of temporary pavement over compacted Gravel Borrow or suitable native material backfill shall be allowed, in accordance with Specifications herein. Pavement areas greater than ten square feet shall be roller compacted to consolidate the temporary pavement. The completed pavement shall be free from ridges, ruts, bumps, depressions, objectionable marks, or other irregularities.

The Contractor shall immediately repair, patch, or remove any temporary pavement that does not provide a flat transition between existing pavement areas.
SPECIAL PROVISIONS - Continued

1 All temporary asphalt pavement to the depth of the final paving shall be removed
2 from the site by the end of the project and shall not be used as permanent
3 asphalt pavement or its Subgrade material.
4
5 5-06.5 Payment
6 All cold mix asphalt used shall be incidental to other Bid items in the Contract.
7
8
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13

END DIVISION 5
SPECIAL PROVISIONS - Continued

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

7-04 STORM SEWERS

7-04.1 Description
(******)
Section 7-04.1 is supplemented with the following:

This Work consists of furnishing and installing 14-inch and 32-inch high density polyethylene pipe (HDPE) liner pipe by lining existing storm sewers, grouting the annular space for 18-inch and 36-inch diameter host pipes, direct burying HDPE liner pipe, and bedding and backfilling the liner pipe, all in accordance with these Specifications and as detailed in the Plans.

7-04.2 Materials
(******)
Section 7-04.2 is supplemented with the following:

HDPE pipe for storm sewer liner shall be solid wall, utilizing snap-together joints, installed in 5-foot and 20-foot lengths. The joints shall be rubber gasketed.

HDPE pipe for storm sewer liner diameter references are outside diameters (O.D.).

HDPE storm sewer liner pipe shall meet the material requirements of Section 9-05.23.

7-04.3 Construction Requirements
(******)
Section 7-04.3 is supplemented with the following:

Prior to installing liner pipe and grouting, the Contractor shall review the television inspections specified in section 7-04.3(1)G. For bidding assistance, videos of the television inspections ordered by the Contracting Agency between 2012 and 2018 have been made available in Appendix F.

The Contractor shall provide a slip-lining supervisor with experience on at least ten successful pipe slip-liners. The Contractor shall prepare a Work Plan and submit to the Engineer for review and approval at least ten working days before beginning slip-liner Work. Include the following in the Work Plan:

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1. Provide the name of the slip-lining supervisor to be present during installation, and documented experience.
2. Identify and provide all materials, Specifications, and submittals.
3. Provide and submit pipe manufacturer’s recommendations for grout mix to be used.
4. Provide a detailed plan on how the liner pipe will be stabilized within the existing host pipe to prevent vertical and lateral movement during grouting.
5. Provide grouting procedures to fill the annular space with grout materials, including grout injection locations, number, diameter, and length of grouting tubes and venting.
6. Detail quality control procedures to insure Work is performed to meet the Contract requirement insuring that the annular space is completely filled.

The Contractor shall supply and deliver the 14-inch and 32-inch HDPE storm sewer liner pipe and all required appurtenances to the project site. The stockpiling shall be arranged to cause a minimum of interference to pedestrians and stored outside the safety clear zone of vehicular traffic.

A Manufacturer’s Certification of Compliance for the 14-inch and 32-inch HDPE storm sewer liner pipe shall be delivered with the pipe, and submitted to the Engineer at the time of delivery.

When handling the HDPE pipe, the Contractor shall take all precautions necessary to avoid damaging the pipe. Pipe with cuts greater than 10% of the wall thickness shall be rejected and replaced by the Contractor at no additional expense to the Contracting Agency.

Existing pipes shall be cleaned of all deleterious material. All deleterious materials removed from the existing pipes shall be disposed of in accordance with Section 2-03.3(7)C.

Installation of HDPE liner pipe into existing storm sewer pipe shall be in accordance with manufacturer’s recommendations. The Contractor shall make arrangements for the manufacturer’s slip lining representative to be on-site during the storm sewer slip lining and annular space grouting activities.

Slip lining Work shall be performed in dry weather. This Work can be performed with minor flows in the host pipe, as approved by the Engineer.
Blocking shall be placed between the 14-inch new liner pipe and the existing 18-inch storm sewer pipe, and the 32-inch new liner pipe and the existing 36-inch storm sewer pipe to maintain the grade of the existing host pipe that the new pipe will be placed in, alignment, and to control floating of the liner pipe. Blocking shall be attached in accordance with the manufacturer’s recommendations.

Grout ports and vents shall be installed as required. Grout tubes, adaptors, and cap shall be installed in accordance with the manufacturer’s recommendation, and shall be Schedule 40, 2” diameter PVC pipe. Grouting of the annular space between the 14” O.D. HDPE liner pipe and the existing 18” I.D. storm sewer, and the 32” O.D. HDPE liner pipe and the existing 36” I.D. storm sewer shall be in accordance with Section 7-20 of the Special Provisions.

The Contractor shall provide one (1) section of HDPE pipe with a “nose cone” formed on one (1) end of the pipe for the initial section of snap-together liner pipe to be inserted into the existing storm sewer. The “nose cone” shall be formed in accordance with manufacturer’s recommendations and meet the Specifications for HDPE pipe.

Where shown in the Plans or as directed by the Engineer, the Contractor shall construct lay pits in order to install new HDPE pipe liner. Where the existing storm sewer pipe is removed, replacement of the host storm sewer will not be required. The segment of direct-bury liner pipe shall be bedded and backfilled in accordance with City of Mill Creek Standard Detail STM-10, or bedded with the grout used for filling the annular spaces, as determined by the Engineer based on the existing soil and pipe trench conditions. The Contractor shall restore lay pit areas in accordance with details shown in the Plans. When directed by the Engineer, the Contractor shall protect lay pit excavations with steel plates, at the Contractor’s expense.

For all sizes of pipe, after installation of the HDPE liner pipe, the storm sewer ends shall be sealed between the liner pipe and the existing storm sewer with a high-strength, non-shrink grout, in accordance with the HDPE pipe manufacturer’s recommendations.

Testing of the installed HDPE liner pipe for leaks shall be in accordance with the HDPE liner pipe manufacturer’s recommendations.

Following the pipe lining Work, the Contractor shall perform video inspections and provide the information to the Contracting Agency. The Contractor shall also provide data on new pipe slopes and inverts.
7-04.3(1)G CCTV Inspection

New Section 7-04.3(1)G is added as follows:

Description

Closed-Circuit Television (CCTV) Inspection Work shall include submittal and approval of CCTV inspection examples, performance of a Pre-Installation CCTV inspection, performance of a Final CCTV Inspection and submittal of all associated records. All submitted examples, reports, and records shall be reviewed and approved by the Engineer for acceptance. Submittals shall be reviewed and approved one (1) week prior to scheduling all following CCTV activities or repair work. All CCTV activities shall be coordinated with the City and the Engineer so that they may have the opportunity to be present as CCTV activities occur.

Prior to performing CCTV inspections, the contractor will perform Cleaning of Existing Drainage Structures in accordance with Specification Section 7-07. After cleaning is completed, the Contractor will then perform a Pre-Installation CCTV inspection to verify that the system is clean and, at the same time, will review and confirm individual repair locations. The Pre-Installation CCTV information shall be submitted to, and reviewed by, the Engineer prior to performing site repairs.

In addition to the preliminary cleaning and Pre-Installation CCTV inspection, a Final CCTV inspection will be required to obtain final approval of the work. Before final acceptance, the City shall require all pipe repairs and system modifications to be inspected using a City-approved private inspection service or a licensed, certified liner installer at the time of installation. For lining repairs, the installation video may be used as the final televised inspection if it meets the criteria included in this specification. For installation videos not meeting these specifications, the Final CCTV shall be performed by a City-approved private inspection service after installation is completed at no additional cost to the City.

The contractor shall have all required cleaning, flushing, debris removal, root removal, pipe repairs (pipe replacement, banding, couplers, slip-lining, SCIPL, etc.), grouting, backfilling, and bedding completed prior to performing the final televised inspection. The inspection shall cover both pipe segments being repaired any newly installed pipe segments. New segments shall include all structures and finish work within the structure, when applicable.

Television Inspection Submittals

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SPECIAL PROVISIONS - Continued

A. Example CCTV Inspection
Prior to performing CCTV inspections, the Contractor, or their subcontractor, shall provide examples of prior CCTV inspection work for approval prior to the commencement of work. This sample shall include an inspection survey log, an inspection video and an equipment list. The CCTV inspection videos will be reviewed by the Engineer to determine if the quality of the video image, and the content of the inspection report is acceptable; and if defects were properly identified and documented on the Inspection report. No work shall commence prior to approval of sample video and report materials by the Engineer. The Contractor, or subcontractor, shall be responsible for any modifications and/or changes to equipment, software, inspection procedures, or inspection subcontractors needed to provide report materials of acceptable quality. Once accepted, the report material shall serve as the standard and/or template for all remaining work and all future submittals shall conform to an equivalent quality.

B. CCTV Inspection Report
The inspection report shall include the following information:

I. Inspection Date
II. Weather Condition
III. Amount of precipitation in the five (5) days prior to inspection
IV. Upstream and Downstream Structure Numbers (per Plans or GIS data)
V. Street Name(s)
VI. Flow Direction (Normal or Reverse)
VII. Pipe Material and Size
VIII. Location of defects (stationing from center of starting structure)
IX. Description of defects (size, degree/position, and type)

C. Inspection Video
The video file formatting for all CCTV Inspections submitted over the course of the project shall be .mpg format. Other file formats will only be accepted if otherwise approved by the Engineer. The Inspection Video shall contain the following information:

• Video playback shall show continuous display of date, upstream and downstream structure numbers, and distance (from center of structure).
• Audio shall include verbal confirmation of date, upstream and downstream structure numbers, distance, pipe size, pipe material, flow direction, and description of defects.
• The content of the video shall be clean and clear, and of sufficient quality to facilitate review.

D. Video Inspection Tracking Log
• The Contractor shall maintain an updated log of all CCTV Inspection and Lining activities. As part of each submittal of Inspection Videos
SPECIAL PROVISIONS - Continued

and associated Inspection Reports, the Contractor shall include an updated copy of the Video Inspection Tracking Log. The log will be either MS excel spreadsheet or pdf of a hard copy and will highlight the pipe segments included with the submittal and a condition status summary statement.

- A template of the Video Inspection Tracking Log will be provided to the Contractor in digital format (Microsoft Excel Spreadsheet or pdf) after contract award. The Contractor will obtain approval of the Engineer for the format and content of the Tracking Log in advance.

Pre-Installation Inspection Video/Report Review

Prior to submitting a Pre-Installation Inspection video and associated Inspection Report, the Contractor shall perform a quality assurance review of all information on the video and in the report for accuracy, completeness and for conformance with these specifications. The CCTV Inspection video for each pipe segment shall be viewed in its entirety to ensure accurate pipe defect/repair location and physical characteristics (size, type of damage, etc.) during the CCTV inspection, as well as to ensure the quality of the video. These same review procedures shall be followed for the Final CCTV inspection.

The Contractor’s review shall be documented on both the Inspection Report and the Video Inspection Tracking Log.

If the Contractor should find rocks and sediments, grease, grout, or other debris that would otherwise prevent the installation of the liner, they shall halt the inspection and remove said obstructions prior to completing the CCTV inspection.

Structure Referencing and Measurements

Prior to inspection, the Contractor shall confirm with the Engineer the structure number referenced (manhole, catch basin, inlet, etc.) and the data/reference information to be used when referencing structure numbers (Plans, GIS data, sewer maps, etc.) during CCTV inspections. Linear measure references to be measured from the center of the beginning structure to the center of the next inline structure and include the direction of flow. The locations of damage/repair locations and all distinctive pipe conditions shall be referenced to the centerline of the beginning structure.

Video Inspection Equipment

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The Contractor shall inspect the interior walls of the pipe segments using a color CCTV camera with a lens capable or rotating 360 degrees to allow the Contractor to look at the entirety of the pipe damage/repair areas. The CCTV camera used will have Pan/Tilt/Zoom capability to allow for full viewing and documentation of all repair locations, pipe joints and other features. A one-inch reference ball, mounted to the camera, will be used. The camera will have an optimal lighting capability to clearly view all repair areas and have a viewing distance of at least 10' along the length of the pipe when advancing the camera through the pipe.

It is entirely the Contractor’s responsibility to choose and provide the correct equipment and software which will produce CCTV inspections and reports that meet the minimum CCTV inspection standards of this specification. Should any of the CCTV inspection equipment become damaged or degraded during this project, such that it is not capable of producing the minimum standards, it shall be the Contractor’s responsibility to repair or replace the affected equipment. No additional work days or payment will be granted for the repair or replacement of damaged or degraded equipment.

Should the camera get stuck in the pipe, the Contractor shall be responsible for all costs in extracting it. Costs related to difficulties encountered during internal video inspection are incidental to the contract, and claims will not be considered.

**Personnel**

Experienced personnel trained in video inspection, that have experience locating and identifying pipe installation defects, pipe damage, locating breaks, obstacles, size and type of debris, root intrusion, lateral/service connections and system finish work conditions by CCTV, shall perform the video inspection. Personnel performing inspection shall have a minimum of five (5) years of experience in video inspection and must be capable of providing adequate video inspection examples as required in this section.

**Video clarity**

In order to allow for an accurate analysis of the condition of the existing pipe, the entire surface of the pipe under inspection will need to be clearly visible. The Contractor shall be responsible for obtaining clear, unobstructed video footage that can be reviewed and assessed by the Contracting Agency and/or Engineer. If after cleaning, it is found that additional debris, obstructions or other conditions are present in the pipe that prevent clear visibility of video, additional cleaning or obstruction removal may be required.
When the depth of sediment and/or debris in a pipe, which may be caused by existing defects such as sags, offsets, voids, etc., obstructs the ability of the Engineer to clearly view the pipe surface, the Contractor shall halt the inspection and attempt to clear the main using high-velocity jetting machines, or other non-destructive methods acceptable to the Engineer. Once the pipe section under inspection is clear the inspection may resume.

If incoming flows are enough to obstruct the ability of the Engineer to clearly view the entire surface of the pipe under inspection, the Contractor shall take all necessary measures needed to isolate, and divert flows around, the pipe segment under inspection.

The Contractor shall maintain a clean and clear lens for the duration of the CCTV inspection. Should the lens become soiled, fogged, or otherwise impaired to any degree that impedes the ability to clearly see the condition of the pipe, the Contractor shall halt the inspection and clean/clear the lens of any foreign matter impeding the visual inspection. No additional compensation will be made for re-inspections required by the Engineer due to soiled, fogged, or otherwise impaired camera lenses.

The Contractor shall maintain sufficient light levels within the main to allow for visual inspection of the pipe walls for a minimum distance of three (3) feet in front of the camera lens for all 8” to 10” pipe, and four (4) feet for all pipe sizes 12” and up. Additionally, the Contractor shall make certain that the light levels are not so bright the visual inspection is hindered.

7-04.3(2) Bypass Pumping Systems
Section 7-04.3(2) is a new section

The Contractor shall provide a Bypass Pumping System(s) as needed to perform all storm drainage system repair work included within the scope of the project in accordance with the project Plans and Specifications. The design, installation and operation of the temporary pumping system shall be the Contractor's responsibility.

Each repair location, or site, included in the project will require different Bypass Pumping Systems and configurations to isolate the storm drain pipe to be repaired. The location and availability of isolation points, discharge points, stormwater flows and equipment needed may vary depending on site conditions and shall be evaluated by the Contractor on a site-by-site basis. The Contractor shall furnish all materials, labor, equipment, power, maintenance, etc. to implement a Bypass Pumping System for the purpose of diverting the existing flow around the work area for the duration of the work at each repair location, or
SPECIAL PROVISIONS - Continued

- If the contractor shall notify the City in the event that a surcharged pipe cannot be cleared by bypass pumping prior to performing televised inspection.

Prior to performing the work, the Contractor shall prepare a comprehensive Bypass Pumping Plan and submit the plan to the City for review and approval. This comprehensive plan shall be submitted after bid award at the time of the preconstruction meeting. The Bypass Pumping Plan for this project will be comprised of the individual bypass pumping setups and arrangements for each repair location, or site, included in the project.

The Contractor shall not proceed with storm system repair work until the Bypass Pumping Plan has been reviewed and approved by the City. The Contractor is solely responsible for the completeness, accuracy, and adequacy of the bypass pumping system plan submittals for each site. The City has the right to reject the bypass pumping plan, in whole or in part, at its sole discretion. Any delays or costs associated with incomplete, inadequate, or unsuitable submittals, submittal rejection, and resubmittal shall be borne by the Contractor. Any revisions or modifications to the Bypass Pumping Plan shall also require review and approval by the City.

The Bypass Pumping Plan shall detail all the Bypass Pumping Systems to be implemented at each individual repair location, or site. The site-specific details to be included are as follows:

- Plan showing location of pumps, intercept and discharge points, pipe routing and lengths.
- Staging areas needed for pumps and any traffic control setups needed to assure safe traffic movement through project site.
- Storm system plugging methods and types of plugs used.
- Bypass pump size, capacity and power requirements;
- Submit calculations of static lift, friction losses, and flow velocity (pump curves showing pump operating range shall be submitted);
- Any pump controls used to automate pumping, such as floats, control systems,
- Method of noise control for each pump and/or generator used. The bypass pumping system shall meet the requirements of all codes or regulatory requirements of the agencies having jurisdiction, including noise ordinances. The contractor shall use critically-silenced pumps and/or generators where needed to meet noise ordinances.
- Number, size, length, material, location and installation layout for all suction and discharge piping, including hose protection measures used;
- Downstream discharge plan and any needed discharge protection or containment measures needed to control flows;

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- Any temporary pipe supports, anchoring, thrust blocking or restraining required;
- For trenched piping systems, show cross-section of installation including suction and discharge pipe depth and cover, protective sleeving, backfill material, plating, patching, or other protective equipment used for roadway crossings;
- Schedule for maintenance and inspection of bypass pumping system, including bypass pumping lines;
- Plan for securing the bypass pump system, if proposed to be left onsite overnight, including all pumps and piping.

If, during construction, the Engineer believes that any bypass pumping system is not adequately sized and a potential for overflow exists, the Contractor shall immediately halt pumping operations and open the storm system to receive flows. The Contractor shall then revise the individual sites bypass pumping plan and provide the equipment needed to handle the flows encountered before work proceeds. All costs and schedule impacts due to inadequate, malfunctioning or unmaintained bypass pumping systems shall be paid by the Contractor.

The Contractor shall have adequate standby equipment available and ready for immediate operation and use in the event of an emergency or breakdown. One standby pump of equal size shall be staged near the flow bypassing locations, ready for use in the event of primary pump failure. The Contractors bypass pumping operations shall include all precautionary or safety measures needed to assure the protection of surface waters, wetlands and other natural resources. The contractor shall be solely responsible for any damages, fines, mitigation work, cleanup, and restoration needed resulting from bypass pumping operations that result in uncontrolled discharge, leaks, erosion, sedimentation, flooding or other impacts to adjacent properties. The Contractor shall insure that the bypass pumping system is maintained, and a responsible operator shall always be on site when pumps are operating.

7-04.4 Measurement

Section 7-04.4 is supplemented with the following:

Excavation for lay pits will be measured by the cubic yard of Structure Excavation Class B Incl. Haul, in accordance with Section 2-09 of the Standard Specifications.

CCTV Inspection shall be measured by the linear foot from center of structure to center of structure along the pipe segment being inspected.

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No specific measurement will apply to Pre-Installation CCTV inspections.

No specific unit of measurement shall apply to the lump sum item “Bypass Pumping Systems”

7-04.5 Payment

Section 7-04.5 is supplemented with the following:

“HDPE Pipe for Snap Together Jointed Storm Sewer Liner, 14 In. O.D.”, per linear foot

“HDPE Pipe for Snap Together Jointed Storm Sewer Liner, 32 In. O.D.”, per linear foot

The unit Contract price per linear foot for “HDPE Pipe for Snap Together Jointed Storm Sewer Liner, 14 In. O.D.” and “HDPE Pipe for Snap Together Jointed Storm Sewer Liner, 32 In. O.D.” shall be full pay to perform the Work as specified including all costs associated with furnishing and installing storm sewer pipe, storm sewer hole filling, gravel backfill for pipe zone bedding, blocking installation, HDPE nose cone use, installation of HDPE liner pipe, placement of non-shrink grout for sealing at pipe ends and leak testing.

Lay pit excavation will be paid by the cubic yard for “Structure Excavation Class B Incl. Haul” and shall be in accordance with Section 2-09.5 of the Standard Specifications and these Special Provisions, including removal and disposal of excavated materials and existing storm sewer pipe in the lay pits, and steel plate protection of the lay pit excavations.

Lay pit restoration will be paid by the square yard for “HMA for Pavement Repair Cl. ½ In. PG 58H-22”. All costs associated with furnishing and installing controlled density fill, bedding, and backfill material within the pipe zone in the installation of the HDPE storm sewer liner pipe within the lay pit area shall be included in the unit Contract price for the size of HDPE storm sewer liner pipe installed, in accordance with Section 2-09.3(1)E and City of Mill Creek Standard Detail STM-10.

“Corrugated Polyethylene Storm Sewer Pipe ____ In. Diam.”, per linear foot.

The unit Contract price per linear foot for storm sewer pipe of any kind and size specified shall be full pay for all labor, tools, materials, and equipment necessary to provide and install the item complete including bedding and backfill materials; compaction; and cleaning (flushing) and testing the pipe.
“CCTV Inspection”, per linear foot

The unit contract price per linear foot of “CCTV Inspection” shall be full pay for all labor, materials, equipment and other incidental costs required to provide the Pre-Installation CCTV Inspection, Final CCTV Inspection, and all related supporting submittals and documentation required as it relates to the storm repairs and storm system modifications included in the contract. All costs related to incidental televised inspection, re-inspection, submittal preparation, reviews and approvals, coordination, or other work related to correction of deficiencies in submittals or equipment conditions and any work related to correction of deficiencies shall be considered incidental to the work. Payment shall occur after CCTV submittals have been reviewed and approved by the Engineer.


The lump sum contract price for “Bypass Pumping Systems” shall be full pay for labor, materials, equipment and all other related costs associated with the installation, operation, maintenance, protection, safety measures and removal of bypass pumping systems, and other related storm flow management work, needed manage pipe system flows and fully isolate the existing storm drainage system as needed to perform the repairs identified in the plans. This work also includes the preparation of, and approval process for, a comprehensive Bypass Pumping Plan that includes site-by-site bypass pumping submittal information as noted in these specifications.

7-07 CLEANING OF EXISTING DRAINAGE STRUCTURES

7-07.1 Description

This section is supplemented as follows:

Prior to conducting any CCTV inspection, the Contractor shall clean the storm main segment whereby the word “clean” in this specification is defined as the removal of all accumulations including sludge, dirt, sand, rocks, asphalt, concrete, grout, grease, roots, organic material, and any other solid or semisolid material existing in the pipe with 100% debris removal. It will be the Contractor’s responsibility to make as many cleaning passes as necessary to meet the above definition of “clean”.

The Contractor is required to remove all roots within the storm sewer pipe as a part of the cleaning operations. It shall be noted by the contractor that there are locations where root removal will be required. This work shall also include...
removal of roots, root balls and other blockages caused by organic material located within the storm pipes as identified on the plans.

7-07.3 Construction Requirements

This section is supplemented as follows:
Prior to beginning the cleaning and CCTV work, the temporary bypass pumping system must be installed, tested, and made operational.

Cleaning equipment shall be capable of removing dirt, grease, rocks, sand, roots, and other materials and obstructions from the sewer lines. Selection of equipment shall be based on field conditions such as access to structures, quantity of debris, size of pipe, condition of pipe, and pipe lining activities. During sewer cleaning operations, precautions shall be taken by the Contractor in the use of cleaning equipment to avoid damage to the pipe. Any damage of the pipe resulting from the Contractor’s cleaning operations, regardless of the existing condition of the pipe, shall be the responsibility of the Contractor.

When cleaning the existing storm system, the downstream system shall be protected. Sludge, dirt, sand, rocks, grease, roots, or any other solids or semifluid material resulting from the cleaning operation shall be removed at the downstream manhole of the section being cleaned. The Contractor shall take the necessary precautions to assure that materials are not passed from manhole section to manhole section. Any construction debris which enters the existing downstream system, shall be removed by the contractor at his expense, and to the satisfaction of the Engineer. If needed to protect the downstream system, a trap or screen shall be used.

Prior to the commencement cleaning work, the Contractor shall be responsible for coordinating disposal of all materials and solids removed from the storm pipe during the cleaning operation at an approved off-site location. The Contractor shall submit the name, address, and telephone number of the off-site disposal location. Trucks hauling waste from the site shall be watertight so that no leakage or spillage will occur. Waste removed from a storm pipe or structure shall not be spilled or dumped onto the ground surface, streets, structures or storm drains.

Special attention shall be used during the cleaning operation to assure removal of roots from the pipe joints and penetrations. Procedures may include the use of mechanical equipment such as rodding machines, root cutters, porcupines, and high-velocity hydro-jet cleaners.

Prior to cleaning pipes or structures, the Contractor shall review the television inspections specified in section 7-04.3(1)G. For bidding assistance, videos of the
television inspections ordered by the Contracting Agency between 2012 and 2018 have been made available in Appendix F.

7-07.5 Payment

This section is supplemented as follows:
Root removal shall be considered incidental to the Bid Item “Cleaning Existing Drainage Structure”, lump sum. No separate payment will be made for root removal.

7-08 GENERAL PIPE INSTALLATIONS

7-08.3 Construction Requirements

7-08.3(1) Excavation and Preparation of Trench

7-08.3(1)D Trench Dewatering

Section 7-08.3(1)D is added as follows:

This Section specifies the definition, responsibilities, and execution for dewatering associated with trench excavation for pipes, manholes, catch basins, cleanouts, side sewers and other buried utility Work. Trench dewatering measures shall be implemented by the Contractor where necessary or directed by the Engineer and shall include the design, furnishing, installation, operation, maintenance, monitoring, reporting, and removal of dewatering systems to achieve proper completion of all Work performed under this Contract. The Contractor shall prevent the flow of surface water runoff into the trench excavation. Control of surface water associated with grading and paving Work and other erosion control measures, shall be in accordance with Division 8.

Maintain groundwater level at or below the bottom of the excavation in all Work areas during excavation, foundation preparation, pipe and Structure installation and backfilling. Trench dewatering shall sufficiently control groundwater so that softening of the bottom of excavations, or the formation of “quick” conditions or “boils” during excavation, is prevented. The use of gravel or non-moisture sensitive trench backfill in areas that groundwater is encountered, is required. If foundation soils are disturbed or oversaturated by water, the Contractor shall over excavate and replace the affected areas with suitable fill at no additional cost to the Contracting Agency. Upon completion of dewatering operations, the normal water table shall be restored to its natural level in such a manner as to not disturb the pipe, its foundation, and Structures. It shall be the sole responsibility of the Contractor to ensure that all EXCAVATION AND PREPARATION OF TRENCHES shall be completed in accordance with Section 7-07.2 and Division 8.

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1 responsibility of the Contractor to control the rate and effect of the dewatering in such a manner as to avoid all objectionable settlement and subsidence.

2 Discharge flow from trench dewatering shall be directed to the storm sewer system unless otherwise directed by the Engineer. Groundwater shall be controlled by trench dewatering systems shall be designed and operated so as to minimize turbidity of the discharged flow and to prevent removal of the natural soils or imported fill.

3 Soils data for use in planning the dewatering system is not available. Any investigative Work required for designing the dewatering system shall be at the Contractor’s own expense. Trench dewatering systems shall be planned and implemented using accepted and professional methods of design and engineering consistent with the best modern practice. Trench dewatering systems shall be comprised of gravel-lined sumps, dewatering pump(s), together with piping and conveyance components necessary for complete and reliable function. Dewatering wells, well-points, injection wells, infiltration trenches etc. are not anticipated to be necessary for this project and are not permitted for use.

4 Before operations begin, the Contractor shall have available on the site of Work sufficient pumping equipment and/or other machinery to assure that the operation of the trench dewatering system can be continuously maintained. Power services (electrical, hydraulic, gas, diesel etc.) used for dewatering pumps shall be supplied by the Contractor. The Contractor shall be prepared to maintain the dewatering system such that it is in continuous operation without any interruptions. If required by the Contracting Agency, the system shall have 24-hour supervision and follow-up by personnel; skilled in the operation, maintenance, and replacement of system components. The Contractor shall be responsible for, and shall repair without cost to the Contracting Agency, any damage to Work in place, and the excavation, including damage to the trench bottom due to “boiling” and removal of material and pumping out of the excavated area that may result from negligence, inadequate or improper installation, maintenance and operation of the dewatering system, and any mechanical or electrical failure of the dewatering system.

7-08.4 Vacant

7-08.5 Payment

Payment will be made for the following Bid items when included in the Proposal:

“Trench Dewatering”, lump sum. The lump sum Contract price for “Trench Dewatering” shall be full compensation to perform the Work as specified.
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7-20  GROUTING OF ANNULAR SPACES

Section 7-20 is added as follows:

7-20.1 Description
This Work consists of placing grout in the annular space between the exterior of
the 14" O.D. and 32" O.D. HDPE liner pipes and the interior of the 18" I.D. and
36" I.D. host pipes, after installation of the liner pipe, in accordance with the
Plans, and these Specifications.

7-20.2 Materials
Grout shall be a “low density flowable fill” type mixture composed of cement,
sand, water, and fly ash if available. The grout mix design shall meet the
requirements of Special Provisions Section 9-20.3(5), “Grout for Annular Space
Applications”.

7-20.3 Construction Requirements

7-20.3(1) Placing Grout in Annular Spaces – General
A detailed installation plan showing how the liner pipe will be held in position
within the host pipe shall be submitted to the Engineer for approval prior to
proceeding with the grouting. Grouting shall not proceed until the installation plan
is approved.

The annular void shall be grouted solid by injecting grout through grout tubes in
accordance with the manufacturer’s recommendations. The annular void shall be
completely grout filled without deflecting the insertion pipe greater than 1.0
percent.

An open ended, high point tap or equivalent vent must be provided and
monitored at the bulkhead opposite to the point of grouting.

The Contractor shall provide end seals at the open points of each run of pipe to
be grouted.

Grouting of the annular space shall be done in such a manner as to prevent
damage or collapse of the storm sewer liner pipe. Pressure on the annular void
shall not exceed two (2) PSI to avoid damage to the liner pipe. Regardless of the
pressure, the Contractor shall be solely responsible for any damage or distortion
to the HDPE liner pipe due to the grouting process. The Contractor shall repair
or replace damaged or distorted liner pipe at no additional expense to the
Contracting Agency.

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7-20.3(2) Sampling and Testing

Samples of grout will be obtained in accordance with ASTM C495[1], Standard Test Method for Compressive Strength of Lightweight Insulating Concrete. One set of four (4) standard cylinders will be cast for each batch. Special handling and sampling procedures will be followed if indicated by the grout manufacturer. The samples shall meet the design compressive strength of the grout in accordance with the grout manufacturer. Samples will be tested in accordance with ASTM C495. Sampling and testing will be provided by the Local Agency.

7-20.3(3) Cleanup and Restoration

Upon acceptance of the grout installation Work and testing, the Contractor shall clean-up and restore the project area affected by the grouting operations as approved by the Engineer.

7-20.4 Vacant

7-20.5 Payment

Payment will be for the following Bid item when included in the Proposal:

“Grouting of Annular Spaces for 18 In. Diam. Host Pipe", lump sum

“Grouting of Annular Spaces for 36 In. Diam. Host Pipe", lump sum

Grout placed in excess of the storm sewer/liner length designated by the Engineer will not be paid.

The lump sum Contract item “Grouting of Annular Spaces for ___ In. Diam. Host Pipe" shall be full payment for the Work as specified, including grout port and vent installation, grout tube, cap, and adaptor installation, mobilization.

7-21 SECTIONAL CURED IN PLACE LINER (SCIPL) (NEW SECTION)

7-21.1 Description

This work shall consist of the rehabilitation of storm pipelines by the installation of a Sectional Cured-In-Place Liner (hereafter referred to as SCIPL) at specified locations within the City’s existing storm drainage system. The rehabilitation of pipelines utilizing SCIPL generally consist of the installation of resin-impregnated, flexible, textile tube into an existing host pipe by means of air or water inversion and inflation. The tube is pressed against the pipe using air or water pressure.
and held in place until the thermoset resins have cured. When cured, the sectional liner shall extend over a predetermined length of the host pipe as a single, continuous, tight-fitting, corrosion-resistant, section of cured-in-place pipe within the host pipe. This section of CIPP is a hardened resin-fabric pipe with sufficient structural properties to replace the use and function of the host pipe. A typical installation will be a spot repair, of varying length, at the sites and locations identified in the plans and pre-bid videos. These locations are to be verified and reviewed by the contractor in the field during a Pre-Installation CCTV inspection. The Contractor shall coordinate the cleaning and Pre-Installation inspection of the storm system, with SCIPL product installers, when applicable.

This specification references standards from the American Society for Testing and Materials (ASTM). The latest edition of the following standards shall apply to this section, and are made part of this section by reference:

- ASTM F2599 (Standard Practice for The Sectional Repair of Damaged Pipe by Means of An Inverted Cured-in-Place Liner)
- ASTM F1216 (Practice for Rehabilitation of Existing Pipelines and Conduits by Inversion and Curing of a Resin-Impregnated Tube)
- ASTM D5813 (Specification for Cured-in-Place Thermosetting Resin Sewer Piping Systems)
- ASTM D790 (Test Methods for Flexural Properties of Un-Reinforced Plastics and Electrical Insulating Materials)
- ASTM D2990 (Tensile, Compressive, and Flexural Creep and Creep-Rupture of Plastics)
- ASTM D3681 (Test Method for Chemical Resistance of “Fiberglass” (Glass-Fiber-Reinforced Thermosetting-Resin) Pipe in a Deflected Condition)

In the case of conflicting requirements between these specifications and these referenced documents, this specification will govern. Requirements outlined in the referenced ASTM standards shall supplement these specifications.

### 7-21.2 Materials

7-21.2 (1) SCIPL Tubing Material

The textile tube material shall consist of one or more layers of absorbent needle punched felt, circular knit fiberglass, or similar textile materials that meet the requirements of ASTM F1216 and the requirements and test methods of ASTM D5813. The liner tube shall be constructed to withstand installation pressures, have sufficient strength to bridge missing pipe or repair areas, stretch to fit irregular pipe sections, and be capable of confirming to offset joints, bells and disfigured pipe sections. Liner tubing material used shall be fabricated to a size

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that, when installed, will tightly fit the internal circumference and length of the
host pipe being repaired. Allowance shall be made for circumferential and
longitudinal stretching during the installation process.

Liner tube thickness shall be designed based on the engineering formulas listed
in ASTM F1216, Appendix X1, Section X1.1.2. The design for the liner shall
assume no bonding to the original host pipe. The minimum design factor of
safety shall be 2 or higher.

The tube shall be manufactured with a translucent bladder have hydrophilic
neoprene rubber O-rings and compressible transitional material at both ends of
the tube ASTM F2559.

7-21.2(2) Resin Material
The resin system shall be corrosion resistant polyester, vinyl ester, epoxy resin,
or silicate and catalyst system when cured within the SCIPL tubing material
creates a composite that meets the requirements and physical properties of
ASTM F1216 and ASTM D5813. The resin shall be compatible with the liner
fabric, host pipe materials and other rehabilitation systems it may contact. Resin
material types used may be either ambient temperature or heat cured products.

7-21.2(3) Physical Properties of Liner Tube/Resin System
The composite material of the liner/resin system shall, upon installation within the
host pipe, have physical properties that meet the Flexural Strength, Tensile
Strength and both the Short- and Long-Term Flexural Modulus criteria of ASTM
D790 and shall meet the 10,000-hour test in accordance ASTM D5813, Section
8.2.2. After installation, the SCIPL liner tube/resin system shall meet chemical
resistance requirements of ASTM D543. Diametric shrinking during the curing
process shall meet the requirements of ASTM D 5813, Section 6.3.1 or better.
The SCIPL Liner Tube/Resin system shall be expected to meet or exceed the
minimum structural properties shown in Table 1, ASTM F1216.

7-21.3 Construction Requirements

Prior to SCIPL repairs, the Contractor shall review the television inspections
specified in section 7-04.3(1)G. For bidding assistance, videos of the television
inspections ordered by the Contracting Agency between 2012 and 2018 have
been made available in Appendix F.

7-21.3(1) SCIPL Contractor (Product Installer) Requirements

7-21.3 (1)A Licensing and Certification

A. The Contractor or subcontractor installing the SCIPL shall have a current
license agreement with the product Manufacturer.
B. Individuals installing the SCIPL shall be certified by the product Manufacturer.

C. Lining installation shall be in accordance with the requirements of the product Manufacturer and as directed by their Technical Representative. This includes the correction of defective work.

7-21.3(1)B Contractor Qualifications

The Contractor installing SCIPL shall be able to meet the financial, insurance and bonding requirements of the contract and be able to provide satisfactory evidence of experience and qualifications to the Owner. The contractor shall have at least five (5) years active and ongoing commercial SCIPL and/or CIPP installation experience. In addition, the contractor shall provide examples of, and references for, at least at least three (3) successful SCIPL pipe repair installation projects within the past five (5) years. The contractor shall be a licensed and certified installer of the SCIPL liner/resin system to be installed.

The Manufacturer and Lining Contractor shall meet the minimum qualifications specified herein. If the Contractor does not have personnel meeting the qualifications required on site during work, the Owner may stop work until such time as the Contractor does provide personnel with the required qualifications. The work stoppage will not be added to the end of the contract time. If the Contractor cannot provide qualified personnel, the Owner may terminate the contract and contact the bonding company for completion of the work bid.

7-21.3(1)C Contractor Submittals

As part of this work, the contractor shall prepare, submit and receive approval of submittal information and project documentation related to SCIPL activities prior to beginning the work. All items requiring approval shall be submitted to the Engineer at least 15 working days prior to beginning SCIPL activities at the site, unless otherwise approved by the Engineer. The information to be submitted shall include the following:

A. SCIPL Lining Plan to include the following:

1. Work sequence organized by Pipeline Section with installation schedule.
2. Anticipated cleaning and preparation requirements.
3. Locations of all repairs with disposition for each.
4. Confirmation of liner length.
5. Test section preparation and testing/inspection procedures
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B. Installer SCIPL certification and licensing. This shall be submitted with supplemental bid criteria within two (2) business days of bid opening.

C. Product information for liner and resin materials.

D. Name of supplier(s) for tube liner and resin.

E. Manufacturer’s certification that the liner materials and SCIPL system comply with the ASTM standards referenced herein.

F. Manufacturer’s product data sheets for factory wet out procedures and calculations showing quantity of resin and catalyst used for each length of liner, at or prior to time of installation.

G. Manufacturer’s certification that all Manufacturer’s wet out recommendations have been followed (i.e. “wet-out sheets”) on all lengths of SCIPL which have factory wet out, at or prior to time of installation.

H. Manufacturer’s recommendations for storage procedures and temperature control, handling and inserting the liner, curing details, and any applicable minimum equipment requirements for proper installation.

I. Manufacturer’s recommendations and procedures for minimum and maximum pressures, temperatures, and time durations to be used during liner inversion, curing, and relief of pressure after cure, as is applicable.

J. Information related to Contractor’s equipment to be used for installation.

K. Pipe sizing and Tube liner design calculations, for each size of pipe showing how the liner to be used was selected.

L. Certification from the manufacturer’s onsite representative that the installation meets all manufacturer requirements for warranty.

M. SCIPL field samples from previous field installations of the same resin system and tube materials as proposed for the actual installation. Field sampling procedure shall be in accordance with ASTM F1216 or ASTM F1743 and in accordance with ASTM D5813.

N. Material Safety Data Sheets for resins, hardeners, catalysts, solvents, and all other compounds or chemicals to be used on the job site.

O. Bypass Pumping Plan (see section 7-04.3(2) of these specifications)

P. Permits or written authorization to use fire hydrants for water to be used in the installation process.
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7-21.3(1)D Quality Assurance

A. The Contractor shall coordinate work with the Manufacturer and plan for the Manufacturer to provide the following to the Owner:

1. Certification that the Contractor’s installation methods meet the requirements of the manufacturer.

2. List of inspection items that should be observed and recorded. Inspection items include pre-installation activities, product identification, installation procedures, equipment operations, and post-installation activities.

3. Review all post-installation CCTV tapes of the installed liner. Following this review the Manufacturer’s representative shall provide certification to the Engineer ensuring that the Contractor’s installation meets the Manufacturer requirements and will not void the warranty.

B. Pipeline rehabilitation products submitted for approval must provide third-party test results performed by an independent lab supporting the long-term performance, structural strength and corrosion resistance of the product. No product shall be approved without independent third-party testing verification. Minimum required third-party test results to be submitted shall be per ASTM D5813 10,000-hour test and ASTM D3681 using a 10,000-hour test period.

C. The finished SCIPL shall be continuous over the entire length of the repair area and shall be free from visual defects such as foreign inclusions, dry spots, pinholes, and delamination.

7-21.3(1)E Warranty

A. The Contractor shall warrant each storm pipe repair section lined with the specified product against defects in materials, surface preparation, lining application, and workmanship for a period of twenty-four (24) months from the date of Final Acceptance of the project. The Contractor shall, within one month of written notice, repair defects in materials or workmanship that may develop during said 24-month period. Defects shall be defined as visible leakage of groundwater, delamination, or separation from the host pipe as is visible from the Final CCTV inspection, as performed in accordance with Section 7-04.3(1)H of these specifications. The Contractor shall also repair any damage to the storm system, buildings, houses, environment, or other improvements and/or work caused by failure of the lining system at the sole expense of Contractor. Repairs shall
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also include removal of the failed liner and re-lining, where feasible or
excavation and repair and/or replacement of the section of pipe where the
defect was located.

7-21.3(2) Preparation
The Contractor shall make all necessary provisions to ensure physical and
structural conditions of host pipe are suitable for installation and warranty of the
liner. The Contractor shall verify the lengths in the field prior to ordering and prior
to impregnation of the tube/bladder with resin, to ensure that the tube will have
enough length to extend the entire length of the repair. The Contractor shall also
measure the inside diameter of the existing pipes in the field prior to ordering
liner so that the liner can be installed in a tight-fitted condition.

7-21.3(3) Flow Management
It shall be the Contractor's responsibility to maintain operation of the existing
storm systems throughout the duration of the project without flooding or
backwatering of the upstream storm system. The Contractor shall divert all flows
around each segment of the pipe designated for repair by bypass pumping in
accordance with Section 7-04.3(2) of these specifications. The Contractor shall
also be responsible for managing flow from any existing lateral or illicit
connections and act to minimize flows if required.

7-21.3(4) Cleaning
The host pipe shall be cleaned in accordance with Section 7-07 of these
specifications, "Cleaning of Existing Drainage Structures", and per any additional
SCIPL Manufacturer’s requirements. The existing host pipe shall be cleaned,
and debris removed that will interfere with the installation of the SCIPL, just prior
to insertion of the liner. There shall not be any significant rain events between the
final cleaning pass and the installation of the SCIPL.

After the cleaning is complete, a final camera pass shall be made to verify the
cleanliness of the line. After complete cleaning has been confirmed, the
contractor shall record the “Pre-Installation CCTV” per Specification Section 7-
04.3(1)H, “CCTV Inspection”. All stormwater flows shall be prevented, whether
blocked or bypassed, from entering the main segment under inspection. All
standing water shall be removed from the main during video inspection to provide
the Contractor with a completely unobstructed view of the host pipe. Prior to
insertion of the liner, the storm main must be accepted as “clean” by the
Contractor, with this determination confirmed by the Engineer based on a review
of the Pre-Installation CCTV.

7-21.3(5) Manholes
Protect all manholes to withstand forces generated by the equipment while
installing the liner, when applicable.

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7-21.3(6) Resin Impregnation

The tube contained within the translucent bladder (bladder/liner assembly) shall be vacuum-impregnated with resin under controlled conditions and in accordance with ASTM F1216 and shall have a uniform thickness and excess resin distribution that, when compressed at installation pressures, will either meet or exceed the design thickness after cure. The quantity of resin used for the fabric tube impregnation shall be enough to fill the voids in the fabric tube material with additional allowances for polymerization shrinkage and for resin loss through cracks, joints, and irregularities in the host pipe wall.

The person in charge of the "wet-out" process shall complete and sign a "wet-out" sheet (see Section 7-21.3(1)C, item G) for each liner to be delivered to the site. The certified "wet-out" sheet shall include, but is not limited to, "wet-out" date, resin identification, fabric tube length, diameter, and thickness. The Contractor must submit to the Engineer the signed "wet-out" sheet for each liner delivered to the site.

7-21.3(7) Liner Installation

The bladder/liner assembly shall be installed using a launcher. Once moved to the beginning of the damaged pipe section, the installer shall be pressurized to invert the liner and inflate the bladder to hold the liner firmly against the host pipe. When fully inverted, the liner shall extend a minimum of 18" beyond the damaged section of the host pipe being repaired. The hydrophilic O-rings shall be positioned between the liner and the host pipe. Liner installation shall follow Manufacturer's recommended installation process for the repair and meet the requirements of ASTM F2599.

The installation method used shall include CCTV of the placement and curing processes. The CCTV shall include a quality inspection of the liner installation after curing is completed. A copy of the installation process CCTV shall be provided to the Engineer prior to final acceptance of the SCIPL repair.

7-21.3(8) Water

The Contractor will plan for permitting and authorized use of fire hydrants with the applicable water purveyor(s) for use in cleaning, lining, or other construction activities required for this project. Prior to construction activities, it shall be the Contractor's responsibility to contact the purveyor to identify which hydrants will be available for use and the requirements for use. The Contractor shall obtain all proper authorizations, and pay all associated fees, rental or use charges that may apply. This may include obtaining a hydrant permit, hydrant meter deposit, meter usage fees, water use charges, or other similar costs. A copy of any permit or receipts of fees/deposits paid shall be provided to the Engineer upon request. All costs associated with authorized water or hydrant use shall be considered incidental to other project work.
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7-21.3(9) Curing

7-21.3(9)A Air or Heat Curing

After placement of the liner is completed, pressure shall be maintained throughout the curing process, holding the liner securely to the wall of the host pipe. Curing shall be done without pressure interruption by adding air or an air/steam mixture for the proper duration of time in accordance with the resin manufacturer’s instructions.

The liner is either cured at ambient temperatures or by a suitable heat source (based on the resin used). The heating equipment shall be capable of delivering an air/steam mixture for heating into the bladder/liner assembly to uniformly raise the temperature of the assembly above that needed to cure the resin. The Contractor shall provide the necessary standby equipment to maintain the heat source supply.

The curing of the SCIPL shall consider the ground conditions (soil type, thermal conductivity, moisture level, etc.), the resin being used, and the material of the host pipe. The temperature and pressure of the installation shall be logged throughout the curing and cool down cycles. When the heat source is removed and the temperature of the SCIPL reaches 100 degrees F or less, the process shall be considered complete. For ambient cured methods, a coupon (resin sample) suspended in the manhole may be used to determine the proper curing time.

7-21.3(9)C Finished Pipe Liner

The finished lining shall be continuous over the entire length of an installation run and be free of visual defects such as foreign inclusions, dry spots, pinholes, wrinkles, and de-lamination. The lining shall be impervious and free of any leakage from the pipe to the surrounding ground or from the ground to inside the lined pipe.

Any defect, which will or could affect the structural integrity, strength, capacity, or future maintenance of the installed liners, shall be repaired at the Contractor's expense, in a manner approved by the Engineer.

7-21.3(10) Testing

The physical properties of the installed SCIPL liner shall be verified through material and field testing.

All materials testing shall be performed at the Contractor's expense and by an independent third-party laboratory. The Contractor shall submit the name and contact information for the third-party laboratory prior to submitting any samples for testing. The testing shall be in accordance with applicable ASTM test methods to confirm compliance with the specified requirements.

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7-21.3(10)A Material Testing

The contractor will provide the Engineer a sample or test section of SCIPL for testing. The sample shall be prepared in the same material as the host pipe in accordance with the SCIPL manufacturer’s recommendations. The minimum length of the sample must be able to produce at least 5 specimens for testing per ASTM D790 and D543. The sample shall be tested for flexural strength and flexural modulus in accordance with the requirements of ASTM D790. Chemical resistance testing shall be in accordance with ASTM D543.

Wall thickness of samples shall be measured at determined as described in ASTM F1743, Section 8.1.6. The minimum wall thickness at any point shall not be less than 87.5% percent of the design thickness.

7-21.4 Measurement

Measurement for payment of SCIPL bid items shall be per lineal foot of the repair sleeve installed in the host pipe, prior to installation.

7-21.5 Payment

SCIPL for 18" Pipe, per linear foot

The unit contract price for SCIPL for 18" Pipe per lineal foot shall be considered full compensation for all labor, materials, equipment, testing and tools necessary or incidental to furnish and install the sectional cured-in-place-pipe liner repair for 18" pipe complete in place in accordance with the Plans and Specifications including all submittals, CCTV inspection, water required for the work and associated testing requirements.

SCIPL for 24" Pipe

The unit contract price for SCIPL for 24" Pipe per lineal foot shall be considered full compensation for all labor, materials, equipment, testing and tools necessary or incidental to furnish and install the sectional cured-in-place-pipe liner repair for 24" pipe complete in place in accordance with the Plans and Specifications including all submittals, CCTV inspection, water required for the work and associated testing requirements.

SCIPL for 44" Pipe

The unit contract price for SCIPL for 44" Pipe per lineal foot shall be considered full compensation for all labor, materials, equipment, testing and tools necessary or incidental to furnish and install the sectional cured-in-place-pipe liner repair for 44" pipe complete in place in accordance with the Plans and Specifications including all submittals, CCTV inspection, water required for the work and associated testing requirements.

For the purpose of estimating progress payments, the work covered by this item will be broken down as follows.

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<td>2</td>
<td>Receipt of CCTV inspection (liner installation):</td>
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<tr>
<td>3</td>
<td>Receipt of material testing results:</td>
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END DIVISION 7
DIVISION 8
MISCELLANEOUS CONSTRUCTION

8-01 EROSION CONTROL AND WATER POLLUTION CONTROL

8-01.3(9)D Inlet Protection
Section 8-01.3(9)D is supplemented with the following:

Only inlet devices with large overflow bypass openings are approved for below grate protection. The Inspector may require removal of inlet protection during large storm events to prevent flooding.

8-01.5 Payment
Section 8-01.5 is supplemented with the following:

"Erosion/Water Pollution Control", lump sum.
"Erosion/Water Pollution Control" shall also be full compensation for all costs incurred to the contractor necessary for the adoption, modification, approval, and implementation of the TESC Plans and associated Best Management Practices (BMP's), for the ongoing maintenance, replacement and removal of BMP's for the duration of the project, to manage the coverage, inspection, maintenance and/or reporting requirements of the stormwater general permit, and to meet the requirements of Section 8-01 of the Standard Specifications. All erosion control measures, work and materials are included in "Erosion/Water Pollution Control", except as otherwise noted in the Contract Documents.

8-02 ROADSIDE RESTORATION

8-02.3 Construction Requirements

8-02.3(17) Property Restoration
Section 8-02.3(17) is added as follows:

The Contractor shall blend the new construction into developed private property adjacent to the project using similar materials to those existing, (e.g. sod shall be used to match into lawn areas; bark shall be used to match into planting areas; topsoil shall be used to match into garden

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areas; seeding, fertilizing, and mulching; irrigation system repair and/or restoration, etc.).

If the items used for the restoration have pay items in the Contract, they will be paid under those items.

If restoration of adjacent property requires use of materials that have no pay items, payment will be by force account under the item "Property Restoration".

8-04 CURBS, GUTTERS, AND SPILLWAYS

8-04.3 Construction Requirements

8-04.3(1) Cement Concrete Curbs, Gutters, and Spillways

Replace the fourth paragraph of Section 8-04.3(1) in its entirety with following:

Expansion and contraction joints in curb or curb and gutter (both rolled and vertical) shall be located and installed in accordance with City of Mill Creek standard plan STR-2 and shall be coordinated to correspond in joint locations with STR-3, STR-6 through STR-11, or as otherwise directed by the engineer. Prior to installing curb, curb and gutter and/or sidewalk, the contractor shall schedule and coordinate a field/site meeting with the Engineer to review joint locations prior to placement. This meeting shall be scheduled with the Engineer, Contractor and any applicable Subcontractor(s) no later than five (5) working days in advance of scheduled work. Expansion joints shall also be located at the beginning and end of curb returns and cold joints with existing curbs and gutters where present. All expansion joints shall be full-depth, 3/8" pre-molded joint material that is factory cut to the shape of the curb. When curb or curb and gutter are placed adjacent to Portland cement concrete pavement, a 3/8" thick, 6" deep pre-molded joint filler shall be installed between the two vertical surfaces to prevent cracking. When noted on the City of Mill Creek standard plan(s), the Contractor shall install the catch basin gutter pan at drainage structures, and/or catch basins, abutting the curb and gutter.

