

PROJECT MANUAL

**Contract Documents, Bid Proposal, Amendments,
Special Provisions, Wage Rates, and Contract Plans**

FOR

**Colville Confederated Tribes
Roadway Improvements
Rocky River HUD Road**

TD&H Project No. S18-132

February 15, 2024

As - Advertised

CERTIFICATE OF ENGINEER

COLVILLE CONFEDERATED TRIBES
ROCKY RIVER HUD ROADWAY IMPROVEMENTS
TD&H PROJECT NO. S18-132
FEBRUARY 15, 2024

The design for the bidding and contract documents have been prepared by, or under the direction of, the following registered professional engineer, licensed in accordance with the laws of the State of Washington to practice in the State of Washington.

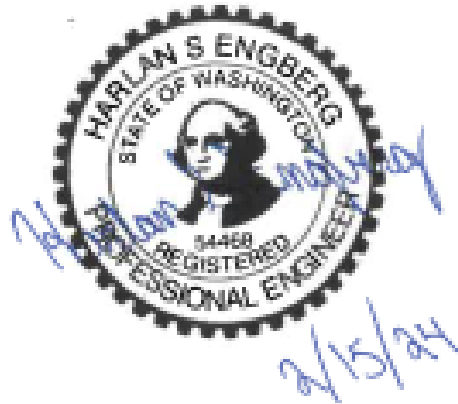


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SECTION I
GENERAL INFORMATION

CALL FOR BIDS

COLVILLE CONFEDERATED TRIBES ROCKY RIVER HUD ROADWAY IMPROVEMENTS

Notice is hereby given that sealed bids will be received by the Colville Confederated Tribes Department of Transportation Business Service Supervisor until **10:30 AM** on **March 19, 2024**. Bids shall be opened by the CCTDOT at **11:00 AM** on **March 19, 2024** and publicly read aloud.

A mandatory pre-bid conference will be held at **11:00 AM on Wednesday, March 6, 2024**, at the CCTDOT office.

Bid proposals may be sent by mail, or hand delivered, to the Business Service Supervisor at Colville Confederated Tribes Department of Transportation, 23 Nespelem – San Poil Street, Nespelem, WA 99155, prior to the opening. The envelope shall be plainly marked with “SEALED BID for the Colville Confederated Tribes – Rocky River HUD – Roadway Improvements Project” and shall clearly indicate the name and address of the bidder. The bid opening will take place at the DOT Office, Colville Confederated Tribes Department of Transportation, 23 Nespelem – San Poil Street, Nespelem, WA 99155. Proposals received after the time fixed for opening will not be considered.

The improvements for which bid will be received are generally described below:
Includes approximately, 2,081 cubic yards of crushed surfacing, 1,630 tons of hot mix asphalt, 8,350 square yards of full depth reclamation, temporary traffic control, and related miscellaneous items.

Bids must be completed on a unit price basis as indicated on the BID PROPOSAL, and the total price shall be used for comparison of bids.

The owner reserves the right to waive any informalities, minor defects, or to reject any or all bids.

All bid proposals shall be accompanied by a bid proposal deposit in cash, certified check, cashier's check, or surety bond in the amount equal to five (5%) of the amount of such bid proposal. Should the successful bidder fail to enter into such contract and furnish satisfactory performance bond within the same time stated in the specifications, the bid proposal deposit shall be forfeited to the Colville Confederated Tribes Department of Transportation.

The Issuing Office for the Bidding Documents is: TD&H Engineering, 303 E. 2nd Avenue, Spokane, WA, (509) 622-2888, Harlan Engberg, P.E., (509) 622-2888, harlan.engberg@tdhengineering.com.