8-04.5 Payment

Section 8-01.5 is supplemented with the following:

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

“Cement Concrete Rolled Curb and Gutter”, per linear foot.
“Cement Concrete Rolled Curb and Gutter” shall be considered full compensation for all costs incurred to the contractor for the installation of rolled curb and gutter as shown on the Plans, and in accordance with City of Mill Creek standard plan STR-2, or as otherwise specified by the Engineer.

“Cement Concrete Vertical Curb and Gutter”, per linear foot.
“Cement Concrete Vertical Curb and Gutter” shall be considered full compensation for all costs incurred to the contractor for the installation of vertical curb and gutter as shown on the Plans, and in accordance with City of Mill Creek standard plan STR-2, or as otherwise specified by the Engineer.

END DIVISION 8
PART 4
Amendments to the Standard Specifications
INTRODUCTION

The following Amendments and Special Provisions shall be used in conjunction with the 2018 Standard Specifications for Road, Bridge, and Municipal Construction.

AMENDMENTS TO THE STANDARD SPECIFICATIONS

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

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

Section 1-01, Definitions and Terms
August 6, 2018

1-01.3 Definitions
The following new term and definition is inserted before the definition for “Shoulder”:

Sensitive Area – Natural features, which may be previously altered by human activity, that are present on or adjacent to the project location and protected, managed, or regulated by local, tribal, state, or federal agencies.

The following new term and definition is inserted after the definition for “Working Drawings”:

WSDOT Form – Forms developed and maintained by WSDOT that are required or available for use on a project. These forms can be downloaded from the forms catalogue at:

http://wsdot.wa.gov/forms/pdfForms.html

Section 1-02, Bid Procedures and Conditions
October 30, 2018

1-02.4(1) General
This section is supplemented with the following:

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Prospective Bidders are advised that the Contracting Agency may include a partially completed Washington State Department of Ecology (Ecology) Transfer of Coverage (Ecology Form ECY 020-87a) for the Construction Stormwater General Permit (CSWGP) as part of the Bid Documents. When the Contracting Agency requires the transfer of coverage of the CSWGP to the Contractor, an informational copy of the Transfer of Coverage and the associated CSWGP will be included in the appendices. As a condition of Section 1-03.3, the Contractor is required to complete sections I, III, and VIII of the Transfer of Coverage and return the form to the Contracting Agency.

The Contracting Agency is responsible for compliance with the CSWGP until the end of day that the Contract is executed. Beginning on the day after the Contract is executed, the Contractor shall assume complete legal responsibility for compliance with the CSWGP and full implementation of all conditions of the CSWGP as they apply to the Contract Work.

1-02.5 Proposal Forms
The first sentence of the first paragraph is revised to read:

At the request of a Bidder, the Contracting Agency will provide a physical Proposal Form for any project on which the Bidder is eligible to Bid.

1-02.6 Preparation of Proposal
Item number 1 of the second paragraph is revised to read:

1. A unit price for each item (omitting digits more than two places to the right of the decimal point),

In the third sentence of the fourth paragraph, “WSDOT Form 422-031” is revised to read “WSDOT Form 422-031U”.

The following new paragraph is inserted before the last paragraph:

The Bidder shall submit with their Bid a completed Contractor Certification Wage Law Compliance form (WSDOT Form 272-009). Failure to return this certification as part of the Bid Proposal package will make this Bid Nonresponsive and ineligible for Award. A Contractor Certification of Wage Law Compliance form is included in the Proposal Forms.
Section 1-03, Award and Execution of Contract
January 2, 2018

1-03.3 Execution of Contract
The first paragraph is revised to read:

Within 20 calendar days after the Award date, the successful Bidder shall return the signed Contracting Agency-prepared Contract, an insurance certification as required by Section 1-07.18, a satisfactory bond as required by law and Section 1-03.4, the Transfer of Coverage form for the Construction Stormwater General Permit with sections I, III, and VIII completed when provided, and shall be registered as a contractor in the state of Washington.

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

Failure to return the insurance certification and bond with the signed Contract as required in Section 1-03.3, or failure to provide Disadvantaged, Minority or Women's Business Enterprise information if required in the Contract, or failure or refusal to sign the Contract, or failure to register as a contractor in the state of Washington, or failure to return the completed Transfer of Coverage for the Construction Stormwater General Permit to the Contracting Agency when provided shall result in forfeiture of the proposal bond or deposit of this Bidder.

Section 1-05, Control of Work
August 6, 2018

1-05.5 Vacant
This section, including title, is revised to read:

1-05.5 Tolerances
Geometrical tolerances shall be measured from the points, lines, and surfaces defined in Contract documents.

A plus (+) tolerance increases the amount or dimension to which it applies, or raises a deviation from level. A minus (-) tolerance decreases the amount or dimension to which it applies, or lowers a deviation from level. Where only one signed tolerance is specified (+ or -), there is no specified tolerance in the opposing direction.

Tolerances shall not be cumulative. The most restrictive tolerance shall control.
Tolerances shall not extend the Work beyond the Right of Way or other legal boundaries identified in the Contract documents. If application of tolerances causes the extension of the Work beyond the Right of Way or legal boundaries, the tolerance shall be reduced for that specific instance.

Tolerances shall not violate other Contract requirements. If application of tolerances causes the Work to violate other Contract requirements, the tolerance shall be reduced for that specific instance. If application of tolerances causes conflicts with other components or aspects of the Work, the tolerance shall be reduced for that specific instance.

1-05.9 Equipment

The following new paragraph is inserted before the first paragraph:

Prior to mobilizing equipment on site, the Contractor shall thoroughly remove all loose dirt and vegetative debris from drive mechanisms, wheels, tires, tracks, buckets and undercarriage. The Engineer will reject equipment from the site until it returns clean.

This section is supplemented with the following:

Upon completion of the Work, the Contractor shall completely remove all loose dirt and vegetative debris from equipment before removing it from the job site.

Section 1-06, Control of Material

January 7, 2019

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

This section is supplemented with the following:

Regardless of status of the source, whether listed or not listed in the ASA database the source owner may be asked to provide testing results for toxicity in accordance with Section 9-03.21(1).

1-06.2(2)D Quality Level Analysis

This section is supplemented with the following new subsection:

1-06.2(2)D5 Quality Level Calculation – HMA Compaction

The procedures for determining the quality level and pay factor for HMA compaction are as follows:

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1. Determine the arithmetic mean, $X_m$, for compaction of the lot:

$$X_m = \frac{\sum x}{n}$$

Where:
- $x$ = individual compaction test values for each sublot in the lot.
- $\sum x$ = summation of individual compaction test values
- $n$ = total number test values

2. Compute the sample standard deviation, “$S$”, for each constituent:

$$S = \left( \frac{n \sum x^2 - (\sum x)^2}{n(n-1)} \right)^{1/2}$$

Where:
- $\sum x^2$ = summation of the squares of individual compaction test values
- $(\sum x)^2$ = summation of the individual compaction test values squared

3. Compute the lower quality index ($Q_L$):

$$Q_L = \frac{X_m - LSL}{S}$$

Where:
- $LSL = 92.0$

4. Determine $P_L$ (the percent within the lower Specification limit which corresponds to a given $Q_L$) from Table 1. For negative values of $Q_L$, $P_L$ is equal to 100 minus the table $P_L$. If the value of $Q_L$ does not correspond exactly to a figure in the table, use the next higher value.

5. Determine the quality level (the total percent within Specification limits):

$$\text{Quality Level} = P_L$$

6. Using the quality level from step 5, determine the composite pay factor (CPF) from Table 2.
7. If the CPF determined from step 6 is 1.00 or greater: use that CPF for the compaction lot; however, the maximum HMA compaction CPF using an LSL = 92.0 shall be 1.05.

8. If the CPF from step 6 is not 1.00 or greater: repeat steps 3 through 6 using an LSL = 91.5. The value thus determined shall be the HMA compaction CPF for that lot; however, the maximum HMA compaction CPF using an LSL = 91.5 shall be 1.00.

1-06.2(2)D1 Quality Level Analysis
The following new sentence is inserted after the first sentence:

The quality level calculations for HMA compaction are completed using the formulas in Section 1-06.2(2)D5.

1-06.2(2)D4 Quality Level Calculation
The first paragraph (excluding the numbered list) is revised to read:

The procedures for determining the quality level and pay factors for a material, other than HMA compaction, are as follows:

1-06.6 Recycled Materials
The first three sentences of the second paragraph are revised to read:

The Contractor shall submit a Recycled Material Utilization Plan on WSDOT Form 350-075A within 30 calendar days after the Contract is executed. The plan shall provide the Contractor’s anticipated usage of recycled concrete aggregates for meeting the requirements of these Specifications. The quantity of recycled concrete aggregate will be provided in tons and as a percentage of the Plan quantity for eligible material listed in Section 9-03.21(1)E Table on Maximum Allowable percent (By Weight) of Recycled Material.

The last paragraph is revised to read:

Within 30 calendar days after Physical Completion, the Contractor shall report the quantity of recycled concrete aggregates that were utilized in the construction of the project for each eligible item listed in Section 9-03.21(1)E. The Contractor’s report shall be provided on WSDOT Form 350-075A, Recycled Materials Reporting.

1-06.6(1)A General
Item 1(a) in the second paragraph is revised to read:

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AMENDMENTS TO THE STANDARD SPECIFICATIONS- Continued

1 a. The estimated costs for the Work for each material with 25 percent recycled concrete aggregate. The cost estimate shall include for each material a documented price quote from the supplier with the lowest total cost for the Work.

Section 1-07, Legal Relations and Responsibilities to the Public
August 6, 2018

1-07.5 Environmental Regulations
This section is supplemented with the following new subsections:

1-07.5(5) U.S. Army Corps of Engineers
When temporary fills are permitted, the Contractor shall remove fills in their entirety and the affected areas returned to pre-construction elevations.

If a U.S. Army Corps of Engineers permit is noted in Section 1-07.6 of the Special Provisions, the Contractor shall retain a copy of the permit or the verification letter (in the case of a Nationwide Permit) on the worksite for the life of the Contract. The Contractor shall provide copies of the permit or verification letter to all subcontractors involved with the authorized work prior to their commencement of any work in waters of the U.S.

1-07.5(6) U.S. Fish/Wildlife Services and National Marine Fisheries Service
The Contracting Agency will provide fish exclusion and handling services if the Work dictates. However, if the Contractor discovers any fish stranded by the project and a Contracting Agency biologist is not available, they shall immediately release the fish into a flowing stream or open water.

1-07.5(1) General
The first sentence is deleted and replaced with the following:

No Work shall occur within areas under the jurisdiction of resource agencies unless authorized in the Contract.

The third paragraph is deleted.

1-07.5(2) State Department of Fish and Wildlife
This section is revised to read:

In doing the Work, the Contractor shall:
AMENDMENTS TO THE STANDARD SPECIFICATIONS- Continued

1. Not degrade water in a way that would harm fish, wildlife, or their habitat.

2. Not place materials below or remove them from the ordinary high water line except as may be specified in the Contract.

3. Not allow equipment to enter waters of the State except as specified in the Contract.

4. Revegetate in accordance with the Plans, unless the Special Provisions permit otherwise.

5. Prevent any fish-threatening silt buildup on the bed or bottom of any body of water.


7. Dispose of any project debris by removal, burning, or placement above high-water flows.

8. Immediately notify the Engineer and stop all work causing impacts, if at any time, as a result of project activities, fish are observed in distress or a fish kill occurs.

If the Work in (1) through (3) above differs little from what the Contract requires, the Contracting Agency will measure and pay for it at unit Contract prices. But if Contract items do not cover those areas, the Contracting Agency will pay pursuant to Section 1-09.4. Work in (4) through (8) above shall be incidental to Contract pay items.

1-07.5(3) State Department of Ecology

This section is revised to read:

In doing the Work, the Contractor shall:


2. Perform Work in such a manner that all materials and substances not specifically identified in the Contract documents to be placed in the water do not enter waters of the State, including wetlands. These include, but are not limited to, petroleum products, hydraulic fluid, fresh concrete, concrete wastewater, process wastewater, slurry materials and waste from shaft drilling, sediments, sediment-laden
AMENDMENTS TO THE STANDARD SPECIFICATIONS- Continued

water, chemicals, paint, solvents, or other toxic or deleterious materials.

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

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

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

6. When a violation of the Construction Stormwater General Permit (CSWGP) occurs, immediately notify the Engineer and fill out WSDOT Form 422-011, Contractor ECAP Report, and submit the form to the Engineer within 48 hours of the violation.

7. Once Physical Completion has been given, prepare a Notice of Termination (Ecology Form ECY 020-87) and submit the Notice of Termination electronically to the Engineer in a PDF format a minimum of 7 calendar days prior to submitting the Notice of Termination to Ecology.

8. Transfer the CSWGP coverage to the Contracting Agency when Physical Completion has been given and the Engineer has determined that the project site is not stabilized from erosion.

9. Submit copies of all correspondence with Ecology electronically to the Engineer in a PDF format within four calendar days.

1-07.5(4) Air Quality
This section is revised to read:

The Contractor shall comply with all regional clean air authority and/or State Department of Ecology rules and regulations.

The air quality permit process may include additional State Environment Policy Act (SEPA) requirements. Contractors shall contact the appropriate regional air pollution control authority well in advance of beginning Work.

When the Work includes demolition or renovation of any existing facility or structure that contains Asbestos Containing Material (ACM) and/or

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Presumed Asbestos-Containing Material (PACM), the Contractor shall comply with the National Emission Standards for Hazardous Air Pollutants (NESHAP).

Any requirements included in Federal and State regulations regarding air quality that applies to the “owner or operator” shall be the responsibility of the Contractor.

1-07.7(1) General
The first sentence of the third paragraph is revised to read:
When the Contractor moves equipment or materials on or over Structures, culverts or pipes, the Contractor may operate equipment with only the load-limit restrictions in Section 1-07.7(2).

The first sentence of the last paragraph is revised to read:
Unit prices shall cover all costs for operating over Structures, culverts and pipes.

1-07.9(1) General
The last sentence of the sixth paragraph is revised to read:
Generally, the Contractor initiates the request by preparing standard form 1444 Request for Authorization of Additional Classification and Rate, available at https://www.dol.gov/whd/recovery/dbsurvey/conformance.htm, and submitting it to the Engineer for further action.

1-07.9(2) Posting Notices
The second sentence of the first paragraph (up until the colon) is revised to read:
The Contractor shall ensure the most current edition of the following are posted:

In items 1 through 10, the revision dates are deleted.

1-07.11(2) Contractual Requirements
In this section, “creed” is revised to read “religion”.

Item numbers 1 through 9 are revised to read 2 through 10, respectively.

After the preceding Amendment is applied, the following new item number 1 is inserted:

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1. The Contractor shall maintain a Work site that is free of harassment, humiliation, fear, hostility and intimidation at all times. Behaviors that violate this requirement include but are not limited to:

   a. Persistent conduct that is offensive and unwelcome.

   b. Conduct that is considered to be hazing.

   c. Jokes about race, gender, or sexuality that are offensive.

   d. Unwelcome, unwanted, rude or offensive conduct or advances of a sexual nature which interferes with a person’s ability to perform their job or creates an intimidating, hostile, or offensive work environment.

   e. Language or conduct that is offensive, threatening, intimidating or hostile based on race, gender, or sexual orientation.

   f. Repeating rumors about individuals in the Work Site that are considered to be harassing or harmful to the individual’s reputation.

1-07.11(5) Sanctions

This section is supplemented with the following:

Immediately upon the Engineer’s request, the Contractor shall remove from the Work site any employee engaging in behaviors that promote harassment, humiliation, fear or intimidation including but not limited to those described in these specifications.

1-07.11(6) Incorporation of Provisions

The first sentence is revised to read:

The Contractor shall include the provisions of Section 1-07.11(2) Contractual Requirements (1) through (5) and the Section 1-07.11(5) Sanctions in every subcontract including procurement of materials and leases of equipment.

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

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

1-07.18 Public Liability and Property Damage Insurance

Item number 1 is supplemented with the following new sentence:

This policy shall be kept in force from the execution date of the Contract until the Physical Completion Date.

Section 1-08, Prosecution and Progress

January 7, 2019

1-08.1 Subcontracting

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

All Work that is not performed by the Contractor will be considered as subcontracting except: (1) purchase of sand, gravel, crushed stone, crushed slag, batched concrete aggregates, ready-mix concrete, off-site fabricated structural steel, other off-site fabricated items, and any other materials supplied by established and recognized commercial plants; or (2) delivery of these materials to the Work site in vehicles owned or operated by such plants or by recognized independent or commercial hauling companies hired by those commercial plants.

The following new paragraph is inserted after the seventh paragraph:

The Contractor shall not use businesses (material suppliers, vendors, subcontractors, etc.) with federal purchasing exclusions. Businesses with exclusions are identified using the System for Award Management web page at www.SAM.gov.

1-08.5 Time for Completion

Item number 2 of the sixth paragraph is supplemented with the following:

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).

1-08.7 Maintenance During Suspension

The fifth paragraph is revised to read:

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The Contractor shall protect and maintain all other Work in areas not used by traffic. All costs associated with protecting and maintaining such Work shall be the responsibility of the Contractor.

Section 1-09, Measurement and Payment

August 6, 2018

1-09.2(1) General Requirements for Weighing Equipment

The last paragraph is supplemented with the following:

When requested by the Engineer, the Contractor’s representative shall collect the tickets throughout the day and provide them to the Engineer’s designated receiver, not later than the end of shift, for reconciliation. Tickets for loads not verified as delivered will receive no pay.

1-09.2(2) Specific Requirements for Batching Scales

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

Batching scales used for concrete or hot mix asphalt shall not be used for batching other materials.

1-09.10 Payment for Surplus Processed Materials

The following sentence is inserted after the first sentence of the second paragraph:

For Hot Mix Asphalt, the Plan quantity and quantity used will be adjusted for the quantity of Asphalt and quantity of RAP or other materials incorporated into the mix.

Section 2-02, Removal of Structures and Obstructions

April 2, 2018

2-02.3(3) Removal of Pavement, Sidewalks, Curbs, and Gutters

In item number 3 of the first paragraph, the second sentence is revised to read:

For concrete pavement removal, a second vertical full depth relief saw cut offset 12 to 18 inches from and parallel to the initial saw cut is also required, unless the Engineer allows otherwise.
Section 2-09, Structure Excavation
April 2, 2018

2-09.2 Materials
In the first paragraph, the references to “Portland Cement” and “Aggregates for Portland Cement Concrete” are revised to read:

2-09.3(3)D Shoring and Cofferdams
The first sentence of the sixth paragraph is revised to read:

Structural shoring and cofferdams shall be designed for conditions stated in this Section using methods shown in Division I Section 5 of the AASHTO Standard Specifications for Highway Bridges Seventeenth Edition – 2002 for allowable stress design, or the AASHTO LRFD Bridge Design Specifications for load and resistance factor design.

Section 3-01, Production from Quarry and Pit Sites
April 2, 2018

3-01.1 Description
The first paragraph is revised to read:

This Work shall consist of manufacturing and producing crushed and screened aggregates including pit run aggregates of the kind, quality, and grading specified for use in the construction of concrete, hot mix asphalt, crushed surfacing, maintenance rock, ballast, gravel base, gravel backfill, gravel borrow, riprap, and bituminous surface treatments of all descriptions.

Section 4-04, Ballast and Crushed Surfacing
April 2, 2018

4-04.3(5) Shaping and Compaction
This section is supplemented with the following new paragraph:

When using 100% Recycled Concrete Aggregate, the Contractor may submit a written request to use a test point evaluation for compaction acceptance testing in lieu of compacting to 95% of the standard density as determined by the requirements of Section 2-03.3(14)D. The test point evaluation shall be performed in accordance with SOP 738.
Section 5-01, Cement Concrete Pavement Rehabilitation

January 7, 2019

5-01.2 Materials

The reference for Concrete Patching Material is revised to read:

Concrete Patching Material, Grout, and Mortar 9-20.1

5-01.3(1)A1 Concrete Patching Materials

In this section, each reference to “9-20” is revised to read “9-20.1”.

5-01.3(4) Replace Cement Concrete Panel

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

5-01.3(4)A General

Curing, cold weather work, concrete pavement construction in adjacent lines, and protection of pavement shall meet the requirements of Section 5-05.3(13) through Section 5-05.3(15). The Contractor, at no cost to the Contracting Agency, shall repair any damage to existing pavement caused by the Contractor’s operations.

5-01.3(4)B Sawing and Dimensional Requirements

Concrete slabs to be replaced as shown in the Plans or staked by the Engineer shall be at least 6.0 feet long and full width of an existing pavement panel. The portion of the panel to remain in place shall have a minimum dimension of 6 feet in length and full panel width; otherwise the entire panel shall be removed and replaced. There shall be no new joints closer than 3.0 feet to an existing transverse joint or crack. A vertical full depth saw cut is required along all longitudinal joints and at transverse locations and, unless the Engineer allows otherwise, an additional vertical full depth relief saw cut located 12 to 18 inches from and parallel to the initial longitudinal and transverse saw cut locations is also required. Removal of existing cement concrete pavement shall not cause damage to adjacent slabs that are to remain in place. In areas that will be ground, slab replacements shall be performed prior to pavement grinding.

Side forms shall meet the requirements of Section 5-05.3(7)B whenever a sawed full depth vertical face cannot be maintained.

5-01.3(4)C Dowel Bars and Tie Bars

For the half of a dowel bar or tie bar placed in fresh concrete, comply with the requirements of Section 5-05.
For the half of a dowel bar or tie bar placed in hardened concrete, comply with the Standard Plans and the following.

After drilling, secure dowel bars and tie bars into the existing pavement with either an epoxy bonding agent Type I or IV as specified in Section 9-26.1, or a grout Type 2 for non-shrink applications as specified in Section 9-20.3.

Dowel bars shall be placed at the mid depth of the concrete slab, centered over the transverse joint, and parallel to the centerline and to the roadway surface, within the tolerances in the table below. Dowel bars may be adjusted to avoid contact with existing dowel bars in the transverse joint at bridge approach slabs or existing panels provided the adjusted dowel bars meet the tolerances below.

Tie bars shall be placed at the mid depth of the concrete slab, centered over the joint, perpendicular to centerline, and parallel to the roadway surface, within the tolerances in the table below. The horizontal position of tie bars may be adjusted to avoid contact with existing tie bars in the longitudinal joint where panel replacement takes place, provided the adjusted tie bars meet the tolerances below.

<table>
<thead>
<tr>
<th>Placement Tolerances</th>
<th>Dowel Bars</th>
<th>Tie Bars</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vertical: Center of Bar to Center of Slab Depth</td>
<td>± 1.00 inch max</td>
<td>± 1.00 inch max</td>
</tr>
<tr>
<td>Dowel Bar Centered Over the Transverse Joint</td>
<td>± 1.00 inch max</td>
<td>N/A</td>
</tr>
<tr>
<td>Tie Bar Centered Over the Longitudinal Joint</td>
<td>N/A</td>
<td>± 1.00 inch max</td>
</tr>
<tr>
<td>Parallel to Centerline Over the Length of the Dowel Bar</td>
<td>± 0.50 inch max</td>
<td>N/A</td>
</tr>
<tr>
<td>Perpendicular to Longitudinal Joint Over the Length of the Tie Bar</td>
<td>N/A</td>
<td>± 1.00 inch max</td>
</tr>
<tr>
<td>Parallel to Roadway Surface Over the Length of the Bar</td>
<td>± 0.50 inch max</td>
<td>± 1.00 inch max</td>
</tr>
</tbody>
</table>

Dowel bars and tie bars shall be placed according to the Standard Plan when multiple panels are placed. Panels shall be cast separately from the bridge approach slab.

Dowel bars to be drilled into existing concrete or at a new transverse contraction joint shall have a parting compound, such as curing compound,
grease, or other Engineer accepted equal, applied to them prior to placement.

Clean the drilled holes in accordance with the epoxy or grout manufacturer’s instructions. Holes shall be clean and dry at the time of placing the epoxy, or grout and tie bars. Completely fill the void between the tie bar and the outer limits of the drilled hole with epoxy or grout. Use retention rings to prevent leakage of the epoxy or grout and support the tie bar to prevent movement until the epoxy or grout has cured the minimum time recommended by the manufacturer.

5-01.3(4)D Foundation Preparation
The Contractor shall smooth the surfacing below the removed panel and compact it to the satisfaction of the Engineer. Crushed surfacing base course, or hot mix asphalt may be needed to bring the surfacing to grade prior to placing the new concrete.

If the material under the removed panel is uncompactable and the Engineer requires it, the Contractor shall excavate the Subgrade 2 feet, place a soil stabilization construction geotextile meeting the requirements of Section 9-33, and backfill with crushed surfacing base course. This Work may include:

1. Furnishing and hauling crushed surfacing base course to the project site.
2. Excavating uncompactable material.
3. Furnishing and placing a soil stabilization construction geotextile.
4. Backfilling and compacting crushed surfacing base course.
5. Removing, hauling and restocking any unused crushed surfacing base course.

5-01.3(4)E Concrete Finishing
Grade control shall be the responsibility of the Contractor.

All panels shall be struck off level with the adjacent panels and floated to a smooth surface.

Final finish texturing shall meet the requirements of Section 5-05.3(11).
AMENDMENTS TO THE STANDARD SPECIFICATIONS- Continued

In areas where the Plans do not require grinding, the surface smoothness will be measured with a 10-foot straightedge by the Engineer in accordance with Section 5-05.3(12). If the replacement panel is located in an area that will be ground as part of concrete pavement grinding in accordance with Section 5-01.3(9), the surface smoothness shall be measured, by the Contractor, in conjunction with the smoothness measurement done in accordance with Section 5-01.3(10).

5-01.3(4)F Joints
All transverse and longitudinal joints shall be sawed and sealed in accordance with Section 5-05.3(8). The Contractor may use a hand pushed single blade saw for sawing joints.

5-01.3(4)G Cracked Panels
Replacement panels that crack shall be repaired as specified in Section 5-05.3(22) at no cost to the Contracting Agency. When repairing replacement panels that have cracked, epoxy-coated dowel bars meeting the requirements of Section 9-07.5(1) may be substituted for the corrosion resistant dowel bars specified.

5-01.3(4)H Opening to Traffic
Opening to traffic shall meet the requirements of Section 5-05.3(17).

5-01.3(5) Partial Depth Spall Repair
The second sentence of the third paragraph is revised to read:

All sandblasting residue shall be removed.

5-01.3(7) Sealing Existing Concrete Random Cracks
The second sentence of the second paragraph is revised to read:

Immediately prior to sealing, the cracks shall be clean.

5-01.3(8) Sealing Existing Longitudinal and Transverse Joint
The first sentence of the fifth paragraph is revised to read:

Immediately prior to sealing, the cracks shall be clean.

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

Pavement surface smoothness for cement concrete pavement grinding on this project will include International Roughness Index (IRI) testing. Ride

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quality will be evaluated using the Mean Roughness Index (MRI) calculated by averaging the IRI data for the left and right wheel path within the section.

**Smoothness Testing Equipment and Operator Certification**

Use an inertial profiler and operator that meet the requirements of Section 5-05.3(3)E.

**Surface Smoothness**

Operate the inertial profiler in accordance with AASHTO R 57. Collect two longitudinal traces, one in each wheel path. Collect the control profile at locations designated in Table 2 prior to any pavement rehabilitation Work on the areas to be tested. Collect an acceptance profile at locations designated in Table 2 after completion of all cement concrete pavement grinding on the project. Profiles shall be collected in a continuous pass including areas excluded from pay adjustments. Provide notice to the Engineer a minimum of seven calendar days prior to testing.

<table>
<thead>
<tr>
<th>Table 2</th>
<th>Locations Requiring MRI Testing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel lanes where cement concrete grinding is shown in the plans</td>
<td>Control profile</td>
</tr>
<tr>
<td>Additional locations designated by the Engineer</td>
<td>Control profile</td>
</tr>
<tr>
<td>Travel lanes with completed cement concrete pavement grinding</td>
<td>Acceptance profile</td>
</tr>
<tr>
<td>Bridges, approach panels and 0.02 miles before and after bridges and approach panels and other excluded areas within lanes requiring testing</td>
<td>Control and acceptance profile</td>
</tr>
<tr>
<td>Ramps, Shoulders and Tapers</td>
<td>Do not test</td>
</tr>
</tbody>
</table>

Within 30 calendar days after the Contractor’s testing, the Engineer may perform verification testing. If the verification testing shows a difference in MRI greater than the 10 percent, the following resolution process will be followed:

1. The profiles, equipment and procedures will be evaluated to determine the cause of the difference.
2. If the cause of the discrepancy cannot be resolved the pavement shall be retested with both profilers at a mutually agreed time. The two profilers will test the section within 30 minutes of each other. If the retest shows a difference in MRI equal or greater than the percentages shown in Table 2 of AASHTO R 54 the Engineer’s test results will be used for pavement smoothness acceptance.

The Contractor shall evaluate profiles for acceptance or corrective action using the current version of ProVAL and provide the results including the profile data in unfiltered electronic Engineering Research Division (ERD) file format to the Engineer within 3 calendar days of completing each days profile testing. If the profile data files are created using an export option in the manufacturer’s software where filter settings can be specified, use the filter settings that were used to create data files for certification.

Analyze the entire profile. Exclude areas listed in Table 3.

<table>
<thead>
<tr>
<th>Location</th>
<th>Exclude</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beginning and end of grinding</td>
<td>Pavement within 0.02 mile</td>
</tr>
<tr>
<td>Bridges and approach slabs</td>
<td>The bridge and approach slab and 0.02 mile from the ends of the bridge or approach slab</td>
</tr>
<tr>
<td>Defects in the existing roadway identified by the Contractor that adversely affect the MRI such as dips, depressions and wheel path longitudinal joints.¹</td>
<td>0.01-mile section containing the defect and the 0.01-mile section following the section with the defect.¹</td>
</tr>
</tbody>
</table>

¹The presence of defects is subject to verification by the Engineer

Report the MRI results in inches per mile for each 0.01-mile section and each 0.10-mile section. Do not truncate 0.10-mile sections for areas excluded from MRI acceptance requirements. MRI requirements will not apply to 0.10-mile sections with more than three 0.01 mile-sections excluded. MRI requirements for the individual 0.01-mile sections shall still apply. The Engineer will verify the analysis.

The MRI for each 0.10 mile of ground lane will comply with the following:

<table>
<thead>
<tr>
<th>Control Profile MRI per 0.10 Mile</th>
<th>Maximum MRI of Acceptance Profile per 0.10 Mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>≤130 inches/mile</td>
<td>78 inches/mile</td>
</tr>
</tbody>
</table>
The MRI for each 0.01 mile of the completed cement concrete grinding shall not exceed 160 inches/mile.

All Work is subject to parallel and transverse 10-foot straightedge requirements, corrective work and disincentive adjustments.

Surface smoothness of travel lanes including areas subject to MRI testing shall not vary more than ⅛ inch from the lower edge of a 10-foot straightedge placed on the surface parallel to the centerline.

The smoothness perpendicular to the centerline will be measured with a 10-foot straightedge within the lanes. There shall be not vertical elevation difference of more than a ¼ inch between lanes.

Pavement that does not meet these requirements will be subject to corrective Work. All corrective Work shall be completed at no additional expense, including traffic control, to the Contracting Agency. Pavement shall be repaired by one or more of the following methods:

1. Diamond grinding.
2. By other method accepted by the Engineer.

Repair areas shall be re-profiled to ensure they no longer require corrective Work. With concurrence of the Engineer, a 10-foot straight edge may be used in place of the inertial profiler.

If correction of the roadway as listed above either will not or does not produce satisfactory results as to smoothness or serviceability the Engineer may accept the completed pavement and a credit will be calculated in accordance with Section 5-01.5. Under these circumstances, the decision whether to accept the completed pavement or to require corrective work as described above shall be vested entirely in the Engineer.

5-01.5 Payment

This section is supplemented with the following:

“Grinding Smoothness Compliance Adjustment”, by calculation.

Grinding Smoothness Compliance Adjustments will be based on the requirements in Section 5-01.3(10) and the following calculations:
A smoothness compliance adjustment will be calculated in the sum of minus $100 for each and every section of single traffic lane 0.01 mile in length and $1,000 for each and every section of single traffic lane 0.10 mile in length that does not meet the requirements in Section 5-01.3(10) after corrective Work.

Section 5-04, Hot Mix Asphalt
January 7, 2019

5-04.1 Description
The last sentence of the first paragraph is revised to read:

The manufacture of HMA may include additives or processes that reduce the optimum mixing temperature (Warm Mix Asphalt) or serve as a compaction aid in accordance with these Specifications.

5-04.2 Materials
The reference to “Warm Mix Asphalt Additive” is revised to read “HMA Additive”.

5-04.2(1) How to Get an HMA Mix Design on the QPL
The last bullet in the first paragraph is revised to read:

• Do not include HMA additives that reduce the optimum mixing temperature or serve as a compaction aid when developing a mix design or submitting a mix design for QPL evaluation. The use of HMA additives is not part of the process for obtaining approval for listing a mix design on the QPL. Refer to Section 5-04.2(2)B.

In the table, “WSDOT Standard Practice QC-8” is revised to read “WSDOT Standard Practice QC-8 located in the WSDOT Materials Manual M 46-01”.

5-04.2(1)C Mix Design Resubmittal for QPL Approval
Item number 3 of the first paragraph is revised to read:

3. Changes in modifiers used in the asphalt binder.

5-04.2(2)B Using Warm Mix Asphalt Processes
This section, including title, is revised to read:

5-04.2(2)B Using HMA Additives
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

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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 accordance with Section 5-04.3(6) 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(3)A Mixing Plant
In item number 5 of the first paragraph, “WSDOT T 168” is revised to read “FOP for AASHTO T 168”.

5-04.3(4) Preparation of Existing Paved Surfaces
The first sentence of the fourth paragraph is revised to read:

Unless otherwise allowed by the Engineer, use cationic emulsified asphalt CSS-1, CSS-1h, or Performance Graded (PG) asphalt for tack coat.

5-04.3(6) Mixing
The first paragraph is revised to read:

The asphalt supplier shall introduce recycling agent and anti-stripping additive, in the amount designated on the QPL for the mix design, into the asphalt binder prior to shipment to the asphalt mixing plant.

The seventh paragraph is revised to read:

Upon discharge from the mixer, ensure that the temperature of the HMA does not exceed the optimum mixing temperature shown on the accepted Mix Design Report by more than 25°F, or as allowed by the Engineer. When an additive is included in the manufacture of HMA, do not heat the additive (at any stage of production including in binder storage tanks) to a temperature higher than the maximum recommended by the manufacturer of the additive.

5-04.3(7) Spreading and Finishing
The last row of the table is revised to read:

<table>
<thead>
<tr>
<th>⅜ inch</th>
<th>0.25 feet</th>
<th>0.30 feet</th>
</tr>
</thead>
</table>

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AMENDMENTS TO THE STANDARD SPECIFICATIONS- Continued

5-04.3(8) Aggregate Acceptance Prior to Incorporation in HMA
The following new paragraph is inserted after the first paragraph:

The Contracting Agency's combined aggregate bulk specific gravity (Gsb) blend as shown on the HMA Mix Design will be used for VMA calculations until the Contractor submits a written request for a Gsb test. The new Gsb will be used in the VMA calculations for HMA from the date the Engineer receives the written request for a Gsb retest. The Contractor may request aggregate specific gravity (Gsb) testing be performed by the Contracting Agency twice per project. The Gsb blend of the combined stockpiles will be used to calculate voids in mineral aggregate (VMA) of any HMA produced after the new Gsb is determined.

5-04.3(9)A1 Test Section – When Required, When to Stop
The following new row is inserted after the second row in Table 9:

<table>
<thead>
<tr>
<th>VMA</th>
<th>Minimum PFi of 0.95 based on the criteria in Section 5-04.3(9)B4 &lt;sup&gt;2&lt;/sup&gt;</th>
<th>None&lt;sup&gt;4&lt;/sup&gt;</th>
</tr>
</thead>
</table>

5-04.3(9)A2 Test Section – Evaluating the HMA Mixture in a Test Section
In Table 9a, the test property "Gradation, Asphalt Binder, and V<sub>a</sub>" is revised to read "Gradation, Asphalt Binder, VMA, and V<sub>a</sub>"

In Table 9a, the first column of the third row is revised to read:

<table>
<thead>
<tr>
<th>Aggregates:</th>
<th>Sand Equivalent</th>
<th>Uncompacted Void Content</th>
<th>Fracture</th>
</tr>
</thead>
</table>

5-04.3(9)B3 Mixture Statistical Evaluation – Acceptance Testing
In Table 11, "V<sub>a</sub>" is revised to read "VMA and V<sub>a</sub>"

5-04.3(9)B5 Mixture Statistical Evaluation – Composite Pay Factors (CPF)
The following new row is inserted above the last row in Table 12:

| Voids in Mineral Aggregate (VMA) | 2 |

5-04.3(9)B7 Mixture Statistical Evaluation – Retests
The second to last sentence is revised to read:

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AMENDMENTS TO THE STANDARD SPECIFICATIONS - Continued

1. The sample will be tested for a complete gradation analysis, asphalt binder
content, VMA and Va, and the results of the retest will be used for the
acceptance of the HMA mixture in place of the original mixture subplot sample
test results.

5-04.3(10)C1 HMA Compaction Statistical Evaluation – Lots and Sublots
The bulleted item in the fourth paragraph is revised to read:

• For a compaction lot in progress with a compaction CPF less than 0.75
using an LSL = 91.5, a new compaction lot will begin at the Contractor’s
request after the Engineer is satisfied that material conforming to the
Specifications can be produced. See also Section 5-04.3(11)F.

5-04.3(10)C2 HMA Compaction Statistical Evaluation – Acceptance Testing
In the table, “WSDOT FOP for AASHTO T 355” is revised to read “FOP for
AASHTO T 355”.

5-04.3(10)C3 HMA Statistical Compaction – Price Adjustments
In the first paragraph, “WSDOT FOP for AASHTO T 355” is revised to read “FOP
for AASHTO T 355”.

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

For each HMA compaction lot (that is accepted by Statistical Evaluation)
does not meet the criteria in the preceding paragraph, the compaction
lot shall be evaluated in accordance with Section 1-06.2(2)D5 to determine
the appropriate Composite Pay Factor (CPF).

The last two paragraphs are revised to read:

Determine the Compaction Price Adjustment (CPA) from the table below,
selecting the equation for CPA that corresponds to the value of CPF
determined above.

<table>
<thead>
<tr>
<th>Calculating HMA Compaction Price Adjustment (CPA)</th>
<th>Equation for Calculating CPA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value of CPF</td>
<td></td>
</tr>
<tr>
<td>When CPF &gt; 1.00</td>
<td>CPA = [1.00 x (CPF – 1.00)] x Q x UP</td>
</tr>
<tr>
<td>When CPF = 1.00</td>
<td>CPA = $0</td>
</tr>
<tr>
<td>When CPF &lt; 1.00</td>
<td>CPA = [0.60 x (CPF – 1.00)] x Q x UP</td>
</tr>
</tbody>
</table>

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Where

CPA = Compaction Price Adjustment for the compaction lot ($)
CPF = Composite Pay Factor for the compaction lot (maximum is 1.05)
Q = Quantity in the compaction lot (tons)
UP = Unit price of the HMA in the compaction lot ($/ton)

5-04.3(10)C4  HMA Statistical Compaction – Requests for Retesting
The first sentence is revised to read:

For a compaction sublot that has been tested with a nuclear density gauge that did not meet the minimum of 91.5 percent of the theoretical maximum density in a compaction lot with a CPF below 1.00 and thus subject to a price reduction or rejection, the Contractor may request that a core, taken at the same location as the nuclear density test, be used for determination of the relative density of the compaction sublot.

5-04.3(13)  Surface Smoothness
The second to last paragraph is revised to read:

When concrete pavement is to be placed on HMA, the surface tolerance of the HMA shall be such that no surface elevation lies above the Plan grade minus the specified Plan depth of concrete pavement. Prior to placing the concrete pavement, bring any such irregularities to the required tolerance by grinding or other means allowed by the Engineer.

5-04.5  Payment
The paragraph following the Bid item “Crack Sealing-LF”, per linear foot is revised to read:

The unit Contract price per linear foot for “Crack Sealing-LF” shall be full payment for all costs incurred to perform the Work described in Section 5-04.3(4)A.

Section 5-05, Cement Concrete Pavement
January 7, 2019

5-05.1  Description
In the first paragraph, “portland cement concrete” is revised to read “cement concrete”.

5-05.2  Materials
In the first paragraph, the reference to “Portland Cement” is revised to read:

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AMENDMENTS TO THE STANDARD SPECIFICATIONS - Continued

Cement  9-01

In the first paragraph, the section reference for Concrete Patching Material is revised to read “9-20.1”.

5-05.3(1) Concrete Mix Design for Paving

The table title in item number 4 is revised to read Concrete Batch Weights.

In item 4a, “Portland Cement” is revised to read “Cement”.

5-05.3(3E) Smoothness Testing Equipment

This section is revised to read:

Inertial profilers shall meet all requirements of AASHTO M 328 and be certified in accordance with AASHTO R 56 within the preceding 12 months.

The inertial profiler operator shall be certified as required by AASHTO R 56 within three years preceding profile measurement.

Equipment or operator certification by other states or a profiler certification facility will be accepted provided the certification meets the requirements of AASHTO R 56. Documentation verifying certification by another state shall be submitted to the Engineer a minimum of 14 calendar days prior to profile measurement. Equipment certification documentation shall include the information required by part 8.5 and 8.6 of AASHTO R 56. Operator documentation shall include a statement from the certifying state that indicates the operator is certified to operate the inertial profiler to be used on the project. The decision whether another state’s certification meets the requirements of AASHTO R 56 shall be vested entirely in the Engineer.

5-05.3(4) Measuring and Batching Materials

Item number 2 is revised to read:

2. Batching Materials – On all projects requiring more than 2,500 cubic yards of concrete for paving, the batching plant shall be equipped to proportion aggregates and cement by weight by means of automatic and interlocked proportioning devices of accepted type.

5-05.3(4A) Acceptance of Portland Cement Concrete Pavement

This section’s title is revised to read:

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Acceptance of Portland Cement or Blended Hydraulic Cement Concrete Pavement

The first sentence is revised to read:

Acceptance of portland cement or blended hydraulic cement concrete pavement shall be as provided under statistical or nonstatistical acceptance.

5-05.3(7) Placing, Spreading, and Compacting Concrete

This section’s content is deleted.

5-05.3(10) Tie Bars and Corrosion Resistant Dowel Bars

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

The tie bar holes shall be clean before grouting.

5-05.3(12) Surface Smoothness

This section is revised to read:

Pavement surface smoothness for this project will include International Roughness Index (IRI) testing. The Contractor shall perform IRI testing on each through lane, climbing lane, and passing lane, greater than 0.25 mile in length and these lanes will be subject to incentive/disincentive adjustments. Ride quality will be evaluated using the Mean Roughness Index (MRI) calculated by averaging the IRI data for the left and right wheel path within the section.

Ramps, shoulders and tapers will not be included in MRI testing for pavement smoothness and will not be subject to incentive adjustments. All Work is subject to parallel and transverse 10-foot straightedge requirements, corrective work and disincentive adjustments.

Operate the inertial profiler in accordance with AASHTO R 57. Collect two longitudinal traces, one in each wheel path. Collect profile data after completion of all concrete paving on the project in a continuous pass including areas excluded from pay adjustments. Provide notice to the Engineer a minimum of seven calendar days prior to testing.

Within 30 calendar days after the Contractor’s testing, the Engineer may perform verification testing. If the verification testing shows a difference in MRI greater than the percentages shown in Table 2 of AASHTO R 54 the following resolution process will be followed:

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1. The profiles, equipment and procedures will be evaluated to determine the cause of the difference.

2. If the cause of the discrepancy cannot be resolved the pavement shall be retested with both profilers at a mutually agreed time. The two profilers will test the section within 30 minutes of each other. If the retest shows a difference in MRI equal or greater than the percentages shown in Table 2 of AASHTO R 54 the Engineer’s test results will be used to establish pay adjustments.

Surface smoothness of travel lanes not subject to MRI testing will be measured with a 10-foot straightedge no later than 5:00 p.m. of the day following the placing of the concrete. The completed surface of the wearing course shall not vary more than ⅛ inch from the lower edge of a 10-foot straightedge placed on the surface parallel to the centerline.

Smoothness perpendicular to the centerline will be measured with a 10-foot straightedge across all lanes with the same cross slope, including shoulders when composed of cement concrete pavement. The overlapping 10-foot straightedge measurement shall be discontinued at a point 6 inches from the most extreme outside edge of the finished cement concrete pavement. The completed surface of the wearing course shall not vary more than ¼ inch from the lower edge of a 10-foot straightedge placed on the surface perpendicular to the centerline. Any deviations in excess of the above tolerances shall be corrected.

The Contractor shall evaluate profiles for acceptance, incentive payments, disincentive payments, or corrective action using the current version of ProVAL and provide the results including the profile data in unfiltered electronic Engineering Research Division (ERD) file format to the Engineer within 2 calendar days of completing testing each section of pavement. If the profile data files are created using an export option in the manufacturer’s software where filter settings can be specified, use the filter settings that were used to create data files for certification. Analyze the entire profile. Exclude any areas specifically identified in the Contract. Exclude from the analysis the first 100 feet after the start of the paving operations and last 100 feet prior to the end of the paving operation, the first 100 feet on either side of bridge Structures and bridge approach slab. Report the MRI results in inches per mile for each 52.8 foot section and horizontal distance measurements in project stationing to the nearest foot. Include pay adjustments in the results. The Engineer will verify the analysis.
Corrective work for pavement smoothness may be taken by the Contractor prior to MRI testing. After completion of the MRI testing the Contractor shall measure the smoothness of each 52.8-foot section with an MRI greater than 125 inches per mile with a 10-foot straightedge within 14 calendar days or as allowed by the Engineer. The Contractor shall identify all locations that require corrective work and provide the straight edge measurements at each location that exceeds the allowable limit to the Engineer. If all measurements in a 52.8-foot section comply with smoothness requirements, the Contractor shall provide the maximum measurement to the Engineer and a statement that corrective work is not required. Unless allowed by the Engineer, corrective work shall be taken by the Contractor for pavement identified by the Contractor or Engineer that does not meet the following requirements:

1. The completed surface shall be of uniform texture, smooth, uniform as to crown and grade, and free from defects of all kinds.

2. The completed surface shall not vary more than ⅛ inch from the lower edge of a 10-foot straightedge placed on the surface parallel to the centerline.

3. The completed surface shall vary not more than ¼ inch in 10 feet from the rate of transverse slope shown in the Plans.

All corrective work shall be completed at no additional expense, including traffic control, to the Contracting Agency. Corrective work shall not begin until the concrete has reached its design strength unless allowed by the Engineer. Pavement shall be repaired by one or more of the following methods:

1. Diamond grinding; repairs shall not reduce pavement thickness by more than ¼ inch less than the thickness shown in the Plans. When required by the Engineer, the Contractor shall verify the thickness of the concrete pavement by coring. Thickness reduction due to corrective work will not be included in thickness measurements for calculating the Thickness Deficiency in Section 5-05.5(1)A.

2. Removal and replacement of the cement concrete pavement.

3. By other method allowed by the Engineer.

For repairs following MRI testing the repaired area shall be checked by the Contractor with a 10-foot straightedge to ensure it no longer requires corrective work. With concurrence of the Engineer an inertial profiler may be used in place of the 10-foot straight edge.

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If correction of the roadway as listed above either will not or does not produce satisfactory results as to smoothness or serviceability the Engineer may accept the completed pavement and a credit will be calculated in accordance with Section 5-05.5. The credit will be in addition to the price adjustment for MRI. Under these circumstances, the decision whether to accept the completed pavement or to require corrective work as described above shall be vested entirely in the Engineer.

5-05.3(22) Repair of Defective Pavement Slabs
The last sentence of the fourth paragraph is revised to read:

All sandblasting residue shall be removed.

5-05.4 Measurement
Item number 3 of the second paragraph is revised to read:

3. The depth shall be determined in accordance with Section 5-05.5(1). The depth utilized to calculate the volume shall not exceed the Plan depth plus 0.04 feet.

The third paragraph is revised to read:

The volume of cement concrete pavement in each thickness lot shall equal the measured length × width × thickness measurement.

The last paragraph is revised to read:

The calculation for cement concrete compliance adjustment is the volume of concrete represented by the CPF and the Thickness deficiency adjustment.

5-05.5 Payment
The paragraph following the Bid item “Cement Conc. Pavement”, per cubic yard is supplemented with the following:

All costs associated with performing the magnetic pulse induction thickness testing shall be included in the unit Contract price per cubic yard for “Cement Conc. Pavement”.

The Bid item “Ride Smoothness Compliance Adjustment”, by calculation, and the paragraph following this bid item are revised to read:

“Ride Smoothness Compliance Adjustment”, by calculation.
Smoothness Compliance Adjustments will be based on the requirements in Section 5-05.3(12) and the following calculations:

1. Final MRI acceptance and incentive/disincentive payments for pavement smoothness will be calculated as the average of the ten 52.8-foot sections in each 528 feet in accordance with the price adjustment schedule.

   a. For sections of a lane that are a minimum of 52.8 feet and less than 528 feet, the price adjustment will be calculated using the average of the 52.8 foot MRI values and the price adjustment prorated for the length of the section.

   b. MRI values per 52.8-feet that were measured prior to corrective work will be included in the 528 foot price adjustment for sections with corrective work.

2. In addition to the price adjustment for MRI a smoothness compliance adjustment will be calculated in the sum of minus $1000.00 for each and every section of single traffic lane 52.8 feet in length in that does not meet the 10-foot straight edge requirements in Section 5-05.3(12) after corrective Work.

<table>
<thead>
<tr>
<th>MRI for each 528 ft. section</th>
<th>Pay Adjustment Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>in. / mi.</td>
<td>$ / 0.10 mi.</td>
</tr>
<tr>
<td>&lt; 30</td>
<td>2400</td>
</tr>
<tr>
<td>30</td>
<td>2400</td>
</tr>
<tr>
<td>31</td>
<td>2320</td>
</tr>
<tr>
<td>32</td>
<td>2240</td>
</tr>
<tr>
<td>33</td>
<td>2160</td>
</tr>
<tr>
<td>34</td>
<td>2080</td>
</tr>
<tr>
<td>35</td>
<td>2000</td>
</tr>
<tr>
<td>36</td>
<td>1920</td>
</tr>
<tr>
<td>37</td>
<td>1840</td>
</tr>
<tr>
<td>38</td>
<td>1760</td>
</tr>
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### AMENDMENTS TO THE STANDARD SPECIFICATIONS - Continued

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City of Mill Creek  
Surface Water Aging Infrastructure (2019 Grade F Pipe Repairs)  
Project No. 19-SW-01  
1-170
### AMENDMENTS TO THE STANDARD SPECIFICATIONS- Continued

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City of Mill Creek  
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1-171
The bid item “Portland Cement Concrete Compliance Adjustment”, by calculation, and the paragraph following this bid item are revised to read:

“Cement Concrete Compliance Adjustment”, by calculation.

Payment for “Cement Concrete Compliance Adjustment” will be calculated by multiplying the unit Contract price for the cement concrete pavement, times the volume for adjustment, times the percent of adjustment determined from the calculated CPF and the Deficiency Adjustment listed in Section 5-05.5(1)A.

5-05.5(1) Pavement Thickness

This section is revised to read:

Cement concrete pavement shall be constructed in accordance with the thickness requirements in the Plans and Specifications. Tolerances allowed for Subgrade construction and other provisions, which may affect thickness, shall not be construed to modify such thickness requirements.

Thickness measurements in each lane paved shall comply with the following:

<table>
<thead>
<tr>
<th>Thickness Testing of Cement Concrete Pavement</th>
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<tbody>
<tr>
<td>Thickness Lot Size</td>
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<td>Thickness test location determined by</td>
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<td>Sample method</td>
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<td>Sample preparation performed by</td>
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<tr>
<td>Measurement method</td>
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<td>Thickness measurement performed by</td>
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</table>

¹Reflectors shall be located at within 0.5 feet of the center of the panel. The Contractor shall supply a sufficient number of 300 mm-diameter round reflectors meeting the requirements of AASHTO T 359 to accomplish the required testing.

²The Contractor shall provide all equipment and materials needed to perform the testing.

Thickness measurements shall be rounded to the nearest 0.01 foot.

Each thickness test location where the pavement thickness is deficient by more than 0.04 foot, shall be subject to price reduction or corrective action as shown in Table 2.

<table>
<thead>
<tr>
<th>Table 2</th>
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City of Mill Creek
Surface Water Aging Infrastructure (2019 Grade F Pipe Repairs)
Project No. 19-SW-01

1-172
AMENDMENTS TO THE STANDARD SPECIFICATIONS- Continued

<table>
<thead>
<tr>
<th>Thickness Deficiency</th>
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<tbody>
<tr>
<td>0.04’ &lt; Thickness Deficiency ≤ 0.06’</td>
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<tr>
<td>0.06’ &lt; Thickness deficiency ≤ 0.08’</td>
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<tr>
<td>Thickness deficiency &gt; 0.08’</td>
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</table>

The price reduction shall be computed by multiplying the percent price reduction in Table 2 by the unit Contract price by the volume of pavement represented by the thickness test lot.