Bidding Documents may be examined at Spokane Regional Plan Center; Northwest Association of General Contractors; Associated Builders and Contractors; Seattle Daily Journal of Commerce Plan Room; Builders Exchange of Washington; Wenatchee Plan Center; Tri-Cities Plan Center; and Contractor Plan Center, Milwaukie, Oregon; online at www.tdhplanroom.com; the Colville Confederated Tribes Department of Transportation, 23 Nespelem – San Poil Street, Nespelem, WA, on Mondays through Thursdays between the hours of 8:00 a.m. – 4:00 p.m.; and the office of the Engineer, TD&H Engineering, 303 E. 2nd Avenue, Spokane, WA, on Mondays through Fridays between the hours of 8 a.m. – 5 p.m.

Bidding Documents may be viewed and ordered online at www.tdhplanroom.com. Complete sets of Bidding Documents may be downloaded from the Issuing Office's website as "zipped" portable document format (PDF) files. The cost of printed Bidding Documents from the Issuing Office will depend on the number and size of the Drawings and Project Manual, applicable taxes, and shipping method selected by the prospective Bidder. Cost of Bidding Documents and shipping is non-refundable. Upon receipt of payment, printed Bidding Documents will be sent via the prospective Bidder's delivery method of choice; the shipping charge will depend on the shipping method chosen. The date that the Bidding Documents are transmitted will be considered the Bidder's date of receipt of the Bidding Documents. Partial sets of the Bidding Documents will not be available.

First
Publication: Tribal Tribune
Monday, February 19, 2024

Second
Publication: Omak Chronicle
Wednesday, February 21, 2024

TERO requirements apply:

- a. Bid proposal shall include a TERO fee, which is 5% of total bid amount. All contractors and subcontractors are required to obtain a Colville Tribal Contractors License prior to submitting a bid. License shall be submitted with bid proposal.
- b. Call Colville Tribes TERO Office at 509-634-2716 for TERO Compliance and License information.

Contact requirements:

- a. All bidders shall be examined using Sam.gov in addition to other examinations and requirements of this contract.

INFORMATION FOR BIDDERS

BIDS will be received by the Colville Confederated Tribes Department of Transportation (herein called the "OWNER") at the time and location set forth in the Call for Bids herein before and then at said office publicly opened and read aloud. All proposals are confidential and become the property of the Colville Tribes.

Each BID must be submitted in a sealed 9.5" X 12" envelope addressed to the Colville Confederated Tribes Department of Transportation. Each sealed envelope containing a BID must be plainly marked on the outside as BID for the **Colville Confederated Tribes – Rocky River HUD – Roadway Improvements Project**. The envelope should bear on the outside the name of the BIDDER, address, contractor registration number if applicable, date and time of bid opening, and the name of the project for which the BID is submitted. If forwarded by mail, the sealed envelope containing the BID must be enclosed in another envelope addressed to the OWNER at the above address.

All BIDS must be made on the Agency provided PROPOSAL FORM. All blank spaces for BID prices must be filled in, in ink or typewritten, and the PROPOSAL FORM must be fully completed and executed when submitted. Only one copy of the PROPOSAL FORM is required.

Before submitting their proposal, the BIDDER shall examine the site of the work and review the drawings and specifications including ADDENDA and ascertain for themselves the work required and all of the physical conditions in relation thereto. Failure to take this precaution will not release the successful BIDDER from entering into contracts nor excuse the BIDDER from performing the work in strict accordance with the terms of the contract. No verbal statement made by any officer, agent, or employee of the OWNER, in relation to the physical conditions pertaining to the site of the work, will be binding on the OWNER during the gathering of information for proposal preparation by the BIDDER. After BIDS have been submitted, the BIDDER shall not assert that there was a misunderstanding concerning the quantities of WORK or the nature of the WORK to be done.

The CONTRACT DOCUMENTS contain the provisions required for the construction of the PROJECT. Information obtained from an officer, agent, or employee of the OWNER or any other person shall not affect the risks or obligations assumed by the CONTRACTOR or relieve them from fulfilling any of the conditions of the contract.

Each BID must be accompanied by a BID deposit payable to the OWNER for five percent of the total amount of the BID. As soon as the BID prices have been compared, the OWNER will return the deposits of all except the three lowest responsible BIDDERS. When the Agreement is executed, the deposits of the two remaining unsuccessful BIDDERS will be returned. A certified check may be used in lieu of a BID bond.