Additional cores may be taken by the Contractor to determine the limits of an area that has a thickness deficiency greater than 0.04 feet. Cores shall be taken at the approximate center of the panel. Only the panels within the limits of the deficiency area as determined by the cores will be subject to a price reduction or corrective action. The cores shall be taken in the presence of the Engineer and delivered to the Engineer for measurement. All costs for the additional cores including filling the core holes with patching material meeting the requirements of Section 9-20 will be the responsibility of the Contractor.

5-05.5(1)A Thickness Deficiency of 0.05 Foot or Less

This section, including title, is revised to read:

5-05.5(1)A Vacant

5-05.5(1)B Thickness Deficiency of More Than 0.05 Foot

This section, including title, is revised to read:

5-05.5(1)B Vacant

Section 6-01, General Requirements for Structures
January 7, 2019

This section is supplemented with the following new subsections:

6-01.16 Repair of Defective Work

6-01.16(1) General

When using repair procedures that are described elsewhere in the Contract Documents, the Working Drawing submittal requirements of this Section shall not apply to those repairs unless noted otherwise.
AMENDMENTS TO THE STANDARD SPECIFICATIONS- Continued

Repair procedures for defective Work shall be submitted as Type 2 Working Drawings. Type 2E Working Drawings shall be submitted when required by the Engineer. As an alternative to submitting Type 2 or 2E Working Drawings, defective Work within the limits of applicability of a pre-approved repair procedure may be repaired using that procedure. Repairs using a pre-approved repair procedure shall be submitted as a Type 1 Working Drawing.

Pre-approved repair procedures shall consist of the following:

- The procedures listed in Section 6-01.16(2)
- For precast concrete, repair procedures in the annual plant approval process documents that have been approved for use by the Contracting Agency.

All Working Drawings for repair procedures shall include:

- A description of the defective Work including location, extent and pictures
- Materials to be used in the repair. Repairs using manufactured products shall include written manufacturer recommendations for intended uses of the product, surface preparation, mixing, aggregate extension (if applicable), ambient and surface temperature limits, placement methods, finishing and curing.
- Construction procedures
- Plan details of the area to be repaired
- Calculations for Type 2E Working Drawings

Material manufacturer’s instructions and recommendations shall supersede any conflicting requirements in pre-approved repair procedures.

The Engineer shall be notified prior to performing any repair procedure and shall be given an opportunity to inspect the repair work being performed.
6-01.16(2) Pre-Approved Repair Procedures

6-01.16(2)A Concrete Spalls and Poor Consolidation (Rock Pockets, Honeycombs, Voids, etc.)

This repair shall be limited to the following areas:

- Areas that are not on top Roadway surfaces (with or without an overlay) including but not limited to concrete bridge decks, bridge approach slabs or cement concrete pavement
- Areas that are not underwater
- Areas that are not on precast barrier, except for the bottom 4 inches (but not to exceed 1 inch above blockouts)
- Areas that do not affect structural adequacy as determined by the Engineer.

The repair procedure is as follows:

1. Remove all loose and unsound concrete. Impact breakers shall not exceed 15 pounds in weight when removing concrete adjacent to reinforcement or other embedments and shall not exceed 30 pounds in weight otherwise. Operate impact breakers at angles less than 45 degrees as measured from the surface of the concrete to the tool and moving away from the edge of the defective Work. Concrete shall be completely removed from exposed surfaces of existing steel reinforcing bars. If half or more of the circumference of any steel reinforcing bar is exposed, if the reinforcing bar is loose or if the bond to existing concrete is poor then concrete shall be removed at least ¾ inch behind the reinforcing bar. Do not damage any existing reinforcement. Stop work and allow the Engineer to inspect the repair area after removing all loose and unsound concrete. Submit a modified repair procedure when required by the Engineer.

2. Square the edges of the repair area by cutting an edge perpendicular to the concrete surface around the repair area. The geometry of the repair perimeter shall minimize the edge length and shall be rectangular with perpendicular edges, avoiding reentrant corners. The depth of the cut shall be a minimum of ¼ inch, but shall be reduced if necessary.
to avoid damaging any reinforcement. For repairs on vertical surfaces, the top edge shall slope up toward the front at a 1-vertical-to-3-horizontal slope.

3. Remove concrete within the repair area to a depth at least matching the cut depth at the edges. Large variations in the depth of removal within short distances shall be avoided. Roughen the concrete surface. The concrete surface should be roughened to at least Concrete Surface Profile (CSP) 5 in accordance with ICRI Guideline No. 310.2R, unless a different CSP is recommended by the patching material manufacturer.

4. Inspect the concrete repair surface for delaminations, debonding, microcracking and voids using hammer tapping or a chain drag. Remove any additional loose or unsound concrete in accordance with steps 1 through 3.

5. Select a patching material in accordance with Section 9-20.2 that is appropriate for the repair location and thickness. The concrete patching material shall be pumpable or self-consolidating as required for the type of placement that suits the repair. The patching material shall have a minimum compressive strength at least equal to the specified compressive strength of the concrete.

6. Prepare the concrete surface and reinforcing steel in accordance with the patching material manufacturer’s recommendations. At a minimum, clean the concrete surfaces (including perimeter edges) and reinforcing steel using oil-free abrasive blasting or high-pressure (minimum 5,000 psi) water blasting. All dirt, dust, loose particles, rust, laitance, oil, film, microcracked/bruised concrete or foreign material of any sort shall be removed. Damage to the epoxy coating on steel reinforcing bars shall be repaired in accordance with Section 6-02.3(24)H.

7. Construct forms if necessary, such as for patching vertical or overhead surfaces or where patching extends to the edge or corner of a placement.

8. When recommended by the patching material manufacturer, saturate the concrete in the repair area and remove any free
water at the concrete surface to obtain a saturated surface
dry (SSD) substrate. When recommended by the patching
material manufacturer, apply a primer, scrub coat or bonding
agent to the existing surfaces. Epoxy bonding agents, if
used, shall be Type II or Type V in accordance with Section
9-26.1.

9. Place and consolidate the patching material in accordance
with the manufacturer’s recommendations. Work the
material firmly into all surfaces of the repair area with
sufficient pressure to achieve proper bond to the concrete.

10. The patching material shall be textured, cured and finished
in accordance with the patching material manufacturer’s
recommendations and/or the requirements for the repaired
component. Protect the newly placed patch from vibration in
accordance with Section 6-02.3(6)D.

11. When the completed repair does not match the existing
concrete color and will be visible to the public, a sand and
cement mixture that is color matched to the existing
concrete shall be rubbed, brushed, or applied to the surface
of the patching material and the concrete.

6-01.10 Utilities Supported by or Attached to Bridges
In the third paragraph, “Federal Standard 595” is revised to read “SAE AMS
Standard 595”.

6-01.12 Final Cleanup
The second sentence of the first paragraph is revised to read:
Structure decks shall be clean.
The second paragraph is deleted.

Section 6-02, Concrete Structures
January 7, 2019

6-02.1 Description
The first sentence is revised to read:

City of Mill Creek
Surface Water Aging Infrastructure (2019 Grade F Pipe Repairs)
Project No. 19-SW-01

1-177
This Work consists of the construction of all Structures (and their parts) made of portland cement or blended hydraulic cement concrete with or without reinforcement, including bridge approach slabs.

6-02.2 Materials
In the first paragraph, the references to “Portland Cement” and “Aggregates for Portland Cement Concrete” are revised to read:

Cement 9-01
Aggregates for Concrete 9-03.1

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

Unless otherwise specified, the Contractor shall use Type I or II portland cement or blended hydraulic cement in all concrete as defined in Section 9-01.2(1).

6-02.3(2)A Contractor Mix Design
The last sentence of the last paragraph is revised to read:

For all other concrete, air content shall be a minimum of 4.5 percent and a maximum of 7.5 percent for all concrete placed above the finished ground line unless noted otherwise.

6-02.3(2)A1 Contractor Mix Design for Concrete Class 4000D
Item number 5 of the first paragraph is deleted.

Item number 6 of the first paragraph (after the preceding Amendment is applied) is renumbered to 5.

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, fence post footings, sidewalks, concrete curbs, curbs and gutters, and gutters, the Contractor may use commercial concrete. If commercial concrete is used for sidewalks, concrete curbs, curbs and gutters, and gutters, it shall have a minimum cementitious material content of 564 pounds per cubic yard of concrete, shall be air entrained, and the tolerances of Section 6-02.3(5)C shall apply.

City of Mill Creek
Surface Water Aging Infrastructure (2019 Grade F Pipe Repairs)
Project No. 19-SW-01

1-178
6-02.3(4) Ready-Mix Concrete
The first sentence of the first paragraph is revised to read:

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

6-02.3(4)D Temperature and Time For Placement
The following is inserted after the first sentence of the first paragraph:

The upper temperature limit for placement for Class 4000D concrete may be increased to a maximum of 80°F if allowed by the Engineer.

6-02.3(5)C Conformance to Mix Design
Item number 1 of the second paragraph is revised to read:

1. Cement weight plus 5 percent or minus 1 percent of that specified in the mix design.

6-02.3(6)A1 Hot Weather Protection
The first paragraph is revised to read:

The Contractor shall provide concrete within the specified temperature limits. Cooling of the coarse aggregate piles by sprinkling with water is permitted provided the moisture content is monitored, the mixing water is adjusted for the free water in the aggregate and the coarse aggregate is removed from at least 1 foot above the bottom of the pile. Sprinkling of fine aggregate piles with water is not allowed. Refrigerating mixing water or replacing all or part of the mixing water with crushed ice is permitted, provided the ice is completely melted by placing time.

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

These surfaces include forms, reinforcing steel, steel beam flanges, and any others that touch the concrete.

6-02.3(7) Vacant
This section, including title, is revised to read:

6-02.3(7) Tolerances
Unless noted otherwise, concrete construction tolerances shall be in accordance with this section. Tolerances in this section do not apply to cement concrete pavement.

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1-179
Horizontal deviation of roadway crown points, cross-slope break points, and curb, barrier or railing edges from alignment or work line: ±1.0 inch

Deviation from plane: ±0.5 inch in 10 feet

Deviation from plane for roadway surfaces: ±0.25 inch in 10 feet

Deviation from plumb or specified batter: ±0.5 inch in 10 feet, but not to exceed a total of ±1.5 inches

Vertical deviation from profile grade for roadway surfaces: ±1 inch

Vertical deviation of top surfaces (except roadway surfaces): ±0.75 inch

Thickness of bridge decks and other structural slabs not at grade: ±0.25 inch

Length, width and thickness of elements such as columns, beams, crossbeams, diaphragms, corbels, piers, abutments and walls, including dimensions to construction joints in initial placements: +0.5 inch, -0.25 inch

Length, width and thickness of spread footing foundations: +2 inches, -0.5 inch

Horizontal location of the as-placed edge of spread footing foundations: The greater of ±2% of the horizontal dimension of the foundation perpendicular to the edge and ±0.5 inch. However, the tolerance shall not exceed ±2 inches.

Location of opening, insert or embedded item at concrete surface: ±0.5 inch

Cross-sectional dimensions of opening: ±0.5 inch

Bridge deck, bridge approach slab, and bridge traffic barrier expansion joint gaps with a specified temperature range, measured at a stable temperature: ±0.25 inch

Horizontal deviation of centerline of bearing pad, oak block or other bearing assembly: ±0.125 inch

Horizontal deviation of centerline of supported element from centerline of bearing pad, oak block or other bearing assembly ±0.25 inch
Vertical deviation of top of bearing pad, oak block or other bearing assembly:
±0.125 inch

6-02.3(10)C Finishing Equipment
The first paragraph is revised to read:
The finishing machine shall be self-propelled and be capable of forward and reverse movement under positive control. The finishing machine shall be equipped with augers and a rotating cylindrical single or double drum screed. The finishing machine shall have the necessary adjustments to produce the required cross section, line, and grade. The finishing machine shall be capable of raising the screeds, augers, and any other parts of the finishing mechanical operation to clear the screeded surface, and returning to the specified grade under positive control. Unless otherwise allowed by the Engineer, a finishing machine manufacturer technical representative shall be on site to assist the first use of the machine on the Contract.

The first sentence of the second paragraph is revised to read:
For bridge deck widening of 20 feet or less, and for bridge approach slabs, or where jobsite conditions do not allow the use of the conventional configuration finishing machines, or modified conventional machines as described above; the Contractor may submit a Type 2 Working Drawing proposing the use of a hand-operated motorized power screed such as a “Texas” or “Bunyan” screed.

6-02.3(10)D4 Monitoring Bridge Deck Concrete Temperature After Placement
This section, including title, is revised to read:

6-02.3(10)D4 Vacant

6-02.3(10)D5 Bridge Deck Concrete Finishing and Texturing
In the third subparagraph of the first paragraph, the last sentence is revised to read:
The Contractor shall texture the bridge deck surface to within 3-inches minimum and 24-inches maximum of the edge of concrete at expansion joints, within 1-foot minimum and 2-feet maximum of the curb line, and within 3-inches minimum and 9-inches maximum of the perimeter of bridge drain assemblies.
6-02.3(10)F  Bridge Approach Slab Orientation and Anchors
The second to last paragraph is revised to read:

The compression seal shall be a 2½ inch wide gland and shall conform to Section 9-04.1(4).

The last paragraph is deleted.

6-02.3(13)A  Strip Seal Expansion Joint System
In item number 3 of the third paragraph, “Federal Standard 595” is revised to read “SAE AMS Standard 595”.

6-02.3(13)B  Compression Seal Expansion Joint System
The first paragraph is revised to read:

Compression seal glands shall conform to Section 9-04.1(4) and be sized as shown in the Plans.

6-02.3(14)C  Pigmented Sealer for Concrete Surfaces
This section is supplemented with the following new paragraph:

Pigmented Sealer Materials shall be a product listed in the current WSDOT Qualified Products List (QPL). If the pigmented sealer material is not listed in the current WSDOT QPL, a sample shall be submitted to the State Materials Laboratory in Tumwater for evaluation and acceptance in accordance with Section 9-08.3.

6-02.3(20)  Grout for Anchor Bolts and Bridge Bearings
The second, third and fourth paragraphs are revised to read:

Grout shall be a workable mix with a viscosity that is suitable for the intended application. Grout shall not be placed outside of the manufacturer recommended range of thickness. The Contractor shall receive concurrence from the Engineer before using the grout.

Field grout cubes and cylinders shall be fabricated and tested in accordance with Section 9-20.3 when requested by the Engineer, but not less than once per bridge pier or once per day.

Before placing grout, the substrate on which it is to be placed shall be prepared as recommended by the manufacturer to ensure proper bonding. The grout shall be cured as recommended by the manufacturer.
may be loaded when a minimum of 4,000 psi compressive strength is attained.

The fifth paragraph is deleted.

6-02.3(23) Opening to Traffic
This section is supplemented with the following new paragraph:

After curing bridge approach slabs in accordance with Section 6-02.3(11), the bridge approach slabs may be opened to traffic when a minimum compressive strength of 2,500 psi is achieved.

6-02.3(24)C Placing and Fastening
This section is revised to read:

The Contractor shall position reinforcing steel as the Plans require and shall ensure that the steel is set within specified tolerances. Adjustments to reinforcing details outside of specified tolerances to avoid interferences and for other purposes are acceptable when approved by the Engineer.

When spacing between bars is 1 foot or more, they shall be tied at all intersections. When spacing is less than 1 foot, every other intersection shall be tied. If the Plans require bundled bars, they shall be tied together with wires at least every 6 feet. All epoxy-coated bars in the top mat of the bridge deck shall be tied at all intersections, however they may be tied at alternate intersections when spacing is less than 1 foot in each direction and they are supported by continuous supports meeting all other requirements of supports for epoxy-coated bars. Other epoxy-coated bars shall also be tied at all intersections, but shall be tied at alternate intersections when spacing is less than 1 foot in each direction. Wire used for tying epoxy-coated reinforcing steel shall be plastic coated. **Tack welding is not permitted on reinforcing steel.**

Abrupt bends in the steel are permitted only when one steel member bends around another. Vertical stirrups shall pass around main reinforcement or be firmly attached to it.

For slip-formed concrete, the reinforcing steel bars shall be tied at all intersections and cross braced to keep the cage from moving during concrete placement. Cross bracing shall be with additional reinforcing steel. Cross bracing shall be placed both longitudinally and transversely.
After reinforcing steel bars are placed in a traffic or pedestrian barrier and prior to slip-form concrete placement, the Contractor shall check clearances and reinforcing steel bar placement. This check shall be accomplished by using a template or by operating the slip-form machine over the entire length of the traffic or pedestrian barrier. All clearance and reinforcing steel bar placement deficiencies shall be corrected by the Contractor before slip-form concrete placement.

Precast concrete supports (or other accepted devices) shall be used to maintain the concrete coverage required by the Plans. The precast concrete supports shall:

1. Have a bearing surface measuring not greater than 2 inches in either dimension, and
2. Have a compressive strength equal to or greater than that of the concrete in which they are embedded.

In slabs, each precast concrete support shall have either: (1) a grooved top that will hold the reinforcing bar in place, or (2) an embedded wire that protrudes and is tied to the reinforcing steel. If this wire is used around epoxy-coated bars, it shall be coated with plastic.

Precast concrete supports may be accepted based on a Manufacturer’s Certificate of Compliance.

In lieu of precast concrete supports, the Contractor may use metal or all-plastic supports to hold uncoated bars. Any surface of a metal support that will not be covered by at least ½ inch of concrete shall be one of the following:

1. Hot-dip galvanized after fabrication in keeping with AASHTO M232 Class D;
2. Coated with plastic firmly bonded to the metal. This plastic shall be at least 3/32 inch thick where it touches the form and shall not react chemically with the concrete when tested in the State Materials Laboratory. The plastic shall not shatter or crack at or above -5°F and shall not deform enough to expose the metal at or below 200°F; or

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3. Stainless steel that meet the requirements of ASTM A493, Type 302. Stainless steel chair supports are not required to be galvanized or plastic coated.

In lieu of precast concrete supports, epoxy-coated reinforcing bars may be supported by one of the following:

1. Metal supports coated entirely with a dielectric material such as epoxy or plastic,

2. Other epoxy-coated reinforcing bars, or

3. All-plastic supports.

Damaged coatings on metal bar supports shall be repaired prior to placing concrete.

All-plastic supports shall be lightweight, non-porous, and chemically inert in concrete. All-plastic supports shall have rounded seatings, shall not deform under load during normal temperatures, and shall not shatter or crack under impact loading in cold weather. All-plastic supports shall be placed at spacings greater than 1 foot along the bar and shall have at least 25 percent of their gross place area perforated to compensate for the difference in the coefficient of thermal expansion between plastic and concrete. The shape and configuration of all-plastic supports shall permit complete concrete consolidation in and around the support.

A “mat” is two adjacent and perpendicular layers of reinforcing steel. In bridge decks, top and bottom mats shall be supported adequately enough to hold both in their proper positions. If bar supports directly support, or are directly supported on No. 4 bars, they shall be spaced at not more than 3-foot intervals (or not more than 4-foot intervals for bars No. 5 and larger). Wire ties to girder stirrups shall not be considered as supports. To provide a rigid mat, the Contractor shall add other supports and tie wires to the top mat as needed.

Unless noted otherwise, the minimum concrete cover for main reinforcing bars shall be:

3 inches to a concrete surface deposited against earth without intervening forms.
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2½ inches to the top surface of a concrete bridge deck or bridge approach slab.

2 inches to a concrete surface when not specified otherwise in this section or in the Contract documents.

1½ inches to a concrete barrier or curb surface.

Except for top cover in bridge decks and bridge approach slabs, minimum concrete cover to ties and stirrups may be reduced by ½ inch but shall not be less than 1 inch. Minimum concrete cover shall also be provided to the outermost part of mechanical splices and headed steel reinforcing bars.

Reinforcing steel bar location, concrete cover and clearance shall not vary more than the following tolerances from what is specified in the Contract documents:

- Reinforcing bar location for members 12 inches or less in thickness: ±0.25 inch
- Reinforcing bar location for members greater than 12 inches in thickness: ±0.375 inch
- Reinforcing bar location for bars placed at equal spacing within a plane: the greater of either ±1 inch or ±1 bar diameter within the plane. The total number of bars shall not be fewer than that specified.
- The clearance between reinforcement shall not be less than the greater of the bar diameter or 1 inch for unbundled bars. For bundled bars, the clearance between bundles shall not be less than the greater of 1 inch or a bar diameter derived from the equivalent total area of all bars in the bundle.
- Longitudinal location of bends and ends of bars: ±1 inch
- Embedded length of bars and length of bar lap splices:
  - No. 3 through No. 11: -1 inch
  - No. 14 through No. 18: -2 inches
Concrete cover measured perpendicular to concrete surface (except for the top surface of bridge decks, bridge approach slabs and other roadway surfaces): ±0.25 inch

Concrete cover measured perpendicular to concrete surface for the top surface of bridge decks, bridge approach slabs and other roadway surfaces: +0.25 inch, -0 inch

Before placing any concrete, the Contractor shall:

1. Clean all mortar from reinforcement, and
2. Obtain the Engineer’s permission to place concrete after the Engineer has inspected the placement of the reinforcing steel. (Any concrete placed without the Engineer’s permission shall be rejected and removed.)

6-02.3(25)H Finishing
The last paragraph is revised to read:

The Contractor may repair defects in prestressed concrete girders in accordance with Section 6-01.16.

6-02.3(25)I Fabrication Tolerances
Item number 12 of the first paragraph is revised to read:

12. Stirrup Projection from Top of Girder:

Wide flange thin deck and slab girders: ± ½ inch
All other girders: ± ¾ inch

6-02.3(27) Concrete for Precast Units
The last sentence of the first paragraph is revised to read:

Type III portland cement or blended hydraulic cement is permitted to be used in precast concrete units.

6-02.3(28)B Casting
In the second paragraph, the reference to Section 6-02.3(25)B is revised to read Section 6-02.3(25)C.

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6-02.3(28)D Contractors Control Strength
In the first paragraph, “WSDOT FOP for AASHTO T 23” is revised to read “FOP for AASHTO T 23”.

6-02.3(28)E Finishing
This section is supplemented with the following:
The Contractor may repair defects in precast panels in accordance with Section 6-01.16.

Section 6-03, Steel Structures
January 7, 2019

6-03.2 Materials
In the first paragraph, the material reference for Paints is revised to read:
Paints and Related Materials 9-08

6-03.3(25)A3 Ultrasonic Inspection
The first paragraph (up until the colon) is revised to read:
Complete penetration groove welds on plates 5/16 inch and thicker in the following welded assemblies or Structures shall be 100 percent ultrasonically inspected:

6-03.3(33) Bolted Connections
The first paragraph is supplemented with the following:
After final tightening of the fastener components, the threads of the bolts shall at a minimum be flush with the end of the nut.
The following is inserted after the third sentence of the fourth paragraph:
When galvanized bolts are specified, tension-control galvanized bolts are not permitted.

Section 6-05, Piling
January 2, 2018

6-05.3(9)A Pile Driving Equipment Approval
The fourth sentence of the second paragraph is revised to read:
For prestressed concrete piles, the allowable driving stress in kips per square inch shall be $0.095 \cdot \sqrt{f'_{c}}$ plus prestress in tension, and $0.85f'_{c}$ minus prestress in compression, where $f'_{c}$ is the concrete compressive strength in kips per square inch.

Section 6-07, Painting
January 7, 2019

6-07.1 Description
The first sentence is revised to read:

This work consists of containment, surface preparation, shielding adjacent areas from work, testing and disposing of debris, furnishing and applying paint, and cleaning up after painting is completed.

6-07.2 Materials
The material reference for Paint is revised to read:

Paint and Related Materials 9-08

6-07.3(1)A Work Force Qualifications for Shop Application of Paint
This section is supplemented with the following new sentence:

The work force may be accepted based on the approved facility.

6-07.3(1)B Work Force Qualifications for Field Application of Paint
The first two paragraphs are revised to read:

The Contractor preparing the surface and applying the paint shall be certified under SSPC-QP 1 or NACE International Institute Contractor Accreditation Program (NIICAP) AS 1.

The Contractor removing and otherwise disturbing existing paint containing lead and other hazardous materials shall be certified under SSPC-QP 2, Category A or NIICAP AS 2.

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

In lieu of the above SSPC or NIICAP certifications, the Contractor performing the specified work shall complete both of the following actions:

Item number 2 of the third paragraph is revised to read:

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2. The Contractor’s quality control inspector(s) for the project shall be NACE-certified CIP Level 3 or SSPC Protective Coating Inspector (PCI) Level 3.

6-07.3(2) Submittals
The first paragraph is supplemented with the following:

Each component of the plan shall identify the specification section it represents.

6-07.3(2)B Contractor’s Quality Control Program Submittal Component
The numbered list in the first paragraph is revised to read:

1. Description of the inspection procedures, tools, techniques and the acceptance criteria for all phases of work.

2. Procedure for implementation of corrective action for non-conformance work.

3. The paint system manufacturer’s recommended methods of preventing defects.

4. The Contractor’s frequency of quality control inspection for each phase of work.

5. Example of each completed form(s) of the daily quality control report used to document the inspection work and tests performed by the Contractor’s quality control personnel.

6-07.3(2)C Paint System Manufacturer and Paint System Information Submittal Component
Item number 1 is revised to read:

1. Product data sheets and Safety Data Sheets (SDS) on the paint materials, paint preparation, and paint application, as specified by the paint manufacturer, including:

   a. All application instructions, including the mixing and thinning directions.

   b. Recommended spray nozzles and pressures.

   c. Minimum and maximum drying time between coats.

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d. Restrictions on temperature and humidity.

e. Repair procedures for shop and field applied coatings.

f. Maximum dry film thickness for each coat.

g. Minimum wet film thickness for each coat to achieve the specified minimum dry film thickness.

6-07.3(2)D Hazardous Waste Containment, Collection, Testing, and Disposal Submittal Component

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

The hazardous waste containment, collection, testing, and disposal shall meet all Federal and State requirements, and the submittal component of the painting plan shall include the following:

6-07.3(2)E Cleaning and Surface Preparation Submittal Component

Item 1(b) of the first paragraph is revised to read:

b. Type, manufacturer, and brand of abrasive blast material and all associated additives, including Safety Data Sheets (SDS).

6-07.3(3)B Quality Control and Quality Assurance for Field Application of Paint

The last sentence of the first paragraph (excluding the numbered list) is revised to read:

The Contractor’s quality control operations shall include a minimum monitoring and documenting the following for each working day:

Item number 1 in the fourth paragraph is revised to read:

1. Environmental conditions for painting in accordance with ASTM E 337.

Item number 4 in the fourth paragraph is revised to read:

4. Pictorial of surface preparation guides in accordance with SSPC-VIS 1, 3, 4, and 5.

Item number 5 in the fourth paragraph is revised to read:

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5. Surface profile by Keanne-Tator comparator in accordance with ASTM D 4417 and SSPC PA17.

6-07.3(4) Paint System Manufacturer’s Technical Representative

This section is revised to read:

The paint system manufacturer’s representative shall be present at the jobsite for the pre-painting conference and for the first day of paint application, and shall be available to the Contractor and Contracting Agency for consultation for the full project duration.

6-07.3(5) Pre-Painting Conference

The second paragraph is revised to read:

If the Contractor’s key personnel change between any work operations, an additional conference shall be held if requested by the Engineer.

6-07.3(6)A Paint Containers

In item number 2 of the first paragraph, “Federal Standard 595” is revised to read “SAE AMS Standard 595”.

6-07.3(6)B Paint Storage

Item number 2 of the second paragraph is revised to read:

2. The Contractor shall monitor and document daily the paint material storage facility with a high-low recording thermometer device.

6-07.3(7) Paint Sampling and Testing

The first two paragraphs are revised to read:

The Contractor shall provide the Engineer 1 quart of each paint representing each lot. Samples shall be accompanied with a Safety Data Sheet.

If the quantity of paint required for each component of the paint system for the entire project is 20 gallons or less, then the paint system components will be accepted as specified in Section 9-08.1(7).

6-07.3(8)A Paint Film Thickness Measurement Gages

The first paragraph is revised to read:

Paint dry film thickness measurements shall be performed with either a Type 1 pull-off gage or a Type 2 electronic gage as specified in SSPC Paint...
Application Specification No. 2, Procedure for Determining Conformance to Dry Coating Thickness Requirements.

6-07.3(9) Painting New Steel Structures

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

Welded shear connectors are not required to be painted.

The last paragraph is revised to read:

Temporary attachments or supports for scaffolding, containment or forms shall not damage the paint system.

6-07.3(9)A Paint System

The first paragraph is revised to read:

The paint system applied to new steel surfaces shall consist of the following:

Option 1 (component based paint system):

Primer Coat – Inorganic Zinc Rich 9-08.1(2)C
Intermediate Coat – Moisture Cured Polyurethane 9-08.1(2)G
Intermediate Stripe Coat – Moisture Cured Polyurethane 9-08.1(2)G
Top Coat – Moisture Cured Polyurethane 9-08.1(2)H

Option 2 (performance based paint system):

Primer Coat – Inorganic Zinc Rich 9-08.1(2)M
Intermediate Coat – Epoxy 9-08.1(2)M
Intermediate Stripe Coat – Epoxy 9-08.1(2)M
Top Coat – Polyurethane 9-08.1(2)M

The following new paragraph is inserted after the first paragraph:

Paints and related materials shall be products listed in the current WSDOT Qualified Products List (QPL). Component based paint systems shall be listed on the QPL in the applicable sections of Section 9-08. Performance based systems shall be listed on the current Northeast Protective Coatings Committee (NEPCOAT) Qualified Products List “A” as listed on the WSDOT QPL in Section 9-08.1(2)M. If the paint and related materials for the component based system is not listed in the current WSDOT QPL, a sample...
shall be submitted to the State Materials Laboratory in Tumwater for evaluation and acceptance in accordance with Section 9-08.

6-07.3(9)C Mixing and Thinning Paint
This section is revised to read:

The Contractor shall thoroughly mix paint in accordance with the manufacturer’s written recommendations and by mechanical means to ensure a uniform and lump free composition. Paint shall not be mixed by means of air stream bubbling or boxing. Paint shall be mixed in the original containers and mixing shall continue until all pigment or metallic powder is in suspension. Care shall be taken to ensure that the solid material that has settled to the bottom of the container is thoroughly dispersed. After mixing, the Contractor shall inspect the paint for uniformity and to ensure that no unmixed pigment or lumps are present.

Catalysts, curing agents, hardeners, initiators, or dry metallic powders that are packaged separately may be added to the base paint in accordance with the paint manufacturer’s written recommendations and only after the paint is thoroughly mixed to achieve a uniform mixture with all particles wetted. The Contractor shall then add the proper volume of curing agent to the correct volume of base and mix thoroughly. The mixture shall be used within the pot life specified by the manufacturer. Unused portions shall be discarded at the end of each work day. Accelerants are not permitted except as allowed by the Engineer.

The Contractor shall not add additional thinner at the application site except as allowed by the Engineer. The amount and type of thinner, if allowed, shall conform to the manufacturer’s specifications. If recommended by the manufacturer and allowed by the Engineer, a measuring cup shall be used for the addition of thinner to any paint with graduations in ounces. No unmeasured addition of thinner to paint will be allowed. Any paint found to be thinned by unacceptable methods will be rejected.

When recommended by the manufacturer, the Contractor shall constantly agitate paint during application by use of paint pots equipped with mechanical agitators.

The Contractor shall strain all paint after mixing to remove undesirable matter, but without removing the pigment or metallic powder.
Paint shall be stored and mixed in a secure, contained location to eliminate the potential for spills into State waters and onto the ground and highway surfaces.

**6-07.3(9)D Coating Thickness**

This section is revised to read:

Dry film thickness shall be measured in accordance with SSPC Paint Application Specification No. 2, *Procedure for Determining Conformance to Dry Coating Thickness Requirements*.

The minimum dry film thickness of the primer coat shall not be less than 2.5 mils.

The minimum dry film thickness of each coat (combination of intermediate and intermediate stripe, and top) shall be not less than 3.0 mils.

The dry film thickness of each coat shall not be thicker than the paint manufacturer’s recommended maximum thickness.

The minimum wet film thickness of each coat shall be specified by the paint manufacturer to achieve the minimum dry film thickness.

Film thickness, wet and dry, will be measured by gages conforming to Section 6-07.3(8)A.

Wet measurements will be taken immediately after the paint is applied in accordance with ASTM D4414. Dry measurements will be taken after the coating is dry and hard in accordance with SSPC Paint Application Specification No. 2.

Each painter shall be equipped with wet film thickness gages and shall be responsible for performing frequent checks of the paint film thickness throughout application.

Coating thickness measurements may be made by the Engineer after the application of each coat and before the application of the succeeding coat. In addition, the Engineer may inspect for uniform and complete coverage and appearance. One hundred percent of all thickness measurements shall meet or exceed the minimum wet film thickness. In areas where wet film thickness measurements are impractical, dry film thickness measurements may be made. If a question arises about an individual coat’s thickness or coverage, it may be verified by the use of a Tooke gage in accordance with ASTM D4138.
If the specified number of coats does not produce a combined dry film thickness of at least the sum of the thicknesses required per coat, if an individual coat does not meet the minimum thickness, or if visual inspection shows incomplete coverage, the coating system will be rejected and the Contractor shall discontinue painting and surface preparation operations and shall submit a Type 2 Working Drawing of the repair proposal. The repair proposal shall include documentation demonstrating the cause of the less-than-minimum thickness, along with physical test results, as necessary, and modifications to Work methods to prevent similar results. The Contractor shall not resume painting or surface preparation operations until receiving the Engineer’s acceptance of the completed repair.

6-07.3(9)E Surface Temperature Requirements Prior to Application of Paint

This section, including title, is revised to read:

6-07.3(9)E Environmental Condition Requirements Prior to Application of Paint

Paint shall be applied only during periods when:

1. Air and steel temperatures are in accordance with the paint manufacturer’s recommendations but in no case less than 35°F nor greater than 115°F.

2. Steel surface temperature is a minimum of 5°F above the dew point.

3. Steel surface is not wet.

4. Relative humidity is within the manufacturer’s recommended range.

5. The anticipated ambient temperature will remain above 35°F or the manufacturer’s minimum temperature, whichever is greater, during the paint drying and curing period.

Application will not be allowed if conditions are not favorable for proper application and performance of the paint.

Paint shall not be applied when weather conditions are unfavorable to proper curing. If a paint system manufacturer’s recommendations allow for application of a paint under environmental conditions other than those specified, the Contractor shall submit a Type 2 Working Drawing consisting of a letter from the paint manufacturer specifying the environmental conditions under which the paint can be applied. Application of paint under
environmental conditions other than those specified in this section will not be allowed without the Engineer’s concurrence.

6-07.3(9)F Shop Surface Cleaning and Preparation

The last sentence is revised to read:

The entire steel surface to be painted, including surfaces specified in Section 6-07.3(9)G to receive a mist coat of primer, shall be cleaned to a near white condition in accordance with SSPC-SP 10, *Near-white Metal Blast Cleaning*, and shall be in this condition immediately prior to paint application.

6-07.3(9)G Application of Shop Primer Coat

The first paragraph is supplemented with the following:

Repairs of the shop primer coat shall be prepared in accordance with the painting plan. Shop primer coat repair paint shall be selected from the approved component based or performance based paint system in accordance with Section 6-07.3(10)H.

6-07.3(9)H Containment for Field Coating

This section is revised to read:

The Contractor shall use a containment system in accordance with Section 6-07.3(10)A for surface preparation and prime coating of all uncoated areas remaining, including bolts, nuts, washers, and splice plates.

During painting operations of the intermediate, stripe and top coats the Contractor shall furnish, install, and maintain drip tarps below the areas to be painted to contain all spilled paint, buckets, brushes, and other deleterious material, and prevent such materials from reaching the environment below or adjacent to the structure being painted. Drip tarps shall be absorbent material and hung to minimize puddling. The Contractor shall evaluate the project-specific conditions to determine the specific type and extent of containment needed to control the paint emissions and shall submit a containment plan in accordance with Section 6-07.3(2).

6-07.3(9)I Application of Field Coatings

This section is revised to read:

An on-site supervisor shall be present for each work shift at the bridge site.
Upon completion of erection work, all uncoated or damaged areas remaining, including bolts, nuts, washers, and splice plates, shall be prepared in accordance with Section 6-07.3(9)F, followed by a field primer coat of a zinc-rich primer and final coats of paint selected from the approved component or performance based paint system in accordance with Section 6-07.3(10)H. The intermediate, intermediate stripe, and top coats shall be applied in accordance with the manufacturer’s written recommendations.

Upon completion of erection work, welds for steel column jackets may be prepared in accordance with SSPC-SP 15, Commercial Grade Power Tool Cleaning.

The minimum drying time between coats shall be as shown in the product data sheets, but not less than 12 hours. The Contractor shall determine whether the paint has cured sufficiently for proper application of succeeding coats.

The maximum time between intermediate and top coats shall be in accordance with the manufacturer’s written recommendations. If the maximum time between coats is exceeded, all newly coated surfaces shall be prepared to SSPC-SP 7, Brush-off Blast Cleaning, and shall be repainted with the same paint that was cleaned, at no additional cost to the Contracting Agency.

Each coat shall be applied in a uniform layer, completely covering the preceding coat. The Contractor shall correct runs, sags, skips, or other deficiencies before application of succeeding coats. Such corrective work may require re-cleaning, application of additional paint, or other means as determined by the Engineer, at no additional cost to the Contracting Agency.

Dry film thickness measurements will be made in accordance with Section 6-07.3(9)D.

All paint damage that occurs shall be repaired in accordance with the manufacturer’s written recommendations. On bare areas or areas of insufficient primer thickness, the repair shall include field-applied zinc-rich primer and the final coats of paint selected from the approved component or performance based paint system in accordance with Section 6-07.3(10)H. On areas where the primer is at least equal to the minimum required dry film thickness, the repair shall include the application of the final two coats of the paint system. All paint repair operations shall be performed by the Contractor at no additional cost or time to the Contracting Agency.
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6-07.3(10)A Containment
The first sentence of the third paragraph is revised to read:

Emissions shall be assessed by Visible Emission Observations (Method A) in SSPC Technology Update No. 7, Conducting Ambient Air, Soil, and Water Sampling of Surface Preparation and Paint Disturbance Activities, Section 6.2 and shall be limited to the Level A Acceptance Criteria Option Level 0 Emissions standard.

6-07.3(10)D Surface Preparation Prior to Overcoat Painting
The first paragraph is revised to read:

The Contractor shall remove any visible oil, grease, and road tar in accordance with SSPC-SP 1, Solvent Cleaning.

The second paragraph is revised to read:

Following any preparation by SSPC-SP1, all steel surfaces to be painted shall be prepared in accordance with SSPC-SP 7, Brush-off Blast Cleaning. Surfaces inaccessible to brush-off blast shall be prepared in accordance with SSPC-SP 3, Power Tool Cleaning, as allowed by the Engineer.

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

Following brush-off blast cleaning, the Contractor shall perform spot abrasive blast cleaning in accordance with SSPC-SP 6, Commercial Blast Cleaning.

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

For small areas, as allowed by the Engineer, the Contractor may substitute cleaning in accordance with SSPC-SP 15, Commercial Grade Power Tool Cleaning.

6-07.3(10)G Treatment of Pack and Rust Gaps
The second paragraph is revised to read:

Pack rust forming a gap between steel surfaces of \( \frac{1}{16} \) to \( \frac{1}{4} \) inch shall be cleaned to a depth of at least one half of the gap width. The gaps shall be cleaned and prepared in accordance with SSPC-SP 6. The cleaned gap shall be treated with rust penetrating sealer, prime coated, and then caulked to form a watertight seal along the top edge and the two sides of the steel pieces involved, using the rust penetrating sealer and caulk as accepted by

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the Engineer. The bottom edge or lowest edge of the steel pieces involved
shall not be caulked.

The third paragraph is supplemented with the following:

Caulk shall be a single-component urethane sealant conforming to Section 9-
08.7.

The fifth paragraph is revised to read:

At locations where gaps between steel surfaces exceed ¼ inch, the
Contractor shall clean and prepare the gap in accordance SSPC-SP6, apply
the rust penetrating sealer, apply the prime coat, and then fill the gap with
foam backer rod material as accepted by the Engineer. The foam backer rod
material shall be of sufficient diameter to fill the crevice or gap. The
Contractor shall apply caulk over the foam backer rod material to form a
watertight seal.

This section is supplemented with the following new paragraph:

Caulk and backer rod, if needed, shall be placed prior to applying the top
coat. The Contractor, with the concurrence of the Engineer, may apply the
rust penetrating sealer after application of the prime coat provided the primer
is removed in the areas to be sealed. The areas to be sealed shall be re-
cleaned and re-prepared in accordance with SSPC-SP6.

6-07.3(10)H Paint System
The first paragraph is revised to read:

The paint system applied to existing steel surfaces shall consist of the
following five-coat system:

Option 1 (component based system):

Primer Coat – Zinc-filled Moisture Cured Polyurethane 9-08.1(2)F
Primer Stripe Coat - Moisture Cured Polyurethane 9-08.1(2)F
Intermediate Coat - Moisture Cured Polyurethane 9-08.1(2)G
Intermediate Stripe Coat - Moisture Cured Polyurethane 9-
08.1(2)G
Top Coat - Moisture Cured Polyurethane 9-08.1(2)H

Option 2 (performance based system):

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The following new paragraph is inserted after the first paragraph:

Paints and related materials shall be a product listed in the current WSDOT Qualified Products List (QPL). Component based paint systems shall be listed on the QPL in the applicable sections of Section 9-08. Performance based systems shall be listed on the current Northeast Protective Coatings Committee (NEPCOAT) Qualified Products List “B” as listed on the WSDOT QPL in Section 9-08.1(2)N. If the paint and related material for the component based system is not listed in the current WSDOT QPL, a sample shall be submitted to the State Materials Laboratory in Tumwater for evaluation and acceptance in accordance with Section 9-08.

**6-07.3(10)J  Mixing and Thinning Paint**

This section is revised to read:

Mixing and thinning paint shall be in accordance with Section 6-07.3(9)C.

**6-07.3(10)K  Coating Thickness**

This section is revised to read:

Coating thickness shall be in accordance with Section 6-07.3(9)D except the minimum dry film thickness of each coat (combination of primer and primer stripe, combination of intermediate and intermediate stripe, and top) shall not be less than 3.0 mils.

**6-07.3(10)L  Environmental Condition Requirements Prior to Application of Paint**

This section is revised to read:

Environmental conditions shall be in accordance with Section 6-07.3(9)E.

**6-07.3(10)M  Steel Surface Condition Requirements Prior to Application of Paint**

The third paragraph is revised to read:

Edges of existing paint shall be feathered in accordance with SSPC-PA 1, *Shop, Field, and Maintenance Coating of Metals*, Note 15.20.
6-07.3(10)N Field Coating Application Methods
The third sentence is revised to read:
The Contractor may apply stripe coat paint using spray or brush but shall follow spray application using a brush to ensure complete coverage around structural geometric irregularities and to push the paint into gaps between existing steel surfaces and around rivets and bolts.

6-07.3(10)O Applying Field Coatings
The second to last paragraph is revised to read:
Each application of primer, primer stripe, intermediate, intermediate stripe, and top coat shall be considered as separately applied coats. The Contractor shall not use a preceding or subsequent coat to remedy a deficiency in another coat. The Contractor shall apply the top coat to at least the minimum specified top coat thickness, to provide a uniform appearance and consistent finish coverage.

6-07.3(10)P Field Coating Repair
The second sentence is revised to read:
Repair areas shall be cleaned of all damaged paint and the system reapplied using all coats typical to the paint system and shall meet the minimum coating thickness.

6-07.3(11)A Painting of Galvanized Surfaces
This section is revised to read:
All galvanized surfaces receiving paint shall be prepared for painting in accordance with the ASTM D 6386. The method of preparation shall be brush-off in accordance with SSPC-SP16 Brush-Off Blast Cleaning of Coated and Uncoated Galvanized Steel, Stainless Steels, and Non-Ferrous Metals or as otherwise allowed by the Engineer. The Contractor shall not begin painting until receiving the Engineer’s acceptance of the prepared galvanized surface. For galvanized bolts used for replacement of deteriorated existing rivets, the Contractor, with the concurrence of the Engineer and after successful demonstration testing, may prepare galvanized surfaces in accordance with SSPC-SP1 followed by SSPC-SP2, Hand Tool Cleaning or SSPC-SP3, Power Tool Cleaning. The demonstration testing shall include adhesion testing of the first coat of paint over galvanized bolts, nuts, and washers or a representative galvanized surface. Adhesion testing shall be performed in accordance with ASTM D 4541 for 600 psi

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minimum adhesion. A minimum of 3 successful tests shall be performed on
the galvanized surface prepared and painted using the same methods and
materials to be used on the galvanized bolts, nuts and washers in the field.

6-07.3(11)A2 Paint Coat Materials
This section is revised to read:

The Contractor shall paint the dry surface as follows:

1. The first coat over a galvanized surface shall be an epoxy polyamide
   conforming to Section 9-08.1(2)E. In the case of galvanized bolts
   used for replacement of deteriorated existing rivets and for small
   surface areas less than or equal to one square foot, an intermediate
   moisture cured polyurethane conforming to Section 9-08.1(2)G may
   be used as a first coat. In both cases the first coat shall be
   compatible with galvanizing and as recommended by the top coat
   manufacturer.

2. The second coat shall be a top coat moisture cured aliphatic
   polyurethane conforming to Section 9-08.1(2)H or a top coat
   polyurethane conforming to Section 6-07.3(10)H Option 2
   NEPCOAT performance based paint specification compatible with
   the first coat as recommended by the manufacturer.

Each coat shall be dry before the next coat is applied. All coats applied in the
shop shall be dried hard before shipment.

6-07.3(11)B Powder Coating of Galvanized Surfaces
This section is revised to read:

Powder coating of galvanized surfaces shall consist of the following coats:

1. The first coat shall be an epoxy powder primer coat conforming to
   Section 9-08.2.

2. The second coat shall be a polyester finish coat conforming to
   Section 9-08.2.

6-07.3(11)B3 Galvanized Surface Cleaning and Preparation
The first three paragraphs are revised to read:
Galvanized surfaces receiving the powder coating shall be cleaned and prepared for coating in accordance with ASTM D 7803, and the project-specific powder coating plan.

Assemblies conforming to the ASTM D 7803 definition for newly galvanized steel shall receive surface smoothing and surface cleaning in accordance with ASTM D 7803, Section 5, and surface preparation in accordance with ASTM D 7803, Section 5.1.3.

Assemblies conforming to the ASTM D 7803 definition for partially weathered galvanized steel shall be checked and prepared in accordance with ASTM D 7803, Section 6, before then receiving surface smoothing and surface cleaning in accordance with ASTM D 7803, Section 5, and surface preparation in accordance with ASTM D 7803, Section 5.1.3.

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

Assemblies conforming to the ASTM D 7803 definition for weathered galvanized steel shall be prepared in accordance with ASTM D 7803, Section 7 before then receiving surface smoothing and surface cleaning in accordance with ASTM D 7803, Section 5, and surface preparation in accordance with ASTM D 7803, Section 5.3 except as follows:

6-07.3(11)B5 Testing

Item number 4 in the first paragraph is revised to read:

4. Adhesion testing in accordance with ASTM D 4541 for 600 psi minimum adhesion for the complete two-component system.

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

Rejected assemblies shall be repaired or recoated by the Contractor, at no additional expense to the Contracting Agency, in accordance with the powder coating manufacturer’s recommendation as detailed in the project-specific powder coating plan, until the assemblies satisfy the acceptance testing requirements.

6-07.3(12) Painting Ferry Terminal Structures

This section is revised to read:

Painting of ferry terminal Structures shall be in accordance with Section 6-07.3 as supplemented below.
This section is supplemented with the following new subsections:

6-07.3(12)A Painting New Steel Ferry Terminal Structures
Painting of new steel Structures shall be in accordance with Section 6-07.3(9) except that all coatings (primer, intermediate, intermediate stripe, and top) shall be applied in the shop with the following exceptions:

1. Steel surfaces to be field welded.
2. Steel surfaces to be greased.
3. The length of piles designated in the Plans not requiring painting.

The minimum drying time between coats shall be as shown in the product data sheets, but not less than 12 hours. The Contractor shall determine whether the paint has cured sufficiently for proper application of succeeding coats.

6-07.3(12)A1 Paint Systems
Paint systems for Structural Steel, which includes vehicle transfer spans and towers, pedestrian overhead loading structures and towers, upland structural steel and other elements as designated in the Special Provisions shall be as specified in Section 6-07.3(9)A.

Paint systems for Piling, Landing Aids and Life Ladders shall be as specified in the Special Provisions.

6-07.3(12)A2 Paint Color
Paint colors shall be as specified in the Special Provisions.

6-07.3(12)A3 Coating Thickness
Coating thicknesses shall be as specified in the Special Provisions.

6-07.3(12)A4 Application of Field Coatings
An on-site supervisor shall be present for each work shift at the project site.

Upon completion of erection Work, all uncoated or damaged areas remaining, including bolts, nuts, washers, splice plates, and field welds shall be prepared in accordance with SSPC-SP 1, Solvent Cleaning, followed by SSPC-SP 11, Power Tool Cleaning to Bare Metal. Surface preparation shall be measured according to SSPC-VIS 3. SSPC-SP 11 shall be performed for a minimum distance of 1 inch from the uncoated Surf.
Field applied paint for Structural Steel shall conform to Section 6-07.3(10)H, as applicable. Field applied paint for Piling, Landing Aids and Life Ladders shall be as specified in the Special Provisions.

For areas above the tidal zone, the minimum drying time between coats shall be as shown in the product data sheets, but not less than 12 hours. For areas within the tidal zone, the minimum drying time between coats shall be as recommended by the paint system manufacturer. The Contractor shall determine whether the paint has cured sufficiently for proper application of succeeding coats.

The maximum time between intermediate and top coats shall be in accordance with the manufacturer's written recommendations. If the maximum time between coats is exceeded, all newly coated surfaces shall be prepared to SSPC-SP 3, Power Tool Cleaning, and shall be repainted with the same paint that was cleaned, at no additional cost to the Contracting Agency.

Each coat shall be applied in a uniform layer, completely covering the preceding coat. The Contractor shall correct runs, sags, skips, or other deficiencies before application of succeeding coats. Such corrective work may require re-cleaning, application of additional paint, or other means as determined by the Engineer, at no additional cost to the Contracting Agency.

Surface preparation for underwater locations shall consist of removing all dirt, oil, grease, loose paint, loose rust, and marine growth from the area that is to be repaired. The sound paint surrounding the damaged area shall be roughened to meet the requirements of the manufacturer. Paint for underwater applications shall be as specified in the Special Provisions and shall be applied in accordance with the manufacturer's recommendations.

6-07.3(12)B Painting Existing Steel Ferry Terminal Structures

Painting of existing steel structures shall be in accordance with Section 6-07.3(10) as supplemented by the following.
6-07.3(12)B1 Containment

Containment for full removal shall be in accordance with Section 6-07.3(10)A. Containment for overcoat systems shall be in accordance with all applicable Permits as required in the Special Provisions.

Prior to cleaning the Contractor shall enclose all exposed electrical and mechanical equipment to seal out dust, water, and paint. Non-metallic surfaces shall not be abrasive blasted or painted. Unless otherwise specified, the following metallic surfaces shall not be painted and shall be protected from abrasive blasting and painting:

1. Galvanized and stainless steel surfaces not previously painted,
2. Non-skid surfaces,
3. Unpainted intentionally greased surfaces,
4. Equipment labels, identification plates, tags, etc.,
5. Fire and emergency containers or boxes,
6. Mechanical hardware such as hoist sheaves, hydraulic cylinders, gear boxes, wire rope, etc.

The Contractor shall submit a Type 2 Working Drawing consisting of materials and equipment used to shield components specified to not be cleaned and painted.

The Contractor shall shut off the power prior to working around electrical equipment. The Contractor shall follow the lock-out/tag-out safety provisions of the WAC 296-803 and all other applicable safety standards.

6-07.3(12)B2 Surface Preparation

For applications above high water and within the tidal zone, surface preparation for overcoat painting shall be in accordance with SSPC-SP 1, Solvent Cleaning, followed by SSPC-SP 3, Power Tool Cleaning. Use of wire brushes is not allowed. After SP 3 cleaning has been completed all surfaces exhibiting coating failure down to the steel substrate, and those exhibiting visible corrosion, shall be prepared down to clean bare steel in accordance with SSPC-SP 15, Commercial Grade Power Tool Cleaning. Surface preparation shall be measured according to SSPC-VIS 3. SSPC-SP 15 shall be performed for a minimum distance of 1 inch from the area exhibiting failure or visible corrosion. In addition, intact shop-applied coating surrounding the repair area shall be abraded or
sanded for a distance of 6 inches out from the properly prepared clean/bare metal areas to provide adequate roughness for application of repair coatings. All sanding dust and contamination shall be removed prior to application of repair coatings. Surface preparation for full paint removal shall be in accordance with Section 6-07.3(10)E except SSPC-SP 11 will be permitted as detailed in the Contractor’s painting plan and as allowed by the Engineer.

Surface preparation for underwater locations shall consist of removing all dirt, oil, grease, loose paint, loose rust, and marine growth from the area that is to be repaired. The sound paint surrounding the damaged area shall be roughened as required by the coating manufacturer.