A performance and payment bond in the amount of 100 percent of the CONTRACT PRICE, with a corporate surety approved by the OWNER, will be required for the faithful performance of the contract.

Attorneys-in-fact who sign bid bond and contract bonds must file with each bond a certified and effective dated copy of their power of attorney.

CONTRACTOR shall not commence work until a NOTICE TO PROCEED has been issued by the OWNER.

The OWNER may make such investigations as deemed necessary to determine the ability of the BIDDER to perform the WORK, and the BIDDER shall furnish to the OWNER all such information and data for this purpose as the OWNER may request. The OWNER reserves the right to reject any BID if the evidence submitted by, or investigation of, such BIDDER fails to satisfy the OWNER, in the OWNER'S discretion, that such BIDDER is properly qualified to carry out the obligations of the Agreement and to complete the WORK contemplated therein.

The party to whom the contract is awarded will be required to execute the Agreement and obtain the contract payment and performance bond within twenty (20) calendar days after the date on the NOTICE OF AWARD. The NOTICE OF AWARD shall be accompanied by the necessary Agreement and bond forms. In case of failure of the BIDDER to execute the Agreement, the OWNER reserves the option to consider the BIDDER in default, in which case the BID deposit accompanying the bid shall become the property of the OWNER.

A conditional or qualified BID will not be accepted.

Award will be made as a whole to one bidder. Separate awards to more than one bidder will not be considered. Bids will be evaluated in accordance with the criteria in the bid documents. The OWNER reserves the right to reject all bids.

All applicable laws, ordinances, and the rules and regulations of all authorities having jurisdiction over construction of the project shall apply to the contract throughout. If there is a conflict between State and Tribal law, Tribal law shall supersede.

Each BIDDER is responsible for inspecting the site and for reading and being thoroughly familiar with the CONTRACT DOCUMENTS. **A mandatory pre-bid conference with the CCTDOT will be held at 11:00 AM on Wednesday, March 6, 2024, at the CCTDOT office.** The failure or omission of any BIDDER to do any of the foregoing shall in no way relieve any BIDDER from any obligation in respect to its BID.

The apparent lowest responsible BIDDER must supply the names and addresses of all material suppliers and subcontractors. This information shall be required as part of the bid packet.

All documents, vendor lists, and subcontractor information must be received by the Contracting agency by the applicable due dates and times, and in no case, later than the bid opening.

If there is a conflict between WSDOT specifications and Colville Tribes' law, the Tribes' law will take precedence.

SECTION II
BID PROPOSAL

STATEMENT OF BIDDER'S QUALIFICATIONS

Name of Contractor: _____

Contact Person for this Bid: _____

Address: _____

Telephone: _____

Number of years the Contractor has been engaged in the construction business under the present firm name indicated: _____

Gross dollar amount of work under contract: _____

Gross dollar amount of contracts not completed: _____

Type of work generally performed by Contractor: _____

Provide list of five similar, major projects completed by the Contractor within the last ten years and the gross dollar amount of each project.

_____ \$ _____
_____ \$ _____
_____ \$ _____
_____ \$ _____
_____ \$ _____

Provide a list of five major pieces of equipment which are anticipated to be used on this project by the Contractor and note which items are owned by the Contractor and which are to be leased or rented from others.

	<u>EQUIPMENT DESCRIPTION</u>	<u>OWNERSHIP</u>	
1.	_____	<input type="checkbox"/> Contractor	<input type="checkbox"/> Lease/Rent
2.	_____	<input type="checkbox"/> Contractor	<input type="checkbox"/> Lease/Rent
3.	_____	<input type="checkbox"/> Contractor	<input type="checkbox"/> Lease/Rent
4.	_____	<input type="checkbox"/> Contractor	<input type="checkbox"/> Lease/Rent
5.	_____	<input type="checkbox"/> Contractor	<input type="checkbox"/> Lease/Rent

Provide list of Equipment that will be used for the FDR work on the project

	<u>FDR EQUIPMENT DESCRIPTION</u>	<u>OWNERSHIP</u>	
1.	_____	<input type="checkbox"/> Contractor	<input type="checkbox"/> Lease/Rent

- 2. _____ Contractor Lease/Rent
- 3. _____ Contractor Lease/Rent
- 4. _____ Contractor Lease/Rent
- 5. _____ Contractor Lease/Rent

Bank References:

BANK	ADDRESS	CONTACT NAME	PHONE
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

How many general superintendents or other responsible employees in a supervisory position do you have at this time and how long have they been with the Contractor?

Have you changed bonding companies within the last three years? Yes No

If so, why? (optional) _____

Have you ever sued or been sued in reference to a public works contract by a special district, municipality, county, or state government? Yes No

If so, name the agencies and reasons therefore:

Disposition of case, if settled: _____

Washington State Department of Labor and Industries Workmen's Compensation Account No.:

Washington State Department of Licensing Contractor's Registration No.:

IRS Employer Number: _____

Or, if individual, Social Security Number: _____

Name of Equal Employment Opportunity Officer who would be assigned to the project

SUBCONTRACT AGREEMENT

THIS AGREEMENT made and entered into between _____

Herein called the CONTRACTOR, and _____

herein call the SUBCONTRACTOR, WITNESSETH: The Contractor, for full, complete and faithful performance of the subcontract, agrees to pay to SUBCONTRACTOR in accordance herewith the sum of _____ Dollars.

In consideration therefore, the SUBCONTRACTOR agrees as follows:

1. To Furnish all supervision, labor, equipment, and materials, and perform all work as described in paragraph [4] hereof, for the construction of _____

 for _____ herein called the OWNER in accordance with the Contract dated the ____ day of _____, 2024. The OWNER and the CONTRACTOR, which is available for the SUBCONTRACTOR to study, and the general and specials conditions of said Contract, and in accordance with specifications and addenda for said construction by _____ all of which documents in their ENTIRETY are hereafter referred to as the MAIN CONTRACT.

2. To be bound by all government regulations and orders and all provisions of the MAIN CONTRACT in anyway applicable to this Subcontract, which provisions are hereby incorporated herein by reference and deemed annexed to this Subcontract.

3. That the labor, equipment, and materials to be furnished and the work to be performed by the Subcontract as follows:

ITEM #	DESCRIPTION	QTY	UNIT	BID	TOTAL BID

SUBCONTRACT AGREEMENT

Number: _____

NOTES: Acknowledgement of T.E.R.O. by subcontractor. Construction Schedule will be developed with Consideration of production abilities of subcontractors and project completion date, and incorporated into the agreement. Subcontractor price quote will be incorporated into this subcontract.

Bid Proposal Date:

IN WITNESS OF WHEREOF THE CONTRACTOR AND SUBCONTRACTOR have executed this agreement this _____ day of _____, 2024.

[seal}

Printed Name: _____

Signature: _____

Contractor: _____

Printed Name: _____

Signature: _____

Subcontractor: _____

PROPOSAL FORM

Bidder: _____ Date: _____

Address: _____

Street

City

State

ZIP Code

State Contractor Registration Number

TO: Colville Confederated Tribes Department of Transportation

ADDRESS: 23 Nespelem – San Poil Street

PO Box 150

Nespelem, WA 99155

PROJECT: **Rocky River HUD - Roadway Improvements**

Project No. _____

Gentlemen:

Pursuant to and in compliance with your invitation for bids and the Instructions to Bidders and the other documents relating thereto, the undersigned has carefully examined the drawings and specifications, as well as the premises and conditions affecting the work, and hereby proposes to furnish all labor and materials and to perform all work as required for the construction of the improvements in strict accordance with the contract documents, specifications, and drawings for the amount shown.

TOTAL AMOUNT BID: \$ _____

(Indicate in writing as well as numerals)

Bidder's Declaration and Understanding

If the undersigned is notified for the acceptance of this bid within twenty (20) calendar days of the time set for the opening of bids, the undersigned agrees to execute a contract for the above work bid in the form of the contract bound in these specifications and to provide a surety bond as required by the specifications.