Removed marine growth may be released to state waters provided the marine growth is not mixed with contaminants (paint, oil, rust, etc.) and it shall not accumulate on the sea bed. All marine growth containing contaminants shall be collected for proper disposal.

Surface preparation for the underside of bridge decks (consisting of either a steel grid system of main bars or tees and a light gauge metal form, in-filled with concrete or a corrugated light gauge metal form, infilled with concrete) shall be in accordance with SSPC-SP 2, Hand Tool Cleaning or SSPC-SP 3, Power Tool Cleaning with the intent of not causing further damage to the light gauge metal form. Following removal of any pack rust and corroded sections from the underside of the bridge deck, cleaning and flushing to remove salts and prior to applying the primer coat, the Contractor shall seal the entire underside of the deck system with rust-penetrating sealer. Damage to galvanized metal forms and/or grids shall be repaired in accordance with ASTM A 780, with the preferred method of repair using paints containing zinc dust.

6-07.3(12)B3 Paint Systems
Paints systems for Structural Steel, which includes vehicle transfer spans and towers, pedestrian overhead loading structures and towers, upland structural steel and other elements as designated in the Special Provisions shall be as specified in Section 6-07.3(10)H.

Paint systems for Piling, Landing Aids, Life Ladders, underside of vehicle transfer span bridge decks, non-skid surface treated areas, and anti-graffiti coatings shall be as specified in the Special Provisions.

6-07.3(12)B4 Paint Color
Paint colors shall be as specified in the Special Provisions.
AMENDMENTS TO THE STANDARD SPECIFICATIONS- Continued

6-07.3(12)B5 Coating Thickness
Coating thicknesses shall be as specified in the Special Provisions.

6-07.3(12)B6 Application of Field Coatings
Application of field coatings shall be in accordance with Section 6-07.3(10)O and Section 6-07.3(12)A2 except for the following:

1. All coatings applied in the field shall be applied using a brush or roller. Spray application methods may be used if allowed by the Engineer.

2. Applied coatings shall not be immersed until the coating has been cured as required by the coating manufacturer.

3. Non-skid surface treatment products shall be applied in accordance with the manufacturer’s recommendations.

4. Anti-graffiti coatings shall be applied in one coat following application of the top coat, where specified in the Plans.

6-07.3(14)B Reference Standards
The second standard reference (to SSPC CS 23.00), and its accompanying title, is revised to read:

SSPC CS 23.00 Specification for the Application of Thermal Spray Coatings (Metallizing) of Aluminum, Zinc, and Their Alloys and Composites for the Corrosion Protection of Steel

Section 6-08, Bituminous Surfacing on Structure Decks
January 7, 2019

6-08.3(7)A Concrete Deck Preparation
The first sentence of the first paragraph is revised to read:

The Contractor, with the Engineer, shall inspect the exposed concrete deck to establish the extent of bridge deck repair in accordance with Section 6-09.3(6).

6-08.3(8)A Structure Deck Preparation
The second sentence of the last paragraph is revised to read:
Prior to applying the primer or sheet membrane, all dust and loose material shall be removed from the Structure Deck.

6-09.AP6

Section 6-09, Modified Concrete Overlays

January 7, 2019

6-09.3 Construction Requirements

This section is supplemented with the following new subsection:

6-09.3(15) Sealing and Texturing Concrete Overlay

After the requirements for checking for bond have been met, all joints and visible cracks shall be filled and sealed with a high molecular weight methacrylate resin (HMWM). Cracks 1/16 inch and greater in width shall receive two applications of HMWM. Immediately following the application of HMWM, the wetted surface shall be coated with sand for abrasive finish.

After all cracks have been filled and sealed and the HMWM resin has cured, the concrete overlay surface shall receive a longitudinally sawn texture in accordance with Section 6-02.3(10)D5.

Traffic shall not be permitted on the finished concrete until it has reached a minimum compressive strength of 3,000 psi as verified by rebound number determined in accordance with ASTM C805 and the longitudinally sawn texture is completed.

6-09.3(1)B Rotary Milling Machines

This section is revised to read:

Rotary milling machines used to remove an upper layer of existing concrete overlay, when present, shall have a maximum operating weight of 50,000 pounds and conform to Section 6-08.3(5)B.

6-09.3(1)C Hydro-Demolition Machines

The first sentence of this section is revised to read:

Hydro-demolition machines shall consist of filtering and pumping units operating in conjunction with a remote-controlled robotic device, using high-velocity water jets to remove sound concrete to the nominal scarification depth shown in the Plans with a single pass of the machine, and with the simultaneous removal of deteriorated concrete.
6-09.3(1)D Shot Blasting Machines
This section, including title, is revised to read:

6-09.3(1)D Vacant

6-09.3(1)E Air Compressor
This section is revised to read:

Air compressors shall be equipped with oil traps to eliminate oil from being blown onto the bridge deck.

6-09.3(1)J Finishing Machine
This section is revised to read:

The finishing machine shall meet the requirements of Section 6-02.3(10) and the following requirements:

The finishing machine shall be equipped with augers, followed by an oscillating, vibrating screed, vibrating roller tamper, or a vibrating pan, followed by a rotating cylindrical double drum screed. The vibrating screed, roller tamper or pan shall be of sufficient length and width to properly consolidate the mixture. The vibrating frequency of the vibrating screed, roller tamper or pan shall be variable with positive control.

6-09.3(2) Submittals
Item number 1 and 2 are revised to read:

1. A Type 1 Working Drawing consisting of catalog cuts and operating parameters of the hydro-demolition machine selected by the Contractor for use in this project to scarify concrete surfaces.

2. A Type 1 Working Drawing consisting of catalog cuts, operating parameters, axle loads, and axle spacing of the rotary milling machine (if used to remove an upper layer of existing concrete overlay when present).

The first sentence of item number 3 is revised to read:

A Type 2 Working Drawing of the Runoff Water Disposal Plan.

6-09.3(5)A General
The first sentence of the fourth paragraph is revised to read:

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All areas of the deck that are inaccessible to the selected scarifying machine shall be scarified to remove the concrete surface matrix to a maximum nominal scarification depth shown in the Plans by a method acceptable to the Engineer.

This section is supplemented with the following:

Concrete process water generated by scarifying concrete surface and removing existing concrete overlay operations shall be contained, collected, and disposed of in accordance with Section 5-01.3(11) and Section 6-09.3(5)C, and the Section 6-09.3(2) Runoff Water Disposal Plan.

6-09.3(5)B Testing of Hydro-Demolition and Shot Blasting Machines

This section’s title is revised to read:

Testing of Hydro-Demolition Machines

The second paragraph is revised to read:

In the “sound” area of concrete, the equipment shall be programmed to remove concrete to the nominal scarification depth shown in the Plans with a single pass of the machine.

6-09.3(5)D Shot Blasting

This section, including title, is revised to read:

6-09.3(5)D Vacant

6-09.3(5)E Rotomilling

This section, including title, is revised to read:

6-09.3(5)E Removing Existing Concrete Overlay Layer by Rotomilling

When the Contractor elects to remove the upper layer of existing concrete overlay, when present, by rotomilling prior to final scarifying, the entire concrete surface of the bridge deck shall be milled to remove the surface matrix to the depth specified in the Plans with a tolerance as specified in Section 6-08.3(5)B. The operating parameters of the rotary milling machine shall be monitored in order to prevent the unnecessary removal of concrete below the specified removal depth.

6-09.3(6) Further Deck Preparation

The first paragraph is revised to read:

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Once the lane or strip being overlaid has been cleaned of debris from scarifying, the Contractor, with the Engineer, shall perform a visual inspection of the scarified surface. The Contractor shall mark those areas of the existing bridge deck that are authorized by the Engineer for further deck preparation by the Contractor.

Item number 4 of the second paragraph is deleted.

The first sentence of the third paragraph is deleted.

6-09.3(6)A Equipment for Further Deck Preparation

This section is revised to read:

Further deck preparation shall be performed using either power driven hand tools conforming to Section 6-09.3(1)A, or hydro-demolition machines conforming to Section 6-09.3(1)C.

6-09.3(6)B Deck Repair Preparation

The second paragraph is deleted.

The last sentence of the second paragraph (after the preceding Amendment is applied) is revised to read:

In no case shall the depth of a sawn vertical cut exceed ¾ inch or to the top of the top steel reinforcing bars, whichever is less.

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

Where existing steel reinforcing bars inside deck repair areas show deterioration greater than 20-percent section loss, the Contractor shall furnish and place steel reinforcing bars alongside the deteriorated bars in accordance with the details shown in the Standard Plans.

The last paragraph is deleted.

6-09.3(7) Surface Preparation for Concrete Overlay

The first seven paragraphs are deleted and replaced with the following:

Following the completion of any required further deck preparation the entire lane or strip being overlaid shall be cleaned to be free from oil and grease, rust and other foreign material that may still be present. These materials shall be removed by detergent-cleaning or other method accepted by the Engineer followed by sandblasting.

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After detergent cleaning and sandblasting is completed, the entire lane or strip being overlaid shall be cleaned in final preparation for placing concrete.

Hand tool chipping, sandblasting and cleaning in areas adjacent to a lane or strip being cleaned in final preparation for placing concrete shall be discontinued when final preparation is begun. Scarifying and hand tool chipping shall remain suspended until the concrete has been placed and the requirement for curing time has been satisfied. Sandblasting and cleaning shall remain suspended for the first 24 hours of curing time after the completion of concrete placing.

Scarification, and removal of the upper layer of concrete overlay when present, may proceed during the final cleaning and overlay placement phases of the Work on adjacent portions of the Structure so long as the scarification and concrete overlay removal operations are confined to areas which are a minimum of 100 feet away from the defined limits of the final cleaning or overlay placement in progress. If the scarification and concrete overlay removal impedes or interferes in any way with the final cleaning or overlay placement as determined by the Engineer, the scarification and concrete overlay removal Work shall be terminated immediately and the scarification and concrete overlay removal equipment removed sufficiently away from the area being prepared or overlaid to eliminate the conflict. If the grade is such that water and contaminants from the scarification and concrete overlay removal operation will flow into the area being prepared or overlaid, the scarification and concrete overlay removal operation shall be terminated and shall remain suspended for the first 24 hours of curing time after the completion of concrete placement.

6-09.3(11) Placing Concrete Overlay
The first sentence of item number 3 in the fourth paragraph is revised to read:

Concrete shall not be placed when the temperature of the concrete surface is less than 45°F or greater than 75°F, and wind velocity at the construction site is in excess of 10 mph.

6-09.3(12) Finishing Concrete Overlay
The third paragraph is deleted.

The last paragraph is deleted.

6-09.3(13) Curing Concrete Overlay
The first sentence of the first paragraph is revised to read:

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As the finishing operation progresses, the concrete shall be immediately covered with a single layer of clean, new or used, wet burlap.

The last sentence of the second paragraph is deleted.

The following two new paragraphs are inserted after the second paragraph:

As an alternative to the application of burlap and fog spraying described above, the Contractor may propose a curing system using proprietary curing blankets specifically manufactured for bridge deck curing. The Contractor shall submit a Type 2 Working Drawing consisting of details of the proprietary curing blanket system, including product literature and details of how the system is to be installed and maintained.

The wet curing regimen as described shall remain in place for a minimum of 42-hours.

The last paragraph is deleted.

6-09.3(14) Checking for Bond
The first sentence of the first paragraph is revised to read:

After the requirements for curing have been met, the entire overlaid surface shall be sounded by the Contractor, in a manner accepted by and in the presence of the Engineer, to ensure total bond of the concrete to the bridge deck.

The last sentence of the first paragraph is deleted.

The second paragraph is deleted.

6-10.AP6

Section 6-10, Concrete Barrier
August 6, 2018

6-10.2 Materials
In the first paragraph, the reference to “Portland Cement” is revised to read:

Cement 9-01

6-10.3(6) Placing Concrete Barrier
The first two sentences of the first paragraph are revised to read:

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Precast concrete barriers Type 2, Type 4, Type F, precast single slope barrier, and transitions shall rest on a paved foundation shaped to a uniform grade and section. The foundation surface for precast concrete barriers Type 2, Type 4, Type F, precast single slope barrier, and transitions shall meet this test for uniformity: When a 10-foot straightedge is placed on the surface parallel to the centerline for the barrier, the surface shall not vary more than \(\frac{1}{4}\) inch from the lower edge of the straightedge.

Section 6-11, Reinforced Concrete Walls
April 2, 2018

6-11.2 Materials
In the first paragraph, the reference to “Aggregates for Portland Cement Concrete” is revised to read:

Aggregates for Concrete 9-03.1

Section 6-12, Noise Barrier Walls
August 6, 2018

6-12.2 Materials
In the first paragraph, the reference to “Aggregates for Portland Cement Concrete” is revised to read:

Aggregates for Concrete 9-03.1

The first paragraph is supplemented with the following new material reference:

Noise Barrier Wall Access Door 9-06.17

6-12.3(9) Access Doors and Concrete Landing Pads
The second paragraph is deleted and replaced with the following:

All frame and door surfaces, except stainless steel surfaces, shall be painted in accordance with Section 6-07.3(9). Primer shall be applied to all non-stainless steel surfaces. All primer coated exposed metal surfaces shall be field painted with the remaining Section 6-07.3(9)A paint system coats. The top coat, when dry, shall match the color specified in the Plans or Special Provisions.

This section is supplemented with the following:
Access door deadbolt locks shall be capable of accepting a Best CX series core. The Contractor shall furnish and install a spring-loaded construction core lock with each lock. The Engineer will furnish the permanent Best CX series core for the Contractor to install at the conclusion of the project.

Section 6-13, Structural Earth Walls
August 6, 2018

6-13.2 Materials
In the first paragraph, the reference to “Aggregates for Portland Cement Concrete” is revised to read:

Aggregates for Concrete 9-03.1

6-13.3(4) Precast Concrete Facing Panel and Concrete Block Fabrication
Item number 1 of the sixth paragraph is revised to read:

1. Vertical dimensions shall be ± 1/16 inch of the Plan dimension, and the rear height shall not exceed the front height.

Item number 3 of the sixth paragraph is revised to read:

3. All other dimensions shall be ± ¼ inch of the Plan dimension.

Section 6-14, Geosynthetic Retaining Walls
April 2, 2018

6-14.2 Materials
In the first paragraph, the references to “Portland Cement” and “Aggregates for Portland Cement Concrete” are revised to read:

Cement 9-01
Aggregates for Concrete 9-03.1

Section 6-15, Soil Nail Walls
January 7, 2019

6-15.3(7) Shotcrete Facing
The last paragraph is supplemented with the following:

After final tightening of the nut, the threads of the soil nail shall at a minimum be flush with the end of the nut.
Section 6-16, Soldier Pile and Soldier Pile Tieback Walls
April 2, 2018

6-16.2 Materials
In the first paragraph, the reference to “Aggregates for Portland Cement Concrete” is revised to read:

Aggregates for Concrete 9-03.1

Section 6-18, Shotcrete Facing
January 2, 2018

6-18.3(3) Testing
In the last sentence of the first paragraph, “AASHTO T 24” is revised to read “ASTM C1604”.

6-18.3(3)B Production Testing
In the last sentence, “AASHTO T 24” is revised to read “ASTM C1604”.

6-18.3(4) Qualifications of Contractor’s Personnel
In the last sentence of the second paragraph, “AASHTO T 24” is revised to read “ASTM C1604”.

Section 6-19, Shafts
January 7, 2019

6-19.2 Materials
In the first paragraph, the references to “Portland Cement” and “Aggregates for Portland Cement Concrete” are revised to read:

Cement 9-01
Aggregates for Concrete 9-03.1

6-19.3(1)A Shaft Construction Tolerances
The last paragraph is supplemented with the following:

The elevation of the top of the reinforcing cage for drilled shafts shall be within +6 inches and -3 inches from the elevation shown in the Plans.

6-19.3(2)D Nondestructive QA Testing Organization and Personnel
Item number 4 in the first paragraph is revised to read:
4. Personnel preparing test reports shall be a Professional Engineer, licensed under Title 18 RCW, State of Washington, and shall seal the report in accordance with WAC 196-23-020.

6-19.3(3)C Conduct of Shaft Casing Installation and Removal and Shaft Excavation Operations
The first paragraph is supplemented with the following:

In no case shall shaft excavation and casing placement extend below the bottom of shaft excavation as shown in the Plans.

6-19.3(6)E Thermal Wire and Thermal Access Point (TAPS)
The third sentence of the third paragraph is revised to read:

The thermal wire shall extend from the bottom of the reinforcement cage to the top of the shaft, with a minimum of 5-feet of slack wire provided above the top of shaft.

The following new sentence is inserted after the third sentence of the third paragraph:

All thermal wires in a shaft shall be equal lengths.

6-19.3(9)D Nondestructive QA Testing Results Submittal
The last sentence of the first paragraph is revised to read:

Results shall be a Type 2E Working Drawing presented in a written report.

Section 7-02, Culverts
April 2, 2018

7-02.2 Materials
In the first paragraph, the references to “Portland Cement” and “Aggregates for Portland Cement Concrete” are revised to read:

<table>
<thead>
<tr>
<th>Material</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cement</td>
<td>9-01</td>
</tr>
<tr>
<td>Aggregates for Concrete</td>
<td>9-03.1</td>
</tr>
</tbody>
</table>

7-02.3(6)A4 Excavation and Bedding Preparation
The first sentence of the third paragraph is revised to read:

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The bedding course shall be a 6-inch minimum thickness layer of culvert bedding material, defined as granular material either conforming to Section 9-03.12(3) or to AASHTO Grading No. 57 as specified in Section 9-03.1(4)C.

Section 7-05, Manholes, Inlets, Catch Basins, and Drywells
August 6, 2018

7-05.3 Construction Requirements
The fourth sentence of the third paragraph is deleted.

Section 7-08, General Pipe Installation Requirements
April 2, 2018

7-08.3(3) Backfilling
The fifth sentence of the fourth paragraph is revised to read:

All compaction shall be in accordance with the Compaction Control Test of Section 2-03.3(14)D except in the case that 100% Recycled Concrete Aggregate is used.

The following new sentences are inserted after the fifth sentence of the fourth paragraph:

When 100% Recycled Concrete Aggregate is used, the Contractor may submit a written request to use a test point evaluation for compaction acceptance. Test Point evaluation shall be performed in accordance with SOP 738.

Section 8-01, Erosion Control and Water Pollution Control
April 2, 2018

8-01.1 Description
This section is revised to read:

This Work consists of furnishing, installing, maintaining, removing and disposing of best management practices (BMPs), as defined in the Washington Administrative Code (WAC) 173-201A, to manage erosion and water quality in accordance with these Specifications and as shown in the Plans or as designated by the Engineer.

The Contracting Agency may have a National Pollution Discharge Elimination System Construction Stormwater General Permit (CSWGP) as identified in the Contract Special Provisions. The Contracting Agency may or may not transfer coverage of the CSWGP to the Contractor when a CSWGP has...
been obtained. The Contracting Agency may not have a CSWGP for the project but may have another water quality related permit as identified in the Contract Special Provisions or the Contracting Agency may not have water quality related permits but the project is subject to applicable laws for the Work. Section 8-01 covers all of these conditions.

8-01.2 Materials
The first paragraph is revised to read:

Materials shall meet the requirements of the following sections:

- Corrugated Polyethylene Drain Pipe 9-05.1(6)
- Quarry Spalls 9-13
- Erosion Control and Roadside Planting 9-14
- Construction Geotextile 9-33

8-01.3(1) General
This section is revised to read:

Adaptive management shall be employed throughout the duration of the project for the implementation of erosion and water pollution control permit requirements for the current condition of the project site. The adaptive management includes the selection and utilization of BMPs, scheduling of activities, prohibiting unacceptable practices, implementing maintenance procedures, and other managerial practices that when used singularly or in combination, prevent or reduce the release of pollutants to waters of the State. The adaptive management shall use the means and methods identified in this section and means and methods identified in the Washington State Department of Transportation's Temporary Erosion and Sediment Control Manual or the Washington State Department of Ecology's Stormwater Management Manuals for construction stormwater.

The Contractor shall install a high visibility fence along the site preservation lines shown in the Plans or as instructed by the Engineer.

Throughout the life of the project, the Contractor shall preserve and protect the delineated preservation area, acting immediately to repair or restore any fencing damaged or removed.

All discharges to surface waters shall comply with surface water quality standards as defined in Washington Administrative Code (WAC) Chapter 173-201A. All discharges to the ground shall comply with groundwater quality standards WAC Chapter 173-200.
AMENDMENTS TO THE STANDARD SPECIFICATIONS- Continued

The Contractor shall comply with the CSWGP when the project is covered by the CSWGP. Temporary Work, at a minimum, shall include the implementation of:

1. Sediment control measures prior to ground disturbing activities to ensure all discharges from construction areas receive treatment prior to discharging from the site.

2. Flow control measures to prevent erosive flows from developing.

3. Water management strategies and pollution prevention measures to prevent contamination of waters that will be discharged to surface waters or the ground.

4. Erosion control measures to stabilize erodible earth not being worked.

5. Maintenance of BMPs to ensure continued compliant performance.

6. Immediate corrective action if evidence suggests construction activity is not in compliance. Evidence includes sampling data, olfactory or visual evidence such as the presence of suspended sediment, turbidity, discoloration, or oil sheen in discharges.

To the degree possible, the Contractor shall coordinate this temporary Work with permanent drainage and erosion control Work the Contract requires.

Clearing, grubbing, excavation, borrow, or fill within the Right of Way shall never expose more erodible earth than as listed below:

<table>
<thead>
<tr>
<th>Western Washington (West of the Cascade Mountain Crest)</th>
<th>Eastern Washington (East of the Cascade Mountain Crest)</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 1 through September 30 17 Acres</td>
<td>April 1 through October 31 17 Acres</td>
</tr>
<tr>
<td>October 1 through April 30 5 Acres</td>
<td>November 1 through March 31 5 Acres</td>
</tr>
</tbody>
</table>

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The Engineer may increase or decrease the limits based on project conditions.

Erodible earth is defined as any surface where soils, grindings, or other materials may be capable of being displaced and transported by rain, wind, or surface water runoff.

Erodible earth not being worked, whether at final grade or not, shall be covered within the specified time period (see the table below), using BMPs for erosion control.

<table>
<thead>
<tr>
<th>Western Washington (West of the Cascade Mountain Crest)</th>
<th>Eastern Washington (East of the Cascade Mountain Crest)</th>
</tr>
</thead>
<tbody>
<tr>
<td>October 1 through April 30</td>
<td>October 1 through June 30</td>
</tr>
<tr>
<td>2 days maximum</td>
<td>5 days maximum</td>
</tr>
<tr>
<td>May 1 to September 30</td>
<td>November 1 through March 31</td>
</tr>
<tr>
<td>7 days maximum</td>
<td>10 days maximum</td>
</tr>
</tbody>
</table>

When applicable, the Contractor shall be responsible for all Work required for compliance with the CSWGP including annual permit fees.

If the Engineer, under Section 1-08.6, orders the Work suspended, the Contractor shall continue to comply with this division during the suspension.

Nothing in this Section shall relieve the Contractor from complying with other Contract requirements.

**8-01.3(1)A Submittals**

This section’s content is deleted.

This section is supplemented with the following new subsection:

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

A Temporary Erosion and Sediment Control (TESC) plan consists of a narrative section and plan sheets that meets the Washington State Department of Ecology’s Stormwater Pollution Prevention Plan (SWPPP) requirement in the CSWGP. Abbreviated TESC plans are not required to include plan sheets and are used on small projects that disturb soil and have the potential to discharge but are not covered by the CSWGP. The contract uses the term “TESC plan” to describe both TESC plans and abbreviated...
AMENDMENTS TO THE STANDARD SPECIFICATIONS- Continued

TESC plans. When the Contracting Agency has developed a TESC plan for a Contract, the narrative is included in the appendix to the Special Provisions and the TESC plan sheets, when required, are included in the Contract Plans. The Contracting Agency TESC plan will not include off-site areas used to directly support construction activity.

The Contractor shall either adopt the TESC Plan in the Contract or develop a new TESC Plan. If the Contractor adopts the Contracting Agency TESC Plan, the Contractor shall modify the TESC Plan to meet the Contractor’s schedule, method of construction, and to include off-site areas that will be used to directly support construction activity such as equipment staging yards, material storage areas, or borrow areas. Contractor TESC Plans shall include all high visibility fence delineation shown on the Contracting Agency Contract Plans. All TESC Plans shall meet the requirements of the current edition of the WSDOT Temporary Erosion and Sediment Control Manual M3109 and be adaptively managed as needed throughout construction based on site inspections and discharge samples to maintain compliance with the CSWGP. The Contractor shall develop a schedule for implementation of the TESC work and incorporate it into the Contractor’s progress schedule.

The Contractor shall submit their TESC Plan (either the adopted plan or new plan) and implementation schedule as Type 2 Working Drawings. At the request of the Engineer, updated TESC Plans shall be submitted as Type 1 Working Drawings.

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

This section is revised to read:

The Contractor shall identify the ESC Lead at the preconstruction discussions and in the TESC Plan. The ESC Lead shall have, for the life of the Contract, a current Certificate of Training in Construction Site Erosion and Sediment Control from a course approved by the Washington State Department of Ecology. The ESC Lead must be onsite or on call at all times throughout construction. The ESC Lead shall be listed on the Emergency Contact List required under Section 1-05.13(1).

The ESC Lead shall implement the TESC Plan. Implementation shall include, but is not limited to:

1. Installing, adaptively managing, and maintaining temporary erosion and sediment control BMPs to assure continued performance of their intended function. Damaged or inadequate BMPs shall be corrected immediately.

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2. Updating the TESC Plan to reflect current field conditions.

3. Discharge sampling and submitting Discharge Monitoring Reports (DMRs) to the Washington State Department of Ecology in accordance with the CSWGP.

4. Develop and maintain the Site Log Book as defined in the CSWGP. When the Site Log Book or portion thereof is electronically developed, the electronic documentation must be accessible onsite. As a part of the Site Log Book, the Contractor shall develop and maintain a tracking table to show that identified TESC compliance issues are fully resolved within 10 calendar days. The table shall include the date an issue was identified, a description of how it was resolved, and the date the issue was fully resolved.

The ESC Lead shall also inspect all areas disturbed by construction activities, all on-site erosion and sediment control BMPs, and all stormwater discharge points at least once every calendar week and within 24-hours of runoff events in which stormwater discharges from the site. Inspections of temporarily stabilized, inactive sites may be reduced to once every calendar month. The Washington State Department of Ecology's Erosion and Sediment Control Site Inspection Form, located at https://ecology.wa.gov/Regulations-Permits/Permits-certifications/Stormwater-general-permits/Construction-stormwater-permit, shall be completed for each inspection and a copy shall be submitted to the Engineer no later than the end of the next working day following the inspection.

8-01.3(1)C Water Management
This section is supplemented with the following new subsections:

8-01.3(1)C5 Water Management for In-Water Work Below Ordinary High Water Mark (OHWM)
Work over surface waters of the state (defined in WAC 173-201A-010) or below the OHWM (defined in RCW 90.58.030) must comply with water quality standards for surface waters of the state of Washington.

8-01.3(1)C6 Environmentally Acceptable Hydraulic Fluid
All equipment containing hydraulic fluid that extends from a bridge deck over surface waters of the state or below the OHWM, shall be equipped with an environmentally acceptable hydraulic fluid. The fluid shall meet specific requirements for biodegradability, aquatic toxicity, and bioaccumulation in
accordance with the United States Environmental Protection Agency (EPA) publication EPA800-R-11-002. Acceptance shall be in accordance with Section 1-06.3, Manufacturer’s Certification of Compliance.

The designation of environmentally acceptable hydraulic fluid does not mean fluid spills are acceptable. The Contractor shall respond to spills to land or water in accordance with the Contract.

8-01.3(1)C7 Turbidity Curtain
All Work for the turbidity curtain shall be in accordance with the manufacturer’s recommendations for the site conditions. Removal procedures shall be developed and used to minimize silt release and disturbance of silt. The Contractor shall submit a Type 2 Working Drawing, detailing product information, installation and removal procedures, equipment and workforce needs, maintenance plans, and emergency repair/replacement plans.

Turbidity curtain materials, installation, and maintenance shall be sufficient to comply with water quality standards.

The Contractor shall notify the Engineer 10 days in advance of removing the turbidity curtain. All components of the turbidity curtain shall be removed from the project.

8-01.3(1)C1 Disposal of Dewatering Water
This section is revised to read:

When uncontaminated groundwater is encountered in an excavation on a project it may be infiltrated within vegetated areas of the right of way not designated as Sensitive Areas or incorporated into an existing stormwater conveyance system at a rate that will not cause erosion or flooding in any receiving surface water.

Alternatively, the Contractor may pursue independent disposal and treatment alternatives that do not use the stormwater conveyance system provided it is in compliance with the applicable WACs and permits.

8-01.3(1)C2 Process Wastewater
This section is revised to read:

Wastewater generated on-site as a byproduct of a construction process shall not be discharged to surface waters of the State. Some sources of process wastewater may be infiltrated in accordance with the CSWGP with...
concurrence from the Engineer. Some sources of process wastewater may be disposed via independent disposal and treatment alternatives in compliance with the applicable WACs and permits.

8-01.3(1)C3 Shaft Drilling Slurry Wastewater

This section is revised to read:

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

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

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

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

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

   d. The infiltration rate shall be reduced if needed to prevent wastewater from leaving the infiltration location. The infiltration site shall be monitored regularly during infiltration activity. All wastewater discharged to the ground shall fully infiltrate and discharges shall stop before the end of each work day.

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

   f. Infiltration locations shall be in upland areas at least 150 feet away from surface waters, wells, on-site sewage systems.

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aquifer sensitive recharge areas, sole source aquifers, well head
protection areas, and shall be marked on the plan sheets before
the infiltration activity begins.

g. Prior to infiltration, the Contractor shall submit a Shaft Drilling
Slurry Wastewater Management and Infiltration Plan as a Type 2
Working Drawing. This Plan shall be kept on-site, adapted if
needed to meet the construction requirements, and updated to
reflect what is being done in the field. The Working Drawing
shall include, at a minimum, the following information:

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

ii. The proposed elevation of soil surface receiving the
wastewater for infiltration and the anticipated phreatic
surface (i.e., saturated soil).

iii. The source of the water used to produce the slurry.

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

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

vi. The controls or methods used to prevent surface
wastewater runoff from leaving the infiltration location.

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

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

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

x. The strategy for cleaning up the infiltration location after the
infiltration activity is done. Cleanup shall include stabilizing
any loose sediment on the surface within the infiltration area.

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generated as a byproduct of suspended solids in the infiltrated wastewater or soil disturbance associated with BMP placement and removal.

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

8-01.3(1)C4 Management of Off-Site Water
This section is revised to read:

Prior to clearing and grubbing, the Contractor shall intercept all sources of off-site surface water and overland flow that will run-on to the project. Off-site surface water run-on shall be diverted through or around the project in a way that does not introduce construction related pollution. It shall be diverted to its preconstruction discharge location in a manner that does not increase preconstruction flow rate and velocity and protects contiguous properties and waterways from erosion. The Contractor shall submit a Type 2 Working Drawing consisting of the method for performing this Work.

8-01.3(1)E Detention/Retention Pond Construction
This section is revised to read:

Whether permanent or temporary, ponds shall be constructed before beginning other grading and excavation Work in the area that drains into that pond. Detention/retention ponds may be constructed concurrently with grading and excavation when allowed by the Engineer. Temporary conveyances shall be installed concurrently with grading in accordance with the TESC Plan so that newly graded areas drain to the pond as they are exposed.

8-01.3(2)F Dates for Application of Final Seed, Fertilizer, and Mulch
In the table, the second column heading is revised to read:

Eastern Washington¹
(East of the Cascade Mountain Crest)

Footnote 1 in the table is revised to read:

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Seeding may be allowed outside these dates when allowed or directed by the Engineer.

8-01.3(5) Plastic Covering
The first sentence of the first paragraph is revised to read:

Erosion Control – Plastic coverings used to temporarily cover stockpiled materials, slopes or bare soils shall be installed and maintained in a way that prevents water from intruding under the plastic and prevents the plastic cover from being damaged by wind.

8-01.3(7) Stabilized Construction Entrance
The first paragraph is revised to read:

Temporary stabilized construction entrance shall be constructed in accordance with the Standard Plans, prior to construction vehicles entering the roadway from locations that generate sediment track out on the roadway. Material used for stabilized construction entrance shall be free of extraneous materials that may cause or contribute to track out.

8-01.3(8) Street Cleaning
This section is revised to read:

Self-propelled pickup street sweepers shall be used to remove and collect dirt and other debris from the Roadway. The street sweeper shall effectively collect these materials and prevent them from being washed or blown off the Roadway or into waters of the State. Street sweepers shall not generate fugitive dust and shall be designed and operated in compliance with applicable air quality standards. Material collected by the street sweeper shall be disposed of in accordance with Section 2-03.3(7)C.

When allowed by the Engineer, power broom sweepers may be used in non-environmentally sensitive areas. The broom sweeper shall sweep dirt and other debris from the roadway into the work area. The swept material shall be prevented from entering or washing into waters of the State.

Street washing with water will require the concurrence of the Engineer.

8-01.3(12) Compost Socks
The first two sentences of the first paragraph are revised to read:

Compost socks are used to disperse flow and sediment. Compost socks shall be installed as soon as construction will allow but before flow conditions
create erosive flows or discharges from the site. Compost socks shall be installed prior to any mulching or compost placement.

8-01.3(13) Temporary Curb
The second to last sentence of the second paragraph is revised to read:

Temporary curbs shall be a minimum of 4 inches in height.

8-01.3(14) Temporary Pipe Slope Drain
The third and fourth paragraphs are revised to read:

The pipe fittings shall be water tight and the pipe secured to the slope with metal posts, wood stakes, sand bags, or as allowed by the Engineer.

The water shall be discharged to a stabilized conveyance, sediment trap, stormwater pond, rock splash pad, or vegetated strip, in a manner to prevent erosion and maintain water quality compliance.

The last paragraph is deleted.

8-01.3(15) Maintenance
This section is revised to read:

Erosion and sediment control BMPs shall be maintained or adaptively managed as required by the CSWGP until the Engineer determines they are no longer needed. When deficiencies in functional performance are identified, the deficiencies shall be rectified immediately.

The BMPs shall be inspected on the schedule outlined in Section 8-01.3(1)B for damage and sediment deposits. Damage to or undercutting of BMPs shall be repaired immediately.

In areas where the Contractor’s activities have compromised the erosion control functions of the existing grasses, the Contractor shall overseed at no additional cost to the Contracting Agency.

The quarry spalls of construction entrances shall be refreshed, replaced, or screened to maintain voids between the spalls for collecting mud and dirt.

Unless otherwise specified, when the depth of accumulated sediment and debris reaches approximately ⅓ the height of the BMP the deposits shall be removed. Debris or contaminated sediment shall be disposed of in
accordance with Section 2-03.3(7)C. Clean sediments may be stabilized on-site using BMPs as allowed by the Engineer.

8-01.3(16) Removal
This section is revised to read:

The Contractor shall remove all temporary BMPs, all associated hardware and associated accumulated sediment deposition from the project limits prior to Physical Completion unless otherwise allowed by the Engineer. When the temporary BMP materials are made of natural plant fibers unaltered by synthetic materials the Engineer may allow leaving the BMP in place.

The Contractor shall remove BMPs and associated hardware in a way that minimizes soil disturbance. The Contractor shall permanently stabilize all bare and disturbed soil after removal of BMPs. If the installation and use of the erosion control BMPs have compacted or otherwise rendered the soil inhospitable to plant growth, such as construction entrances, the Contractor shall take measures to rehabilitate the soil to facilitate plant growth. This may include, but is not limited to, ripping the soil, incorporating soil amendments, or seeding with the specified seed.

At the request of the Contractor and at the sole discretion of the Engineer the CSWGP may be transferred back to the Contracting Agency. Approval of the Transfer of Coverage request will require the following:

1. All other Work required for Contract Completion has been completed.

2. All Work required for compliance with the CSWGP has been completed to the maximum extent possible. This includes removal of BMPs that are no longer needed and the site has undergone all Stabilization identified for meeting the requirements of Final Stabilization in the CSWGP.

3. An Equitable Adjustment change order for the cost of Work that has not been completed by the Contractor.


If the Engineer approves the transfer of coverage back to the Contracting Agency, the requirement in Section 1-07.5(3) for the Contractor’s submittal of
the Notice of Termination form to the Washington State Department of Ecology will not apply.

8-01.4 Measurement
This section’s content is deleted and replaced with the following new subsections:

8-01.4(1) Lump Sum Bid for Project (No Unit Items)
When the Bid Proposal contains the item “Erosion Control and Water Pollution Prevention” there will be no measurement of unit or force account items for Work defined in Section 8-01 except as described in Sections 8-01.4(3) and 8-01.4(4). Also, except as described in Section 8-01.4(3), all of Sections 8-01.4(2) and 8-01.5(2) are deleted.

8-01.4(2) Item Bids
When the Proposal does not contain the items “Erosion Control and Water Pollution Prevention”, Section 8-01.4(1) and 8-01.5(1) are deleted and the Bid Proposal will contain some or all of the following items measured as noted.

ESC lead will be measured per day for each day that an inspection is made and a report is filed.

Biodegradable erosion control blanket and plastic covering will be measured by the square yard along the ground slope line of surface area covered and accepted.

Turbidity curtains will be measured by the linear foot along the ground line of the installed curtain.

Check dams will be measured per linear foot one time only along the ground line of the completed check dam. No additional measurement will be made for check dams that are required to be rehabilitated or replaced due to wear.

Stabilized construction entrances will be measured by the square yard by ground slope measurement for each entrance constructed.

Tire wash facilities will be measured per each for each tire wash installed.

Street cleaning will be measured by the hour for the actual time spent cleaning pavement, refilling with water, dumping and transport to and

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from cleaning locations within the project limits, as authorized by the Engineer. Time to mobilize the equipment to or from the project limits on which street cleaning is required will not be measured.

Inlet protections will be measured per each for each initial installation at a drainage structure.

Silt fence, gravel filter, compost berms, and wood chip berms will be measured by the linear foot along the ground line of the completed barrier.

Wattles and compost socks will be measured by the linear foot.

Temporary curbs will be measured by the linear foot along the ground line of the completed installation.

Temporary pipe slope drains will be measured by the linear foot along the flow line of the pipe.

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

Outlet protections will be measured per each initial installation at an outlet location.

Tackifiers will be measure by the acre by ground slope measurement.

8-01.4(3) Reinstating Unit Items with Lump Sum Erosion Control and Water Pollution Prevention
The Contract Provisions may establish the project as lump sum, in accordance with Section 8-01.4(1) and also include one or more of the items included above in Section 8-01.4(2). When that occurs, the corresponding measurement provision in Section 8-01.4(2) is not deleted and the Work under that item will be measured as specified.

8-01.4(4) Items not included with Lump Sum Erosion Control and Water Pollution Prevention
Compost blanket will be measured by the square yard by ground slope surface area covered and accepted.

Mulching will be measured by the acre by ground slope surface area covered and accepted.
AMENDMENTS TO THE STANDARD SPECIFICATIONS- Continued

Seeding, fertilizing, liming, mulching, and mowing, will be measured by the acre by ground slope measurement.

Seeding and fertilizing by hand will be measured by the square yard by ground slope measurement. No adjustment in area size will be made for the vegetation free zone around each plant.

Fencing will be measured by the linear foot along the ground line of the completed fence.

8-01.5 Payment

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

8-01.5(1) Lump Sum Bid for Project (No Unit Items)

Payment will be made for the following Bid item when it is included in the Proposal:

“Erosion Control and Water Pollution Prevention”, lump sum.

The lump sum Contract price for “Erosion Control and Water Pollution Prevention” shall be full pay to perform the Work as described in Section 8-01 except for costs compensated by Bid Proposal items inserted through Contract Provisions as described in Section 8-01.4(2). Progress payments for the lump sum item “Erosion Control and Water Pollution Prevention” will be made as follows:

1. The Contracting Agency will pay 15 percent of the bid amount for the initial set up for the item. Initial set up includes the following:

   a. Acceptance of the TESC Plan provided by the Contracting Agency or submittal of a new TESC Plan,

   b. Submittal of a schedule for the installation of the BMPs, and

   c. Identifying water quality sampling locations.

2. 70 percent of the bid amount will be paid in accordance with Section 1-09.9.

3. Once the project is physically complete and copies of the all reports submitted to the Washington State Department of
Ecology have been submitted to the Engineer, and, if applicable, transference of the CSWGP back to the Contracting Agency is complete, the remaining 15 percent of the bid amount shall be paid in accordance with Section 1-09.9.

### 8-01.5(2) Item Bids

- "ESC Lead", per day.
- "Turbidity Curtain", per linear foot.
- "Biodegradable Erosion Control Blanket", per square yard.
- "Plastic Covering", per square yard.
- "Check Dam", per linear foot.
- "Inlet Protection", per each.
- "Gravel Filter Berm", per linear foot.
- "Stabilized Construction Entrance", per square yard.
- "Street Cleaning", per hour.
- "Silt Fence", per linear foot.
- "Wood Chip Berm", per linear foot.
- "Compost Berm", per linear foot.
- "Wattle", per linear foot.
- "Compost Sock", per linear foot.
- "Coir Log", per linear foot.
- "Temporary Curb", per linear foot.
- "Temporary Pipe Slope Drain", per linear foot.
- "Temporary Seeding", per acre.
- "Outlet Protection", per each.

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“Tackifier”, per acre.

“Erosion/Water Pollution Control”, by force account as provided in Section 1-09.6.

Maintenance and removal of erosion and water pollution control devices including removal and disposal of sediment, stabilization and rehabilitation of soil disturbed by these activities, and any additional Work deemed necessary by the Engineer to control erosion and water pollution will be paid by force account in accordance with Section 1-09.6.

To provide a common Proposal for all Bidders, the Contracting Agency has entered an amount in the Proposal to become a part of the Contractor’s total Bid.

8-01.5(3) Reinstating Unit Items with Lump Sum Erosion Control and Water Pollution Prevention
The Contract may establish the project as lump sum, in accordance with Section 8-01.4(1) and also reinstate the measurement of one or more of the items described in Section 8-01.4(2), except for Erosion/Water Pollution Control, by force account. When that occurs, the corresponding payment provision in Section 8-01.5(2) is not deleted and the Work under that item will be paid as specified.

8-01.5(4) Items not included with Lump Sum Erosion Control and Water Pollution Prevention
Payment will be made for each of the following Bid items when they are included in the Proposal:

“Compost Blanket”, per square yard.

“Mulching”, per acre

“Mulching with PAM”, per acre

“Mulching with Short-Term Mulch”, per acre.

“Mulching with Moderate-Term Mulch”, per acre.

“Mulching with Long-Term Mulch”, per acre.

“Seeding, Fertilizing and Mulching”, per acre.
AMENDMENTS TO THE STANDARD SPECIFICATIONS- Continued

1 “Seeding and Fertilizing”, per acre.
2 “Seeding and Fertilizing by Hand”, per square yard.
3 “Second Application of Fertilizer”, per acre.
4 “Liming”, per acre.
5 “Mowing”, per acre.
6 “Seeding and Mulching”, per acre.
7 “High Visibility Fence”, per linear foot.

Section 8-02, Roadside Restoration
January 2, 2018

8-02.2 Materials
The reference to the material “Soil” is revised to read “Topsoil”.

8-02.5 Payment
The following new paragraph is inserted following the Bid item “Plant Selection ___”, per each:

The unit Contract price for “Plant Selection ___”, per each shall be full pay for all Work to perform the work as specified within the planting area prior to planting for weed control, planting area preparation and installation of plants with initial watering.

The paragraph following the Bid item “PSIPE ___”, per each is revised to read:

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

Section 8-04, Curbs, Gutters, and Spillways
April 2, 2018

8-04.2 Materials
In the first paragraph, the reference to “Portland Cement” is revised to read:

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AMENDMENTS TO THE STANDARD SPECIFICATIONS- Continued

Cement 9-01

8-04.3(1) Cement Concrete Curbs, Gutters, and Spillways
The first paragraph is supplemented with the following:

Roundabout truck apron cement concrete curb and gutter shall be constructed with air entrained concrete Class 4000 conforming to the requirements of Section 6-02.

Section 8-06, Cement Concrete Driveway Entrances
April 2, 2018

8-06.2 Materials
In the first paragraph, the reference to “Portland Cement” is revised to read:

Cement 9-01

8-06.3 Construction Requirements
The first paragraph is revised to read:

Cement concrete driveway approaches shall be constructed with air entrained concrete Class 4000 conforming to the requirements of Section 6-02 or Portland Cement or Blended Hydraulic Cement Concrete Pavement conforming to the requirements of Section 5-05.

Section 8-07, Precast Traffic Curb
April 2, 2018

8-07.3(1) Installing Curbs
The first sentence of the first paragraph is revised to read:

The curb shall be firmly bedded for its entire length and breadth on a mortar bed conforming to Section 9-20.4(3) composed of one part Portland cement or blended hydraulic cement and two parts sand.

The fourth paragraph is revised to read:

All joints between adjacent pieces of curb except joints for expansion and/or drainage as designated by the Engineer shall be filled with mortar composed of one part Portland cement or blended hydraulic cement and two parts sand.

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Section 8-11, Guardrail
August 6, 2018

8-11.3(1)C Terminal and Anchor Installation
The first paragraph is revised to read:

All excavation and backfilling required for installation of anchors shall be performed in accordance with Section 2-09, except that the costs thereof shall be included in the unit Contract price for the anchor installed.

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

Assembly and installation of Beam Guardrail Non-flared Terminals for Type 31 guardrail shall be supervised at all times by a manufacturer's representative, or an installer who has been trained and certified by the manufacturer.

The last paragraph is revised to read:

Beam Guardrail Non-flared Terminals for Type 31 guardrail shall meet the crash test and evaluation criteria in the Manual for Assessing Safety Hardware (MASH).

8-11.4 Measurement
The third paragraph is revised to read:

Measurement of beam guardrail _____ terminal will be per each for the completed terminal.

The fourth paragraph is revised to read:

Measurement of beam guardrail Type 31 buried terminal Type 2 will be per linear foot for the completed terminal.

The sixth paragraph is revised to read:

Measurement of beam guardrail anchor Type 10 will be per each for the completed anchor, including the attachment of the anchor to the guardrail.

8-11.5 Payment
The Bid item “Beam Guardrail Anchor Type ___”, per each is revised to read “Beam Guardrail Anchor Type 10”, per each.

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The Bid item “Beam Guardrail Buried Terminal Type 1”, per each is deleted from this section.

The Bid item “Beam Guardrail Buried Terminal Type 2”, per linear foot and the following paragraph are revised to read:

“Beam Guardrail Type 31 Buried Terminal Type 2”, per linear foot.

The unit Contract price per linear foot for “Beam Guardrail Type 31 Buried Terminal Type 2” shall be full payment for all costs to obtain and provide materials and perform the Work as described in Section 8-11.3(1)C.

Section 8-14, Cement Concrete Sidewalks
April 2, 2018

8-14.2 Materials
In the first paragraph, the reference to “Portland Cement” is revised to read:

Cement 9-01

In the second paragraph, each reference to “Federal Standard 595” is revised to read “SAE AMS Standard 595”.

Section 8-16, Concrete Slope Protection
April 2, 2018

8-16.2 Materials
In the first paragraph, the last two material references are revised to read:

Poured Portland Cement or Blended Hydraulic Cement Concrete Slope Protection 9-13.5(2)
Pneumatically Placed Portland Cement or Blended Hydraulic Cement Concrete Slope Protection 9-13.5(3)

Section 8-17, Impact Attenuator Systems
January 7, 2019

8-17.3 Construction Requirements
This section is supplemented with the following:

Permanent impact attenuators shall meet the crash test and evaluation criteria of the Manual for Assessing Safety Hardware (MASH), except as otherwise noted in the Plans or Special Provisions.
AMENDMENTS TO THE STANDARD SPECIFICATIONS- Continued

Section 8-20, Illumination, Traffic Signal Systems, Intelligent Transportation Systems, and Electrical

August 6, 2018

8-20.1(1) Regulations and Code

The last paragraph is revised to read:

Persons performing electrical work shall be certified in accordance with and supervised as required by RCW 19.28.161. Proof of certification shall be worn at all times in accordance with WAC 296-46B-942. Persons failing to meet these certification requirements may not perform any electrical work, and shall stop any active electrical work, until their certification is provided and worn in accordance with this Section.

8-20.2(2) Equipment List and Drawings

This section is renumbered:

8-20.2(1) Equipment List and Drawings

8-20.3(4) Foundations

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

Concrete for Type II, III, IV, V, and CCTV signal standards and light standard foundations shall be Class 4000P and does not require air entrainment.

8-20.3(5)A General

The last two sentences of the last paragraph is deleted.

This section is supplemented with the following:

All conduits shall include a pull tape with the equipment grounding conductor. The pull tape shall be attached to the conduit near the end bell or grounded end bushing, or to duct plugs or caps if present, at both ends of the conduit.

8-20.3(8) Wiring

The seventeenth paragraph is supplemented with the following:

Pulling tape shall meet the requirements of Section 9-29.1(10). Pull string may not be used.

8-20.3(14)C Induction Loop Vehicle Detectors

Item number 2 is deleted.

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AMENDMENTS TO THE STANDARD SPECIFICATIONS- Continued

Item numbers 3 through 12 are renumbered to 2 through 11, respectively.

Section 8-21, Permanent Signing
January 7 2019

8-21.3(5) Sign Relocation
The second sentence of the first paragraph is revised to read:

Where the existing sign Structure is mounted on concrete pedestals, the Contractor shall remove the pedestal to a minimum of 2 feet below finished grade and backfill the remaining hole with material similar to that surrounding the hole.

8-21.3(9)F Foundations
Item number 3 of the twelfth paragraph is supplemented with the following new sentence:
Class 4000P concrete for roadside sign structures does not require air entrainment.

Section 8-22, Pavement Marking
January 7, 2019

8-22.3(2) Preparation of Roadway Surfaces
The second paragraph is revised to read:
Remove all other contaminants from pavement surfaces that may adversely affect the installation of new pavement marking.

8-22.3(3)F Application Thickness
The second to last sentence of the last paragraph is revised to read:
After grinding, clean the groove.

Section 9-00, Definitions and Tests
January 7, 2019

9-00.4 Sieves for Testing Purposes
This section is revised to read:
Test sieves shall be made of either: (1) woven wire cloth conforming to ASTM E11, or (2) square-hole, perforated plates conforming to ASTM E323.
9-00.7 Galvanized Hardware, AASHTO M 232

The first sentence is revised to read:

An acceptable alternate to hot-dip galvanizing in accordance with AASHTO M 232 will be zinc coatings mechanically deposited in accordance with ASTM B695, providing the minimum thickness of zinc coating is not less than that specified in AASHTO M 232, and the process will not produce hydrogen embrittlement in the base metal.

Section 9-02, Bituminous Materials

January 7, 2019

9-02.1 Asphalt Material, General

The second paragraph is revised to read:

The Asphalt Supplier of Performance Graded (PG) asphalt binder and emulsified asphalt shall have a Quality Control Plan (QCP) in accordance with WSDOT QC 2 "Standard Practice for Asphalt Suppliers That Certify Performance Graded and Emulsified Asphalts". The Asphalt Supplier’s QCP shall be submitted and receive the acceptance of the WSDOT State Materials Laboratory. Once accepted, any change to the QCP will require a new QCP to be submitted for acceptance. The Asphalt Supplier of PG asphalt binder and emulsified asphalt shall certify through the Bill of Lading that the PG asphalt binder or emulsified asphalt meets the Specification requirements of the Contract.

9-02.1(4) Performance Graded Asphalt Binder (PGAB)

This section’s title is revised to read:

Performance Graded (PG) Asphalt Binder

The first paragraph is revised to read:

PG asphalt binder meeting the requirements of AASHTO M 332 Table 1 of the grades specified in the Contract shall be used in the production of HMA. For HMA with greater than 20 percent RAP by total weight of HMA, or any amount of RAS, the new asphalt binder, recycling agent and recovered asphalt (RAP and/or RAS) when blended in the proportions of the mix design shall meet the PG asphalt binder requirements of AASHTO M 332 Table 1 for the grade of asphalt binder specified by the Contract.

The second paragraph, including the table, is revised to read:
In addition to AASHTO M 332 Table 1 specification requirements, PG asphalt binders shall meet the following requirements:

<table>
<thead>
<tr>
<th>Property</th>
<th>Test Method</th>
<th>PG58S-22</th>
<th>PG58H-22</th>
<th>PG58V-22</th>
<th>PG64S-28</th>
<th>PG64H-28</th>
<th>PG64V-28</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTFO Residue: Average Percent Recover @ 3.2 kPa</td>
<td>AASHTO T 350 (^1)</td>
<td>30% Min.</td>
<td>20% Min.</td>
<td>25% Min.</td>
<td>30% Min.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

\(^1\) Specimen conditioned in accordance with AASHTO T 240 – RTFO.

The third paragraph is revised to read:

The RTFO \(J_{\text{mod}}\) and the PAV direct tension specifications of AASHTO M 332 are not required.