The undersigned further agrees that the bid guaranty accompanying this bid is left in escrow with the Tribe; that the liquidated damages which the Tribe will sustain by the failure of the undersigned to execute and deliver the above-named contract and surety bond, for any and all units of this bid accepted by the Tribe, will be equal to five percent (5%) of the total bid for such unit or units; and that if the undersigned defaults in executing that contract and in furnishing the surety bond within ten (10) days, of the date on the Notice of Award, the bid guaranty shall become the property of the Tribe who shall be obligated only to refund that portion in excess of the liquidated damages. If, however, this bid or any part thereof is not accepted within twenty (20) calendar days of the time set for the opening of bids or if the undersigned executes and delivers said contract and surety bond, the bid guaranty shall be returned.

BID PROPOSAL FORM

To: Colville Confederated Tribes Department of Transportation
 23 Nespelem – Soil Poil Street
 PO Box 150
 Nespelem, Washington

The Undersigned certify that they have examined the location of the **Colville Confederated Tribes – Rocky River HUD– Roadway Improvements.** and has read thoroughly and understands the plans and specifications and contract governing the work embraced in this improvement, and the method by which payment will be made for said work, and hereby proposes to undertake and complete the work embraced in this improvement in accordance with said plans, specifications and contract, at the following schedule of rates and prices:

(Note: Unit prices for all items, all extensions, and total amount of bid must be shown.)

SCHEDULE A (Exempt from WA State Sales Tax)					
Item No.	Item Description	Qty.	Unit	Unit Price	Amount
1	MOBILIZATION	1	L.S.		
2	CLEARING AND GRUBBING	1	L.S.		
3	REMOVING MISCELLANEOUS TRAFFIC ITEM	1	L.S.		
4	ROADWAY EXCAVATION INCL. HAUL	70	C.Y.		
5	UNSUITABLE FOUNDATION EXCAVATION INCL. HAUL	280	C.Y.		
6	GRAVEL BORROW INCL. HAUL	280	C.Y.		
7	HAND PLACED RIPRAP	51	C.Y.		
8	PLAIN ST. CULV. PIPE 0.064 IN. TH. 12 IN. DIAM.	112	L.F.		
9	PLAIN ST. CULV. PIPE 0.109 IN. TH. 18 IN. DIAM.	7	L.F.		
10	CRUSHED SURFACING BASE COURSE	101	TON		
11	CRUSHED SURFACING TOP COURSE	1,980	TON		
12	FULL DEPTH RECLAMATION	8,350	S.Y.		

SCHEDULE A (Exempt from WA State Sales Tax)

Item No.	Item Description	Qty.	Unit	Unit Price	Amount
13	SHAPING, GRADING AND COMPACTING	8,350	S.Y.		
14	HMA CL. 1/2 IN. PG 64S-28	1,630	TON		
15	ESC LEAD	20	DAY		
16	WATTLE	495	L.F.		
17	STREET CLEANING	20	HR		
18	SEEDING, FERTILIZING, MULCHING, AND TACKIFIER	1.00	ACRE		
19	PAINTED STOP LINE	80	L.F.		
20	PERMANENT SIGNING	1	L.S.		
21	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.		
22	CEMENT CONC. DRIVEWAY	18	S.Y.		
25	TRIMMING AND CLEANUP	1	L.S.		
26	SPCC PLAN	1	L.S.		
27	RECORD DRAWINGS	1	L.S.		
28	MINOR CHANGE	1	F.A.	\$25,000	
29	TERO FEE (5%)	1	L.S.		
					\$
TOTAL SCHEDULE A - AMOUNT BID: \$ _____					

SCHEDULE B (Exempt from WA State Sales Tax)					
Item No.	Item Description	Qty.	Unit	Unit Price	Amount
23	ROADWAY SURVEYING	1	L.S.		
					\$
TOTAL SCHEDULE B - AMOUNT BID: \$ _____					
SCHEDULE C (Exempt from WA State Sales Tax)					
Item No.	Item Description	Qty.	Unit	Unit Price	Amount
24	MATERIALS TESTING	1	L.S.		
					\$
TOTAL SCHEDULE C - AMOUNT BID: \$ _____					

TOTAL SCHEDULE A+B+C =
TOTAL AMOUNT BASE BID*: \$ _____

***Enter this amount on the first page of the Proposal Form.**
This will be the amount used as the basis for award of the TOTAL AMOUNT BASE BID contract.