9-02.1(6) Cationic Emulsified Asphalt

This section is revised to read:

Cationic Emulsified Asphalt meeting the requirements of AASHTO M 208 Table 1 of the grades specified in the Contract shall be used.

9-02.5 Warm Mix Asphalt (WMA) Additive

This section, including title, is revised to read:

9-02.5 HMA Additive

Additives for HMA shall be accepted by the Engineer.

Section 9-03, Aggregates

January 7, 2019

9-03.1 Aggregates for Portland Cement Concrete

This section’s title is revised to read:

Aggregates for Concrete
9-03.1(1) General Requirements
The first two sentences of the first paragraph are revised to read:
Concrete aggregates shall be manufactured from ledge rock, talus, or sand and gravel in accordance with the provisions of Section 3-01. Reclaimed aggregate may be used if it complies with the specifications for concrete.

The second paragraph (up until the colon) is revised to read:
Aggregates for concrete shall meet the following test requirements:

The second sentence of the second to last paragraph is revised to read:
The Contractor shall submit test results according to ASTM C1567 through the Engineer to the State Materials Laboratory that demonstrate that the proposed fly ash when used with the proposed aggregates and cement will control the potential expansion to 0.20 percent or less before the fly ash and aggregate sources may be used in concrete.

9-03.1(2) Fine Aggregate for Portland Cement Concrete
This section’s title is revised to read:
Fine Aggregate for Concrete

9-03.1(4) Coarse Aggregate for Portland Cement Concrete
This section’s title is revised to read:
Coarse Aggregate for Concrete

9-03.1(4C) Grading
The first paragraph (up until the colon) is revised to read:
Coarse aggregate for concrete when separated by means of laboratory sieves shall conform to one or more of the following gradings as called for elsewhere in these Specifications, Special Provisions, or in the Plans:

9-03.1(5) Combined Aggregate Gradation for Portland Cement Concrete
This section’s title is revised to read:
Combined Aggregate Gradation for Concrete
AMENDMENTS TO THE STANDARD SPECIFICATIONS- Continued

9-03.1(5)B Grading
In the last paragraph, “WSDOT FOP for WAQTC/AASHTO T 27/T 11” is revised to read “FOP for WAQTC/AASHTO T 27/T 11”.

9-03.2 Aggregate for Job-Mixed Portland Cement Mortar
This section’s title is revised to read:

Aggregate for Job-Mixed Portland Cement or Blended Hydraulic Cement Mortar

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

Fine aggregate for portland cement or blended hydraulic cement mortar shall consist of sand or other inert materials, or combinations thereof, accepted by the Engineer, having hard, strong, durable particles free from adherent coating.

9-03.4(1) General Requirements
The first paragraph (up until the colon) is revised to read:

Aggregate for bituminous surface treatment shall be manufactured from ledge rock, talus, or gravel, in accordance with Section 3-01. Aggregates for Bituminous Surface Treatment shall meet the following test requirements:

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

Aggregates for Hot Mix Asphalt shall meet the following test requirements:

9-03.8(2) HMA Test Requirements
The two tables in the second paragraph are replaced with the following three tables:

<table>
<thead>
<tr>
<th>Mix Criteria</th>
<th>HMA Class</th>
<th>3/8 inch</th>
<th>1/2 inch</th>
<th>3/4 inch</th>
<th>1 inch</th>
</tr>
</thead>
<tbody>
<tr>
<td>Voids in Mineral Aggregate (VMA), %</td>
<td>15.0</td>
<td>14.0</td>
<td>13.0</td>
<td>12.0</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ESAL’s (millions)</th>
<th>VFA</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 0.3</td>
<td>70 80 70 80 70 80 67 80</td>
</tr>
<tr>
<td>0.3 to &lt; 3</td>
<td>65 78 65 78 65 78 65 78</td>
</tr>
<tr>
<td>≥ 3</td>
<td>73 76 65 75 65 75 65 75</td>
</tr>
</tbody>
</table>

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<table>
<thead>
<tr>
<th>Dust/Asphalt Ratio</th>
<th>0.6</th>
<th>1.6</th>
<th>0.6</th>
<th>1.6</th>
<th>0.6</th>
<th>1.6</th>
<th>0.6</th>
<th>1.6</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Test Method</th>
<th>ESAL's (millions)</th>
<th>Number of Passes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamburg Wheel-Track Testing, FOP for AASHTO T 324 Minimum Number of Passes with no Stripping Inflection Point and Maximum Rut Depth of 10mm</td>
<td>Less than 0.3</td>
<td>10,000</td>
</tr>
<tr>
<td></td>
<td>0.3 to &lt; 3</td>
<td>12,500</td>
</tr>
<tr>
<td></td>
<td>≥ 3</td>
<td>15,000</td>
</tr>
</tbody>
</table>

Indirect Tensile (IDT) Strength (psi) of Bituminous Materials FOP for ASTM D6931

<table>
<thead>
<tr>
<th>ESAL's (millions)</th>
<th>N initial</th>
<th>N design</th>
<th>N maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>% Gmm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>&lt; 0.3</td>
<td>≤ 91.5</td>
<td>96.0</td>
<td>≤ 98.0</td>
</tr>
<tr>
<td>0.3 to &lt; 3</td>
<td>≤ 90.5</td>
<td>96.0</td>
<td>≤ 98.0</td>
</tr>
<tr>
<td>≥ 3</td>
<td>≤ 89.0</td>
<td>96.0</td>
<td>≤ 98.0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gyratory Compaction (number of gyrations)</th>
<th>N</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 0.3</td>
<td>6</td>
</tr>
<tr>
<td>0.3 to &lt; 3</td>
<td>7</td>
</tr>
<tr>
<td>≥ 3</td>
<td>8</td>
</tr>
</tbody>
</table>

9-03.8(7) HMA Tolerances and Adjustments

In the table in item number 1, the fifth row is revised to read:

| Asphalt binder | -0.4% to 0.5% | ±0.7% |

In the table in item number 1, the following new row is inserted before the last row:

| Voids in Mineral Aggregate, VMA | -1.0% |

9-03.9(1) Ballast

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

Aggregates for ballast shall meet the following test requirements:

9-03.14(4) Gravel Borrow for Structural Earth Wall

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

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The material shall be substantially free of shale or other soft, poor durability particles, and shall not contain recycled materials, such as glass, shredded tires, concrete rubble, or asphaltic concrete rubble.

9-03.21(1)B Recycled Concrete Aggregate Approval and Acceptance

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

Recycled concrete aggregate may be used as coarse aggregate or blended with coarse aggregate for Commercial Concrete, Class 3000 concrete, or Cement Concrete Pavement.

Item number 4 of the second paragraph is revised to read:

4. For Cement Concrete Pavement mix designs using recycled concrete aggregates, the Contractor shall submit evidence that ASR mitigating measures control expansion in accordance with Section 9-03.1(1).

This section is supplemented with the following new subsection:

9-03.21(1)B1 Recycled Concrete Aggregate Approval and Acceptance

Recycled concrete aggregate may be approved through a three tiered system that consists of the following:

<table>
<thead>
<tr>
<th>Tier 1</th>
<th>Approval Requirements</th>
<th>Acceptance Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Approval of the Reclamation Facility is not required.</td>
<td>Certification of toxicity characteristics in accordance with Section 9-03.21(1). Field acceptance testing in accordance with Section 3-04.</td>
</tr>
</tbody>
</table>

Approved to provide the following Aggregate Materials:

- 9-03.10 Aggregate for Gravel Base
- 9-03.12(1)B Gravel Backfill for Foundations Class B
- 9-03.12(2) Gravel Backfill for Walls
- 9-03.12(3) Gravel Backfill for Pipe Zone Bedding
- 9-03.14(1) Gravel Borrow
- 9-03.14(2) Select Borrow
- 9-03.14(2) Select Borrow (greater than 3 feet below subgrade and side slope)
- 9-03.14(3) Common Borrow
- 9-03.14(3) Common Borrow (greater than 3 feet below subgrade and side slope)
- 9-03.17 Foundation Material Class A and Class B
- 9-03.18 Foundation Material Class C
- 9-03.19 Bank Run Gravel for Trench Backfill
Tier 2

Approval Requirements

The Reclamation Facility shall have a Quality Control Plan (QCP) in accordance with WSDOT QC 9 “Standard Practice for Approval of Reclamation Facilities of WSDOT Recycled Concrete and Returned Concrete”. The Reclamation Facility’s QCP shall be submitted and approved by the WSDOT State Materials Laboratory. Once accepted, any changes to the QCP will require a new QCP to be submitted for acceptance. Evaluation of aggregate source properties (LA Wear and Degradation) for the recycled concrete aggregate is not required.

Acceptance Requirements

Certification of toxicity characteristics in accordance with Section 9-03.21(1), required if requested. Field acceptance testing in accordance with Section 3-04 is required. Provide certification in accordance with WSDOT QC 9 for every lot. A lot shall be no larger than 10,000 tons.

Approved to provide the following Aggregate Materials:

- Tier 1 aggregate materials
- 9-03.1 Coarse Aggregate for Commercial Concrete or Concrete class 3000
- 9-03.9(1) Ballast
- 9-03.9(2) Permeable Ballast
- 9-03.9(3) Crushed Surfacing
- 9-03.12(1)A Gravel Backfill for Foundations Class A

Tier 3

Approval Requirements

The Reclamation Facility shall have a Quality Control Plan (QCP) in accordance with WSDOT QC 10 “Standard Practice for Approval of Reclamation Facilities of Recycled Concrete Aggregates from Stockpiles of Unknown Sources”. The Reclamation Facility’s QCP shall be submitted and approved by the WSDOT State Materials Laboratory. Once accepted, any changes to the QCP will require a new QCP to be submitted for acceptance. Evaluation of aggregate source properties (LA Wear and Degradation) for the recycled concrete aggregate is not required.
AMENDMENTS TO THE STANDARD SPECIFICATIONS- Continued

| Wear and Degradation) for the recycled concrete aggregate is required. |
| Acceptance Requirements | Certification of toxicity characteristics in accordance with Section 9-03.21(1) is required. Field acceptance testing in accordance with Section 3-04 is required. Provide certification in accordance with WSDOT QC 10 for every lot. A lot shall be no larger than 10,000 tons. |
| Approved to provide the following Aggregate Materials: | Tier 1 aggregate materials 9-03.1 Coarse Aggregate for Commercial Concrete or Concrete class 3000 9-03.9(1) Ballast 9-03.9(2) Permeable Ballast 9-03.9(3) Crushed Surfacing 9-03.12(1)A Gravel Backfill for Foundations Class A |

1 For Reclamation Facilities that do not participate in Tier 2 and Tier 3, approval of recycled concrete aggregate will be in accordance with Section 9-03.21(1), and acceptance will be in accordance with Section 3-04.

2 9-03.21(1)E Table on Maximum Allowable percent (By Weight) of Recycled Material
   “Portland Cement” is deleted from the first two rows in the table.
   The following new row is inserted after the second row:

   | Coarse Aggregate for Concrete Pavement | 9-03.1(4) | 0 | 100 | 0 | 0 |

3 The first column of the fourth row (after the preceding Amendment is applied) is revised to read:

4 Coarse Aggregate for Commercial Concrete and Class 3000 Concrete

5 Section 9-04, Joint and Crack Sealing Materials

6 January 7, 2019

7 This section’s title is revised to read:

8 Joint Sealing Materials

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AMENDMENTS TO THE STANDARD SPECIFICATIONS - Continued

9-04.1(2) Premolded Joint Filler for Expansion Joints
In this section, each reference to “AASHTO T 42” is revised to read “ASTM D 545”.

9-04.2(1)A1 Hot Poured Sealant for Cement Concrete Pavement
This section is supplemented with the following:

Hot poured sealant for cement concrete pavement is acceptable for installations in joints where cement concrete pavement abuts a bituminous pavement.

9-04.2(1)A2 Hot Poured Sealant for Bituminous Pavement
This section is supplemented with the following:

Hot poured sealant for bituminous pavement is acceptable for installations in joints where cement concrete pavement abuts a bituminous pavement.

9-04.2(1)B Sand Slurry for Bituminous Pavement
Item number 2 of the first paragraph is revised to read:

2. Two percent portland cement or blended hydraulic cement, and

9-04.3 Joint Mortar
The first paragraph is revised to read:

Mortar for hand mortared joints shall conform to Section 9-20.4(3) and consist of one part portland cement or blended hydraulic cement, three parts fine sand, and sufficient water to allow proper workability.

9-04.5 Flexible Plastic Gaskets
In the table, the Test Method value for Specific Gravity at 77°F is revised to read “ASTM D71”.

In the table, the Test Method value for Flash Point COC, F is revised to read “ASTM D93 REV A”.

In the table, the Test Method value for Volatile Matter is revised to read “ASTM D6”.

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AMENDMENTS TO THE STANDARD SPECIFICATIONS- Continued

Section 9-05, Drainage Structures and Culverts
January 7, 2019

9-05.3(1)A End Design and Joints
The second sentence of the first paragraph is revised to read:

The joints and gasket material shall meet the requirements of ASTM C990.

9-05.3(1)C Age at Shipment
The last sentence of the first paragraph is revised to read:

Unless it is tested and accepted at an earlier age, it shall not be considered ready for shipment sooner than 28 days after manufacture when made with Type II portland cement or blended hydraulic cement, nor sooner than 7 days when made with Type III portland cement.

9-05.7(3) Concrete Storm Sewer Pipe Joints
The second sentence is revised to read:

The joints and gasket material shall meet the requirements of ASTM C990.

9-05.7(4)A Hydrostatic Pressure on Pipes in Straight Alignment
The first sentence is revised to read:

Hydrostatic pressure tests on pipes in straight alignment shall be made in accordance with the procedure outlined in Section 10 of ASTM C990, except that they shall be performed on an assembly consisting of not less than three nor more than five pipe sections selected from stock by the Engineer and assembled in accordance with standard installation instructions issued by the manufacturer.

9-05.24(1) Polypropylene Culvert Pipe and Storm Sewer Pipe
This section is revised to read:

Polypropylene culvert and storm sewer pipe shall conform to the following requirements:

1. For dual wall pipe sizes up to 60 inches: ASTM F2881 or AASHTO M 330, Type S or Type D.
2. For double or triple wall pipe sizes up to 60 inches: ASTM F2764.
3. Fittings shall be factory welded, injection molded, or PVC.
AMENDMENTS TO THE STANDARD SPECIFICATIONS- Continued

9-05.24(2) Polypropylene Sanitary Sewer Pipe
This section is revised to read:

Polypropylene sanitary sewer pipe shall conform to the following requirements:

1. For pipe sizes up to 60 inches: ASTM F2764.
2. Fittings shall be factory welded, injection molded, or PVC.

Section 9-06, Structural Steel and Related Materials
January 7, 2019

9-06.5 Bolts
This section’s title is revised to read:

Bolts and Rods

9-06.5(4) Anchor Bolts
This section, including title, is revised to read:

9-06.5(4) Anchor Bolts and Anchor Rods
Anchor bolts and anchor rods shall meet the requirements of ASTM F1554 and, unless otherwise specified, shall be Grade 105 and shall conform to Supplemental Requirements S2, S3, and S4.

Nuts for ASTM F1554 Grade 105 black anchor bolts and anchor rods shall conform to ASTM A563, Grade D or DH. Nuts for ASTM F1554 Grade 105 galvanized anchor bolts and anchor rods shall conform to either ASTM A563, Grade DH, or AASHTO M292, Grade 2H, and shall conform to the overtapping, lubrication, and rotational testing requirements in Section 9-06.5(3). Nuts for ASTM F1554 Grade 36 or 55 black or galvanized anchor bolts and anchor rods shall conform to ASTM A563, Grade A or DH. Washers shall conform to ASTM F436.

The bolts and rods shall be tested by the manufacturer in accordance with the requirements of the pertinent Specification and as specified in these Specifications. Anchor bolts, anchor rods, nuts, and washers shall be inspected prior to shipping to the project site. The Contractor shall submit to the Engineer for acceptance a Manufacturer’s Certificate of Compliance for the anchor bolts, anchor rods, nuts, and washers, as defined in Section 1-
06.3. If the Engineer deems it appropriate, the Contractor shall provide a sample of the anchor bolt, anchor rod, nut, and washer for testing.

All bolts, rods, nuts, and washers shall be marked and identified as required in the pertinent Specification.

9-06.15 Welded Shear Connectors
The third paragraph is revised to read:

Mechanical properties shall be determined in accordance with AASHTO T244.

9-06.17 Noise Barrier Wall Access Door
Access door frames shall be formed of 14-gauge steel to the size and dimensions shown in the Plans. The access door frame head and jamb members shall be mitered, securely welded, and ground smooth. Each head shall have two anchors and each jamb shall have three anchors. The hinges shall be reinforced with ¼-inch by 12-inch plate, width equal to the full inside width of the frame.

Access doors shall be full flush 1-¾-inch thick seamless doors with a polystyrene core. Door faces shall be constructed with smooth seamless 14-gauge roller-levered, cold-rolled steel sheet conforming to ASTM A 792 Type SS, Grade 33 minimum, Coating Designation AZ55 minimum. The vertical edges shall be neat interlocked hemmed edge seam. The top and bottom of the door shall be enclosed with 14-gauge channels. Mortise and reinforcement for locks and hinges shall be 10-gauge steel. Welded top cap shall be ground and filled for exterior applications. The bottom channel shall have weep holes.

Each access door shall have three hinges. Access door hinges shall be ASTM A 276 Type 316 stainless steel, 4-½-inches square, with stainless steel ball bearing and non-removable pins.

Each access door shall have two pull plates. The pull plates shall be ASTM A 240 Type 316 stainless steel, with a grip handle of one-inch diameter and 8 to 10-inches in length.

The door assembly shall be fabricated and assembled as a complete unit including all hardware specified prior to shipment.
9-06.18  Metal Bridge Railing
The second sentence of the first paragraph is revised to read:

Steel used for metal railings, when galvanized after fabrication in accordance with AASHTO M111, shall have a controlled silicon content of either 0.00 to 0.06 percent or 0.15 to 0.25 percent.

Section 9-07, Reinforcing Steel
January 7, 2019

9-07.5(1)  Epoxy-Coated Dowel Bars (for Cement Concrete Rehabilitation)
This section (including title) is revised to read:

9-07.5(1)  Dowel Bars for Cement Concrete Pavement Rehabilitation
Dowel bars for Cement Concrete Pavement Rehabilitation shall be 1½ inch outside diameter plain round steel bars or tubular bars 18 inches in length and meet the requirements of one of the following dowel bar types:

1. Epoxy-coated dowel bars shall be round plain steel bars of the dimensions shown in the Standard Plans. They shall conform to AASHTO M31, Grade 60 or ASTM A615, Grade 60 and shall be coated in accordance with ASTM A1078 Type 2 coating, except that the bars may be cut to length after being coated. Cut ends shall be coated in accordance with ASTM A1078 with a patching material that is compatible with the coating, inert in concrete and recommended by the coating manufacturer. The thickness of the epoxy coating shall be 10 mils plus or minus 2 mils. The Contractor shall furnish a written certification that properly identifies the coating material, the number of each batch of coating material used, quantity represented, date of manufacture, name and address of manufacturer, and a statement that the supplied coating material meets the requirements of ASTM A1078 Type 2 coating. Patching material, compatible with the coating material and inert in concrete and recommended by the manufacturer shall be supplied with each shipment for field repairs by the Contractor.

2. ASTM A513 steel tubes made from Grade 60 Carbon Steel Tube with a 1.625 inch outside diameter and a 0.120 inch wall thickness. Both the inside and outside of the tube shall be zinc coated with G40 galvanizing in accordance with ASTM A653. Following zinc coating the tubes shall be coated in accordance with Section 9-07.5(1) item
AMENDMENTS TO THE STANDARD SPECIFICATIONS- Continued

1. The ends of the tube shall be capped to prevent intrusion of concrete or other materials.

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

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

Corrosion resistant dowel bars shall be 1½ inch outside diameter plain round steel bars or tubular bars 18 inches in length and meet the requirements of one of the following:

Item number 4 and 5 of the first paragraph are revised to read:

4. Corrosion-resistant, low-carbon, chromium plain steel bars for concrete reinforcement meeting all the requirements of ASTM A 1035 Alloy Type CS Grade 100 or Alloy Type CS Grade 120.

5. Zinc Clad dowel bars shall be 1½ inch solid bars or 1.625 inch outside diameter by 0.120 inch wall tubular bars meeting the chemical and physical properties of AASHTO M 31, Grade 60, or AASHTO M 255, Grade 60. The bars shall have a minimum of 0.035 inches A710 Zinc alloy clad to the plain steel inner bar or tube. A710 Zinc shall be composed of: zinc: 99.5 percent, by weight, minimum; copper: 0.1-0.25 percent, by weight; and iron: 0.0020 percent, by weight, maximum. Each end of tubular bars shall be plugged using a snug-fitting insert to prohibit any intrusion of concrete or other materials.

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

6. Multicoated fusion bonded epoxy bars shall consist of an ASTM A615 bar with alternating layers of ASTM A934 coating and an abrasion resistant overcoat (ARO). The ASTM A934 coating shall form the base and there shall be two layers of each coating material. The minimum thickness of the combined layers of the ASTM A934 coating and ARO coating shall be 20 mils. The ARO shall meet the following requirements:

<table>
<thead>
<tr>
<th>Test</th>
<th>Method</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gouge Resistance</td>
<td>NACE TM0215, 30 kg wt., LS-1 bit @ 25°C</td>
<td>&lt; 0.22 mm</td>
</tr>
<tr>
<td>Gouge Resistance</td>
<td>NACE TM0215, 50 kg wt., LS-1 bit @ 25°C</td>
<td>&lt; 0.44 mm</td>
</tr>
</tbody>
</table>

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7. ASTM A513 steel tubes made from Grade 60 Carbon Steel Tube with a 1.625 inch outside diameter and a 0.120 inch wall thickness. Both the inside and outside of the tube shall be zinc coated with G90 galvanizing in accordance with ASTM A653. Following zinc coating the tubes shall be coated in accordance with Section 9-07.5(1) item 1. The ends of the tube shall be capped to prevent intrusion of concrete or other materials.

The last paragraph is revised to read:

Stainless Steel Clad and Stainless Steel Tube Dowel bar ends shall be sealed with a patching material (primer and finish coat) used for patching epoxy-coated reinforcing steel as required in Section 9-07.3, item 6.

9-07.7 Wire Mesh
This section is supplemented with the following:

Welded wire manufacturers shall participate in the NTPEP Audit Program for Reinforcing Steel (rebar) Manufacturers and shall be listed on the NTPEP audit program website displaying that they are NTPEP compliant.

Section 9-08, Paints and Related Materials
January 7, 2019

9-08.1(1) Description
The first sentence is revised to read:

Paint used for highway and bridge structure applications shall be made from materials meeting the requirements of the applicable Federal and State Paint Specifications, Department of Defense (DOD), American Society of Testing of Materials (ASTM), and The Society for Protective Coatings (SSPC) specifications in effect at time of manufacture.

9-08.1(2) Paint Types
This section is supplemented with the following new subsections:

9-08.1(2)M NEPCOAT Qualified Products List A
Qualified products used shall be part of a NEPCOAT system supplied by the same manufacturer.

9-08.1(2)N NEPCOAT Qualified Products List B
Qualified products used shall be part of a NEPCOAT system supplied by the same manufacturer.
9-08.1(2)D Organic Zinc-Rich Primer
This section, including title, is revised to read:

Vacant

9-08.1(2)E Epoxy Polyamide
This section is revised to read:

Epoxy polyamide shall be a two-component system conforming to MIL-DTL-24441 or SSPC Coating Standard No. 42.

9-08.1(2)H Top Coat, Single-Component, Moisture-Cured Polyurethane
This section is revised to read:

Vehicle Type: Moisture-cured aliphatic polyurethane.

Color and Gloss: Meet the SAE AMS Standard 595 Color as specified in the table below.

The Top Coat shall meet the following requirements:

- The resin shall be an aliphatic urethane.
- Minimum-volume solids 50 percent.
- The top coat shall be semi-gloss.

<table>
<thead>
<tr>
<th>Color</th>
<th>Semi-Gloss</th>
</tr>
</thead>
<tbody>
<tr>
<td>Washington Gray</td>
<td>26357</td>
</tr>
<tr>
<td>Mt. Baker Gray</td>
<td>26134</td>
</tr>
<tr>
<td>Mt. St. Helens Gray</td>
<td>26306</td>
</tr>
<tr>
<td>Cascade Green</td>
<td>24158</td>
</tr>
</tbody>
</table>

9-08.1(2)I Rust-Penetrating Sealer
This section is revised to read:

Rust-penetrating sealer shall be a two-component, chemically-cured, 100 percent solids epoxy.

9-08.1(2)J Black Enamel
This section is revised to read:
The enamel shall conform to Federal Specification MIL PRF 24635E Type II Class 2.

9-08.1(2)K Orange Equipment Enamel
The first paragraph is revised to read:

The enamel shall be an alkyd gloss enamel conforming to Federal Specification MIL-PRF-24635E Type II Class 1. The color, when dry, shall match that of SAE AMS Standard 595, color number 12246.

9-08.1(2)L Exterior Acrylic Latex Paint-White
The first paragraph is revised to read:

This paint shall conform to Federal Specification MIL-PRF-24635E Type II Class 1, 2 or 3.

9-08.1(7) Acceptance
This section is revised to read:

For projects with moisture-cured polyurethane quantities less than 20 gallons, acceptance will be by the Manufacturer’s Certificate of Compliance.

For projects with moisture-cured polyurethane quantities greater than 20 gallons, the product shall be listed in the current WSDOT Qualified Products List (QPL). If the lot number is listed on the QPL, it may be accepted without additional testing. If the lot number is not listed on the QPL, a 1 quart sample shall be submitted to the State Materials Laboratory for testing and acceptance.

For all other paint types, acceptance will be based on visual inspection.

9-08.1(8) Standard Colors
In the first paragraph, the reference to “Federal Standard 595” is revised to read “SAE AMS Standard 595”.

The second paragraph is revised to read:

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

9-08.2 Powder Coating Materials for Coating Galvanized Surfaces
The last paragraph is revised to read:

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AMENDMENTS TO THE STANDARD SPECIFICATIONS- Continued

Repair materials shall be as recommended by the powder coating manufacturer and as specified in the Contractor’s powder coating plan as accepted by the Engineer.

9-08.3 Pigmented Sealer Materials for Coating of Concrete Surfaces

This section, including title, is revised to read:

9-08.3 Concrete Surface Treatments

9-08.3(1) Pigmented Sealer Materials

The pigmented sealer shall be a semi-opaque, colored toner containing only methyl methacrylate-ethyl acrylate copolymer resins, toning pigments suspended in solution at all times by a chemical suspension agent, and solvent. Toning pigments shall be laminar silicates, titanium dioxide, and inorganic oxides only. There shall be no settling or color variation. Tinting shall occur at the factory at the time of manufacture and placement in containers, prior to initial shipment. Use of vegetable or marine oils, paraffin materials, stearates, or organic pigments in any part of coating formulation will not be permitted. The color of pigmented sealer shall be as specified by the Contracting Agency. The Contractor shall submit a 1-quart wet sample, a drawdown color sample, and spectrophotometer or colorimeter readings taken in accordance with ASTM D2244, for each batch and corresponding standard color card. The calculated Delta E shall not exceed 1.5 from the Commission Internationale de l’Eclairage (CIELAB) when measured at 10 degrees Standard Observer and Illuminant D 65.

The 1-quart wet sample shall be submitted in the manufacturer’s labeled container with product number, batch number, and size of batch. The companion drawdown color sample shall be labeled with the product number, batch number, and size of batch. The Contractor shall submit the specified samples and readings to the Engineer at least 14 calendar days prior to the scheduled application of the sealer. The Contractor shall not begin applying pigmented sealer until receiving the Engineer’s written approval of the pigmented sealer color samples.

9-08.3(2) Exposed Aggregate Concrete Coatings and Sealers

9-08.3(2)A Retardant Coating

Retardant coating shall exhibit the following properties:

1. Retards the set of the surface mortar of the concrete without preventing the concrete to reach the specified 28 day compressive strength.
2. Leaves the aggregate with its original color and luster, and firmly embedded in the concrete matrix.

3. Allows the removal of the surface mortar in accordance with the methods specified in Section 6-02.3(14)E without the use of acidic washing compounds.

4. Allows for uniform removal of the surface mortar.

If the Contractor proposes use of a retardant coating that is not listed in the current WSDOT QPL, the Contractor shall submit a Type 2 Working Drawing consisting of a one quart product sample from a current lot along with supporting product information, Safety Data Sheet, and a Manufacturer’s Certificate of Compliance stating that the product conforms to the above performance requirements.

9-08.3(2)B Clear Sealer
The sealer for concrete surfaces with exposed aggregate finish shall be a clear, non-gloss, penetrating sealer of either a silane, siloxane, or silicone based formulation.

9-08.3(3) Permeon Treatment
Permeon treatment shall be a product of known consistent performance in producing the SAE AMS Standard 595 Color No. 30219 target color hue established by WSDOT, either selected from the WSDOT Qualified Products List (QPL), or an equivalent product accepted by the Engineer. For acceptance of products not listed in the current WSDOT QPL, the Contractor shall submit Type 3 Working Drawings consisting of a one quart product sample from a current lot, supporting product information and a Safety Data Sheet.

Section 9-13, Riprap, Quarry Spalls, Slope Protection, and Rock for Erosion and Scour Protection and Rock Walls
April 2, 2018

9-13.1(1) General
The last paragraph is revised to read:

Riprap and quarry spalls shall be free from segregation, seams, cracks, and other defects tending to destroy its resistance to weather and shall meet the following test requirements:

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9-13.5 Concrete Slope Protection
This section is revised to read:

Concrete slope protection shall consist of reinforced portland cement or blended hydraulic cement concrete poured or pneumatically placed upon the slope with a rustication joint pattern or semi-open concrete masonry units placed upon the slope closely adjoining each other.

9-13.5(2) Poured Portland Cement Concrete Slope Protection
This section’s title is revised to read:

Poured Portland Cement or Blended Hydraulic Cement Concrete Slope Protection

9-13.5(3) Pneumatically Placed Portland Cement Concrete Slope Protection
This section’s title is revised to read:

Pneumatically Placed Portland Cement or Blended Hydraulic Cement Concrete Slope Protection

The first paragraph is revised to read:

Cement – This material shall be portland cement or blended hydraulic cement as specified in Section 9-01.

9-13.7(1) Rock for Rock Walls and Chinking Material
The first paragraph (up until the colon) is revised to read:

Rock for rock walls and chinking material shall be hard, sound and durable material,
free from seams, cracks, and other defects tending to destroy its resistance to weather,
and shall meet the following test requirements:

9-14.AP9
Section 9-14, Erosion Control and Roadside Planting
August 6, 2018

9-14.4(2) Hydraulically Applied Erosion Control Products (HECPs)
In Table 1, the last four rows are deleted.

9-14.4(2)A Long-Term Mulch
The first paragraph is supplemented with the following:

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AMENDMENTS TO THE STANDARD SPECIFICATIONS- Continued

1 Products containing cellulose fiber produced from paper or paper components will not be accepted.

5 Table 2 is supplemented with the following new rows:

<table>
<thead>
<tr>
<th></th>
<th>ASTM D 7367</th>
<th>800 percent minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water Holding Capacity</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Organic Matter Content</td>
<td>AASHTO T 267</td>
<td>90 percent minimum</td>
</tr>
<tr>
<td>Seed Germination Enhancement</td>
<td>ASTM D 7322</td>
<td>Long Term 420 percent minimum</td>
</tr>
</tbody>
</table>

9-14.4(2)B Moderate-Term Mulch
This section is revised to read:

Within 48 hours of application, the Moderate-Term Mulch shall bond with the soil surface to create a continuous, absorbent, flexible, erosion-resistant blanket. Moderate-Term Mulch shall effectively perform the intended erosion control function in accordance with Section 8-01.3(1) for a minimum of 3 months, or until temporary vegetation has been established, whichever comes first.

Moderate-Term Mulch shall not be used in conjunction with permanent seeding.

9-14.4(2)C Short-Term Mulch
This section is revised to read:

Short-Term Mulch shall effectively perform the intended erosion control function in accordance with Section 8-01.3(1) for a minimum of 2 months, or until temporary vegetation has been established, whichever comes first. Short-Term Mulch shall not be used in conjunction with permanent seeding.

Section 9-16, Fence and Guardrail
August 6, 2018

9-16.3(1) Rail Element
The last sentence of the first paragraph is revised to read:

All rail elements shall be formed from 12-gage steel except for thrie beam reducer sections, reduced length thrie beam rail elements, thrie beams used for bridge rail retrofits, and Design F end sections, which shall be formed from 10-gage steel.

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9-16.3(5) Anchors
The last paragraph is revised to read:

Cement grout shall conform to Section 9-20.3(4) and consist of one part portland cement or blended hydraulic cement and two parts sand.

Section 9-18, Precast Traffic Curb
April 2, 2018

9-18.1(1) Aggregates and Proportioning
Item number 1 of the first paragraph is revised to read:

1. Portland cement or blended hydraulic cement shall conform to the requirements of Section 9-01 except that it may be Type I portland cement conforming to AASHTO M 85.

Section 9-20, Concrete Patching Material, Grout, and Mortar
January 7, 2019

9-20.1 Patching Material
This section, including title, is revised to read:

9-20.1 Patching Material for Cement Concrete Pavement
Concrete patching material shall be prepackaged mortar extended with aggregate. The amount of aggregate for extension shall conform to the manufacturer’s recommendation.

Patching mortar and patching mortar extended with aggregate shall contain cementitious material and conform to Sections 9-20.1(1) and 9-20.1(2). The manufacturer shall use the services of a laboratory that has an equipment calibration verification system and a technician training and evaluation process in accordance with AASHTO R 18 to perform all tests specified in Section 9-20.1.

9-20.1(1) Patching Mortar
Patching mortar shall conform to the following requirements:

<table>
<thead>
<tr>
<th>Compressive Strength</th>
<th>ASTM Test Method</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>at 3 hours</td>
<td>C 39</td>
<td>Minimum 3,000 psi</td>
</tr>
<tr>
<td>at 24 hours</td>
<td>C 39</td>
<td>Minimum 5,000 psi</td>
</tr>
<tr>
<td>Length Change</td>
<td></td>
<td></td>
</tr>
<tr>
<td>at 28 days</td>
<td>C 157</td>
<td>0.15 percent maximum</td>
</tr>
</tbody>
</table>
### AMENDMENTS TO THE STANDARD SPECIFICATIONS - Continued

<table>
<thead>
<tr>
<th>Total Chloride Ion Content</th>
<th>C 1218</th>
<th>1 lb/yd³ maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bond Strength</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>at 24 hours</td>
<td>C 882  (As modified by C 928, Section 9.5)</td>
<td>Minimum 1,000 psi</td>
</tr>
<tr>
<td>Scaling Resistance (at 25 cycles of freezing and thawing)</td>
<td>C 672 (As modified by C 928, Section 9.4)</td>
<td>1 lb/ft² maximum</td>
</tr>
</tbody>
</table>

#### 9-20.1(2) Patching Mortar Extended with Aggregate

Patching mortar extended with aggregate shall meet the following requirements:

<table>
<thead>
<tr>
<th>Compressive Strength</th>
<th>ASTM Test Method</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>at 3 hours</td>
<td>C 39</td>
<td>Minimum 3,000 psi</td>
</tr>
<tr>
<td>at 24 hours</td>
<td>C 39</td>
<td>Minimum 5,000 psi</td>
</tr>
<tr>
<td><strong>Length Change</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>at 28 days</td>
<td>C 157</td>
<td>0.15 percent maximum</td>
</tr>
<tr>
<td><strong>Bond Strength</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>at 24 hours</td>
<td>C 882 (As modified by ASTM C928, Section 9.5)</td>
<td>Minimum 1,000 psi</td>
</tr>
<tr>
<td>Scaling Resistance (at 25 cycles of freezing and thawing)</td>
<td>C 672</td>
<td>2 Maximum Visual Rating</td>
</tr>
<tr>
<td>Freeze thaw</td>
<td>C 666</td>
<td>Maximum expansion 0.10% Minimum durability 90.0%</td>
</tr>
</tbody>
</table>

#### 9-20.1(3) Aggregate

Aggregate used to extend the patching mortar shall conform to Section 9-03.1(4) and be AASHTO Grading No. 8. A Manufacturer’s Certificate of Compliance shall be submitted showing the aggregate source and the gradation. Mitigation for Alkali Silica Reaction (ASR) will not be required for the extender aggregate used for concrete patching material.

#### 9-20.1(4) Water

Water shall meet the requirements of Section 9-25.1. The quantity of water shall be within the limits recommended by the repair material manufacturer.

#### 9-20.2 Specifications

This section, including title, is revised to read:

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9-20.2 Patching Material for Concrete Structure Repair
Concrete patching material shall be a prepackaged mixture of portland or blended hydraulic cement, aggregate, and admixtures. Fly ash, ground granulated blast furnace slag and microsilica fume may be used. The concrete patching material may be shrinkage compensated. The concrete patching material shall also meet the following requirements:

- Compressive strength of 6000 psi or higher at 28 days in accordance with AASHTO T 22 (ASTM C 39), unless noted otherwise
- Bond strength of 250 psi or higher at 28 days or less in accordance with ASTM C 1583 or ICRI 210.3R
- Shrinkage shall be 0.05 percent (500 microstrain) or lower at 28 days in accordance with AASHTO T 160 (ASTM C 157) as modified by ICRI 320.3R
- Permeability shall be 2,000 coulombs or lower at 28 days in accordance with AASHTO T 277 (ASTM C 1202)
- Freeze-thaw resistance shall have a durability factor of 90 percent or higher after a minimum of 300 cycles in accordance with AASHTO T 161 Procedure A (ASTM C 666)
- Soluble chloride ion limits in Section 6-02.3(2) shall be satisfied

9-20.2(1) Patching Mortar
This section, including title, is deleted in its entirety.

9-20.2(2) Patching Mortar Extended with Aggregate
This section, including title, is deleted in its entirety.

9-20.3(3) Grout Type 3 for Unconfined Bearing Pad Applications
This section is revised to read:

Grout Type 3 shall be a prepackaged material that does not include expansive admixtures meeting the following requirements:

- Compressive strength shall be 4000 psi or higher at 28 days in accordance with AASHTO T 22 (ASTM C 39) for grout extended with coarse aggregate or AASHTO T 106 (ASTM C 109) otherwise.

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- Bond strength shall meet one of the following:
  - 250 psi or higher at 28 days or less in accordance with ASTM C1583.
  - 2000 psi or higher at 28 days or less in accordance with ASTM C882. The following modification to ASTM C882 is acceptable: use Type 3 Grout in lieu of epoxy resin base bonding system and freshly mixed portland-cement mortar in the procedure for testing Type II and V systems.

- Drying shrinkage shall be 0.08 percent (800 microstrain) or lower at 28 days in accordance with AASHTO T 160 (ASTM C157). The following modification to AASHTO T 160 is acceptable: use a standard specimen size of 3 x 3 x 11-¼ inches.

9-20.5 Bridge Deck Repair Material
Item number 3 of the first paragraph is revised to read:

3. Permeability of less than 2,000 coulombs at 28-days or more in accordance with AASHTO T 277.

Section 9-21, Raised Pavement Markers (RPM)
January 2, 2018

9-21.2 Raised Pavement Markers Type 2
This section’s content is deleted.

9-21.2(1) Physical Properties
This section, including title, is revised to read:

9-21.2(1) Standard Raised Pavement Markers Type 2
The marker housing shall contain reflective faces as shown in the Plans to reflect incident light from either a single or opposite directions and meet the requirements of ASTM D 4280 including Flexural strength requirements.

9-21.2(2) Optical Requirements
This section, including title, is revised to read:

9-21.2(2) Abrasion Resistant Raised Markers Type 2
Abrasion Resistant Raised Markers Type 2 shall comply with Section 9-21.2(1) and meet the requirements of ASTM D 4280 with the following additional requirement: The coefficient of luminous intensity of the markers

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shall be measured after subjecting the entire lens surface to the test described in ASTM D 4280 Section 9.5 using a sand drop apparatus. After the exposure described above, retroreflected values shall not be less than 0.5 times a nominal unblemished sample.

9-21.2(3) Strength Requirements
This section is deleted in its entirety.

Section 9-26, Epoxy Resins
January 7, 2019

9-26.1(1) General
The following new sentence is inserted after the first sentence of the first paragraph:

For pre-packaged cartridge kits, the epoxy bonding agent shall meet the requirements of ASTM C881 when mixed according to manufacturer instructions, utilizing the manufacturer’s mixing nozzle.

9-26.1(2) Packaging and Marking
The first sentence of the first paragraph is revised to read:

The components of the epoxy system furnished under these Specifications shall be supplied in separate containers or pre-packaged cartridge kits that are non-reactive with the materials contained.

The second paragraph is revised to read:

Separate containers shall be marked by permanent marking that identify the formulator, “Component A” (contains the Epoxy Resin) and “Component B” (Contains the Curing Agent), type, grade, class, lot or batch number, mixing instructions and the quantity contained in pounds or gallons as defined by these Specifications.

The following new paragraph is inserted after the second paragraph:

Pre-packaged cartridge kits shall be marked by permanent marking that identify the formulator, type, grade, class, lot or batch number, mixing instructions and the quantity contained in ounces or milliliters as defined by these Specifications.
Section 9-28, Signing Materials and Fabrication

April 2, 2018

9-28.10 Vacant

This section, including title, is revised to read:

9-28.10 Digital Printing

Transparent and opaque durable inks used in digital printed sign messages shall be as recommended by the manufacturer. When properly applied, digital printed colors shall have a warranty life of the base retroreflective sign sheeting. Digital applied colors shall present a smooth surface, free from foreign material, and all messages and borders shall be clear and sharp.

Digital printed signs shall conform to 70% of the retroreflective minimum values established for its type and color. Digitally printed signs shall meet the daytime color and luminance, and nighttime color requirements of ASTM D 4956. No variations in color or overlapping of colors will be permitted. Digital printed permanent traffic signs shall have an integrated engineered match component clear protective overlay recommended by the sheeting manufacturer applied to the entire face of the sign. On Temporary construction/maintenance signs printed with black ink only, the protective overlay film is optional, as long as the finished sign has a warranty of a minimum of three years from sign sheeting manufacturer.

All digital printed traffic control signs shall be an integrated engineered match component system. The integrated engineered match component system shall consist of retroreflective sheeting, durable ink(s), and clear overlay film all from the same manufacturer applied to aluminum substrate conforming to Section 9-28.8.

The sign fabricator shall use an approved integrated engineered match component system as listed on the Qualified Products List (QPL). Each approved digital printer shall only use the compatible retroreflective sign sheeting manufacturer's engineered match component system products.

Each retroreflective sign sheeting manufacturer/integrated engineered match component system listed on the QPL shall certify a department approved sign fabricator is approved to operate their compatible digital printer. The sign fabricator shall re-certify annually with the retroreflective sign manufacturer to ensure their digital printer is still meeting manufacturer’s specifications for traffic control signs. Documentation of each re-certification shall be submitted to the QPL Engineer annually.
**9-28.11 Hardware**
The last paragraph is revised to read:

All steel parts shall be galvanized in accordance with AASHTO M111. Steel bolts and related connecting hardware shall be galvanized in accordance with ASTM F 2329.

**9-28.14(2) Steel Structures and Posts**
The first sentence of the third paragraph is revised to read:

Anchor rods for sign bridge and cantilever sign structure foundations shall conform to Section 9-06.5(4), including Supplemental Requirement S4 tested at -20°F.

The second sentence of the fourth paragraph, "AASHTO M232" is revised to read "ASTM F 2329".

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

Except as otherwise noted, steel used for sign structures and posts shall have a controlled silicon content of either 0.00 to 0.06 percent or 0.15 to 0.25 percent.

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

If such modifications are contemplated, the Contractor shall submit a Type 2 Working Drawing of the proposed modifications.

**Section 9-29, Illumination, Signal, Electrical**

**January 7, 2019**

**9-29.1 Conduit, Innerduct, and Outerduct**

This section is supplemented with the following new subsections:

**9-29.1(10) Pull Tape**

Pull tape shall be pre-lubricated polyester pulling tape. The pull tape shall have a minimum width of ½-inch and a minimum tensile strength of 500 pounds. Pull tape may have measurement marks.

**9-29.1(11) Foam Conduit Sealant**

Foam conduit sealant shall be self-expanding waterproof foam designed to prevent both water and pest intrusion. The foam shall be designed for use in
and around electrical equipment, including both insulated and bare conductors.

9-29.2(1) Junction Boxes
The first paragraph is revised to read:

For the purposes of this Specification concrete is defined as portland cement or blended hydraulic cement concrete and non-concrete is all others.

9-29.2(1)A2 Non-Concrete Junction Boxes
The first paragraph is revised to read:

Material for the non-concrete junction boxes shall be of a quality that will provide for a similar life expectancy as portland cement or blended hydraulic cement concrete in a direct burial application.

9-29.2(2)A Standard Duty Cable Vaults and Pull Boxes
In the table in the last paragraph, the fourth, fifth and sixth rows are revised to read:

<table>
<thead>
<tr>
<th>Slip Resistant Lid</th>
<th>ASTM A36 steel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frame</td>
<td>ASTM A36 steel</td>
</tr>
<tr>
<td>Slip Resistant Frame</td>
<td>ASTM A36 steel</td>
</tr>
</tbody>
</table>

9-29.3(2)A1 Single Conductor Current Carrying
This second sentence is revised to read:

Insulation shall be XLP (cross-linked polyethylene) or EPR (Ethylene Propylene Rubber), Type USE (Underground Service Entrance) or USE-2, and rated for 600-volts or higher.

9-29.6 Light and Signal Standards
In the first sentence of the third paragraph, “AASHTO M232” is revised to read “ASTM F 2329”.

Item number 2 of the last paragraph is revised to read:

2. The steel light and signal standard fabricator’s shop drawing submittal, including supporting design calculations, submitted as a Type 2E Working Drawing in accordance with Section 8-20.2(1) and the Special Provisions.
9-29.6(1) Steel Light and Signal Standards
In the second paragraph, "AASHTO M232" is revised to read "ASTM F 2329".
The first sentence of the last paragraph is revised to read:
Steel used for light and signal standards shall have a controlled silicon content of either 0.00 to 0.06 percent or 0.15 to 0.25 percent.

9-29.6(5) Foundation Hardware
In the last paragraph, "AASHTO M232" is revised to read “ASTM F 2329”.

9-29.10(1) Conventional Roadway Luminaires
This section is revised to read:
All conventional roadway luminaires shall meet 3G vibration requirements as described in ANSI C136.31.
All luminaires shall have housings fabricated from aluminum. The housing shall be painted flat gray, SAE AMS Standard 595 color chip No. 26280, unless otherwise specified in the Contract. Painted housings shall withstand a 1,000 hour salt spray test as specified in ASTM B117.
Each housing shall include a four bolt slip-fitter mount capable of accepting a nominal 2” tenon and adjustable within +/- 5 degrees of the axis of the tenon. The clamping bracket(s) and the cap screws shall not bottom out on the housing bosses when adjusted within the +/- 5 degree range. No part of the slipfitter mounting brackets on the luminaires shall develop a permanent set in excess of 0.2 inch when the cap screws used for mounting are tightened to a torque of 32 foot-pounds. Each luminaire shall include leveling reference points for both transverse and longitudinal adjustment.
All luminaires shall include shorting caps when shipped. The caps shall be removed and provided to the Contracting Agency when an alternate control device is required to be installed in the photocell socket. House side shields shall be included when required by the Contract. Order codes shall be modified to the minimum extent necessary to include the option for house side shields.

This section is supplemented with the following new subsections:

9-29.10(1)A High Pressure Sodium (HPS) Conventional Roadway Luminaires
HPS conventional roadway luminaires shall meet the following requirements:
1. General shape shall be “cobrahead” style, with flat glass lens and full cutoff optics.

2. Light pattern distribution shall be IES Type III.

3. The reflector of all luminaires shall be of a snap-in design or secured with screws. The reflector shall be polished aluminum or prismatic borosilicate glass.

4. Flat lenses shall be formed from heat resistant, high-impact, molded borosilicate or tempered glass.

5. The lens shall be mounted in a doorframe assembly, which shall be hinged to the luminaire and secured in the closed position to the luminaire by means of an automatic latch. The lens and doorframe assembly, when closed, shall exert pressure against a gasket seat. The lens shall not allow any light output above 90 degrees nadir. Gaskets shall be composed of material capable of withstanding the temperatures involved and shall be securely held in place.

6. The ballast shall be mounted on a separate exterior door, which shall be hinged to the luminaire and secured in the closed position to the luminaire housing by means of an automatic type of latch (a combination hex/slot stainless steel screw fastener may supplement the automatic-type latch).

7. Each luminaire shall be capable of accepting a 150, 200, 250, 310, or 400 watt lamp complete and associated ballast. Lamps shall mount horizontally.

9-29.10(1)B Light Emitting Diode (LED) Conventional Roadway Luminaires

LED Conventional Roadway Luminaires are divided into classes based on their equivalent High Pressure Sodium (HPS) luminaires. Current classes are 200W, 250W, 310W, and 400W. LED luminaires are required to be pre-approved in order to verify their photometric output. To be considered for pre-approval, LED luminaires must meet the requirements of this section.

LED luminaires shall include a removable access door, with tool-less entry, for access to electronic components and the terminal block. The access door shall be removable, but include positive retention such that it can hang freely without disconnecting from the luminaire housing. LED drivers may be
mounted either to the interior of the luminaire housing or to the removable door itself.

LED drivers shall be removable for user replacement. All internal modular components shall be connected by means of mechanical plug and socket type quick disconnects. Wire nuts may not be used for any purpose. All external electrical connections to the luminaire shall be made through the terminal block.

LED luminaires shall include a 7-pin NEMA photocell receptacle. The LED driver(s) shall be dimmable from ten volts to zero volts. LED output shall have a Correlated Color Temperature (CCT) of 4000K nominal (4000-4300K) and a Color Rendering Index (CRI) of 70 or greater. LED output shall be a minimum of 85% at 75,000 hours at 25 degrees Celsius.

LED luminaires shall be available for 120V, 240V, and 480V supply voltages. Voltages refer to the supply voltages to the luminaires present in the field. LED power usage shall not exceed the following maximum values for the applicable wattage class:

<table>
<thead>
<tr>
<th>Class</th>
<th>Max. Wattage</th>
</tr>
</thead>
<tbody>
<tr>
<td>200W</td>
<td>110W</td>
</tr>
<tr>
<td>250W</td>
<td>165W</td>
</tr>
<tr>
<td>310W</td>
<td>210W</td>
</tr>
<tr>
<td>400W</td>
<td>275W</td>
</tr>
</tbody>
</table>

Only one brand of LED conventional roadway luminaire may be used on a Contract. They do not necessarily have to be the same brand as any high-mast, underdeck, or wall-mount luminaires when those types of luminaires are specified in the Contract. LED luminaires shall include a standard 10 year manufacturer warranty.


9-29.10(2) Decorative Luminaires
This section, including title, is revised to read:

9-29.10(2) Vacant

9-29.12 Electrical Splice Materials
This section is supplemented with the following new subsections:

City of Mill Creek
Surface Water Aging Infrastructure (2019 Grade F Pipe Repairs)
Project No. 19-SW-01

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AMENDMENTS TO THE STANDARD SPECIFICATIONS- Continued

9-29.12(3) Splice Enclosures
9-29.12(3)A Heat Shrink Splice Enclosure
Heat shrink splice enclosures shall be medium or heavy wall cross-linked polyolefin, meeting the requirements of AMS-DTL-23053/15, with thermoplastic adhesive sealant. Heat shrink splices used for “wye” connections require rubber electrical mastic tape.

9-29.12(3)B Molded Splice Enclosure
Molded splice enclosures shall use epoxy resin in a clear rigid plastic mold. The material used shall be compatible with the insulation material of the insulated conductor or cable. The component materials of the resin insulation shall be packaged ready for convenient mixing without removing from the package.

9-29.12(4) Re-Enterable Splice Enclosure
Re-enterable splice enclosures shall use either dielectric grease or a flexible resin contained in a two-piece plastic mold. The mold shall either snap together or use stainless steel hose clamps.

9-29.12(5) Vinyl Electrical Tape for Splices
Vinyl electrical tape in splicing applications shall meet the requirements of MIL-I-24391C.

9-29.12(1) Illumination Circuit Splices
This section is revised to read:

Underground illumination circuit splices shall be solderless crimped connections capable of securely joining the wires, both mechanically and electrically, as defined in Section 8-20.3(8). Aerial illumination splices shall be solderless crimp connectors or split bolt vice-type connectors.

9-29.12(1)A Heat Shrink Splice Enclosure
This section is deleted in its entirety.

9-29.12(1)B Molded Splice Enclosure
This section is deleted in its entirety.

9-29.12(2) Traffic Signal Splice Material
This section is revised to read:

Induction loop splices and magnetometer splices shall use an uninsulated barrel-type crimped connector capable of being soldered.