WASHINGTON STATE SALES TAX. The Tribe agrees to pay Washington State Sales Tax to the Bidder as an additional and separate pay item not included in the above unit-price bid items for all improvements, such as utility improvements for which the Tribe is not exempt from Washington State Retail Tax, as specified in Section 1-07.2, State Taxes. The Bidder agrees to pay all other state and local taxes as specified in Section 1-07.2.

RECEIPT OF ADDENDA

Receipt of Addenda numbered _____ is hereby acknowledged.

PREVAILING WAGES

The prevailing rate of wages shall be paid to all workers, laborers, or mechanics per Davis Bacon. The applicable prevailing wage schedule for the date of bid opening is included in the project manual.

BID PROPOSAL FORM (CONTINUED)

BID DEPOSIT

A Bid Deposit in the amount of five percent (5%) of the Total Bid Amount(s) based upon the Bid Proposal Form including applicable taxes and in the form:

Cash	_____	IN THE AMOUNT OF \$	_____
Cashiers Check	\$		_____
Certified Check	_____	\$	_____
Bid Bond	_____	IN THE AMOUNT OF 5% OF THE AMOUNT BID	

SURETY

If the Bidder is awarded a construction contract on this Bid, the Surety who provides the Contract Bond will be,

whose address is _____

Street

City	State	Zip Code
------	-------	----------

BIDDER INFORMATION AND SCHEDULE

The party by whom this bid is submitted and by whom the contract will be entered into, in case the award is made to them, is

	<u>Corporation/Limited Liability</u>
<u>Company/Partnership/Individual</u>	
Firm Name	

doing business at _____

Address

City and State

which is the address to which all communications concerned with this bid and contract should be sent.

The name of the president, treasurer, and manager of the bidding corporation or company, or the names of all persons and parties interested in this bid as partners are as follows:

Name	Address

BID PROPOSAL FORM (CONTINUED)

If Sole Proprietor or Partnership

IN WITNESS hereto, the undersigned has sent his (its) hand this _____ day of _____, 20____

Signature of Bidder

Title

If Corporation or Limited Liability Company

IN WITNESS WHEREOF, the undersigned corporation/company has caused this instrument to be executed and its seal affixed by its duly authorized officers this ____ day of _____, 20____.

Attest:

Name of Corporation or Limited Liability Company

Secretary (if applicable)

By _____

Title _____

Sworn to before me this _____ day of _____, 20____.

Notary Public in and for the State
of Washington residing at

NOTE:

1. If Bidder is copartnership, so state, giving the Name under which business is transacted.
2. If the Bidder is a corporation or limited liability Company, this Proposal must be executed by the Duly authorized officials and notarized.

Failure to return this Declaration as part of the bid proposal package will make the bid nonresponsive and ineligible for award.

NON-COLLUSION DECLARATION

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

1. That the undersigned person(s), firm, association or corporation has (have) not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with the project for which this proposal is submitted.
2. **That by signing the signature page of this proposal, I am deemed to have signed and to have agreed to the provisions of this declaration.**

NOTICE TO ALL BIDDERS

To report rigging activities call:

1-800-424-9071

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

The "hotline" is part of USDOT's continuing effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the USDOT Inspector General. All information will be treated confidentially and caller anonymity will be respected.

DEPOSIT OR BID BOND FORM

DEPOSIT STATEMENT

Herewith find deposit in the form of certified check, cashier's check or cash in the amount of \$ _____, which amount is not less than five percent of the total bid.

SIGN HERE _____

BID BOND

KNOW ALL PEOPLE BY THESE PRESENTS:

That we, _____, as Principal
and _____, as Surety, are held firmly bound unto the
_____, Washington, as Obligee, in the penal sum of
_____ Dollars, for the payment of which the Principal and the
Surety bind themselves, their heirs, executors, administrators, successors, and assigns, jointly and
severally by these presents

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

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

SIGNED, SEALED, AND DATED THIS _____ DAY OF _____, 20____.

Principal

Surety

RETURN OF DEPOSIT

_____ , 20__

Received return of deposit in the sum of \$ _____

**BIDDER'S CHECKLIST
FOR
ROCKY RIVER HUD – ROADWAY IMPROVEMENTS
CONFEDERATED TRIBES OF THE COLVILLE RESERVATION**

To be **included with** Bid Form when Bid Proposal Form when you submit your bid.

CHECK OF EACH OF THE FOLLOWING AS COMPLETED:

Proposal/Bid Form	
Bid Bond	
Subcontractor List (to be submitted within 1 hour)	
Surety/Bidder Statement	
Bidder Checklist/Statement of Compliance	

STATEMENT OF COMPLIANCE AND CHECKLIST ACKNOWLEDGEMENT

The undersigned has reviewed, read and fully understands these Bid Documents and this checklist, fully complies therein, and certifies that all required elements, as marked herein and contained within the specification are included in this Bid Proposal.

Signature

Date



Confederated Tribes Of The Colville Reservation



Certification Regarding Debarment, Suspension, Proposed Debarment, and other Responsibility Matters.

- I. The Offeror certifies, to the best of its knowledge and belief, that
- A. The Offeror and/or any of its Principals-
1. Are are not presently debarred, suspended, proposed for debarment, are declared ineligible for the award of contracts by any Federal, State Agency or Tribal Government;
 2. Have have not within a 7 year period preceding this offer, been convicted of or had a civil judgment rendered against them for: commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, tribal or local) contract or subcontract: violation of Federal or state antitrust statutes relating to the submission of offers; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, or receiving stolen property, and
 3. Are are not presently indicted for, or otherwise criminally or civilly charged by a Government entity with commission of any of the offenses enumerated in subdivision 2 of this provision.
 4. Have have not within a 7 year period preceding this offer have a civil or criminal judgement rendered against them by a tribal court for any offenses related to Indian Preference laws (including TERO provisions) or had a civil judgement rendered against them relating to the firms status as an Indian contractor.

The Offeror has has not within 7 year period preceding this offer had one or more contracts terminated for default by any Federal agency, State agency or Tribal Government.

- II. Principals for the purposes of this certification means officers, directors, owners, partners, and persons having primary management or supervisory responsibilities within a business entity (general manager, plant manager and or similar positions. This certification concerns a matter within the jurisdiction of an agency or the United States and the making of a false fictitious, or fraudulent certification may render the maker subject to prosecution under section 1001, title 18, United States Code.

The Offeror shall provide immediate written notice to the Contracting Officer if at any time prior to contract award the Offeror learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

A certification that any of the items in paragraphs (1) of this provision exists will not necessarily result in withholding of an award under this solicitation. However, the certification will be considered in connection with a determination of the Offeror's responsibility. Failure of the Offeror to furnish a certification or provide such additional information as requested by the Contracting Officer may render the Offeror nonresponsible.

Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by paragraph (a) of this provision. The knowledge and information of an Offeror is not required to exceed that which is normally possessed by a prudent person in

the ordinary course of business dealings.

The certification in paragraph (a) of this provision is a material representation of fact upon which reliance was placed when making award. If it is later determined that the Offeror knowingly rendered an erroneous certification, in addition to other remedies available to the Tribes, the Contracting Officer may terminate the contract resulting from this solicitation for default.

I hereby certify that the above information is true, correct and complete.