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AMENDMENTS TO THE STANDARD SPECIFICATIONS- Continued

9-29.13(10)D Cabinets for Type 170E and 2070 Controllers
The first sentence of item number 4 is revised to read:
A disposable paper filter element with dimensions of 12" × 16" × 1" shall be provided in lieu of a metal filter.

Item number 6 is revised to read:
6. LED light strips shall be provided for cabinet lighting, powered from the Equipment breaker on the Power Distribution Assembly. Each LED light strip shall be approximately 12 inches long, have a minimum output of 320 lumens, and have a color temperature of 4100K (cool white) or higher. There shall be three light strips for each rack within the cabinet. Lighting shall be ceiling mounted – rack mounted lighting is not permitted. Light strips shall be installed in the locations shown in the Standard Plans. Lighting shall not interfere with the proper operation of any other ceiling mounted equipment. All lighting fixtures above a rack shall energize automatically when either door to that respective rack is opened. Each door switch shall be labeled “Light”.

Item number 7 is revised to read:
7. Rack mounted equipment shall be as shown in the Standard Plans. The cabinet shall use PDA #2LX and Output File #1LX. Where an Auxiliary Output File is required, Output File #2LX shall also be included.

This section is supplemented with the following new item:
9. The PCB connectors for Field Terminal Blocks FT1 through FT6 on Output Files #1LX and #2LX shall be capable of accepting minimum 14 AWG field wiring, have a pitch of 5.08 mm, and use screw flange type locking to secure the plug and socket connection. The sockets on the Field Terminal Panel shall be secured to the panel such that unplugging a connector will not result in the socket moving or separating from the panel.

9-29.13(11) Cabinets for Type 170E and 2070 Controllers
Item number 2 is revised to read:
2. Rack mounted equipment shall be as shown in the Standard Plans.

Item number 3 is revised to read:
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AMENDMENTS TO THE STANDARD SPECIFICATIONS- Continued

3. PDA #3LX shall be furnished with three Model 200 Load Switches installed. PDA #3LX shall be modified to include a second Model 430 transfer relay, mounted on the rear of the PDA and wired as shown in the Standard Plans.

9-29.13(12) ITS Cabinet
This section’s title is revised to read:

Type 331L ITS Cabinet

The first paragraph (excluding the numbered list) is revised to read:

Basic ITS cabinets shall be Model 331L Cabinets, unless otherwise specified in the Contract. Type 331L Cabinets shall be constructed in accordance with the TEES, with the following modifications:

Item number 6 of the first paragraph is revised to read:

6. LED light strips shall be provided for cabinet lighting, powered from the Equipment breaker on the Power Distribution Assembly. Each LED light strip shall be approximately 12 inches long, have a minimum output of 320 lumens, and have a color temperature of 4100K (cool white) or higher. There shall be three light strips for each rack within the cabinet. Lighting shall be ceiling mounted – rack mounted lighting is not permitted. Light strips shall be installed in the locations shown in the Standard Plans. Lighting shall not interfere with the proper operation of any other ceiling mounted equipment. All lighting fixtures above a rack shall energize automatically when either door to that respective rack is opened. Each door switch shall be labeled “Light”.

9-29.16(2)E Painting Signal Heads
In the first sentence, “Federal Standard 595” is revised to read “SAE AMS Standard 595”.

9-29.17 Signal Head Mounting Brackets and Fittings
In the first paragraph, item number 2 under Stainless Steel is revised to read:

2. Bands or cables for Type N mount.

9-29.20 Pedestrian Signals
In item 2C of the second paragraph, “Federal Standard 595” is revised to read “SAE AMS Standard 595”.

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9-29.24 Service Cabinets
The third sentence of item number 6 is revised to read:

The dead front cover shall have cutouts for the entire breaker array, with blank covers where no circuit breakers are installed.

Item number 8 is revised to read:

8. Lighting contactors shall meet the requirements of Section 9-29.24(2).

The last sentence of item number 10 is revised to read:

Dead front panels shall prevent access to any exposed, live components, and shall cover all equipment except for circuit breakers (including blank covers), the photocell test/bypass switch, and the GFCI receptacle.

9-29.24(2) Electrical Circuit Breakers and Contactors
This section is revised to read:

All circuit breakers shall be bolt-on type, with the RMS-symmetrical interrupting capacity described in this Section. Circuit breakers for 120/240/277 volt circuits shall be rated at 240 or 277 volts, as applicable, with an interrupting capacity of not less than 10,000 amperes. Circuit breakers for 480 volt circuits shall be rated at 480 volts, and shall have an interrupting capacity of not less than 14,000 amperes.

Lighting contactors shall be rated for tungsten or ballasted (such as sodium vapor, mercury vapor, metal halide, and fluorescent) lamp loads. Contactors for 120/240/277 volt circuits shall be rated at 240 volts maximum line to line voltage, or 277 volts maximum line to neutral voltage, as applicable. Contactors for 480 volt circuits shall be rated at 480 volt maximum line to line voltage.

9-33.AP9
Section 9-33, Construction Geosynthetic
August 6, 2018

9-33.4(1) Geosynthetic Material Approval
The second sentence of the first paragraph is revised to read:

If the geosynthetics material is not listed in the current WSDOT QPL, a Manufacturer’s Certificate of Compliance including Certified Test Reports of...
each proposed geosynthetic shall be submitted to the State Materials Laboratory in Tumwater for evaluation.

The last paragraph is revised to read:

Geosynthetics used as reinforcement in permanent geosynthetic retaining walls, reinforced slopes, reinforced embankments, and other geosynthetic reinforcement applications require proof of compliance with the National Transportation Product Evaluation Program (NTPEP) in accordance with AASHTO Standard Practice R 69, Standard Practice for Determination of Long-Term Strength for Geosynthetic Reinforcement.

Section 9-34, Pavement Marking Material
January 7, 2019

9-34.2(2) Color
The first sentence is revised to read:

Paint draw-downs shall be prepared according to ASTM D823.

Each reference to “Federal Standard 595” is revised to read “SAE AMS Standard 595”.

9-34.2(3) Prohibited Materials
This section is revised to read:

Traffic paint shall not contain mercury, lead, chromium, diarylide pigments, toluene, chlorinated solvents, hydrolysable chlorine derivatives, ethylene-based glycol ethers and their acetates, nor any other EPA hazardous waste material over the regulatory levels in accordance with CFR 40 Part 261.24.

9-34.2(5) Low VOC Waterborne Paint
The heading “Standard Waterborne Paint” is supplemented with “Type 1 and 2”.

The heading “High-Build Waterborne Paint” is supplemented with “Type 4”.

The heading “Cold Weather Waterborne Paint” is supplemented with “Type 5”.

In the row beginning with “° @90°F”, each minimum value is revised to read “60”.

In the row beginning with “Fineness of Grind, (Hegman Scale)”, each minimum value is revised to read “3”.

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The last four rows are replaced with the following:

<table>
<thead>
<tr>
<th>Vehicle Composition</th>
<th>ASTM D 2621</th>
<th>100% acrylic emulsion</th>
<th>100% cross-linking acrylic&lt;sup&gt;c&lt;/sup&gt;</th>
<th>100% acrylic emulsion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freeze-Thaw Stability, KU</td>
<td>ASTM D 2243 and D 562</td>
<td>@ 5 cycles show no coagulation or change in viscosity greater than ± 10 KU</td>
<td>@ 5 cycles show no coagulation or change in viscosity greater than ± 10 KU</td>
<td>@ 3 cycles show no coagulation or change in viscosity greater than ± 10 KU</td>
</tr>
<tr>
<td>Heat Stability</td>
<td>ASTM D 562</td>
<td>± 10 KU from the initial viscosity</td>
<td>± 10 KU from the initial viscosity</td>
<td>± 10 KU from the initial viscosity</td>
</tr>
<tr>
<td>Low Temperature Film Formation</td>
<td>ASTM D 2805&lt;sup&gt;a&lt;/sup&gt;</td>
<td>No Cracks&lt;sup&gt;*&lt;/sup&gt;</td>
<td>No Cracks&lt;sup&gt;*&lt;/sup&gt;</td>
<td>No Cracks&lt;sup&gt;*&lt;/sup&gt;</td>
</tr>
<tr>
<td>Cold Flexibility&lt;sup&gt;6&lt;/sup&gt;</td>
<td>ASTM D522</td>
<td>Pass at 0.5 in mandrel&lt;sup&gt;*&lt;/sup&gt;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Test Deck Durability&lt;sup&gt;6&lt;/sup&gt;</td>
<td>ASTM D913</td>
<td>≥70% paint retention in wheel track&lt;sup&gt;*&lt;/sup&gt;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mud Cracking</td>
<td>(See note 7)</td>
<td>No Cracks</td>
<td>No Cracks</td>
<td></td>
</tr>
</tbody>
</table>

After the preceding Amendments are applied, the following new column is inserted after the “Standard Waterborne Paint Type 1 and 2” column:

### Semi-Durable Waterborne Paint Type 3

<table>
<thead>
<tr>
<th>White</th>
<th>Yellow</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min.</td>
<td>Max.</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Within ± 0.3 of qualification sample</td>
<td></td>
</tr>
<tr>
<td>80</td>
<td>95</td>
</tr>
<tr>
<td>60</td>
<td>60</td>
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<tr>
<td>77</td>
<td>77</td>
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<tr>
<td>65</td>
<td>65</td>
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<tr>
<td>43</td>
<td>43</td>
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<tr>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>0.98</td>
<td>0.96</td>
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<tr>
<td>88</td>
<td>80</td>
</tr>
<tr>
<td>100&lt;sup&gt;a&lt;/sup&gt;</td>
<td>100&lt;sup&gt;a&lt;/sup&gt;</td>
</tr>
<tr>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>100% acrylic emulsion</td>
<td></td>
</tr>
<tr>
<td>@ 5 cycles show no coagulation or change in viscosity greater than ± 10 KU</td>
<td></td>
</tr>
<tr>
<td>± 10 KU from the initial viscosity</td>
<td></td>
</tr>
<tr>
<td>No Cracks</td>
<td></td>
</tr>
<tr>
<td>Pass at 0.25 in mandrel&lt;sup&gt;*&lt;/sup&gt;</td>
<td></td>
</tr>
<tr>
<td>≥70% paint retention in wheel track&lt;sup&gt;*&lt;/sup&gt;</td>
<td></td>
</tr>
<tr>
<td>No Cracks</td>
<td></td>
</tr>
</tbody>
</table>

The footnotes are supplemented with the following:

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Cross-linking acrylic shall meet the requirements of federal specification TT-P-1952F Section 3.1.1.

Cold Flexibility: The paint shall be applied to an aluminum panel at a wet film thickness of 15 mils and allowed to dry under ambient conditions (50±10% RH and 72±5 °F) for 24 hours. A cylindrical mandrel apparatus (in accordance with ASTM D522 method B) shall be put in a 40°F refrigerator when the paint is drawn down. After 24 hours, the aluminum panel with dry paint shall be put in the 40°F refrigerator with the mandrel apparatus for 2 hours. After 2 hours, the panel and test apparatus shall be removed and immediately tested to according to ASTM D522 to evaluate cold flexibility. Paint must show no evidence of cracking, chipping or flaking when bent 180 degrees over a mandrel bar of specified diameter.

NTPEP test deck, or a test deck conforming to ASTM D713, shall be conducted for a minimum of six months with the following additional requirements: it shall be applied at 15 wet mils to a test deck that is located at 40N latitude or higher with at least 10,000 ADT and which was applied during the months of September through November.

Paint is applied to an approximately 4"x12" aluminum panel using a drawdown bar with a 50 mil gap. The coated panel is allowed to dry under ambient conditions (50±10% RH and 72±5 °F) for 24 hours. Visual evaluation of the dry film shall reveal no cracks.

9-34.3 Plastic
In the first sentence of the last paragraph, “Federal Standard 595” is revised to read “SAE AMS Standard 595”.

9-34.3(2) Type B – Pre-Formed Fused Thermoplastic
In the last two paragraphs, each reference to “Federal Standard 595” is revised to read “SAE AMS Standard 595”.

9-34.3(4) Type D – Liquid Cold Applied Methyl Methacrylate
The Test Method value for Adhesion to PCC or HMA, psi is revised to read “ASTM D4541-1”.

9-34.4 Glass Beads for Pavement Marking Materials
In the Test Method column of the table titled Metal Concentration Limits, “EPA 3052 SW-846 6010C” is revised to read “EPA 3052 SW-846 6010D”.

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9-34.5(1) Temporary Pavement Marking Tape – Short Duration
This section, including title, is revised to read:

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

9-34.5(2) Temporary Pavement Marking Tape – Long Duration
This section’s title is revised to read:

Temporary Pavement Marking Tape – Long Duration (Non-Removable)
The first sentence is revised to read:

Temporary pavement marking tape for long duration (usage is for greater than two months and less than one year) shall conform to ASTM D4592 Type II.

ASTM E2176 is deleted from the second sentence.

9-34.7(1) Requirements
The first paragraph is revised to read:

Field performance evaluation is required for low VOC solvent-based paint per Section 9-34.2(4), Type A – liquid hot applied thermoplastic per Section 9-34.3(1), Type B – preformed fused thermoplastic per Section 9-34.3(2), Type C – cold applied preformed tape per Section 9-34.3(3), and Type D – liquid applied methyl methacrylate per Section 9-34.3(4).

The last paragraph is deleted.

9-34.7(1)C Auto No-Track Time
The first paragraph is revised to read:

Auto No-Track Time will only be required for low VOC solvent-based paint in accordance with Section 9-34.2(4).

The second and third sentences of the second paragraph are deleted.
## 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: 3/29/2019

<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>5D</td>
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<td>Brick Mason</td>
<td>Journey Level</td>
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<td>Pointer-Caulker-Cleaner</td>
<td>$57.32</td>
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<td>Bridge, Dock And Wharf</td>
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<td>Snohomish</td>
<td>Divers &amp; Tenders</td>
<td>Bell/Vehicle or Submersible Operator (Not Under Pressure)</td>
<td>$113.60</td>
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<td>Snohomish</td>
<td>Divers &amp; Tenders</td>
<td>Dive Supervisor/Master</td>
<td>$76.33</td>
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<td>Divers &amp; Tenders</td>
<td>Diver</td>
<td>$113.60</td>
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<td>4C</td>
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<td>Divers &amp; Tenders</td>
<td>Diver On Standby</td>
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<td>Diver Tender</td>
<td>$64.71</td>
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<td>Snohomish</td>
<td>Divers &amp; Tenders</td>
<td>Manifold Operator</td>
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<td>Divers &amp; Tenders</td>
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<td>Divers &amp; Tenders</td>
<td>Remote Operated Vehicle Operator/Technician</td>
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<p>| Snohomish | Divers &amp; Tenders | Remote Operated Vehicle Tender | $60.29 | 5A | 4C |
| Snohomish | Dredge Workers | Assistant Engineer | $56.44 | 5D | 3F |
| Snohomish | Dredge Workers | Assistant Mate (Deckhand) | $56.00 | 5D | 3F |
| Snohomish | Dredge Workers | Boatmen | $56.44 | 5D | 3F |
| Snohomish | Dredge Workers | Engineer Welder | $57.51 | 5D | 3F |
| Snohomish | Dredge Workers | Leverman, Hydraulic | $58.67 | 5D | 3F |
| Snohomish | Dredge Workers | Mates | $56.44 | 5D | 3F |
| Snohomish | Dredge Workers | Oiler | $56.00 | 5D | 3F |
| Snohomish | Drywall Applicator | Journey Level | $58.48 | 5D | 1H |
| Snohomish | Drywall Tapers | Journey Level | $59.32 | 5P | 1E |
| Snohomish | Electrical Fixture Maintenance Workers | Journey Level | $13.76 | 1 |
| Snohomish | Electricians - Inside | Cable Splicer | $71.52 | 7H | 1E |
| Snohomish | Electricians - Inside | Construction Stock Person | $34.97 | 7H | 1D |
| Snohomish | Electricians - Inside | Journey Level | $66.89 | 7H | 1E |
| Snohomish | Electricians - Motor Shop | Craftsman | $15.37 | 1 |
| Snohomish | Electricians - Motor Shop | Journey Level | $14.69 | 1 |
| Snohomish | Electricians - Powerline Construction | Cable Splicer | $79.60 | 5A | 4D |
| Snohomish | Electricians - Powerline Construction | Certified Line Welder | $72.98 | 5A | 4D |
| Snohomish | Electricians - Powerline Construction | Groundperson | $47.94 | 5A | 4D |
| Snohomish | Electricians - Powerline Construction | Heavy Line Equipment Operator | $72.98 | 5A | 4D |
| Snohomish | Electricians - Powerline Construction | Journey Level Lineperson | $72.98 | 5A | 4D |
| Snohomish | Electricians - Powerline Construction | Line Equipment Operator | $62.06 | 5A | 4D |
| Snohomish | Electricians - Powerline Construction | Meter Installer | $47.94 | 5A | 4D | 8W |
| Snohomish | Electricians - Powerline Construction | Pole Sprayer | $72.98 | 5A | 4D |
| Snohomish | Electricians - Powerline Construction | Powderperson | $54.55 | 5A | 4D |
| Snohomish | Electronic Technicians | Electronic Technicians Journey Level | $43.70 | 5B | 1B |
| Snohomish | Elevator Constructors | Mechanic | $94.22 | 7D | 4A |
| Snohomish | Elevator Constructors | Mechanic In Charge | $101.73 | 7D | 4A |
| Snohomish | Fabricated Precast Concrete Products | Journey Level | $13.50 | 1 |
| Snohomish | Fabricated Precast Concrete Products | Journey Level - In-Factory Work Only | $13.50 | 1 |
| Snohomish | Fence Erectors | Fence Erector | $41.45 | 7A | 3I |
| Snohomish | Fence Erectors | Fence Laborer | $41.45 | 7A | 3I |
| Snohomish | Flaggers | Journey Level | $41.45 | 7A | 3I |
| Snohomish | Glaziers | Journey Level | $64.56 | 7L | 1Y |</p>
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<thead>
<tr>
<th>Snohomish</th>
<th>Description</th>
<th>Level</th>
<th>Rate</th>
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<tbody>
<tr>
<td>Snohomish</td>
<td>Heat &amp; Frost Insulators And Asbestos Workers</td>
<td>Journeyman</td>
<td>$73.58</td>
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<tr>
<td>Snohomish</td>
<td>Heating Equipment Mechanics</td>
<td>Journey Level</td>
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<td>Snohomish</td>
<td>Hod Carriers &amp; Mason Tenders</td>
<td>Journey Level</td>
<td>$50.42</td>
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<tr>
<td>Snohomish</td>
<td>Industrial Power Vacuum Cleaner</td>
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<td>Snohomish</td>
<td>Inland Boatmen Boat Operator</td>
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<td>$61.41</td>
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<td>Snohomish</td>
<td>Inland Boatmen Cook</td>
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<td>Inland Boatmen Deckhand</td>
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<tr>
<td>Snohomish</td>
<td>Inland Boatmen Deckhand Engineer</td>
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<td>Snohomish</td>
<td>Inland Boatmen Launch Operator</td>
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<tr>
<td>Snohomish</td>
<td>Inland Boatmen Mate</td>
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<td>$57.31</td>
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<tr>
<td>Snohomish</td>
<td>Inspection/Cleaning/Sealing Of Sewer &amp; Water Systems By Remote Control Cleaner Operator, Foamer Operator</td>
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<td>$12.00</td>
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<tr>
<td>Snohomish</td>
<td>Inspection/Cleaning/Sealing Of Sewer &amp; Water Systems By Remote Control Grout Truck Operator</td>
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<td>Snohomish</td>
<td>Insulation Applicators Journey Level</td>
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<td>Snohomish</td>
<td>Laborers Airtrac Drill Operator</td>
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<td>Laborers Ballast Regular Machine</td>
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<td>Laborers Batch Weighman</td>
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<td>Laborers Brick Pavers</td>
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<td>Laborers Brush Cutter</td>
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<tr>
<td>Snohomish</td>
<td>Laborers Brush Hog Feeder</td>
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<tr>
<td>Snohomish</td>
<td>Laborers Burner</td>
<td></td>
<td>$48.90</td>
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<tr>
<td>Snohomish</td>
<td>Laborers Caisson Worker</td>
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<td>Snohomish</td>
<td>Laborers Carpenter Tender</td>
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<tr>
<td>Snohomish</td>
<td>Laborers Caulker</td>
<td></td>
<td>$48.90</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Laborers Cement Dumper-paving</td>
<td></td>
<td>$49.81</td>
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<tr>
<td>Snohomish</td>
<td>Laborers Cement Finisher Tender</td>
<td></td>
<td>$48.90</td>
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<tr>
<td>Snohomish</td>
<td>Laborers Change House Or Dry Shack</td>
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<tr>
<td>Snohomish</td>
<td>Laborers Chipping Gun (under 30 Lbs.)</td>
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<td>Snohomish</td>
<td>Laborers Chipping Gun(30 Lbs. And Over)</td>
<td></td>
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3/29/2019
### Snohomish Laborers

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<tr>
<th>Position</th>
<th>Rate</th>
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<th>Class</th>
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<td>3I</td>
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<tr>
<td>Chuck Tender</td>
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<td>7A</td>
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<tr>
<td>Clary Power Spreader</td>
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<td>7A</td>
<td>3I</td>
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<tr>
<td>Clean-up Laborer</td>
<td>$48.90</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Concrete Dumper/chute Operator</td>
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<td>7A</td>
<td>3I</td>
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<tr>
<td>Concrete Form Stripper</td>
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<td>3I</td>
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<tr>
<td>Concrete Placement Crew</td>
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<tr>
<td>Concrete Saw Operator/core Driller</td>
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<td>7A</td>
<td>3I</td>
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<tr>
<td>Crusher Feeder</td>
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<tr>
<td>Curing Laborer</td>
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<td>3I</td>
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<tr>
<td>Demolition: Wrecking &amp; Moving (incl. Charred Material)</td>
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<td>Ditch Digger</td>
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<td>3I</td>
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<tr>
<td>Diver</td>
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<td>Drill Operator (hydraulic, diamond)</td>
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<td>Dry Stack Walls</td>
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<td>Faller &amp; Bucker Chain Saw</td>
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<td>3I</td>
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<td>3I</td>
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<td>3I</td>
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<td>Hazardous Waste Worker (level B)</td>
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<td>High Scaler</td>
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<td>Jackhammer</td>
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<tr>
<td>Laserbeam Operator</td>
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<tr>
<td>Maintenance Person</td>
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<tr>
<td>Manhole Builder-mudman</td>
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<td>Snohomish Laborers</td>
<td>Nozzelman (concrete Pump, Green Cutter When Using Combination Of High Pressure Air &amp; Water On Concrete &amp; Rock, Sandblast, Gunite, Shotcrete, Water Bla</td>
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<tr>
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<td>Pavement Breaker</td>
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<td>Snohomish Laborers</td>
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<td>Snohomish Laborers</td>
<td>Powderman</td>
<td>$50.42</td>
<td>7A</td>
<td>31</td>
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<tr>
<td>Snohomish Laborers</td>
<td>Powderman's Helper</td>
<td>$48.90</td>
<td>7A</td>
<td>31</td>
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<td>Snohomish Laborers</td>
<td>Power Jacks</td>
<td>$49.81</td>
<td>7A</td>
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<td>Snohomish Laborers</td>
<td>Railroad Spike Puller - Power</td>
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<td>7A</td>
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<td>Snohomish Laborers</td>
<td>Raker - Asphalt</td>
<td>$50.42</td>
<td>7A</td>
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<td>Snohomish Laborers</td>
<td>Re-timberman</td>
<td>$50.42</td>
<td>7A</td>
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<td>Snohomish Laborers</td>
<td>Remote Equipment Operator</td>
<td>$49.81</td>
<td>7A</td>
<td>31</td>
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<tr>
<td>Snohomish Laborers</td>
<td>Rigger/signal Person</td>
<td>$49.81</td>
<td>7A</td>
<td>31</td>
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<tr>
<td>Snohomish Laborers</td>
<td>Rip Rap Person</td>
<td>$48.90</td>
<td>7A</td>
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<tr>
<td>Snohomish Laborers</td>
<td>Rivet Buster</td>
<td>$49.81</td>
<td>7A</td>
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<tr>
<td>Snohomish Laborers</td>
<td>Rodder</td>
<td>$49.81</td>
<td>7A</td>
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<tr>
<td>Snohomish Laborers</td>
<td>Scaffold Erector</td>
<td>$48.90</td>
<td>7A</td>
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<td>Snohomish Laborers</td>
<td>Scale Person</td>
<td>$48.90</td>
<td>7A</td>
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<td>Snohomish Laborers</td>
<td>Sloper (over 20&quot;)</td>
<td>$49.81</td>
<td>7A</td>
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<td>Snohomish Laborers</td>
<td>Sloper Sprayer</td>
<td>$48.90</td>
<td>7A</td>
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<tr>
<td>Snohomish Laborers</td>
<td>Spreader (concrete)</td>
<td>$49.81</td>
<td>7A</td>
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<td>Snohomish Laborers</td>
<td>Stake Hopper</td>
<td>$48.90</td>
<td>7A</td>
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<tr>
<td>Snohomish Laborers</td>
<td>Stock Piler</td>
<td>$48.90</td>
<td>7A</td>
<td>31</td>
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<tr>
<td>Snohomish Laborers</td>
<td>Tamper &amp; Similar Electric, Air &amp; Gas Operated Tools</td>
<td>$49.81</td>
<td>7A</td>
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<td>Snohomish Laborers</td>
<td>Tamper (multiple &amp; Self-propelled)</td>
<td>$49.81</td>
<td>7A</td>
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<td>Snohomish Laborers</td>
<td>Timber Person - Sewer (lagger, Shorer &amp; Cribber)</td>
<td>$49.81</td>
<td>7A</td>
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<td>Snohomish Laborers</td>
<td>Toolroom Person (at Jobsite)</td>
<td>$48.90</td>
<td>7A</td>
<td>31</td>
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<tr>
<td>Snohomish Laborers</td>
<td>Topper</td>
<td>$48.90</td>
<td>7A</td>
<td>31</td>
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<tr>
<td>Snohomish Laborers</td>
<td>Track Laborer</td>
<td>$48.90</td>
<td>7A</td>
<td>31</td>
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<td>Snohomish Laborers</td>
<td>Track Liner (power)</td>
<td>$49.81</td>
<td>7A</td>
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<td>Snohomish Laborers</td>
<td>Traffic Control Laborer</td>
<td>$44.33</td>
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<td>Snohomish Laborers</td>
<td>Traffic Control Supervisor</td>
<td>$44.33</td>
<td>7A</td>
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<td>Snohomish Laborers</td>
<td>Truck Spotter</td>
<td>$48.90</td>
<td>7A</td>
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<td>Snohomish</td>
<td>Laborers</td>
<td>Tugger Operator</td>
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<td>7A</td>
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<td>Snohomish</td>
<td>Laborers</td>
<td>Tunnel Work-Compressed Air Worker 0-30 psi</td>
<td>$107.60</td>
<td>7A</td>
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<td>Laborers</td>
<td>Tunnel Work-Compressed Air Worker 30.01-44.00 psi</td>
<td>$112.63</td>
<td>7A</td>
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<td>Laborers</td>
<td>Tunnel Work-Compressed Air Worker 44.01-54.00 psi</td>
<td>$116.31</td>
<td>7A</td>
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<td>Laborers</td>
<td>Tunnel Work-Compressed Air Worker 54.01-60.00 psi</td>
<td>$122.01</td>
<td>7A</td>
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<td>Snohomish</td>
<td>Laborers</td>
<td>Tunnel Work-Compressed Air Worker 60.01-64.00 psi</td>
<td>$124.13</td>
<td>7A</td>
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<td>Snohomish</td>
<td>Laborers</td>
<td>Tunnel Work-Compressed Air Worker 64.01-68.00 psi</td>
<td>$129.23</td>
<td>7A</td>
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<td>Laborers</td>
<td>Tunnel Work-Compressed Air Worker 68.01-70.00 psi</td>
<td>$131.13</td>
<td>7A</td>
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<td>Snohomish</td>
<td>Laborers</td>
<td>Tunnel Work-Compressed Air Worker 70.01-72.00 psi</td>
<td>$133.13</td>
<td>7A</td>
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<td>Snohomish</td>
<td>Laborers</td>
<td>Tunnel Work-Compressed Air Worker 72.01-74.00 psi</td>
<td>$135.13</td>
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<td>Snohomish</td>
<td>Laborers</td>
<td>Tunnel Work-Guage and Lock Tender</td>
<td>$50.52</td>
<td>7A</td>
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<tr>
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<td>Laborers</td>
<td>Tunnel Work-Miner</td>
<td>$50.52</td>
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<tr>
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<td>Laborers</td>
<td>Vibrator</td>
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<td>7A</td>
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<td>Laborers</td>
<td>Vinyl Seamer</td>
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<td>7A</td>
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<tr>
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<td>Laborers</td>
<td>Watchman</td>
<td>$37.67</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>Laborers</td>
<td>Welder</td>
<td>$49.81</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>Laborers</td>
<td>Well Point Laborer</td>
<td>$49.81</td>
<td>7A</td>
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<td>Snohomish</td>
<td>Laborers</td>
<td>Window Washer/cleaner</td>
<td>$37.67</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>Laborers - Underground Sewer &amp; Water</td>
<td>General Laborer &amp; Topman</td>
<td>$48.90</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>Laborers - Underground Sewer &amp; Water</td>
<td>Pipe Layer</td>
<td>$49.81</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>Landscape Construction</td>
<td>Landscape Laborer</td>
<td>$37.67</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>Landscape Construction</td>
<td>Landscape Operator</td>
<td>$63.76</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>Landscape Maintenance</td>
<td>Groundskeeper</td>
<td>$14.13</td>
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<td>Snohomish</td>
<td>Lathers</td>
<td>Journey Level</td>
<td>$58.48</td>
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<td>Marble Setters</td>
<td>Journey Level</td>
<td>$57.32</td>
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<td>Metal Fabrication (In Shop)</td>
<td>Fitter</td>
<td>$15.38</td>
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<tr>
<td>Snohomish</td>
<td>Metal Fabrication (In Shop)</td>
<td>Laborer</td>
<td>$12.00</td>
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<td>Metal Fabrication (In Shop)</td>
<td>Machine Operator</td>
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<td>Metal Fabrication (In Shop)</td>
<td>Painter</td>
<td>$12.00</td>
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<td>Welder</td>
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<td>Snohomish</td>
<td>Millwright</td>
<td>Journey Level</td>
<td>$61.54</td>
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<tr>
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<td>Modular Buildings</td>
<td>Journey Level</td>
<td>$12.00</td>
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<td>Snohomish</td>
<td>Painters</td>
<td>Journey Level</td>
<td>$42.50</td>
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<td>Snohomish</td>
<td>Pile Driver</td>
<td>Crew Tender/Technician</td>
<td>$64.71</td>
<td>5D</td>
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<tr>
<td>Snohomish</td>
<td>Pile Driver</td>
<td>$74.87</td>
<td>5D</td>
<td>4C</td>
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<tr>
<td>Snohomish</td>
<td>H</td>
<td>Hyperbaric Worker - Compressed Air Worker 0-30.00 PSI</td>
<td>$79.87</td>
<td>5D</td>
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<tr>
<td>Snohomish</td>
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<td>Hyperbaric Worker - Compressed Air Worker 30.01 - 44.00 PSI</td>
<td>$83.87</td>
<td>5D</td>
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<td>Snohomish</td>
<td>H</td>
<td>Hyperbaric Worker - Compressed Air Worker 44.01 - 54.00 PSI</td>
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<td>5D</td>
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<td>Hyperbaric Worker - Compressed Air Worker 54.01 - 60.00 PSI</td>
<td>$91.37</td>
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<td>Hyperbaric Worker - Compressed Air Worker 60.01 - 64.00 PSI</td>
<td>$96.37</td>
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<td>Hyperbaric Worker - Compressed Air Worker 64.01 - 68.00 PSI</td>
<td>$98.37</td>
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<td>Hyperbaric Worker - Compressed Air Worker 68.01 - 70.00 PSI</td>
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<td>5D</td>
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<td>Hyperbaric Worker - Compressed Air Worker 70.01 - 72.00 PSI</td>
<td>$102.37</td>
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<td>H</td>
<td>Journey Level</td>
<td>$60.29</td>
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<td>Manifold Operator (LST)</td>
<td>$69.71</td>
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<td>Journey Level</td>
<td>$56.54</td>
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<td>H</td>
<td>Journey Level</td>
<td>$12.00</td>
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<td>H</td>
<td>Journey Level</td>
<td>$71.42</td>
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<td>Snohomish</td>
<td>H</td>
<td>Asphalt Plant Operators</td>
<td>$64.83</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>H</td>
<td>Assistant Engineer</td>
<td>$60.98</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>H</td>
<td>Barrier Machine (zipper)</td>
<td>$64.26</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>H</td>
<td>Batch Plant Operator: concrete</td>
<td>$64.26</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>H</td>
<td>Bobcat</td>
<td>$60.98</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>H</td>
<td>Brokk - Remote Demolition Equipment</td>
<td>$60.98</td>
<td>7A</td>
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<td>Snohomish</td>
<td>H</td>
<td>Brooms</td>
<td>$60.98</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>H</td>
<td>Bump Cutter</td>
<td>$64.26</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>H</td>
<td>Cableways</td>
<td>$64.83</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>H</td>
<td>Chipper</td>
<td>$64.26</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>H</td>
<td>Compressor</td>
<td>$60.98</td>
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<td>Snohomish</td>
<td>H</td>
<td>Concrete Finish Machine - Laser Screed</td>
<td>$60.98</td>
<td>7A</td>
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<td>Snohomish</td>
<td>H</td>
<td>Concrete Pump - Mounted Or Trailer High Pressure Line Pump, Pump High Pressure</td>
<td>$63.76</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>Power Equipment Operators</td>
<td>Concrete Pump: Truck Mount With Boom Attachment Over 42 M</td>
<td>$64.83</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>Power Equipment Operators</td>
<td>Concrete Pump: Truck Mount With Boom Attachment Up To 42m</td>
<td>$64.26</td>
<td>7A</td>
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<td>Snohomish</td>
<td>Power Equipment Operators</td>
<td>Conveyors</td>
<td>$63.76</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>Power Equipment Operators</td>
<td>Cranes friction: 200 tons and over</td>
<td>$66.80</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>Power Equipment Operators</td>
<td>Cranes: 100 tons through 199 tons, or 150’ of boom (including jib with attachments)</td>
<td>$65.48</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>Power Equipment Operators</td>
<td>Cranes: 20 Tons Through 44 Tons With Attachments</td>
<td>$64.26</td>
<td>7A</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators</td>
<td>Cranes: 200 tons- 299 tons, or 250’ of boom including jib with attachments</td>
<td>$66.15</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>Power Equipment Operators</td>
<td>Cranes: 300 tons and over or 300’ of boom including jib with attachments</td>
<td>$66.80</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>Power Equipment Operators</td>
<td>Cranes: 45 Tons Through 99 Tons, Under 150’ Of Boom (including Jib With Attachments)</td>
<td>$64.83</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>Power Equipment Operators</td>
<td>Cranes: A-frame - 10 Tons And Under</td>
<td>$60.98</td>
<td>7A</td>
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<td>Snohomish</td>
<td>Power Equipment Operators</td>
<td>Cranes: Friction cranes through 199 tons</td>
<td>$66.15</td>
<td>7A</td>
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<td>Snohomish</td>
<td>Power Equipment Operators</td>
<td>Cranes: through 19 tons with attachments, A-frame over 10 tons</td>
<td>$63.76</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>Power Equipment Operators</td>
<td>Crusher</td>
<td>$64.26</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>Power Equipment Operators</td>
<td>Deck Engineer/Deck Winches (power)</td>
<td>$64.26</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>Power Equipment Operators</td>
<td>Derricks, On Building Work</td>
<td>$64.83</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>Power Equipment Operators</td>
<td>Dozers D-9 &amp; Under</td>
<td>$63.76</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>Power Equipment Operators</td>
<td>Drill Oilers: Auger Type, Truck Or Crane Mount</td>
<td>$63.76</td>
<td>7A</td>
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<td>Snohomish</td>
<td>Power Equipment Operators</td>
<td>Drilling Machine</td>
<td>$65.48</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>Power Equipment Operators</td>
<td>Elevator And Man-lift: Permanent And Shaft Type</td>
<td>$60.98</td>
<td>7A</td>
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<td>Snohomish</td>
<td>Power Equipment Operators</td>
<td>Finishing Machine, Bidwell And Gamaco &amp; Similar Equipment</td>
<td>$64.26</td>
<td>7A</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators</td>
<td>Forklift: 3000 Lbs And Over With Attachments</td>
<td>$63.76</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>Power Equipment Operators</td>
<td>Forklifts: Under 3000 Lbs. With Attachments</td>
<td>$60.98</td>
<td>7A</td>
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<tr>
<td>Snohomish</td>
<td>Power Equipment Operators</td>
<td>Grade Engineer: Using Blue Prints, Cut Sheets, Etc</td>
<td>$64.26</td>
<td>7A</td>
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<td>Snohomish</td>
<td>Power Equipment Operators</td>
<td>Gradechecker/Stakeman</td>
<td>$60.98</td>
<td>7A</td>
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<td>Snohomish</td>
<td>Power Equipment Operators</td>
<td>Guardrail Punch</td>
<td>$64.26</td>
<td>7A</td>
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<tr>
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<tr>
<td>Snohomish</td>
<td>Power Equipment Operators</td>
<td>Hard Tail End Dump Articulating Off-Road Equipment 45 Yards &amp; Over</td>
<td>$64.83</td>
<td>7A</td>
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<td>Snohomish</td>
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<td>Hard Tail End Dump Articulating Off-road Equipment Under 45 Yards</td>
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<td>Power Equipment Operators</td>
<td>Hydralifts/Boom Trucks Over 10 Tons</td>
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<td>Power Equipment Operators</td>
<td>Hydralifts/Boom Trucks, 10 Tons And Under</td>
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<td>Power Equipment Operators</td>
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<td>Loader, Overhead, 6 Yards But Not Including 8 Yards</td>
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<td>Oil Distributors, Blower Distribution &amp; Mulch Seeding Operator</td>
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<td>Power Equipment Operators</td>
<td>Outside Hoists (Elevators And Manlifts), Air Tuggers, Strato</td>
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<td>Power Equipment Operators</td>
<td>Overhead, Bridge Type Crane: 20 Tons Through 44 Tons</td>
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<td>Power Equipment Operators</td>
<td>Overhead, Bridge Type: 45 Tons Through 99 Tons</td>
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<td>Power Equipment Operators</td>
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<td>Pile Driver (other Than Crane Mount)</td>
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<td>Posthole Digger, Mechanical</td>
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<th>Pumps - Water</th>
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<td>Snohomish Power Equipment Operators</td>
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<td>Quick Tower - No Cab, Under 100 Feet In Height Based To Boom</td>
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<td>Remote Control Operator On Rubber Tired Earth Moving Equipment</td>
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<td>Rigger and Bellman</td>
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<td>Rigger/Signal Person, Bellman (Certified)</td>
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<td>Roller, Other Than Plant Mix</td>
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<td>Roller, Plant Mix Or Multi-lift Materials</td>
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<td>Snohomish Power Equipment Operators</td>
<td>Roto-mill, Roto-grinder</td>
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<td>Saws - Concrete</td>
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<td>Scraper, Self Propelled Under 45 Yards</td>
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<td>Scrapers, Self-propelled: 45 Yards And Over</td>
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<td>Service Engineers - Equipment</td>
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<td>Shotcrete/Gunite Equipment</td>
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<td>Snohomish Power Equipment Operators</td>
<td>Shovel, Excavator, Backhoe, Tractors Under 15 Metric Tons</td>
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<td>Shovel, Excavator, Backhoe: Over 30 Metric Tons To 50 Metric Tons</td>
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<td>Shovel, Excavator, Backhoes, Tractors: 15 To 30 Metric Tons</td>
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<td>Shovel, Excavator, Backhoes: Over 50 Metric Tons To 90 Metric Tons</td>
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<td>Snohomish Power Equipment Operators</td>
<td>Shovel, Excavator, Backhoes: Over 90 Metric Tons</td>
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<td>Spreader, Topside &amp; Screedman</td>
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<td>Subgrader Trimmer</td>
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<td>Tower Bucket Elevators</td>
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<td>Snohomish Power Equipment Operators</td>
<td>Tower Crane Up To 175' In Height Base To Boom</td>
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<td>Tower Crane: over 175' through 250' in height, base to boom</td>
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<td>Truck Crane Oiler/driver - 100 Tons And Over</td>
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<td>Truck Crane Oiler/Driver Under 100 Tons</td>
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<td>Batch Plant Operator, Concrete</td>
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<td>Concrete Pump: Truck Mount With Boom Attachment Up To 42m</td>
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<td>Cranes: 100 tons through 199 tons, or 150’ of boom (including jib with attachments)</td>
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<td>Snohomish</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Cranes: 20 Tons Through 44 Tons With Attachments</td>
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<td>7A</td>
<td>3K</td>
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<td>Snohomish</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>
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<td>3K</td>
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<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Cranes: 300 tons and over or 300’ of boom including jib with attachments</td>
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<td>Snohomish</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>
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<td>7A</td>
<td>3K</td>
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<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Cranes: A-frame - 10 Tons And Under</td>
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<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Cranes: Friction cranes through 199 tons</td>
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<td>Cranes: through 19 tons with attachments, A-frame over 10 tons</td>
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<td>7A</td>
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<td>Derricks, On Building Work</td>
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<td>Dozers D-9 &amp; Under</td>
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<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Drill Oilers: Auger Type, Truck Or Crane Mount</td>
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<td>Elevator And Man-lift: Permanent And Shaft Type</td>
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<td>Finishing Machine, Bidwell And Gamaco &amp; Similar Equipment</td>
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<td>Forklift: 3000 Lbs And Over With Attachments</td>
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<td>Snohomish</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Forklifts: Under 3000 Lbs. With Attachments</td>
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<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Grade Engineer: Using Blue Prints, Cut Sheets, Etc</td>
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<td>7A</td>
<td>3K</td>
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<tr>
<td>Snohomish</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Gradechecker/Stakeman</td>
<td>$60.98</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Guardrail Punch</td>
<td>$64.26</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>$64.83</td>
<td>7A</td>
<td>3K</td>
<td>8X</td>
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<tr>
<td>Snohomish</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Hard Tail End Dump Articulating Off-Road Equipment 45 Yards &amp; Over</td>
<td>$64.26</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Horizontal/Directional Drill Locator</td>
<td>$63.76</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Horizontal/Directional Drill Operator</td>
<td>$64.26</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Hydralifts/Boom Trucks Over 10 Tons</td>
<td>$63.76</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Hydralifts/Boom Trucks, 10 Tons And Under</td>
<td>$60.98</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Loader, Overhead 8 Yards &amp; Over</td>
<td>$65.48</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Loader, Overhead, 6 Yards. But Not Including 8 Yards</td>
<td>$64.83</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Loaders, Overhead Under 6 Yards</td>
<td>$64.26</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Loaders: Elevating Type Belt</td>
<td>$63.76</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Locomotives, All</td>
<td>$64.26</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Material Transfer Device</td>
<td>$64.26</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Mechanics, All (leadmen - $0.50 Per Hour Over Mechanic)</td>
<td>$65.48</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Motor Patrol Graders</td>
<td>$64.83</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Mucking Machine, Mole, Tunnel Drill, Boring, Road Header And/or Shield</td>
<td>$64.83</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Oil Distributors, Blower Distribution &amp; Mulch Seeding Operator</td>
<td>$60.98</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</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>$63.76</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Overhead, Bridge Type Crane: 100 Tons And Over</td>
<td>$65.48</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Overhead, Bridge Type: 45 Tons Through 99 Tons</td>
<td>$64.83</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Pavement Breaker</td>
<td>$60.98</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Pile Driver (other Than Crane Mount)</td>
<td>$64.26</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Plant Oiler - Asphalt, Crusher</td>
<td>$63.76</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Posthole Digger, Mechanical</td>
<td>$60.98</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Power Plant</td>
<td>$60.98</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Pumps - Water</td>
<td>$60.98</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Quad 9, Hd 41, D10 And Over</td>
<td>$64.83</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</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>$60.98</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Remote Control Operator On Rubber Tired Earth Moving Equipment</td>
<td>$64.83</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Rigger and Bellman</td>
<td>$60.98</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Rigger/Signal Person, Bellman (Certified)</td>
<td>$63.76</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Rollagon</td>
<td>$64.83</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Roller, Other Than Plant Mix</td>
<td>$60.98</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Roller, Plant Mix Or Multi-lift Materials</td>
<td>$63.76</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Roto-mill, Roto-grinder</td>
<td>$64.26</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Saws - Concrete</td>
<td>$63.76</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Scaper, Self Propelled Under 45 Yards</td>
<td>$64.26</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Scrapers - Concrete &amp; Carry All</td>
<td>$63.76</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Scrapers, Self-propelled: 45 Yards And Over</td>
<td>$64.83</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Service Engineers - Equipment</td>
<td>$63.76</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Shotcrete/Gunite Equipment</td>
<td>$60.98</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Shovel, Excavator, Backhoe, Tractors Under 15 Metric Tons</td>
<td>$63.76</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Shovel, Excavator, Backhoe: Over 30 Metric Tons To 50 Metric Tons</td>
<td>$64.83</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Shovel, Excavator, Backhoes, Tractors: 15 To 30 Metric Tons</td>
<td>$64.26</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Shovel, Excavator, Backhoes: Over 50 Metric Tons To 90 Metric Tons</td>
<td>$65.48</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Power Equipment Operators-</strong> Underground Sewer &amp; Water</td>
<td>Shovel, Excavator, Backhoes: Over 90 Metric Tons</td>
<td>$66.15</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Power Equipment Operators-</strong> Underground Sewer &amp; Water</td>
<td>Slipform Pavers</td>
<td>$64.83</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Power Equipment Operators-</strong> Underground Sewer &amp; Water</td>
<td>Spreader, Topsider &amp; Screedman</td>
<td>$64.83</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Power Equipment Operators-</strong> Underground Sewer &amp; Water</td>
<td>Subgrader Trimmer</td>
<td>$64.26</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Power Equipment Operators-</strong> Underground Sewer &amp; Water</td>
<td>Tower Bucket Elevators</td>
<td>$63.76</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Power Equipment Operators-</strong> Underground Sewer &amp; Water</td>
<td>Tower Crane Up To 175' In Height Base To Boom</td>
<td>$65.48</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Power Equipment Operators-</strong> Underground Sewer &amp; Water</td>
<td>Tower Crane: over 175’ through 250’ in height, base to boom</td>
<td>$66.15</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Power Equipment Operators-</strong> Underground Sewer &amp; Water</td>
<td>Tower Cranes: over 250’ in height from base to boom</td>
<td>$66.80</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Power Equipment Operators-</strong> Underground Sewer &amp; Water</td>
<td>Transporters, All Track Or Truck Type</td>
<td>$64.83</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Power Equipment Operators-</strong> Underground Sewer &amp; Water</td>
<td>Trenching Machines</td>
<td>$63.76</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Power Equipment Operators-</strong> Underground Sewer &amp; Water</td>
<td>Truck Crane Olter/driver - 100 Tons And Over</td>
<td>$64.26</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Power Equipment Operators-</strong> Underground Sewer &amp; Water</td>
<td>Truck Crane Olter/Driver Under 100 Tons</td>
<td>$63.76</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Power Equipment Operators-</strong> Underground Sewer &amp; Water</td>
<td>Truck Mount Portable Conveyor</td>
<td>$64.26</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Power Equipment Operators-</strong> Underground Sewer &amp; Water</td>
<td>Welder</td>
<td>$64.83</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Power Equipment Operators-</strong> Underground Sewer &amp; Water</td>
<td>Wheel Tractors, Farmall Type</td>
<td>$60.98</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Power Equipment Operators-</strong> Underground Sewer &amp; Water</td>
<td>Yo Yo Pay Dozer</td>
<td>$64.26</td>
<td>7A</td>
<td>3K</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Power Line Clearance Tree Trimmers</strong></td>
<td>Journey Level In Charge</td>
<td>$49.96</td>
<td>5A</td>
<td>4A</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Power Line Clearance Tree Trimmers</strong></td>
<td>Spray Person</td>
<td>$47.37</td>
<td>5A</td>
<td>4A</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Power Line Clearance Tree Trimmers</strong></td>
<td>Tree Equipment Operator</td>
<td>$49.96</td>
<td>5A</td>
<td>4A</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Power Line Clearance Tree Trimmers</strong></td>
<td>Tree Trimmer</td>
<td>$44.57</td>
<td>5A</td>
<td>4A</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Power Line Clearance Tree Trimmers</strong></td>
<td>Tree Trimmer Groundperson</td>
<td>$33.60</td>
<td>5A</td>
<td>4A</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Refrigeration &amp; Air Conditioning Mechanics</strong></td>
<td>Journey Level</td>
<td>$70.71</td>
<td>5A</td>
<td>1G</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Residential Brick Mason</strong></td>
<td>Journey Level</td>
<td>$57.32</td>
<td>5A</td>
<td>1M</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Residential Carpenters</strong></td>
<td>Journey Level</td>
<td>$45.05</td>
<td>5D</td>
<td>4C</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Residential Cement Masons</strong></td>
<td>Journey Level</td>
<td>$60.07</td>
<td>7A</td>
<td>4U</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Residential Drywall Applicators</strong></td>
<td>Journey Level</td>
<td>$45.05</td>
<td>5D</td>
<td>4C</td>
</tr>
<tr>
<td>Snohomish</td>
<td><strong>Residential Drywall Tapers</strong></td>
<td>Journey Level</td>
<td>$45.19</td>
<td>5P</td>
<td>1E</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Residential Electricians</td>
<td>Journey Level</td>
<td>$29.00</td>
<td>5I</td>
<td>1E</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>--------------------------</td>
<td>---------------</td>
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<td>----</td>
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</tr>
<tr>
<td>Snohomish</td>
<td>Residential Glaziers</td>
<td>Journey Level</td>
<td>$43.00</td>
<td>7L</td>
<td>1H</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Residential Insulation Applicators</td>
<td>Journey Level</td>
<td>$45.05</td>
<td>5D</td>
<td>4C</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Residential Laborers</td>
<td>Journey Level</td>
<td>$36.68</td>
<td>7A</td>
<td>1H</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Residential Marble Setters</td>
<td>Journey Level</td>
<td>$57.32</td>
<td>5A</td>
<td>1M</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Residential Painters</td>
<td>Journey Level</td>
<td>$42.50</td>
<td>6Z</td>
<td>2B</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Residential Plumbers &amp; Pipefitters</td>
<td>Journey Level</td>
<td>$44.34</td>
<td>5A</td>
<td>1G</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Residential Refrigeration &amp; Air Conditioning Mechanics</td>
<td>Journey Level</td>
<td>$41.01</td>
<td>5A</td>
<td>1G</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Residential Sheet Metal Workers</td>
<td>Journey Level (Field or Shop)</td>
<td>$50.01</td>
<td>7F</td>
<td>1R</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Residential Soft Floor Layers</td>
<td>Journey Level</td>
<td>$49.43</td>
<td>5A</td>
<td>3J</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Residential Sprinkler Fitters (Fire Protection)</td>
<td>Journey Level</td>
<td>$48.18</td>
<td>5C</td>
<td>2R</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Residential Stone Masons</td>
<td>Journey Level</td>
<td>$57.32</td>
<td>5A</td>
<td>1M</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Residential Terrazzo Workers</td>
<td>Journey Level</td>
<td>$52.61</td>
<td>5A</td>
<td>1M</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Residential Terrazzo/Tile Finishers</td>
<td>Journey Level</td>
<td>$43.44</td>
<td>5A</td>
<td>1B</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Residential Tile Setters</td>
<td>Journey Level</td>
<td>$52.61</td>
<td>5A</td>
<td>1M</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Roofers</td>
<td>Journey Level</td>
<td>$51.52</td>
<td>5A</td>
<td>3H</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Roofers Using Irritable Bituminous Materials</td>
<td></td>
<td>$54.52</td>
<td>5A</td>
<td>3H</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Sheet Metal Workers</td>
<td>Journey Level (Field or Shop)</td>
<td>$82.51</td>
<td>7F</td>
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<td>Snohomish</td>
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<td>Snohomish</td>
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<tr>
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<td>Snohomish Shipbuilding &amp; Ship Repair</td>
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<td>Ship Repair Shipwright</td>
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<td>Ship Repair Warehouse / Teamster</td>
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<td>Snohomish Solar Controls For Windows</td>
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<tr>
<td>Snohomish Sprinkler Fitters (Fire Protection)</td>
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<td>3K</td>
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<td>Snohomish Surveyors</td>
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<td>$58.93</td>
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<td>3C</td>
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<td>Hole Digger/Ground Person</td>
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<td>Truck Drivers - Dump Truck</td>
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<td>Well Driller</td>
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</table>
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 graters, and bi-directional vaned graters 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 graters, 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 graters, metal frames and dual vaned graters, and Type 1, 2, and 3 structural tubing graters 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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</table>
### Supplemental to Wage Rates
03/03/2019 Edition, Published February 4th, 2019

<table>
<thead>
<tr>
<th>ITEM DESCRIPTION</th>
<th>YES</th>
<th>NO</th>
</tr>
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<tbody>
<tr>
<td>8. Anchor Bolts &amp; Nuts - Anchor Bolts and Nuts, for mounting sign structures, luminaries and other items, shall be made from commercial bolt stock. See Contract Plans and Std. Plans for size and material type.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>9. Aluminum Pedestrian Handrail - Pedestrian handrail conforming to the type and material specifications set forth in the contract plans. Welding of aluminum shall be in accordance with Section 9-28.14(3).</td>
<td>X</td>
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<tr>
<td>10. Major Structural Steel Fabrication - Fabrication of major steel items such as trusses, beams, girders, etc., for bridges.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>11. Minor Structural Steel Fabrication - Fabrication of minor steel items such as special hangers, brackets, access doors for structures, access ladders for irrigation boxes, bridge expansion joint systems, etc., involving welding, cutting, punching and/or boring of holes. See Contact Plans for item description and shop drawings.</td>
<td>X</td>
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<tr>
<td>12. Aluminum Bridge Railing Type BP - Metal bridge railing conforming to the type and material specifications set forth in the Contract Plans. Welding of aluminum shall be in accordance with Section 9-28.14(3).</td>
<td>X</td>
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</tr>
<tr>
<td>13. Concrete Piling--Precast-Prestressed concrete piling for use as 55 and 70 ton concrete piling. Concrete to conform to Section 9-19.1 of Std. Spec..</td>
<td>X</td>
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<tr>
<td>14. Precast Manhole Types 1, 2, and 3 with cones, adjustment sections and flat top slabs. See Std. Plans.</td>
<td>X</td>
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<tr>
<td>15. Precast Drywell Types 1, 2, and with cones and adjustment Sections. See Std. Plans.</td>
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<tr>
<td>ITEM DESCRIPTION</td>
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<tr>
<td>----------------------------------------------------------------------------------</td>
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<tr>
<td>17. Precast Concrete Inlet - with adjustment sections, See Std. Plans</td>
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<tr>
<td>18. Precast Drop Inlet Type 1 and 2 with metal grate supports. See Std. Plans.</td>
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<tr>
<td>19. Precast Grate Inlet Type 2 with extension and top units. See Std. Plans</td>
<td></td>
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</tr>
<tr>
<td>20. Metal frames, vaned grates, and hoods for Combination Inlets. See Std. Plans</td>
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</tr>
<tr>
<td>21. Precast Concrete Utility Vaults - Precast Concrete utility vaults of various sizes. Used for in ground storage of utility facilities and controls. See Contract Plans for size and construction requirements. Shop drawings are to be provided for approval prior to casting</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>22. Vault Risers - For use with Valve Vaults and Utilities</td>
<td>X</td>
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</tr>
<tr>
<td>23. Valve Vault - For use with underground utilities. See Contract Plans for details.</td>
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</tr>
<tr>
<td>24. Precast Concrete Barrier - Precast Concrete Barrier for use as new barrier or may also be used as Temporary Concrete Barrier. Only new state approved barrier may be used as permanent barrier.</td>
<td></td>
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</tr>
<tr>
<td>25. Reinforced Earth Wall Panels – Reinforced Earth Wall Panels in size and shape as shown in the Plans. Fabrication plant has annual approval for methods and materials to be used. See Shop Drawing. Fabrication at other locations may be approved, after facilities inspection, contact HQ. Lab.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>26. Precast Concrete Walls - Precast Concrete Walls - tilt-up wall panel in size and shape as shown in Plans. Fabrication plant has annual approval for methods and materials to be used</td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

**Supplemental to Wage Rates**
03/03/2019 Edition, Published February 4th, 2019
<table>
<thead>
<tr>
<th>ITEM DESCRIPTION</th>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>27. Precast Railroad Crossings - Concrete Crossing Structure Slabs.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>28. 12, 18 and 26 inch Standard Precast Prestressed Girder – Standard Precast</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Prestressed Girder for use in structures. Fabricator plant has annual</td>
<td></td>
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<tr>
<td>approval of methods and materials to be used. Shop Drawing to be provided</td>
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<tr>
<td>for approval prior to casting girders. See Std. Spec. Section 6-02.3(25)A</td>
<td></td>
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<tr>
<td>29. Prestressed Concrete Girder Series 4-14 - Prestressed Concrete Girders</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>for use in structures. Fabricator plant has annual approval of methods</td>
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<tr>
<td>and materials to be used. Shop Drawing to be provided for approval prior</td>
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<tr>
<td>to casting girders. See Std. Spec. Section 6-02.3(25)A</td>
<td></td>
<td></td>
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<tr>
<td>30. Prestressed Tri-Beam Girder - Prestressed Tri-Beam Girders for use in</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>structures. Fabricator plant has annual approval of methods and materials</td>
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<tr>
<td>to be used. Shop Drawing to be provided for approval prior to casting</td>
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<tr>
<td>girders. See Std. Spec. Section 6-02.3(25)A</td>
<td></td>
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<tr>
<td>31. Prestressed Precast Hollow-Core Slab – Precast Prestressed Hollow-core slab</td>
<td></td>
<td>X</td>
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<tr>
<td>for use in structures. Fabricator plant has annual approval of methods and</td>
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<tr>
<td>materials to be used. Shop Drawing to be provided for approval prior to</td>
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<tr>
<td>casting girders. See Std. Spec. Section 6-02.3(25)A</td>
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<tr>
<td>32. Prestressed-Bulb Tee Girder - Bulb Tee Prestressed Girder for use in</td>
<td></td>
<td>X</td>
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<tr>
<td>structures. Fabricator plant has annual approval of methods and materials</td>
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<td></td>
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<tr>
<td>to be used. Shop Drawing to be provided for approval prior to casting</td>
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<tr>
<td>girders. See Std. Spec. Section 6-02.3(25)A</td>
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<td></td>
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<tr>
<td>33. Monument Case and Cover</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>See Std. Plan.</td>
<td></td>
<td></td>
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<tr>
<td>ITEM DESCRIPTION</td>
<td>YES</td>
<td>NO</td>
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<tr>
<td>---------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>34. Cantilever Sign Structure - Cantilever Sign Structure fabricated from steel tubing meeting AASHTO-M-183. See Std. Plans, and Contract Plans for details. The steel structure shall be galvanized after fabrication in accordance with AASHTO-M-111.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>35. Mono-tube Sign Structures - Mono-tube Sign Bridge fabricated to details shown in the Plans. Shop drawings for approval are required prior to fabrication.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>36. Steel Sign Bridges - Steel Sign Bridges fabricated from steel tubing meeting AASHTO-M-138 for Aluminum Alloys. See Std. Plans, and Contract Plans for details. The steel structure shall be galvanized after fabrication in accordance with AASHTO-M-111.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>37. 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. Light Standard-Prestressed - Spun, prestressed, hollow concrete poles.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>39. Light Standards - Lighting Standards for use on highway illumination 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. 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></td>
<td>X</td>
</tr>
<tr>
<td>41. Precast Concrete Sloped Mountable Curb (Single and Dual Faced)</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>ITEM DESCRIPTION</td>
<td>YES</td>
<td>NO</td>
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<tr>
<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>X</td>
</tr>
<tr>
<td>sources of the following materials must be submitted and approved for reflective</td>
<td>X</td>
<td></td>
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<tr>
<td>sheeting, legend material, and aluminum sheeting.</td>
<td></td>
<td></td>
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<tr>
<td><strong>NOTE:</strong> *** Fabrication inspection required. Only signs tagged &quot;Fabrication</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Approved&quot; by WSDOT Sign Fabrication Inspector to be installed.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>43. Cutting &amp; bending reinforcing steel</td>
<td><strong>X</strong></td>
<td></td>
</tr>
<tr>
<td>44. Guardrail components</td>
<td><strong>X</strong></td>
<td><strong>X</strong></td>
</tr>
<tr>
<td>45. Aggregates/Concrete mixes</td>
<td><strong>X</strong></td>
<td><strong>X</strong></td>
</tr>
<tr>
<td>46. Asphalt</td>
<td><strong>X</strong></td>
<td><strong>X</strong></td>
</tr>
<tr>
<td>47. Fiber fabrics</td>
<td><strong>X</strong></td>
<td></td>
</tr>
<tr>
<td>48. Electrical wiring/components</td>
<td><strong>X</strong></td>
<td></td>
</tr>
<tr>
<td>49. treated or untreated timber pile</td>
<td><strong>X</strong></td>
<td></td>
</tr>
<tr>
<td>50. Girder pads (elastomeric bearing)</td>
<td><strong>X</strong></td>
<td></td>
</tr>
<tr>
<td>51. Standard Dimension lumber</td>
<td><strong>X</strong></td>
<td></td>
</tr>
<tr>
<td>52. Irrigation components</td>
<td><strong>X</strong></td>
<td></td>
</tr>
</tbody>
</table>
ITEM DESCRIPTION | YES | NO
--- | --- | ---
53. Fencing materials | X | 
54. Guide Posts | X | 
55. Traffic Buttons | X | 
56. Epoxy | X | 
57. Cribbing | X | 
58. Water distribution materials | X | 
59. Steel "H" piles | X | 
60. Steel pipe for concrete pile casings | X | 
61. Steel pile tips, standard | X | 
62. Steel pile tips, custom | X | 

Prefabricated items specifically produced for public works projects that are prefabricated in a county other than the county wherein the public works project is to be completed, the wage for the offsite prefabrication shall be the applicable prevailing wage for the county in which the actual prefabrication takes place.

It is the manufacturer of the prefabricated product to verify that the correct county wage rates are applied to work they perform.

See RCW 39.12.010
(The definition of "locality" in RCW 39.12.010(2) contains the phrase "wherein the physical work is being performed." The department interprets this phrase to mean the actual work site.)
WSDOT's List of State Occupations not applicable to Heavy and Highway Construction Projects

This project is subject to the state hourly minimum rates for wages and fringe benefits in the contract provisions, as provided by the state Department of Labor and Industries. The following list of occupations, is comprised of those occupations that are not normally used in the construction of heavy and highway projects.

When considering job classifications for use and/or payment when bidding on, or building heavy and highway construction projects for, or administered by WSDOT, these Occupations will be excepted from the included "Washington State Prevailing Wage Rates For Public Work Contracts" documents.

- Building Service Employees
- Electrical Fixture Maintenance Workers
- Electricians - Motor Shop
- Heating Equipment Mechanics
- Industrial Engine and Machine Mechanics
- Industrial Power Vacuum Cleaners
- Inspection, Cleaning, Sealing of Water Systems by Remote Control
- Laborers - Underground Sewer & Water
- Machinists (Hydroelectric Site Work)
- Modular Buildings
- Playground & Park Equipment Installers
- Power Equipment Operators - Underground Sewer & Water
- Residential *** ALL ASSOCIATED RATES ***
- Sign Makers and Installers (Non-Electrical)
- Sign Makers and Installers (Electrical)
- Stage Rigging Mechanics (Non Structural)

The following occupations may be used only as outlined in the preceding text concerning "WSDOT's list for Suppliers - Manufacturers - Fabricators"

- Fabricated Precast Concrete Products
- Metal Fabrication (In Shop)

Definitions for the Scope of Work for prevailing wages may be found at the Washington State Department of Labor and Industries web site and in WAC Chapter 296-127.
Washington State Department of Labor and Industries  
Policy Statements  
(Regarding Production and Delivery of Gravel, Concrete, Asphalt, etc.)

WAC 296-127-018 Agency filings affecting this section

Coverage and exemptions of workers involved in the production and delivery of gravel, concrete, asphalt, or similar materials.

(1) The materials covered under this section include but are not limited to: Sand, gravel, crushed rock, concrete, asphalt, or other similar materials.

(2) All workers, regardless of by whom employed, are subject to the provisions of chapter 39.12 RCW when they perform any or all of the following functions:

(a) They deliver or discharge any of the above-listed materials to a public works project site:

(i) At one or more point(s) directly upon the location where the material will be incorporated into the project; or

(ii) At multiple points at the project; or

(iii) Adjacent to the location and coordinated with the incorporation of those materials.

(b) They wait at or near a public works project site to perform any tasks subject to this section of the rule.

(c) They remove any materials from a public works construction site pursuant to contract requirements or specifications (e.g., excavated materials, materials from demolished structures, clean-up materials, etc.).

(d) They work in a materials production facility (e.g., batch plant, borrow pit, rock quarry, etc.) which is established for a public works project for the specific, but not necessarily exclusive, purpose of supplying materials for the project.

(e) They deliver concrete to a public works site regardless of the method of incorporation.

(f) They assist or participate in the incorporation of any materials into the public works project.
(3) All travel time that relates to the work covered under subsection (2) of this section requires the payment of prevailing wages. Travel time includes time spent waiting to load, loading, transporting, waiting to unload, and delivering materials. Travel time would include all time spent in travel in support of a public works project whether the vehicle is empty or full. For example, travel time spent returning to a supply source to obtain another load of material for use on a public works site or returning to the public works site to obtain another load of excavated material is time spent in travel that is subject to prevailing wage. Travel to a supply source, including travel from a public works site, to obtain materials for use on a private project would not be travel subject to the prevailing wage.

(4) Workers are not subject to the provisions of chapter 39.12 RCW when they deliver materials to a stockpile.

(a) A "stockpile" is defined as materials delivered to a pile located away from the site of incorporation such that the stockpiled materials must be physically moved from the stockpile and transported to another location on the project site in order to be incorporated into the project.

(b) A stockpile does not include any of the functions described in subsection (2)(a) through (f) of this section; nor does a stockpile include materials delivered or distributed to multiple locations upon the project site; nor does a stockpile include materials dumped at the place of incorporation, or adjacent to the location and coordinated with the incorporation.

(5) The applicable prevailing wage rate shall be determined by the locality in which the work is performed. Workers subject to subsection (2)(d) of this section, who produce such materials at an off-site facility shall be paid the applicable prevailing wage rates for the county in which the off-site facility is located. Workers subject to subsection (2) of this section, who deliver such materials to a public works project site shall be paid the applicable prevailing wage rates for the county in which the public works project is located.

[Statutory Authority: Chapter 39.12 RCW, RCW 43.22.051 and 43.22.270. 08-24-101, § 296-127-018, filed 12/2/08, effective 1/2/09. Statutory Authority: Chapters 39.04 and 39.12 RCW and RCW 43.22.270. 92-01-104 and 92-08-101, § 296-127-018, filed 12/18/91 and 4/1/92, effective 8/31/92.]

**Overtime Codes**

Overtime calculations are based on the hourly rate actually paid to the worker. On public works projects, the hourly rate must be not less than the prevailing rate of wage minus the hourly rate of the cost of fringe benefits actually provided for the worker.

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

   B. All hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

   C. The first two (2) hours after eight (8) regular hours Monday through Friday and the first ten (10) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All other overtime hours and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

   D. The first two (2) hours before or after a five-eight (8) hour workweek day or a four-ten (10) hour workweek day and the first eight (8) hours worked the next day after either workweek shall be paid at one and one-half times the hourly rate of wage. All additional hours worked and all worked on Sundays and holidays shall be paid at double the hourly rate of wage.

   E. The first two (2) hours after eight (8) regular hours Monday through Friday and the first eight (8) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All other hours worked Monday through Saturday, and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

   F. The first two (2) hours after eight (8) regular hours Monday through Friday and the first ten (10) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All other overtime hours worked, except Labor Day, shall be paid at double the hourly rate of wage. All hours worked on Labor Day shall be paid at three times the hourly rate of wage.

   G. The first ten (10) hours worked on Saturdays and the first ten (10) hours worked on a fifth calendar weekday in a four-ten hour schedule, shall be paid at one and one-half times the hourly rate of wage. All hours worked in excess of ten (10) hours per day Monday through Saturday and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

   H. All hours worked on Saturdays (except makeup days if work is lost due to inclement weather conditions or equipment breakdown) shall be paid at one and one-half times the hourly rate of wage. All hours worked Monday through Saturday over twelve (12) hours and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

   I. All hours worked on Sundays and holidays shall also be paid at double the hourly rate of wage.

   J. The first two (2) hours after eight (8) regular hours Monday through Friday and the first ten (10) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All hours worked over ten (10) hours Monday through Saturday, Sundays and holidays shall be paid at double the hourly rate of wage.

   K. All hours worked on Saturdays and Sundays shall be paid at one and one-half times the hourly rate of wage. All hours worked on holidays shall be paid at double the hourly rate of wage.

   M. All hours worked on Saturdays (except makeup days if work is lost due to inclement weather conditions) shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

   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.

S. The first two (2) hours after eight (8) regular hours Monday through Friday and the first eight (8) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All hours worked on holidays and all other overtime hours worked, except Labor Day, shall be paid at double the hourly rate of wage. All hours worked on Labor Day shall be paid at three times the hourly rate of wage.

U. All hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays and holidays (except Labor Day) shall be paid at two times the hourly rate of wage. All hours worked on Labor Day shall be paid at three times the hourly rate of wage.

V. All hours worked on Sundays and holidays (except Thanksgiving Day and Christmas day) shall be paid at one and one-half times the hourly rate of wage. All hours worked on Thanksgiving Day and Christmas day shall be paid at double the hourly rate of wage.

W. All hours worked on Saturdays and Sundays (except make-up days due to conditions beyond the control of the employer) shall be paid at one and one-half times the hourly rate of wage. All hours worked on holidays shall be paid at double the hourly rate of wage.

X. The first four (4) hours after eight (8) regular hours Monday through Friday and the first twelve (12) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All hours worked over twelve (12) hours Monday through Saturday, Sundays and holidays shall be paid at double the hourly rate of wage. When holiday falls on Saturday or Sunday, the day before Saturday, Friday, and the day after Sunday, Monday, shall be considered the holiday and all work performed shall be paid at double the hourly rate of wage.

Y. All hours worked outside the hours of 5:00 am and 5:00 pm (or such other hours as may be agreed upon by any employer and the employee) and all hours worked in excess of eight (8) hours per day (10 hours per day for a 4 x 10 workweek) and on Saturdays and holidays (except labor day) shall be paid at one and one-half times the hourly rate of wage. (except for employees who are absent from work without prior approval on a scheduled workday during the workweek shall be paid at the straight-time rate until they have worked 8 hours in a day (10 in a 4 x 10 workweek) or 40 hours during that workweek.) All hours worked Monday through Saturday over twelve (12) hours and all hours worked on Sundays and Labor Day shall be paid at double the hourly rate of wage.

Z. All hours worked on Saturdays and Sundays shall be paid at one and one-half times the hourly rate of wage. All hours worked on holidays shall be paid the straight time rate of pay in addition to holiday pay.

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.

C. All hours worked on Sundays shall be paid at one and one-half times the hourly rate of wage. All hours worked on holidays shall be paid at two times the hourly rate of wage.

F. The first eight (8) hours worked on holidays shall be paid at the straight hourly rate of wage in addition to the holiday pay. All hours worked in excess of eight (8) hours on holidays shall be paid at double the hourly rate of wage.

G. All hours worked on Sunday shall be paid at two times the hourly rate of wage. All hours worked on paid holidays shall be paid at two and one-half times the hourly rate of wage including holiday pay.

H. All hours worked on Sunday shall be paid at two times the hourly rate of wage. All hours worked on holidays shall be paid at one and one-half times the hourly rate of wage.

O. All hours worked on Sundays and holidays shall be paid at one and one-half times the hourly rate of wage.

R. All hours worked on Sundays and holidays and all hours worked over sixty (60) in one week shall be paid at double the hourly rate of wage.

U. All hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. All hours worked over 12 hours in a day or on Sundays and holidays shall be paid at double the hourly rate of wage.

W. The first two (2) hours after eight (8) regular hours Monday through Friday and the first eight (8) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All other hours worked Monday through Saturday, and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage. On a four-day, ten-hour weekly schedule, either Monday thru Thursday or Tuesday thru Friday schedule, all hours worked after ten shall be paid at double the hourly rate of wage. The first eight (8) hours worked on the fifth day shall be paid at one and one-half times the hourly rate of wage. All other hours worked on the fifth, sixth, and seventh days and on holidays shall be paid at double the hourly rate of wage.

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

A. Work performed in excess of eight (8) hours of straight time per day, or ten (10) hours of straight time per day when four ten (10) hour shifts are established, or forty (40) hours of straight time per week, Monday through Friday, or outside the normal shift, and all work on Saturdays shall be paid at time and one-half the straight time rate. Hours worked over twelve hours (12) in a single shift and all work performed after 6:00 pm Saturday to 6:00 am Monday and holidays shall be paid at double the straight time rate of pay. Any shift starting between the hours of 6:00 pm and midnight shall receive an additional one dollar ($1.00) per hour for all hours worked that shift. The employer shall have the sole discretion to assign overtime work to employees. Primary consideration for overtime work shall be given to employees regularly assigned to the work to be performed on overtime situations. After an employee has worked eight (8) hours at an applicable overtime rate, all additional hours shall be at the applicable overtime rate until such time as the employee has had a break of eight (8) hours or more.

C. Work performed in excess of eight (8) hours of straight time per day, or ten (10) hours of straight time per day when four ten (10) hour shifts are established, or forty (40) hours of straight time per week, Monday through Friday, or outside the normal shift, and all work on Saturdays shall be paid at one and one-half times the hourly rate of wage. All work performed after 6:00 pm Saturday to 5:00 am Monday and Holidays shall be paid at double the hourly rate of wage. After an employee has worked eight (8) hours at an applicable overtime rate, all additional hours shall be at the applicable overtime rate until such time as the employee has had a break of eight (8) hours or more.

**Overtime Codes Continued**

3. **E.** All hours worked Sundays and holidays shall be paid at double the hourly rate of wage. Each week, once 40 hours of straight time work is achieved, then any hours worked over 10 hours per day Monday through Saturday shall be paid at double the hourly wage rate.

**F.** All hours worked on Saturday shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sunday shall be paid at two times the hourly rate of wage. All hours worked on paid holidays shall be paid at two and one-half times the hourly rate of wage including holiday pay.

**H.** All work performed on Sundays between March 16th and October 14th and all Holidays shall be compensated for at two (2) times the regular rate of pay. Work performed on Sundays between October 15th and March 15th shall be compensated at one and one half (1-1/2) times the regular rate of pay.

**I.** All hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. In the event the job is down due to weather conditions during a five day work week (Monday through Friday,) or a four day ten hour work week (Tuesday through Friday,) then Saturday may be worked as a voluntary make-up day at the straight time rate. However, Saturday shall not be utilized as a make-up day when a holiday falls on Friday. All hours worked Monday through Saturday over twelve (12) hours and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

**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 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.

**B.** All hours worked over twelve (12) hours per day and all hours worked on holidays shall be paid at double the hourly rate of wage.

**C.** On Monday through Friday, the first four (4) hours of overtime after eight (8) hours of straight time work shall be paid at one and one half (1-1/2) times the straight time rate of pay, unless a four (4) day ten (10) hour workweek has been established. On a four (4) day ten (10) hour workweek scheduled Monday through Thursday, or Tuesday through Friday, the first two (2) hours of overtime after ten (10) hours of straight time work shall be paid at one and one half (1-1/2) times the straight time rate of pay. On Saturday, the first twelve (12) hours of work shall be paid at one and one half (1-1/2) times the straight time rate of pay, except that if the job is down on Monday through Friday due to weather conditions or other conditions outside the control of the employer, the first ten (10) hours on Saturday may be worked at the straight time rate of pay. All hours worked over twelve (12) hours in a day and all hours worked on Sunday and Holidays shall be paid at two (2) times the straight time rate of pay.
Overtime Codes Continued

4. D. All hours worked in excess of eight (8) hours per day or forty (40) hours per week shall be paid at double the hourly rate of wage. All hours worked on Saturday, Sundays and holidays shall be paid at double the hourly rate of pay. Rates include all members of the assigned crew.

EXCEPTION:
On all multipole structures and steel transmission lines, switching stations, regulating, capacitor stations, generating plants, industrial plants, associated installations and substations, except those substations whose primary function is to feed a distribution system, will be paid overtime under the following rates:

The first two (2) hours after eight (8) regular hours Monday through Friday of overtime on a regular workday, shall be paid at one and one-half times the hourly rate of wage. All hours in excess of ten (10) hours will be at two (2) times the hourly rate of wage. The first eight (8) hours worked on Saturday will be paid at one and one-half (1-1/2) times the hourly rate of wage. All hours worked in excess of eight (8) hours on Saturday, and all hours worked on Sundays and holidays will be at the double the hourly rate of wage.

All overtime eligible hours performed on the above described work that is energized, shall be paid at the double the hourly rate of wage.

E. The first two (2) hours after eight (8) regular hours Monday through Friday and the first eight (8) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All other hours worked Monday through Saturday, and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

On a four-day, ten-hour weekly schedule, either Monday thru Thursday or Tuesday thru Friday schedule, all hours worked after ten shall be paid at double the hourly rate of wage. The Monday or Friday not utilized in the normal four-day, ten hour work week, and Saturday shall be paid at one and one half (1½) times the regular shift rate for the first eight (8) hours. All other hours worked Monday through Saturday, and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

F. All hours worked between the hours of 6:00 pm and 6:00 am, Monday through Saturday, shall be paid at a premium rate of 20% over the hourly rate of wage. All hours worked on Sundays shall be paid at one and one-half times the hourly rate of wage. All hours worked on holidays shall be paid at double the hourly rate of wage.

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.

H. 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.

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.

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.
4. 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.

M. All hours worked on Sunday and Holidays shall be paid at double the hourly rate. Any employee reporting to work less than nine (9) hours from their previous quitting time shall be paid for such time at time and one-half times the hourly rate.

N. 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, and all work performed between the hours of midnight (12:00 AM) and eight AM (8:00 AM) every day shall be paid at double the hourly rate of wage.

O. All hours worked between midnight Friday to midnight Sunday shall be paid at one and one-half the hourly rate of wage. After an employee has worked in excess of eight (8) continuous hours in any one or more calendar days, all additional hours shall be at the applicable overtime rate until such time as the employee has had a break of six (6) hours or more. All hours worked on Holidays shall be paid at double the hourly rate of wage.

P. All hours worked on Holidays shall be paid at one and one-half times the hourly rate of wage.

Q. The first four (4) 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 hours the hourly rate of wage. All hours worked over twelve (12) hours Monday through Saturday shall be paid at double the hourly rate. All hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

R. All hours worked on Saturdays 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 on Sundays and holidays shall be paid at double the hourly rate of wage.

S. 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.

T. The first two (2) hours of overtime for hours worked Monday-Friday 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 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. For work on Saturday which is scheduled prior to the end of shift on Friday, the first six (6) hours work shall be paid at one and one-half times the hourly rate of wage, and all hours over (6) shall be paid double the hourly rate of wage. For work on Saturday which was assigned following the close of shift on Friday, all work shall be paid at double the hourly rate of wage.

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.

---

**Holiday Codes**


Holiday Codes Continued


Day On Christmas Eve Day. (9 1/2).

Holiday Codes Continued


Z. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Friday after Thanksgiving Day, And Christmas Day (7). If a holiday falls on Saturday, the preceding Friday shall be considered as the holiday. If a holiday falls on Sunday, the following Monday shall be considered as the holiday.

7. A. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday and Saturday after Thanksgiving Day, And Christmas Day (8). Any Holiday Which Falls On A Sunday Shall Be Observed As A Holiday On The Following Monday. If any of the listed holidays falls on a Saturday, the preceding Friday shall be a regular work day.

B. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday and Saturday after Thanksgiving Day, And Christmas Day (8). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

C. Holidays: New Year's Day, Martin Luther King Jr. Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, And Christmas Day (8). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

D. Paid Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, the Friday after Thanksgiving Day, And Christmas Day (8). Unpaid Holidays: President’s Day. Any paid holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any paid holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

E. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, And Christmas Day (7). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

F. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, the last working day before Christmas day and Christmas day (8). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

Holiday Codes Continued

7. 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.

M. Paid Holidays: New Year's Day, The Day after or before New Year’s Day, President’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, Christmas Day, And the Day after or before Christmas Day (10). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

N. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, And Christmas Day (7). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. When Christmas falls on a Saturday, the preceding Friday shall be observed as a holiday.


Q. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, the Last Working Day before Christmas Day and Christmas Day (8). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. If any of the listed holidays falls on a Saturday, the preceding Friday shall be a regular work day.

R. Paid Holidays: New Year's Day, the day after or before New Year’s Day, President’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, Christmas Day, and the day after or before Christmas Day (10). If any of the listed holidays fall on Saturday, the preceding Friday shall be observed as the holiday. If any of the listed holidays falls on a Sunday, the day observed by the Nation shall be considered a holiday and compensated accordingly.

S. Paid Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Friday after Thanksgiving Day, Christmas Day, the Day after Christmas, and A Floating Holiday (9). If any of the listed holidays falls on a Sunday, the day observed by the Nation shall be considered a holiday and compensated accordingly.

Holiday Codes Continued

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>7. T</td>
<td>Paid Holidays: New Year's Day, the Day after or before New Year's Day, President's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, Christmas Day, and the Day after or before Christmas Day. If any of the listed holidays falls on a Sunday, the day observed by the Nation shall be considered a holiday and compensated accordingly. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.</td>
</tr>
<tr>
<td>8. V</td>
<td>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.</td>
</tr>
<tr>
<td>10. X</td>
<td>Holidays: New Year's Day, Day before or after New Year's Day, President's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, Christmas Day, and the day 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.</td>
</tr>
<tr>
<td>11. Y</td>
<td>Holidays: New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, and Christmas Day. If the holiday falls on a Sunday, then the day observed by the federal government shall be considered a holiday and compensated accordingly.</td>
</tr>
<tr>
<td>12. Z</td>
<td>Holidays: New Year's Day, President's Day, Independence Day, Memorial 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.</td>
</tr>
<tr>
<td>13. A</td>
<td>Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, the day before Christmas Day and Christmas Day. Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday.</td>
</tr>
</tbody>
</table>

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.

P.  Workers on hazmat projects receive additional hourly premiums as follows - Class A Suit: $2.00, Class B Suit: $1.50, Class C Suit: $1.00, and Class D Suit: $0.50.

Q.  The highest pressure registered on the gauge for an accumulated time of more than fifteen (15) minutes during the shift shall be used in determining the scale paid.

R.  Effective August 31, 2012 – A Traffic Control Supervisor shall be present on the project whenever flagging or spotting or other traffic control labor is being utilized. A Traffic Control Laborer performs the setup, maintenance and removal of all temporary traffic control devices and construction signs necessary to control vehicular, bicycle, and pedestrian traffic during construction operations. Flaggers and Spotters shall be posted where shown on approved Traffic Control Plans or where directed by the Engineer. All flaggers and spotters shall possess a current flagging card issued by the State of Washington, Oregon, Montana, or Idaho. These classifications are only effective on or after August 31, 2012.

S.  Effective August 31, 2012 – A Traffic Control Supervisor shall be present on the project whenever flagging or spotting or other traffic control labor is being utilized. Flaggers and Spotters shall be posted where shown on approved Traffic Control Plans or where directed by the Engineer. All flaggers and spotters shall possess a current flagging card issued by the State of Washington, Oregon, Montana, or Idaho. This classification is only effective on or after August 31, 2012.

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.
8. **V.** In addition to the hourly wage and fringe benefits, the following depth and enclosure premiums shall be paid. The premiums are to be calculated for the maximum depth and distance into an enclosure that a diver reaches in a day. The premiums are to be paid one time for the day and are not used in calculating overtime pay.

Depth premiums apply to depths of fifty feet or more. Over 50' to 100' - $2.00 per foot for each foot over 50 feet. Over 101’ to 150’ - $3.00 per foot for each foot over 101 feet. Over 151’ to 220’ - $4.00 per foot for each foot over 220 feet. Over 221’ - $5.00 per foot for each foot over 221 feet.

Enclosure premiums apply when divers enter enclosures (such as pipes or tunnels) where there is no vertical ascent and is measured by the distance travelled from the entrance. 25’ to 300’ - $1.00 per foot from entrance. 300’ to 600’ - $1.50 per foot beginning at 300’. Over 600’ - $2.00 per foot beginning at 600’.

**W.** Meter Installers work on single phase 120/240V self-contained residential meters. The Lineman/Groundmen rates would apply to meters not fitting this description.

**X.** Workers on hazmat projects receive additional hourly premiums as follows - Class A Suit: $2.00, Class B Suit: $1.50, Class C Suit: $1.00, and Class D Suit: $0.50. Special Shift Premium: Basic hourly rate plus $2.00 per hour.

When due to conditions beyond the control of the Employer or when an owner (not acting as the contractor), a government agency or the contract specifications requires that work can only be performed outside the normal 5 am to 6pm shift, then the special shift premium will be applied to the basic hourly rate. When an employee works on a special shift, they shall be paid a special shift premium for each hour worked unless they are in OT or Double-time status. (For example, the special shift premium does not waive the overtime requirements for work performed on Saturday or Sunday.)
APPENDIX A

Supplemental Bidder Responsibility Criteria Forms
SUPPLEMENTAL BIDDER RESPONSIBILITY CRITERIA
SURFACE WATER AGING INFRASTRUCTURE
(2019 GRADE F PIPE REPAIRS)

These forms shall be completed in their entirety and submitted by the apparent two lowest Bidders to the Contracting Agency by 12:00 p.m. (noon) of the second business day following the bid submittal deadline.

Failure to submit and meet the requirements as stated in Section 1-02 of the Special Provisions shall be grounds for rejection of the bid. The City of Mill Creek will be the sole judge in determining if the prospective contractor meets the minimum experience requirements.

Contractor:
Name: __________________________________________
Address: _________________________________________
Phone: ___________________________________________
Contact Person: ___________________________________

2. Delinquent State Taxes

Instructions to Bidders: Check the appropriate box

☐ The Bidder does not owe delinquent taxes to the Washington State Department of Revenue.

☐ Alternatively, the Bidder does owe delinquent taxes to the Washington State Department of Revenue.

If the Bidder owes delinquent taxes, they must submit a written payment plan approved by the Department of Revenue, to the Contracting Agency.

_________________________________________    ____________________________
(Date)                                           (Signature)

______________________________________________
(Print Name)

______________________________________________
(Title)
3. **Claims Against Retainage and Bonds:**

Instructions to Bidders: Check the appropriate box

☐ The Bidder has **not** had claims against retainage and bonds in the three (3) years prior to the bid submittal date.

☐ Alternatively, the Bidder has **had** claims against retainage and bonds in the three (3) years prior to the bid submittal date.

If the Bidder has had claims against retainage and bonds in the 3 years prior to the bid submittal date, submit a list of public works projects completed during this period that have had claims against retainage and bonds and include name of Project, contact information for the Owner, a list of claims filed against retainage and/or payment bond for any of the projects listed, and a written explanation of circumstances surrounding each claim and the ultimate resolution of the claim.

______________________________________________  ________________________________________________
(Date) (Signature)

______________________________________________
(Print Name)

______________________________________________
(Title)
4. Public Bidding Crime:

Instructions to Bidders: Check the appropriate box

☐ The undersigned certifies that the Bidder and/or its Owners have not been convicted of a crime involving bidding on a public works contract in the five (5) years prior to the bid submittal date.

☐ Alternatively, the undersigned confirms that the Bidder and/or its Owners have been convicted of a crime involving bidding on a public works contract in the five (5) years prior to the bid submittal date.

If the Bidder and/or its Owners have been convicted of a crime involving bidding on a public works contract, provide a written explanation identifying the date of the conviction and a description of the circumstances surrounding the conviction.

________________________________________________________
(Date) (Signature)

________________________________________________________
(Print Name)

________________________________________________________
(Title)
5. **Termination for Cause/Termination for Default**

Instructions to Bidders: Check the appropriate box

☐ The undersigned certifies that the Bidder has not had any public works contracts terminated for cause or terminated for default by a government agency in the five (5) years prior to the bid submittal date.

☐ Alternatively, the undersigned confirms that the Bidder has had public works contracts terminated for cause or terminated for default by a government agency in the five (5) years prior to the bid submittal date.

If the Bidder has had any public works contracts terminated for cause or terminated for default in the 5 years prior to the bid submittal date, provide a written explanation for all contracts terminated for cause or terminated for default by identifying the project contract that was terminated, the government agency which terminated the Contract, the date of the termination, and a description of the circumstances surrounding the termination.

________________________________________________________________________

(Date) (Signature)

________________________________________________________________________

(Print Name)

________________________________________________________________________

(Title)
6. Lawsuits

Instructions to Bidders: Check the appropriate box

☐ The undersigned certifies that the Bidder has not had any lawsuits with judgments entered against the Bidder in the five (5) years prior to the bid submittal date that demonstrate a pattern of failing to meet the terms of contracts.

☐ Alternatively, the undersigned confirms that the Bidder has had any lawsuits with judgments entered against the Bidder in the five (5) years prior to the bid submittal date that demonstrate a pattern of failing to meet the terms of contracts.

If the Bidder has had any lawsuits with judgments entered against the Bidder in the 5 years prior to the bid submittal date that demonstrate a pattern of failing to meet the terms of contracts, submit a list of lawsuits along with a written explanation of the circumstances surrounding each lawsuit. The Contracting Agency shall evaluate these explanations to determine whether the lawsuits demonstrate a pattern of failing to meet the terms of contracts.

_________________________________________  _______________________________________
(Date) (Signature)

_________________________________________
(Print Name)

_________________________________________
(Title)
7. **Contract Time (Liquidated Damages)**

Instructions to Bidders: Check the appropriate box

- [ ] The undersigned certifies that the Bidder has not had liquidated damages assessed on any project it has completed in the five (5) years prior to the bid submittal date.

- [ ] Alternatively, the undersigned confirms that the Bidder has had liquidated damages assessed on projects in the five (5) years prior to the bid submittal date.

If the Bidder has had liquidated damages assessed against projects in the 5 years prior to the bid submittal dated, submit a list of projects along with Owner contact information, and number of days assessed liquated damages. The Contracting Agency shall to determine whether the Contractor has a pattern of failing to complete projects within Contract Time.

__________________________  ____________________________

(Date)  (Signature)

__________________________

(Print Name)

__________________________

(Title)
8. **Contractor Capacity**

The Bidder must provide the gross dollar amount of work currently under contract, the gross dollar amount of contracts currently not completed, five major pieces of equipment anticipated to be on the project and whether the equipment is leased or owned, number of years the contractor has been in business, number of superintendents and their years of experience on staff, superintendent assigned to this project and their years of experience. Attach supplemental documentation and/or sheet pages if needed.

Contractor or Subcontractor Name: ____________________________________________

Gross Dollar Amount of Work Currently Under Contract:

__________________________________________________

Gross Dollar Amount of Work Currently Not Completed:

__________________________________________________

Five Major Pieces of Equipment Leased / Owned

1.)

2.)

3.)

4.)

5.)

Superintendent Years Experience

__________________________________________________

__________________________________________________

__________________________________________________

__________________________________________________

__________________________________________________

Assigned Superintendent Years Experience

__________________________________________________
Contractor Experience

The Bidder must have completed at least three (3) projects, of a similar size and scope, during the five (5) year period immediately preceding the bid submittal deadline for this Project. At least one project must have been successfully completed for a government agency. Attach supplemental documentation and/or sheet pages if needed.

Contractor or Subcontractor Name: _______________________________________________________

#1 Owner’s Name and Contact Information: ________________________________________________

   Project Name: _________________________________________________________
   Awarded Contract Amount: _______________________________________________
   Final Contract Amount: __________________________________________________
   Completion Date: _______________________________________________________
   Project Description: ______________________________________________________

#2 Owner’s Name and Contact Information: ________________________________________________

   Project Name: _________________________________________________________
   Awarded Contract Amount: _______________________________________________
   Final Contract Amount: __________________________________________________
   Completion Date: _______________________________________________________
   Project Description: ______________________________________________________

#3 Owner’s Name and Contact Information: ________________________________________________

   Project Name: _________________________________________________________
   Awarded Contract Amount: _______________________________________________
   Final Contract Amount: __________________________________________________
   Completion Date: _______________________________________________________
   Project Description: ______________________________________________________
SCIPL Contractor Requirements

The contractor shall have at least five (5) years active and ongoing commercial SCIPL and/or CIPP installation experience. In addition, the contractor shall provide examples of, and references for, at least at least three (3) successful SCIPL pipe repair installation projects within the past five (5) years. The contractor shall be a licensed and certified installer of the SCIPL liner/resin system to be installed. Proof of certification and licensing shall be attached. Attach supplemental documentation and/or sheet pages if needed.

Contractor Name: ________________________________

Years CIPP/SCIPL Installation Experience: ________________________________

SCIPL Installation Projects

#1 Owner's Name and Contact Information: ________________________________

  Project Name: _______________________________________________________
  Awarded Contract Amount: ____________________________________________
  Final Contract Amount: _______________________________________________
  Completion Date: _____________________________________________________
  Project Description:
  _________________________________________________________________
  _________________________________________________________________
  _________________________________________________________________
  _________________________________________________________________

#2 Owner's Name and Contact Information: ________________________________

  Project Name: _______________________________________________________
  Awarded Contract Amount: ____________________________________________
  Final Contract Amount: _______________________________________________
  Completion Date: _____________________________________________________
  Project Description:
  _________________________________________________________________
  _________________________________________________________________
  _________________________________________________________________
  _________________________________________________________________
#3 Owner's Name and Contact Information: ____________________________

Project Name: ______________________________________________________
Awarded Contract Amount: ____________________________________________
Final Contract Amount: ________________________________________________
Completion Date: _______________________________________________________
Project Description:
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________
APPENDIX B
Standard Plans
NOTE

DURING EXCAVATION, MINIMIZE DISTURBING THE GROUND AROUND TRENCH AS MUCH AS IS PRACTICAL, AND SMOOTH SURFACE FOLLOWING EXCAVATION TO AVOID CONCENTRATING FLOWS. COMPACTION MUST BE ADEQUATE TO PREVENT UNDERCUTTING FLOWS.

TYPICAL INSTALLATION DETAIL (STEEL POSTS SHOWN)

SILT FENCE

STANDARD PLAN 1-30.15-02
SHEET 1 OF 1 SHEET

SPliced FENCE SECTIONS SHALL BE CLOSE ENOUGH TOGETHER TO PREVENT SILT LADEN WATER FROM ESCAPING THROUGH THE FENCE AT THE OVERLAP.

Splice DETAIL (WOOD POSTS SHOWN)

NOTES

1. Install the ends of the silt fence to point slightly upslope to prevent sediment from flowing around the ends of the fence.
2. Perform maintenance in accordance with Standard Specifications 8-01.3(9)(a) and 8-01.3(15).
3. Splices shall never be placed in low spots or sump locations. If splices are located in low or sump areas, the fence may need to be reinstalled unless the Project Engineer approves the installation.
4. Install silt fencing parallel to mapped contour lines.
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).
NOTES:
1. Concrete shall be Class 3000 air-entrained.
2. Base shall be Crushed Surfacing Top Course. per WSDOT sec. 9-03.9(3) with a minimum depth of 4 inch. In-situ native material may be used for a base if approved by the City. Sub-grade compaction shall meet a min. 95% of max. density.
3. Steel forms shall be used on all straight sections. Wood forms shall be used on radius.
4. Full depth expansion joints shall be placed at 10 feet center to center, at the top of each driveway, at top of access ramps, and on both sides of a catch basin. (Joint material shall be min. 3/8" premolded joint material factory cut to the shape of the curb. Strips of joint material shall not be stacked.)
5. Finish shall be broomed with tooled edges. All joints shall be clean.
NOTES:
1. Concrete shall be Class 3000 air entrained.
2. Concrete thickness shall be 4" (Typical) except at driveways which shall be 6" thick.
3. Thicked edge shall be used on commercial corners and 2 1/2 feet on both sides of a commercial driveway.
4. Sidewalk shall drain toward the street.
5. Broom finish surface with tooled joints and edges.
6. Expansion joint material shall be used between driveways and sidewalk joint.

MIN. SIDEWALK WIDTHS
RESIDENTIAL & COMMERCIAL 5 FT.
ARTERIALS 6 FT.
USE AS MULTI-PURPOSE TRAIL 10 FT.

STREET
CEMENT CONCRETE SIDEWALK
NOT TO SCALE
PUBLIC WORKS DEPARTMENT

PLAN NO.
STR-3
REV. DATE: 9/20/2016
NOTES

1. Base to be constructed and installed in accordance with WSDOT specifications (Section 7-05) for Catch Basin Type 1 and Concrete Inlet, or as approved by the City Engineer.

2. The knockout diameter shall not be greater than 20". Knockouts shall have a wall thickness of 2" minimum to 2.5" maximum. Provide a 1.5" minimum gap between the knockout wall and the outside of the pipe. After the pipe is installed, fill the gap with joint mortar in accordance with WSDOT Standard Specification 9-04.3. All side access into the base shall be through a precast knockout.

3. The maximum depth from the finished grade to the lowest pipe invert shall be 6'.

4. The frame and grate may be installed with the flange down, or integrally cast into the adjustment section with flange up.

5. The Precast Base Section may have a rounded floor, and the walls may be sloped at a rate of 1:24 or steeper.

6. The opening shall be measured at the top of the precast base section.

7. All pickup holes shall be grouted full after the basin has been placed.
NOTES
1. No steps are required when height is 4' or less.
2. The bottom of the precast catch basin may be sloped to facilitate cleaning.
3. The rectangular frame and grate may be installed with the flange up or down.
4. Knockouts shall have a wall thickness of 2" minimum to 2.5" maximum. Provide a 1.5" minimum gap between the knockout wall and the outside of the pipe. After the pipe is installed, fill the gap with joint mortar in accordance with Standard Specification 9-04.3.

CITY OF MODERN WASHINGTON
STORM WATER CATCH BASIN TYPE 2 NOT TO SCALE
PUBLIC WORKS DEPARTMENT

PLAN NO. STM - 2
REV. DATE: 9/21/2016

AGENDA ITEM #H.
TRENCH IN UNPAVED AREA
(OFF ROADWAY)

EXISTING GRADE

NATIVE BACKFILL COMPACTED TO 90% MAX. DENSITY (MOD. PROCTOR) PLACED IN 12" MAX. LIFTS.

INITIAL NATIVE BACKFILL - SELECT (MAX. 1" ROCK) MATERIAL COMPACTED TO 95% MAX. DENSITY (MOD. PROCTOR) 6" MAX. LOOSE LIFTS. (SEE NOTE 4)

GRAVEL BACKFILL FOR PIPE ZONE - BEDDING PER WSDOT 9-03.12 (3).

W = 40" FOR 15" DIAMETER PIPE & SMALLER.
W = 1 1/2" X PIPE DIAMETER +18" FOR PIPE 18" IN DIAMETER AND LARGER.

TRENCH IN PAVED AREA

NEW ASPHALT REPAIR PATCH - SEE NOTE 5.

HMA CLASS 1/2" - REPAIR DEPTH SHALL MATCH EXISTING PAVEMENT DEPTH OR 4 INCHES, WHICHERVER IS GREATER.

12" PAVING BEYOND TRENCH LIMITS (MIN. 2" THICK). SEE NOTE 5.

SAWCUT EDGES

EXISTING ASPHALT PAVEMENT

CRUSHED SURFACING - TOP COURSE MEETING WSDOT 9-03.9 (3) MATERIAL COMPACTED TO 95% MAXIMUM DENSITY (MOD. PROCTOR) PLACED IN 12" MAX. LIFTS, OR CDF IF REQUIRED BY THE CITY.

NATIVE BACKFILL COMPACTED TO 95% MAX. DENSITY (MODIFIED PROCTOR) PLACED IN 12" MAX. LIFTS. (SEE NOTE 4)

NOTES:
1. EXISTING ASPHALT PAVEMENT MUST BE SAWCUT TO PROVIDE A CLEAN STRAIGHT EDGE BEFORE PIPE PLACEMENT.
2. EXISTING MATERIAL DISTURBED UNDER THE PIPE SHALL BE REPLACED WITH BEDDING MATERIAL AND COMPACTED TO 95% MAX. DENSITY.
3. BACK MATERIAL SHALL BE INSTALLED IN AN APPROVED MANNER TO ENSURE NO DAMAGES TO THE PIPE.
4. IF NATIVE BACKFILL IS DETERMINED UNSATISFACTORY BY THE CITY, USE CRUSHED SURFACING TOP COURSE PER WSDOT 9-03.9 (3)
5. SEE MILL CREEK MUNICIPAL CODE SECTION 12.18.060 FOR PAVEMENT PATCHING STANDARDS.

AGENDA ITEM #H.
Surface Water Aging Infrastructure Construction Contract Award - Grade F... Page 387 of 451
APPENDIX C

City of Mill Creek 2019 Community Events List
## 2019 Community Events

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Location</th>
<th>C&amp;M</th>
<th>PD</th>
<th>PW</th>
</tr>
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<tbody>
<tr>
<td><strong>February</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Anti-Valentine's Day Party</td>
<td>Friday, February 8</td>
<td>7 p.m. - 9 p.m.</td>
<td>Mill Creek Library</td>
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<tr>
<td>It's Raining Chocolate</td>
<td>Saturday, February 9</td>
<td>1-4 p.m.</td>
<td>Town Center</td>
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<tr>
<td>WSU Repair Café</td>
<td>Saturday, February 23</td>
<td>10 a.m. - 2 p.m.</td>
<td>McColllum Park</td>
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<tr>
<td>Mill Creek Elem. Health Fair</td>
<td>Thursday, February 28</td>
<td>5:00 p.m. - 7:30 p.m.</td>
<td>Mill Creek Elementary</td>
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<tr>
<td><strong>March</strong></td>
<td></td>
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<tr>
<td>WSU Repair Café</td>
<td>Saturday, March 23</td>
<td>10 a.m. - 2 p.m.</td>
<td>McColllum Park</td>
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<td><strong>April</strong></td>
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<td></td>
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<tr>
<td>Eggstravaganza</td>
<td>Saturday, April 20</td>
<td>10:30 a.m. - 12:00 a.m.</td>
<td>Heatherwood H.S.Field</td>
<td>X</td>
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<tr>
<td>Health Fair</td>
<td>Saturday, April 27</td>
<td>10 a.m. - 1 p.m.</td>
<td>Mill Creek YMCA</td>
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<tr>
<td><strong>May</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Mill Creek Garage Sale</td>
<td>Saturday, May 4</td>
<td>8:30 a.m.</td>
<td>Mill Creek Neighborhoods</td>
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</tr>
<tr>
<td>Town Center Wine Walk &amp; Art Walk</td>
<td>Saturday, May 11</td>
<td>5:00 p.m. - 8:00 p.m.</td>
<td>Main Street in Town Center</td>
<td>X</td>
<td></td>
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<tr>
<td>Town Center Wine Walk</td>
<td>Sunday, May 12</td>
<td>11:00 a.m. - 4:00 p.m.</td>
<td>Large Community Room</td>
<td></td>
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<tr>
<td>Japanese Flower Arranging Exhibition &amp; Sale</td>
<td>Saturday, May 18</td>
<td>10:00 a.m. - 3:00 p.m.</td>
<td>McColllum Park</td>
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<tr>
<td>Day of Hope</td>
<td>Saturday, May 18</td>
<td>9 a.m. - 12 p.m.</td>
<td>Mill Creek area</td>
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<tr>
<td>Day of Hope</td>
<td>Sunday, May 19</td>
<td>9 a.m. - 12 p.m.</td>
<td>Mill Creek area</td>
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<tr>
<td>Safety Week Open House</td>
<td>Saturday, May 19</td>
<td>12 p.m. - 4 p.m.</td>
<td>Fire Station #11</td>
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<tr>
<td>Memorial Day Commemorations</td>
<td>Monday, May 27</td>
<td>9:00 a.m.</td>
<td>Library Park</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Memorial Day Parade</td>
<td>Monday, May 27</td>
<td>11:00 a.m.</td>
<td>Main Street in Town Center</td>
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<td>X</td>
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<tr>
<td><strong>June</strong></td>
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<td></td>
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<tr>
<td>Art Walk</td>
<td>Thursday, June 13</td>
<td>5:00 p.m. - 8:00 p.m.</td>
<td>Main Street in Town Center</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Mill Creek Farmers Market</td>
<td>Tuesday, June 18 &amp; 25</td>
<td>3:00 p.m. - 7:00 p.m.</td>
<td>City Hall North Parking Lot</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Health &amp; Wellness Day</td>
<td>Thursday, June 20</td>
<td>11:00 a.m. - 4:00 p.m.</td>
<td>Mill Creek Park</td>
<td>X</td>
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</tr>
<tr>
<td>Mill Creek Garden Tour</td>
<td>Saturday, June 22</td>
<td>11:00 a.m. - 4:00 p.m.</td>
<td>Mill Creek Park</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Pianos on Main</td>
<td>Starts last week of June</td>
<td>Town Center</td>
<td></td>
<td>X</td>
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<tr>
<td>Art Walk</td>
<td>Thursday, June 27</td>
<td>5:00 p.m. - 7:00 p.m.</td>
<td>Mill Creek Park</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Run of the Hills</td>
<td>Saturday, June 29</td>
<td>10 a.m. - 10:45 a.m.</td>
<td>Main Street in Town Center</td>
<td>X</td>
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<tr>
<td><strong>July</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mill Creek Farmers Market</td>
<td>Tuesdays, July 2, 9, 16, 23 &amp; 30</td>
<td>3:00 p.m. - 7:00 p.m.</td>
<td>City Hall North Parking Lot</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Town Center Concert</td>
<td>Wednesday, July 3</td>
<td>6:00 p.m. - 8:00 p.m.</td>
<td>The Forum in Town Center</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Town Center Concert</td>
<td>Wednesday, July 10</td>
<td>6:00 p.m. - 8:00 p.m.</td>
<td>The Forum in Town Center</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Art Walk</td>
<td>Thursday, July 11</td>
<td>5:00 p.m. - 7:00 p.m.</td>
<td>Main Street in Town Center</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Mill Creek Festival</td>
<td>Saturday, July 13</td>
<td>11:00 a.m. - 5:00 p.m.</td>
<td>Mill Creek Park</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Mill Creek Concert</td>
<td>Sunday, July 14</td>
<td>11:00 a.m. - 5:00 p.m.</td>
<td>Mill Creek Park</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>3-on-3 Basketball Tournament</td>
<td>Saturday, July 13</td>
<td>12:00 p.m.</td>
<td>City Hall North Parking Lot</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>3-on-3 Basketball Tournament</td>
<td>Sunday, July 14</td>
<td>12:00 p.m.</td>
<td>City Hall North Parking Lot</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Town Center Concert</td>
<td>Wednesday, July 17</td>
<td>6:00 p.m. - 8:00 p.m.</td>
<td>The Forum in Town Center</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Town Center Concert</td>
<td>Wednesday, July 24</td>
<td>6:00 p.m. - 8:00 p.m.</td>
<td>The Forum in Town Center</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Party in the Park</td>
<td>Thursday, July 25</td>
<td>5:00 p.m. - 7:00 p.m.</td>
<td>Mill Creek Park</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Town Center Concert</td>
<td>Wednesday, July 31</td>
<td>6:00 p.m. - 8:00 p.m.</td>
<td>The Forum in Town Center</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>August</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Town Center Kid Fest</td>
<td>Saturday, August 3</td>
<td>1:00 p.m. - 4:00 p.m.</td>
<td>Main Street in Town Center</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Mill Creek Farmers Market</td>
<td>Tuesday, Aug 6, 13, 20</td>
<td>3:00 p.m. - 7:00 p.m.</td>
<td>Main Street in Town Center</td>
<td>X</td>
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<tr>
<td>National Night Out</td>
<td>Tuesday, August 6</td>
<td>5:30 p.m. - 8:30 p.m.</td>
<td>TBD</td>
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<tr>
<td>Town Center Concert</td>
<td>Wednesday, August 7</td>
<td>6:00 p.m. - 8:00 p.m.</td>
<td>The Forum in Town Center</td>
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<tr>
<td>Art Walk</td>
<td>Thursday, August 8</td>
<td>5:00 p.m. - 7:00 p.m.</td>
<td>Main Street in Town Center</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Town Center Concert</td>
<td>Wednesday, August 14</td>
<td>6:00 p.m. - 8:00 p.m.</td>
<td>The Forum in Town Center</td>
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<tr>
<td>Hope Creek Auction</td>
<td>Thursday, August 20</td>
<td>6:00 p.m. - 8:00 p.m.</td>
<td>Gold Creek Church</td>
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<tr>
<td>Town Center Concert</td>
<td>Wednesday, August 21</td>
<td>6:00 p.m. - 8:00 p.m.</td>
<td>The Forum in Town Center</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Party in the Park</td>
<td>Thursday, August 22</td>
<td>5:00 p.m. - 7:00 p.m.</td>
<td>Heron Park</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Town Center Concert</td>
<td>Wednesday, August 28</td>
<td>6:00 p.m. - 8:00 p.m.</td>
<td>The Forum in Town Center</td>
<td></td>
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</tr>
<tr>
<td><strong>September</strong></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Town Center Concert</td>
<td>Wednesday, September 4</td>
<td>6:00 p.m. - 8:00 p.m.</td>
<td>The Forum in Town Center</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Town Center Concert</td>
<td>Wednesday, September 11</td>
<td>6:00 p.m. - 8:00 p.m.</td>
<td>The Forum in Town Center</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Town Center Concert</td>
<td>Wednesday, September 18</td>
<td>6:00 p.m. - 8:00 p.m.</td>
<td>The Forum in Town Center</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WSU Repair Café</td>
<td>Saturday, September 21</td>
<td>10 a.m. - 2 p.m.</td>
<td>McColllum Park</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Town Center Wine/Beer Walk</td>
<td>Saturday, September 21</td>
<td>5:00 p.m. - 8:00 p.m.</td>
<td>Main Street in Town Center</td>
<td></td>
<td></td>
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<tr>
<td>Town Center Concert</td>
<td>Wednesday, September 25</td>
<td>6:00 p.m. - 8:00 p.m.</td>
<td>The Forum in Town Center</td>
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<tr>
<td><strong>October</strong></td>
<td></td>
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</tr>
<tr>
<td>Mill Creek Garage Sale</td>
<td>Saturday, October 5</td>
<td>8:00 a.m.</td>
<td>Mill Creek Neighborhoods</td>
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<td></td>
</tr>
<tr>
<td>SCFD7 EMS Week Open House</td>
<td>Saturday, October 12</td>
<td>12 p.m. - 4 p.m.</td>
<td>Fire Station #31</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Art Walk</td>
<td>Saturday, October 19</td>
<td>10 a.m. - 2 p.m.</td>
<td>McColllum Park</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Teen Halloween Event</td>
<td>Friday, October 25</td>
<td>7:00 p.m. - 9:00 p.m.</td>
<td>Mill Creek Library</td>
<td></td>
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<tr>
<td>Treats on Main Street</td>
<td>Thursday, October 31</td>
<td>5:00 p.m. - 7:00 p.m.</td>
<td>Main Street in Town Center</td>
<td>X</td>
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<tr>
<td><strong>November</strong></td>
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<td></td>
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</tr>
<tr>
<td>Veterans Day Commemorations</td>
<td>Monday, November 11</td>
<td>10 a.m. - 2 p.m.</td>
<td>Main Street in Town Center</td>
<td>X</td>
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<tr>
<td>WSU Repair Café</td>
<td>Saturday, November 16</td>
<td>10 a.m. - 2 p.m.</td>
<td>McColllum Park</td>
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<tr>
<td>Shop Local</td>
<td>Saturday, November 30</td>
<td>10 a.m. - 4 p.m.</td>
<td>Town Center</td>
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<tr>
<td>Santa Parade</td>
<td>Saturday, December 7</td>
<td>2:30 p.m.</td>
<td>Main Street in Town Center</td>
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<tr>
<td>Tree Lighting Ceremony</td>
<td>Saturday, December 7</td>
<td>4:00 p.m.</td>
<td>City Hall South Parking Lot</td>
<td>X</td>
<td>X</td>
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**AGENDA ITEM #H.**
APPENDIX D
Permits
AGENDA ITEM #H.

Surface Water Aging Infrastructure Construction Contract Award - Grade F.

MINIMUM LANE CLOSURE TAPER LENGTH = L (feet)

<table>
<thead>
<tr>
<th>LANE WIDTH</th>
<th>20</th>
<th>25</th>
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<th>35</th>
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MINIMUM SHOULDER TAPER LENGTH = L/2 (feet)

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<tr>
<th>SHOULDER WIDTH</th>
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<th>45</th>
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SIGN SPACING = X (1)

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<th>X (1)</th>
<th>50</th>
<th>60</th>
<th>70</th>
</tr>
</thead>
<tbody>
<tr>
<td>50</td>
<td>60</td>
<td>70</td>
<td></td>
</tr>
</tbody>
</table>

CHANNELIZATION DEVIANCE SPACING (ft)

<table>
<thead>
<tr>
<th>MIN</th>
<th>MED</th>
<th>MAX</th>
</tr>
</thead>
<tbody>
<tr>
<td>50</td>
<td>60</td>
<td>70</td>
</tr>
<tr>
<td>50</td>
<td>60</td>
<td>70</td>
</tr>
</tbody>
</table>

BUFFER DATA

<table>
<thead>
<tr>
<th>LONGITUDINAL BUFFER SPACE</th>
<th>B</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPEED (MPH)</td>
<td>50</td>
</tr>
<tr>
<td>BUFFER LENGTH (ft)</td>
<td>100</td>
</tr>
</tbody>
</table>

TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = H

<table>
<thead>
<tr>
<th>NOTE</th>
<th>VEHICLE WIDTH</th>
<th>NOTE</th>
<th>VEHICLE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>VTR</td>
<td>20</td>
<td>VTR</td>
<td>20</td>
</tr>
</tbody>
</table>

NOTES

1. SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.
2. EXTEND DEVICE TAPER AT L/3 ACROSS SHOULDER.
3. DEVICES SHALL NOT ENCROACH INTO THE ADJACENT LANE.
4. USE TRANSVERSE DEVICES IN CLOSED LANE EVERY 100' (305000).
5. DEVICE SPACING FOR THE DOWNSTREAM TAPER SHALL BE 25' (7).}

SINGLE-LANE CLOSURE FOR MULTI-LANE ROADWAYS

NOT TO SCALE

WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL PLAN

RECORD OF WORK PERFORMED

PREPARATION: JIM SWEET
CHECKED: JIM SWEET
APPROVED: JIM SWEET
### Agenda Item #H

**Surface Water Aging Infrastructure Construction Contract Award - Grade F**

#### Minimum Lane Closure Taper Length

<table>
<thead>
<tr>
<th>Lane Width (ft)</th>
<th>Posted Speed (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>25</td>
</tr>
<tr>
<td>12</td>
<td>65</td>
</tr>
</tbody>
</table>

#### Sign Spacing

<table>
<thead>
<tr>
<th>Category &amp; Expectations</th>
<th>Minimum, Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Temporary</td>
<td>40, 75, 120</td>
</tr>
<tr>
<td>Permanent</td>
<td>100, 150</td>
</tr>
</tbody>
</table>

#### Minimum Shoulder Taper Length

<table>
<thead>
<tr>
<th>Shoulder Width (ft)</th>
<th>Posted Speed (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>25, 30</td>
</tr>
<tr>
<td>10</td>
<td>40, 65</td>
</tr>
</tbody>
</table>

*Use a minimum 1 device taper for shoulder less than x.*

#### Channelization Device Spacing

<table>
<thead>
<tr>
<th>Device Type</th>
<th>Spread</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taper</td>
<td>300</td>
</tr>
<tr>
<td>Taper Temp</td>
<td>600</td>
</tr>
</tbody>
</table>

#### Buffer Data

**Longitudinal Buffer Space**

<table>
<thead>
<tr>
<th>Speed (mph)</th>
<th>Buffer Space (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>155</td>
</tr>
<tr>
<td>30</td>
<td>200</td>
</tr>
<tr>
<td>35</td>
<td>240</td>
</tr>
<tr>
<td>40</td>
<td>280</td>
</tr>
<tr>
<td>45</td>
<td>320</td>
</tr>
<tr>
<td>50</td>
<td>360</td>
</tr>
<tr>
<td>55</td>
<td>400</td>
</tr>
<tr>
<td>60</td>
<td>440</td>
</tr>
<tr>
<td>65</td>
<td>480</td>
</tr>
<tr>
<td>70</td>
<td>520</td>
</tr>
</tbody>
</table>

**Transportable Attenuator Roll Ahead Distance**

<table>
<thead>
<tr>
<th>Host Vehicle Weight (lbs)</th>
<th>Roll Ahead Distance (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,000 – 22,000</td>
<td>10’</td>
</tr>
<tr>
<td>22,000 – 22,000</td>
<td>12’</td>
</tr>
<tr>
<td>22,000 – 55,000</td>
<td>17’</td>
</tr>
<tr>
<td>55,000 – 80,000</td>
<td>19’</td>
</tr>
<tr>
<td>80,000 – 100,000</td>
<td>24’</td>
</tr>
</tbody>
</table>

**NOTES**

1. **Temporary Off-Ramp for Multi-Lane Roadways**
   - Use REACH devices at end of closure with 100 feet of MOW.
   - Use device to block lanes every 100 ft. (T72 recommended).
   - Use this device for a short-term off-ramp closure when the work area location restricts ramp access.
   - All signs are black on orange unless otherwise designated.

#### Traffic Control Plan

**Temporary Sign Location**

<table>
<thead>
<tr>
<th>Sign Location</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Temporary Sign Location</strong></td>
<td>Mounting Height</td>
</tr>
</tbody>
</table>

**Temporary Sign Location**

<table>
<thead>
<tr>
<th>Mounting Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>80 ft</td>
</tr>
</tbody>
</table>

**NOT TO SCALE**

**Traffic Control Plan**

Washington State
Department of Transportation

**TRAFFIC CONTROL PLAN**
### Minimum Taper Length = L (feet)

<table>
<thead>
<tr>
<th>Lane Width (ft)</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>8</th>
<th>10</th>
<th>12</th>
</tr>
</thead>
<tbody>
<tr>
<td>50</td>
<td>145</td>
<td>190</td>
<td>235</td>
<td>280</td>
<td>325</td>
<td>370</td>
<td>430</td>
<td>500</td>
</tr>
<tr>
<td>55</td>
<td>150</td>
<td>195</td>
<td>240</td>
<td>285</td>
<td>330</td>
<td>385</td>
<td>445</td>
<td>515</td>
</tr>
<tr>
<td>60</td>
<td>155</td>
<td>200</td>
<td>245</td>
<td>290</td>
<td>335</td>
<td>390</td>
<td>450</td>
<td>520</td>
</tr>
<tr>
<td>65</td>
<td>160</td>
<td>205</td>
<td>250</td>
<td>295</td>
<td>340</td>
<td>395</td>
<td>455</td>
<td>525</td>
</tr>
</tbody>
</table>

### Sign Spacing = X (1)

- Rural Highways: 40 (15 MPH) 65 (25 MPH)
- Rural Roads: 45 (15 MPH) 65 (25 MPH)
- Rural Roads & Urban Areas: 55 (40 MPH) 80 (55 MPH)
- Urban Areas: 60 (40 MPH) 80 (55 MPH)

1. All spacing may be adjusted to accommodate interchange ramps attached intersecting and diverging.
2. This spacing may be reduced in urban areas to fit roadway conditions.

### Intersection Lane Closure - Three Lane Roadway

**NOT TO SCALE**

### Buffers Data

<table>
<thead>
<tr>
<th>Longitudinal Buffer Space = B</th>
<th>25</th>
<th>30</th>
<th>35</th>
<th>40</th>
<th>45</th>
<th>50</th>
<th>55</th>
<th>60</th>
<th>65</th>
<th>70</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length (miles)</td>
<td>155</td>
<td>200</td>
<td>250</td>
<td>300</td>
<td>350</td>
<td>400</td>
<td>450</td>
<td>500</td>
<td>550</td>
<td>600</td>
</tr>
</tbody>
</table>

### Transportable Attenuator Roll Ahead Distance = R

<table>
<thead>
<tr>
<th>Most Vehicle Weight &lt; 45 MPH</th>
<th>Most Vehicle Weight &gt; 20,000 lbs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 45 MPH</td>
<td>&gt; 45-55 MPH</td>
</tr>
<tr>
<td>15 ft</td>
<td>12 ft</td>
</tr>
<tr>
<td>15 ft</td>
<td>12 ft</td>
</tr>
</tbody>
</table>

### Protective Vehicle (Work Vehicle) = R

No specified distance required.

---

**Notes:**
1. Recommend extending device taper 3/4 through shoulder.
2. If a signal is present it shall be set to “red flash mode” or turned off during flagging operations.
3. For speed limit of 30 MPH or less use sign W-11 in lieu of sign W-14.
4. Maintain a minimum of one access point for each business within work area limits.
5. All signs are black on orange unless otherwise designated.
Appendix F – Pipe CCTV Videos

These videos were ordered by the Contracting Agency between 2012 and 2018 and are provided here for assistance with bidding. Video titles are given in “site#_pipe ID#_year of review” format.

Site 1 2332 2014
https://youtu.be/LTfqrG8twQo

Site 5 640 2015
https://youtu.be/Ev0KcKICdsM

Site 6 3185 2014
https://youtu.be/lkgjqBxaRNE

Site 7 3168 2014
https://youtu.be/oNlzWMEZ32k

Site 8 1 3179 2015
https://youtu.be/3kTCXdxxs2I

Site 10 4655 2016
https://youtu.be/zBYtxcwpjEk

Site 11 4847 2016
https://youtu.be/Qkc9tPhyIwc

Site 12 4408 2018
https://youtu.be/jjDon-ynUhs

Site 13 2412 2015
https://youtu.be/eHXXv9AsC5I

Site 14 4852 2016 previously understood to be 4853
https://youtu.be/fvtS1BV1Ofk

Site 16 3205 2014
https://youtu.be/kW-x_EOUyc

Site 18 2152 2015
https://youtu.be/UhE63RIA35A

Site 19 3987 2018
https://youtu.be/mDo8mo7agj8
AGENDA ITEM #H.

Site 20 3988 2018
https://youtu.be/mK6G6vD9tVw
APPENDIX G
Retainage Agreement
CITY OF MILL CREEK
CONTRACTOR'S DECLARATION OF OPTION FOR
MANAGEMENT OF STATUTORY RETAINED PERCENTAGE

The City shall withhold the retained percentage for this Contract from time-to-time as such retained percentage accrues and in accordance with RCW 60.28.011, 021, and 051.

☐ OPTION A I hereby elect to have the retained percentage for this Contract held in a fund by the City.

☐ OPTION B I hereby elect to post a retainage bond, in the form and amount and from a bonding company acceptable to the City pursuant to the requirements of RCW 60.28.011(6). Provide copy of Assignment of Funds.

☐ OPTION C I hereby elect to have the City deposit the retained percentage for this Contract, from time-to-time, as such retained percentage accrues and in accordance with RCW 60.28.011, 021, and 051.

I hereby designate ____________________________ as the depositary for said funds which shall be deposited in an interest earning account subject to joint control by City and the Contractor. All interest earned on said deposits shall belong to the Contractor. (If the Contractor fails to designate the depositary, then the City designates.)

I hereby further agree to be fully responsible for payment of all costs or fees incurred as a result of establishing said depositary account and depositing the retained percentage as authorized by statute. The City shall not be liable in any way for any costs or fees in connection therewith.

CONTRACTOR:

__________________________________________

Date: ________________________________

PLEASE NOTE: This form is for selection of retainage option only. OPTION C must have a signed Escrow Agreement on file prior to processing retainage payment to the bank.
CITY OF MILL CREEK - PUBLIC WORKS
RETAINED PERCENTAGE ESCROW AGREEMENT

Project Description:

Escrow Bank or Trust Company: _____________________________________________

Contact Person / Phone Number: _____________________________________________

Address: ________________________________________________________________

Escrow / Account No:  _____________________________________________________

Contractor: ______________________________________________________________

Address: ________________________________________________________________

The undersigned, ________________________, herein referred to as the Contractor, has directed the City of Mill Creek to deliver to you its checks which shall be payable to you and the Contractor jointly. Such checks are to be held and disposed of by you in accordance with the following instructions and upon the terms and conditions hereinafter set forth.

INTRODUCTION

1. The monies will then be used by you to purchase, as directed by the Contractor, bonds or other securities chosen by the Contractor and approved by the City of Mill Creek. Following is a list of such bonds or other securities approved by the City of Mill Creek. Other bonds or securities, except stocks, may be selected by the Contractor subject to express written approval of the City of Mill Creek. Purchase of such bonds or other securities shall be in a form which shall allow you alone to reconvert such bonds or other securities into money if you are required to do so by the City of Mill Creek as provided in paragraph 4 of this Escrow Agreement.

2. When and as interest on the securities held by you pursuant to this agreement accrues and is paid, you shall collect such interest and forward it to the Contractor at its address designated below unless otherwise directed by the Contractor.

3. You are not authorized to deliver to the Contractor all or any part of the securities held by you pursuant to this agreement (or any monies derived from the sale of such securities, or the negotiation of the City of Mill Creek's checks) except in accordance with written instructions.

Contract Documents – Option for Management of Statutory Retained Percentage

CD - 2
from the City of Mill Creek. Compliance with such instructions shall relieve you of any further liability related thereto. The estimated completion date on the contract underlying this Escrow Agreement is ________________________________.

4. In the event the City of Mill Creek orders you to do so in writing, you shall, within thirty-five (35) days of receipt of such order, reconvert into money the securities held by you pursuant to this agreement and return such money together with any other monies held by you hereunder, to the City of Mill Creek.

5. The Contractor agrees to pay you as compensation for your services hereunder as follows:

   Payment of all fees shall be the sole responsibility of the Contractor and shall not be deducted from any property placed with you pursuant to this agreement until and unless the City of Mill Creek directs the release to the Contractor of the securities and monies held hereunder whereupon you shall be granted a first lien upon such property released and shall be entitled to reimburse you from such property for the entire amount of your fees as provided for herein above. In the event that you are made a party to any litigation with respect to the property held by you hereunder, or in the event that the conditions of this escrow are not promptly fulfilled or that you are required to render any service not provided for in these instructions, or that there is any assignment of the interests of this escrow or any modifications hereof you shall be entitled to reasonable compensation for such extraordinary services from the Contractor and reimbursement from the Contractor for all costs and expenses, including attorneys’ fees occasioned by such default, delay, controversy, or litigation.

6. This agreement shall not be binding until executed by the Contractor and the City of Mill Creek and accepted by you.

7. This instrument contains the entire agreement between you, the Contractor, and the City of Mill Creek with respect to this escrow and you are not a party to nor bound by any instrument or agreement other than this. You shall not be required to take notice of any default or any other matter nor be bound by nor be required to give notice or demand, nor be required to take any action whatever except as herein expressly provided; nor shall you be liable for any loss or damage not caused by your own negligence or willful misconduct.

8. The foregoing provisions shall be binding upon the assigns, successors, personal representatives, and heirs of the parties hereto.
9. The Contractor’s Federal Income Tax Identification number is ________________.

The undersigned have read and hereby approve the instructions as given above governing the administration of this escrow and do hereby execute this agreement on this ________ day of __________________ , 2018.

CONTRACTOR  CITY OF MILL CREEK

______________________________  ________________________________
BY: ____________________________  CITY MANAGER

ADDRESS: ________________________  ATTEST:

______________________________  ________________________________
CITY CLERK

The above escrow instructions received and accepted this _____ day of _________ 2019.

ESCROW BANK OR TRUST COMPANY:

______________________________
BY: (Authorized Officer)

Securities Authorized by City of Mill Creek - Select One:

1. Bills, certificates, notes or bonds of the United States
2. Other obligations of the United States or its agencies
3. Obligations of any corporation wholly-owned by the government of the United States
4. Indebtedness of the Federal National Mortgage Association
5. Time deposits in commercial banks

PLEASE RETURN THIS SIGNED AGREEMENT TO:

CITY OF MILL CREEK
15728 MAIN STREET
MILL CREEK, WA 98012
PHONE: 425-745-1891
INSTRUCTION TO CONTRACTOR
RETAINAGE RELEASE REQUIREMENTS

The following are documents required to be on file with the City of Mill Creek prior to release of retainage.

<table>
<thead>
<tr>
<th>DOCUMENT</th>
<th>GENERATED BY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Statement of Intent to Pay Prevailing Wages</td>
<td>Washington State</td>
</tr>
<tr>
<td>*Contractor initiates. <strong>Must be approved before first progress payment can be made.</strong></td>
<td>Department of Labor &amp; Industries</td>
</tr>
<tr>
<td></td>
<td>Prevailing Wage Section</td>
</tr>
<tr>
<td></td>
<td>PO Box 44540</td>
</tr>
<tr>
<td></td>
<td>Olympia, WA 98504-4540</td>
</tr>
<tr>
<td>Affidavit of Wages Paid</td>
<td>Washington State</td>
</tr>
<tr>
<td>*Contractor initiates</td>
<td>Department of Labor &amp; Industries</td>
</tr>
<tr>
<td></td>
<td>Prevailing Wage Section</td>
</tr>
<tr>
<td></td>
<td>PO Box 44540</td>
</tr>
<tr>
<td></td>
<td>Olympia, WA 98504-4540</td>
</tr>
<tr>
<td>Notice of Completion of Public Works Contract, sent to Departments of Revenue, Employment Security and L &amp; I</td>
<td>City of Mill Creek</td>
</tr>
<tr>
<td>*City Generates with electronic form after final acceptance</td>
<td>15728 Main Street</td>
</tr>
<tr>
<td></td>
<td>Mill Creek, WA 98012-1227</td>
</tr>
<tr>
<td>Certificate of Payment of Unemployment Contributions</td>
<td>Washington State</td>
</tr>
<tr>
<td></td>
<td>PO Box 9046</td>
</tr>
<tr>
<td></td>
<td>Olympia, WA 98507-9046</td>
</tr>
<tr>
<td>Certificate of Payment of State Excise Tax</td>
<td>Washington State Department of Revenue</td>
</tr>
<tr>
<td>*Letter from State to City</td>
<td>PO Box 47474</td>
</tr>
<tr>
<td></td>
<td>Olympia, WA 98504</td>
</tr>
<tr>
<td>Certificate of Release of State’s Lien on Public Works Contract</td>
<td>Washington State Department of L &amp; I</td>
</tr>
<tr>
<td>*Letter from State to City</td>
<td>PO Box 44274</td>
</tr>
<tr>
<td></td>
<td>Olympia, WA 98504</td>
</tr>
<tr>
<td>Receipt for Payment in full or Release of Lien signed by Lien Claimant and filed with City.</td>
<td>Only if claim against retainage or Performance Bond was filed with City by any such subcontractor, workman or material supplier.</td>
</tr>
<tr>
<td>*Responsibility of Contractor to obtain.</td>
<td>Contractor</td>
</tr>
<tr>
<td>Contractor’s Record Drawings (Field set)</td>
<td>Contractor</td>
</tr>
<tr>
<td>Written Warranties if Applicable to Contract</td>
<td>Contractor</td>
</tr>
</tbody>
</table>
Date: May 14, 2019

<table>
<thead>
<tr>
<th>A/P Check Batches</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Dated</td>
<td>Check Numbers</td>
</tr>
<tr>
<td>04/22/2019</td>
<td>60203</td>
</tr>
<tr>
<td>04/30/2019</td>
<td>60204-60281</td>
</tr>
<tr>
<td>05/02/2019</td>
<td>60282</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Voided Checks</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Numbers</td>
<td>Explanation</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**CLAIMS APPROVAL**

We, the undersigned Finance/Audit Committee of the City of Mill Creek, recommend approval of check numbers 60203 through 60282, in the amount of $534,618.38.

We recommend approval of the above stated amount with the following exceptions:

[Signatures]

Councilmember

Finance Director

Councilmember

City Manager

-approved, with exception to #60225, due to personal conflict.
<table>
<thead>
<tr>
<th>Check No</th>
<th>Vendor No</th>
<th>Vendor Name</th>
<th>Invoice No</th>
<th>Description</th>
<th>Check Date Reference</th>
<th>Void Checks</th>
<th>Check Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>60203</td>
<td>McGuireL</td>
<td>McGuire Law Group</td>
<td>04/22</td>
<td>City Attorney Assigned Services</td>
<td>04/22/2019</td>
<td>0.00</td>
<td>5,000.00</td>
</tr>
<tr>
<td>60204</td>
<td>SEADAJJ</td>
<td>Daily Journal of Commerce</td>
<td>3347074</td>
<td>BC: Surface Water Aging 04/15, 04/22 - F Grade</td>
<td>04/30/2019</td>
<td>0.00</td>
<td>483.00</td>
</tr>
<tr>
<td>60205</td>
<td>ABSOLGRP</td>
<td>Absolute Graphix Inc</td>
<td>219154</td>
<td>18 Volunteer &amp; Staff Event T-Shirts</td>
<td>04/30/2019</td>
<td>0.00</td>
<td>207.99</td>
</tr>
<tr>
<td>60206</td>
<td>ACTTARG</td>
<td>Action Target, Inc.</td>
<td>0416105-1N</td>
<td>6 LET Economy Paper Target Stands</td>
<td>04/30/2019</td>
<td>0.00</td>
<td>311.70</td>
</tr>
<tr>
<td>60207</td>
<td>ADPLLC</td>
<td>ADP, LLC</td>
<td>533571095</td>
<td>ADP - Payroll Services Workforce Now 03/31</td>
<td>04/30/2019</td>
<td>0.00</td>
<td>390.70</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>533970190</td>
<td>ADP Payroll Services 03/31 &amp; Workforce Now</td>
<td></td>
<td></td>
<td>984.63</td>
</tr>
<tr>
<td>60208</td>
<td>ALDWTR</td>
<td>Alderwood Water District</td>
<td>00320003-01</td>
<td>Seattle Hill Rd U/R 01/24 - 03/19</td>
<td>04/30/2019</td>
<td>0.00</td>
<td>1,375.33</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>01100176-01</td>
<td>Median 4 &amp; 5 U/R 01/22 - 03/19</td>
<td></td>
<td></td>
<td>71.26</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>01300169-01</td>
<td>1901 Mill Fern Dr SE U/R Median 01/22 - 03/19</td>
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<td></td>
<td>216.20</td>
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<td></td>
<td></td>
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| 60235  | FCSGROUP | FCS Group | 04/30/2019 | 0.00 | 1,015.00 |
| 60236  | G TENORTH | Frontier | 04/30/2019 | 0.00 | 64.28 |
| 60237  | GRYOSBRN | Gray & Osborne Inc | 04/30/2019 | 0.00 | 35,606.80 |
| 60238  | HARBORPC | Harbor Pacific Contractors, Inc | 04/30/2019 | 0.00 | 274,161.12 |
| 60239  | HUIK | Kelly Hui | 04/30/2019 | 0.00 | 966.00 |
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| 60241  | KCDA | KCDA Purchasing Cooperative | 04/30/2019 | 0.00 | 283.43 |

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Total for Check Number 60282: 0.00 3,278.60

Total for 5/2/2019: 0.00 3,278.60

Report Total (80 checks): 0.00 534,618.38
Date: May 14, 2019

We, the undersigned Finance/Audit Committee of the City of Mill Creek, recommend approval of the ACH Automatic Deposit checks and ACH Wire Transfers in the amount of $320,718.43.

We recommend approval of the above stated amount with the following exceptions:

Councilmember  
Finance Director  
City Manager

CLAIMS APPROVAL

We, the undersigned Finance/Audit Committee of the City of Mill Creek, recommend approval of the CLAIMS APPROVAL.
ASSOCIATION OF WASHINGTON CITIES
MILL CREEK, CITY OF

ACCOUNT SUMMARY - contains all changes to this account as of 05/06/2019 02:52:54 PM

FUND: 100
ACCOUNT NUMBER: 186 L

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<th>Account Number</th>
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<td>05/2019</td>
<td>$85,153.36</td>
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If you have questions concerning your billing, please contact the Association of Washington Cities Office at (800) 562-8981 or (360) 753-4137 or Northwest Administrators, Inc. at (206) 726-3345.

MAIL PAYMENT TO: If payment is made by check, please print a copy of this page and mail it with your payment to the following address.

ASSOCIATION OF WASHINGTON CITIES
PO BOX 84303
SEATTLE, WA 98124-5603
Payroll and Benefit ACH Payments in the Amount of $320,718.43 (Audit Com...
Outgoing Payments Report

Company: City of Mill Creek
Requester: Leo, Lota
Run Date: 04/29/2019 4:44:03 PM CDT

Domestic High Value (Wire)
Payment Category: Urgent/Wire

Status: Confirmed by Bank
Transaction Number: 194AG5033DCG0C07
Template Name: MATRIX/MEBT
Template Code: WILTRUST

Debit Account Information
Debit Bank: Bank of America
Debit Account: Merril Lynch
Debit Account Name: Treas Checking
Debit Currency: USD

Beneficiary Details
Beneficiary Name: MATRIX TRUST COMPANY
Beneficiary Address: NA
Beneficiary City: NA
Beneficiary Postal Code: NA
Beneficiary Country: US - United States of America
Beneficiary Account: JPMORGAN CHASE BANK, NA
Beneficiary Bank ID: 1111 POLARIS PKWY
Beneficiary City: COLUMBUS
Beneficiary Country: US - United States of America
Beneficiary Email:
Beneficiary Mobile Number:

Payment Details
Credit Currency: USD
Credit Amount: 21,822.01
Value Date: 04/10/2019

Optional Information
Sender's Reference Number: CITY MILL CREEK
Beneficiary Information: City of Mill Creek n3177e

Additional Routing
Intermediary Bank ID:
Receiver Information:

Control Information
Input: lotleo
Modified: plauerman
Approved: plauerman
Initial Confirmation: WTX:2019041600323274
Confirmation #: CHPR:03500008

Input Time: 04/10/2019 3:51:24 PM CDT
Time: 04/10/2019 6:31:30 PM CDT
Time: 04/16/2019 10:54:46 AM CDT
Time: 04/16/2019 10:57:46 AM CDT
Payment Details Report

Company: City of Mill Creek
Requester: Leo, Lota
Run Date: 04/29/2019 4:41:43 PM CDT

Domestic High Value (Wire)
Payment Category: Urgent/Wire

Status: Confirmed by Bank
Transaction Number: 194H0048RRG1C40

Debit Account Information
Debit Bank: [Redacted]
Debit Account: [Redacted]
Debit Account Name: Treas Checking
Debit Currency: USD

Beneficiary Details
Beneficiary Name: MATRIX TRUST COMPANY
Beneficiary Address: NA
Beneficiary City: NA
Beneficiary Postal Code: NA
Beneficiary Country: US - United States of America
Beneficiary Account: [Redacted]
Beneficiary Bank ID: JPMORGAN CHASE BANK, NA
Beneficiary Bank: 1111 POLARIS PKWY
Beneficiary City: COLUMBUS
Beneficiary Postal Code: 43215
Beneficiary Country: US - United States of America

Payment Details
Credit Currency: USD
Credit Amount: 439.06
Value Date: 04/18/2019

Optional Information
Sender's Reference Number: CITY MILL CREEK
Beneficiary Information: City of Mill Creek n3177e

Additional Routing
Intermediary Bank ID:
Receiver Information:

Control Information
Input: plauerman
Approved: plauerman
Initial Confirmation: WTX:2019041700449477
Confirmation #: CHPR:0200962

Input Time: 04/17/2019 6:00:52 PM CDT
Time: 04/17/2019 5:21:08 PM CDT
Outgoing Payments Report
Company: City of Mill Creek
Requester: Leo, Lota
Run Date: 05/07/2019 3:54:44 PM CDT

Domestic High Value (Wire)
Payment Category: UrgentWire

Status: Confirmed by Bank
Transaction Number: 194UF5130JHE5287

Debit Account Information
Debit Bank: 
Debit Account: 
Debit Account Name: Treas Checking
Debit Currency: USD

Beneficiary Details
Beneficiary Name: MATRIX TRUST COMPANY
Beneficiary Address: NA
Beneficiary City: NA
Beneficiary Postal Code: NA
Beneficiary Country: US - United States of America

Beneficiary Account: JPMORGAN CHASE BANK, NA
Beneficiary Bank ID: 1111 POLARIS PKWY
Beneficiary Email: US - United States of America

Payment Details
Credit Currency: USD
Credit Amount: 28,413.53
Value Date: 04/30/2019

Optional Information
Sender's Reference Number: CITY MILL CREEK
Beneficiary Information: City of Mill Creek n3177e

Additional Routing
Intermediary Bank ID: 
Receiver Information: 

Control Information
Input: lotleo
Approved: plauerman
Initial Confirmation: WTX:2019043000580701
Confirmation #: CHPR:0578116
Input Time: 04/30/2019 2:51:45 PM CDT
Time: 04/30/2019 3:23:18 PM CDT

Payroll and Benefit ACH Payments in the Amount of $320,718.43 (Audit Com...
Payment Details Report
Company: City of Mill Creek
Requester: Leo, Lota
Run Date: 04/29/2019 4:26:34 PM CDT

Domestic High Value (Wire)
Payment Category: Urgent/Wire

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Debit Account Information
- Debit Bank: [Bank Name]
- Debit Account: [Account Number]
- Debit Account Name: [Account Name]
- Debit Currency: USD

Beneficiary Details
- Beneficiary Name: ICMA RC
- Beneficiary Address: P.O. Box 64553
- Beneficiary City: Baltimore
- Beneficiary Postal Code: 21264-4553
- Beneficiary Country: US - United States of America
- Beneficiary Bank ID: [Bank ID]
- Beneficiary Bank Name: [Bank Name]
- Beneficiary Email: [Email]
- Beneficiary Mobile Number: [Number]

Payment Details
- Credit Currency: USD
- Credit Amount: 1,762.87
- Value Date: 04/26/2019

Optional Information
- Sender's Reference Number: 302029
- Beneficiary Information: City of Mill Creek 302029

Additional Routing
- Intermediary Bank ID: [ID]
- Receiver Information: [Information]

Control Information
- Input: loteo
- Approved: plueran
- Initial Confirmation: WTX:2019042600479103
- Confirmation #: FEDR:201904268587HU3R015692
- Input Time: 04/26/2019 3:32:12 PM CDT
- Time: 04/26/2019 3:47:00 PM CDT

Payroll and Benefit ACH Payments in the Amount of $320,718.43 (Audit Com...
### Batch Summary Report by ID Number

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<th>Acct Type</th>
<th>Trace #</th>
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<tbody>
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<td>125108366</td>
<td>310005350</td>
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<td><strong>Total Count in Batch</strong></td>
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<table>
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<tr>
<th>Name</th>
<th>ID</th>
<th>Amount</th>
<th>D/C</th>
<th>Bank ID</th>
<th>Account #</th>
<th>Acct Type</th>
<th>Trace #</th>
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<td><strong>Total Count in Batch</strong></td>
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**Grand Total Amount**

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**Grand Total Count**

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### Batch Summary Report by ID Number

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<td>310005566</td>
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<td>0117990</td>
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- **Total Amount in Batch**: $1,753.00
- **Total Count in Batch**: 1
- **Debits**: $0.00
- **Credits**: $1,753.00
- **Prenotes**: $0.00

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<th>Name</th>
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<th>Bank ID</th>
<th>Account #</th>
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<td>125108366</td>
<td>310005566</td>
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</table>

- **Total Amount in Batch**: $162.49
- **Total Count in Batch**: 1
- **Debits**: $0.00
- **Credits**: $162.49
- **Prenotes**: $0.00

**Grand Total Amount**: $1,915.49
**Grand Total Count**: 2
CALL TO ORDER
Mayor Pruitt called the meeting of the Mill Creek City Council to order at 6:00 p.m. and led the Pledge of Allegiance.

PLEDGE OF ALLEGIANCE

ROLL CALL

Councilmembers Present:
Pam Pruitt, Mayor
Brian Holtzclaw, Mayor Pro Tem
Vince Cavaleri, Councilmember
Mike Todd, Councilmember
Mark Bond, Councilmember

Councilmember Cavaleri made a motion to excuse Councilmember Steckler due to a prior commitment. Mayor Pro Tem Holtzclaw seconded the motion. The motion passed unanimously.

AUDIENCE COMMUNICATION

A. Public comment on items on or not on the agenda

Marge Rhodes, a Mill Creek resident, asked Council to consider appointing a minority to the vacant position even if they are not the most qualified.

NEW BUSINESS

B. City Council Interviews and Appointment

Interim City Manager Bob Stowe reviewed the process to be utilized by the Council for the conduct of initial applicant interviews for vacant City Council Position No. 2.

Applicant Neal Shulman was not available for the interview process. The following 6 applicants were given a fifteen minute interview that included two minutes for an opening statement:

February 5, 2019 REGULAR COUNCIL MEETING MINUTES
1. Kelly Christensen
2. Steve Covello
3. Elaine Craig
4. Carmen Fisher
5. Richard Huebner
6. Stephanie Vignal

RECESS TO EXECUTIVE SESSION
(Confidential Session of the Council)

C. At 7:44 p.m. the meeting recessed to executive session for up to 30 minutes to evaluate the qualifications of a candidate for appointment to elected officer per RCW 42.30.110(1)(h). The executive session concluded at 8:15 p.m.

RECONVENE TO REGULAR SESSION

D. At 8:15 p.m. the meeting reconvened to regular session.

E. Nominations for Finalists

Interim City Manager Bob Stowe opened the nomination round for finalists.

Councilmember Todd nominated Carmen Fisher as a finalist. Mayor Pro Tem Holtzclaw seconded the nomination.

Councilmember Cavaleri nominated Stephanie Vignal as a finalist. Councilmember Bond seconded the nomination.

F. Appointment of a Finalist

Interim City Manager Bob Stowe reviewed the process to be utilized by the Council for appointment of a finalist to City Council Position No. 2. Ballots were passed out, collected and tabulated by City Clerk Gina Pfister. Tabulations were reviewed by City Manager Bob Stowe. Results were as follows:

Round 1: Carmen Fisher 2 votes, Stephanie Vignal 3 votes.

OATH OF OFFICE

G. Oath of Office for newly appointed Councilmember, Stephanie Vignal

City Clerk Gina Pfister administered the Oath of Office for newly appointed Councilmember, Stephanie Vignal.

Councilmember Vignal joined the Council at the dais.

At 8:20 p.m. Councilmember Todd made a motion to extend the meeting up to 9:00 p.m. Councilmember Cavaleri seconded the motion. The motion passed unanimously.

NEW BUSINESS CONTINUED

H. Adoption of Policy 300-02 for Procurement of Goods and Services
Interim City Manager Bob Stowe explained that the current policy needs to be updated to properly reflect state law, the current market rates for goods and services and to clarify how the City will seek goods and services. City Manager Stowe detailed the proposed purchasing limits and requirements.

City Manager Stowe reviewed how the proposed purchasing limits and requirements will affect the Police Department's process to replace a police car and police motorcycle. City Manager Stowe asked Council to acknowledge that a future budget amendment is needed to appropriate the necessary funds for the purchase of the police motorcycle.

Council engaged in discussion. Director of Finance & Administration Peggy Lauerman and Chief of Police Greg Elwin answered questions from Council.

Councilmember Todd made a motion to adopt Policy 300-02 for Procurement of Goods and Services, with the updated language to 6.1.1 as discussed, updating City Policy CCP 96-002. Mayor Pro Tem Holtzclaw seconded the motion. The motion passed unanimously.

Councilmember Bond made a motion to allow Chief of Police Greg Elwin to purchase a new police motorcycle in an amount not to exceed $28,000, and acknowledge that a future budget amendment will be brought back to support the purchase. Councilmember Cavaleri seconded the motion. The motion passed 5-1-0 with Councilmember Todd opposed.

REPORTS

I. Mayor/Council

Councilmember Todd commented on a handout provided by Director of Public Works & Development Services Gina Hortillosa regarding the City’s 2019 Capital Budget Requests.


At 8:50 p.m. Councilmember Todd made a motion to extend the meeting up to 9:15 p.m. Councilmember Cavaleri seconded the motion. The motion passed unanimously.

J. City Manager
   • Council Planning Schedule

K. Staff
   • Park & Recreation Board Meeting Minutes of November 7, 2018
   • Planning Commission Meeting Minutes of November 15, 2018

AUDIENCE COMMUNICATION

L. Public comment on items on or not on the agenda

February 5, 2019 REGULAR COUNCIL MEETING MINUTES
Wil Nelson, a Mill Creek resident, asked Council to consider additional sidewalks before installing bike lanes in the City. Mr. Nelson also spoke to comments made recently by other residents during audience communication portions of the meetings regarding diversity in the City.

**ADJOURNMENT**

With no objection, Mayor Pruitt adjourned the meeting at 9:14 p.m.

__________________________
Pam Pruitt, Mayor

__________________________
Gina Pfister, City Clerk
## Tentative Council Meeting Agendas

**Subject to change without notice**

*Last updated: May 9, 2019*

### May 28, 2019
*(Agenda Summary due May 20)*
- Wireless Communication Facilities
- Comcast Settlement Agreement
- Study Session: Bond Financing Ordinance
- Study Session: Huntron Lease
- Study Session: Compensation Strategies

### June 4, 2019
*(Agenda Summary due May 27)*
- Presentation: Youth Advisory Board Year-End Recognition
- Presentation: Waste Management
- Appointment of Mill Creek Blvd Committee
- Heron Park ILA with Snohomish County
- Bank RFP

### June 11, 2019
*(Agenda Summary due June 3)*
- Approval of Bond Ordinance
- Farmers Market Report
- Study Session: Vision 2050

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City Manager Council Planning Schedule

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Possible Work Session Topics for Discussion

- Business signs
- MCCA storm water discussions
- Utility Project Management
- Hotel/Motel Theater Tax
- Mill Creek Blvd Vision
- ST3 Stations
- 5G Presentation
- Legislative Retreat
- Gold Star Memorial
- Dobson Remillard Property
- Fleet Program
- Bike Lanes
- Community Funding Criteria and Source of Funds
- Surface Water System Study Group
- Updates to the Governance Manual
Members Present:
Jim Erlewine, Chair
David Chapin
Peter Lalic
Tyler Hogan
Melissa Duque
Vince Cavalieri, Council Representative

Not Present:
Brett Nagle, Vice Chair

Also Present:
Joni Kirk, Director of Communications and Marketing
Jay Sandstrom, Recreation Coordinator
Rosa Woosley, Youth Advisory Board

I. CALL TO ORDER
Chair Erlewine called the meeting to order at 5:00 p.m. Members and staff were present as noted above.

II. MINUTES
Member Chapin moved, seconded by Member Lalic, to approve the Jan. 2, 2019, minutes as presented. The minutes were approved by members present.

III. YOUTH ADVISORY BOARD UPDATES
Youth Advisory Board Member Rosa Woosley recapped the upcoming events of the Youth Advisory Board. The school supply donation drive begins on March 16 with a table at the Mill Creek Staples location. The Youth Board members also will have tables on March 23 at Staples and the University Bookstore. All donations will go to children in foster care. Members will be helping with the stuff the Bus Event with the Everett School District. Youth Board members will also be working the following upcoming events: Eggstravaganza, Day of Hope, Friends of the Mill Creek Library Book Sale.
IV. OLD BUSINESS

Exploration Park Update
Director Kirk informed the board that the Exploration Park project has been approved as of the last meeting. The City is working to firm up the construction timeline. Current timeline is to begin in mid-April and conclude construction in October. Member Duque asked if there was a plan to notify the surrounding neighborhoods. Director Kirk share there is a communication plan that is going to be put in place.

MCSP Fee Update
Director Kirk shared the Mill Creek City Council considered a fee increase for user groups of the Mill Creek Sports Park. Council created new tiers for “Recreational Youth Teams” and “Youth Select Teams.” Rates increases for 2019 were approved for all tiers with the exception of “Youth Recreational Teams,” whose rate will increase with inflation in 2020.

MCSP Construction Update & Timeline
Construction has been underway at the Mill Creek Sports Park. The project is currently targeting an early April completion date. Recreation Coordinator Sandstrom informed the board about the progress being made. This includes installation of the new Musco lighting system, fencing, and new Field Turf surface. The City is planning a grand reopening event.

V. NEW BUSINESS

Board Position Vacancy
With former Park Board Member Stephanie Vignal’s appointment to the Mill Creek City Council, the Park and Recreation Board has vacant position. Interviews will take place on March 26 at City Hall. The new Park Board member will be appointed at the Council meeting following interviews.

A link to the board position interest form was provided to all current board members to share in their networks.

Chair and Vice Chair Elections
Chair Erlewine informed the board about the process for annual board elections for the Chair and Vice Chair positions.

Chair Erlewine was recommended to retain his position by Member Lalic, seconded by Member Hogan. Chair Erlewine was elected unanimously for the Chair position.

Member Duque motioned to nominate Member Chapin for the Vice Chair position. The motion was seconded by Member Lalic. Member Chapin was elected
unanimously for the Vice Chair positon.

**MCSP Concession Stand Agreement**
Director Kirk shared the updated Concession Stand Agreement for the Mill Creek Sports Park. Council approved an agreement for user groups to pay fifteen percent (15%) of gross receipts to the City of Mill Creek each calendar month, with a maximum of $1,100 monthly fee.

Users will also pay a $50 monthly utility fee.

**VI. FOR THE GOOD OF THE ORDER**

**Upcoming Events:**
Eggstravaganza will take place on April 20 at Heatherwood Middle School. This event has two egg hunts, one for ages 1-4 and one for grades K-5.

**VII. ADJOURNMENT**
Member Chapin moved to adjourn the meeting at 5:43 p.m., seconded by Member Hogan. The motion passed unanimously. The next meeting is scheduled for April 3, 2019, at 5 p.m. in the City Hall Council Chambers.

Submitted by:

[Signature]

Jay Sandstrom, Recreation Coordinator
MINUTES
Art & Beautification Board Meeting
4:00 PM - Wednesday, April 10, 2019
Council Chambers, 15728 Main Street, Mill Creek, WA 98012

Minutes are the official record of Art & Beautification Board meetings. Minutes document action taken at the council meeting, not what was said at the Board meeting.

The agenda for this Art & Beautification Board meeting can be found here.

CALL TO ORDER

ROLL CALL

Members Present:
Matt Buchanan, Chair
Guy Armfield
Benjamin Briles
Paula Dickman
Jeanne Smart
John Steckler

Members Absent:
Michelle Edwards
Ken Lowery

Guest Present:
Matthew Feeley, City Supervising Engineer

ANNOUNCEMENTS

A. A City Manager finalist has been identified (Michael Ciaravino) and the City Council is working to finalize negotiations.

B. The second annual Community Engagement Event will take place tomorrow, April 11, at Arena Sports from 4-7 p.m. Please come learn about volunteer opportunities and more.

APPROVAL OF MINUTES

C. Motion to approve made by Member Smart. Member Briles seconded the motion and it passed unanimously.

OLD BUSINESS

D. Exploration Park Projects

Communications and Marketing Director Joni Kirk reviewed the ideas that the Board had raised in the March meeting, and provided feedback from the Public Works Director about additional information that would be needed for various projects.

The Board decided based on timeframe in which to complete projects for Exploration Park that artistic bike racks appear to be the most feasible, and would support people riding to the park versus driving and parking. Board members will find bike rack ideas

APRIL 10, 2019 A&B BOARD MEETING MINUTES
and provide them to Director Kirk in advance of the next meeting.

The Board still is interested in stamping or embedding brass/copper footprints from a creature into the sidewalk to underscore an exploration theme. Director Kirk will research options. City Supervising Engineer Matthew Feeley will obtain the concrete pouring schedule, which is likely after the Board’s next meeting due to other construction elements needing to be completed first.

Councilmember Steckler proposed also installing mounted binoculars at a station that can view the wetlands across 35th Avenue. He will research options.

E. Great Garden Awards
Materials for the Great Garden Awards will be handed out in May. The City will be divided into eight districts. Upon the suggestion of Member Armfield, the Board determined to pick a single winner from each zone, and then select four other “at large” winners.

F. Art Walks
Chair Buchanan shared that he has talked with Heidi Butz at Mill Creek Town Center about the upcoming Art Walks. Town Center does not want to incorporate a formal Art Walk as part of their Wine Walk in May.

G. Utility Box Update
Chair Buchanan shared concepts for incorporating the high school art that were developed by West at Evermark (who handled the last utility box project). The Board determined that the artwork needs to incorporate a call-out for the Jackson High School art students. Chair Buchanan will share that with West and will obtain costs. Director Kirk noted that she’d received preliminary notification that the City will receive a $4,000 grant from the Snohomish County Arts Commission for the project; the grant is pending County Council final approval.

Member Smart shared that she met with the principal at Mill Creek Elementary, who is excited about an elementary school art project for the utility boxes near them. Mill Creek Elementary PTA has some funds that could be used for such an art project. Member Smart will continue to work with the school to see if art can be developed this year.

G. Historical Preservation Project
Director Kirk informed the Board that the panels are on display at City Hall South, and comment cards are available by the panels. There also is a web form for comments. The panels should be on display for about three more months. She also noted that there is no update yet on the grant application from the Snohomish County Historic Preservation Commission.

NEW BUSINESS

H. A&B Board Potential Projects for 2019-2020
The Board is seeking ideas for its next project.
- One thought from Member Dickman and Member Smart was selling cement tiles to install at Town Center plazas.

APRIL 10, 2019 A&B BOARD MEETING MINUTES
• Another thought by Councilmember Steckler was to seek permission to repair the mill along SR 527, which is really viewed as a City landmark but is on private land. Member Armfield believes other people would be interested in contributing to the restoration. Chair Buchanan will reach out to the property owners to determine interest in such a venture. The Board asked Director Kirk to research grant opportunities for reconstruction/repairing landmarks that are privately owned.

• Councilmember Steckler proposed a “Sponsor a Bench” program at Exploration Park. The City would make four benches available for sponsorship as a gift to the Park. Member Briles moved to have Director Kirk firm up the details and issue a press release; Member Dickman seconded and the motion carried unanimously.

I. #TrashTag / Beautification Project
Member Briles proposed a social campaign to help beautify the City, playing off of a widely popular movement, to create a competition for people to pick up trash in the greater Mill Creek area, take pictures with the bag of trash, and post it on social media with the hash tag #TrashTag. He suggested the Board could select winners based on the number of bags collected and provide a certificate of appreciation. The Board tabled this until next month, and Member Briles will bring additional information.

REPORTS

ADJOURNMENT

With no objection, the meeting adjourned at 5:00 p.m.

Joni Kirk, Staff Liaison

APRIL 10, 2019 A&B BOARD MEETING MINUTES