Company Name

Typed/Printed Name of Authorized Representative

Authorized Representative Title

Authorized Representative Signature and Date

SECTION III

CONTRACT DOCUMENTS

CONTRACT FOR CONSTRUCTION SERVICES

This Contract is between the CONFEDERATED TRIBES OF THE COLVILLE INDIAN RESERVATION, with headquarters at Nespelem, Washington, hereinafter referred to as "CCT" and hereinafter referred to as the "Contractor." This Contract shall take effect upon signing by the authorized representatives of both parties

1.0 Description of Work and Contract Documents

- 1.1 This Contract consists of this written agreement and all attached "contract documents" CONTRACTOR shall perform the following described work in accordance with this written agreement and the attached contract documents (do not leave blank)
- 1.2 As part of Contract Documents, required attachments include at a minimum, the RFP/RFQQ or Sealed Bid for the Project, Bidder's Response, and a Certification Regarding Debarment by any Tribal government, Federal agency or State government.
- 1.3 These contract documents together form the Contract for the work herein described. The parties intend that the documents include provisions for all labor, materials, equipment, supplies, and other items necessary for the execution and completion of the work by the CONTRACTOR, and all terms and conditions of payment. The documents also include a requirement to perform all work and procedures not expressly indicated herein, but which are necessary for the proper execution of the project. In case of a conflict between this written agreement and any document attached to it, the terms of this written agreement shall govern.

2.0 Contract Price

CCT agrees to pay CONTRACTOR for the work described not to exceed _____ . Payment of this amount is subject to additions or deductions in accordance with the provisions of this Contract.

3.0 Payments

- 3.1 Payment shall be made by the Tribes within thirty days of review and approval of Contractor's monthly billing, minus any amount retained in accordance with this written agreement. Payment shall be made for accepted work completed according to the approved "Schedule of Values" which is the written and approved estimates of costs of material, equipment, and/or labor necessary to complete the work required by this Contract
- 3.2 Progress payments may be withheld and this Contract may be terminated if:

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- 3.2.1 Work is found to be defective and not remedied;
- 3.2.2 CONTRACTOR does not make prompt and proper payments to subcontractors;
- 3.2.3 CONTRACTOR does not make prompt and proper payments for labor, materials, or equipment furnished to him;
- 3.2.4 Another CONTRACTOR is damaged by an act for which CONTRACTOR is responsible;
- 3.2.5 Claims or liens are filed on the job;
- 3.2.6 In the opinion of the Contract Officer Representative, CONTRACTOR's work is not progressing in a satisfactory manner.

4.0 Final Payment

- 4.1 CCT shall make final payment to CONTRACTOR within ten (30) days after the work is completed, provided that:
 - 4.1.1 This Contract is then fully performed;
 - 4.1.2 CONTRACTOR has delivered to CCT:
 - a) A complete release of all liens arising out of the contract;
 - b) Receipts showing payment has been made for all labor, materials, and equipment for which a lien could be filed or other satisfactory evidence that no such amounts remain due and owing; or
 - c) A bond satisfactory to CCT indemnifying CCT against such liens.
 - d) As-built drawings showing all changes from original design documents

5.0 Claims

- 5.1 By making final payment, CCT waives all claims except those arising out of:
 - 5.1.1 Faulty work appearing after a certificate of substantial completion has been issued;
 - 5.1.2 Work that does not comply with the contract documents;
 - 5.1.3 Outstanding claims of liens;
 - 5.1.4. Failure of CONTRACTOR to comply with any special guarantees or warranty required by the contract documents.
- 5.2 CONTRACTOR, by accepting final payment, waives all claims except those which he or she has previously made in writing, and which remain unsettled at the time of acceptance.

6.0 Starting and Completion Dates

CONTRACTOR's work under this Contract shall begin on _____, and shall be completed by _____. The Contractor and or Contractors surety, if any will be liable for and pay CCT \$200.00, not as a penalty, for each calendar day of delay after 50 days from the notice to proceed date until the work is substantially complete.

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7.0 Work Changes

- 7.1 CCT reserves the right to order work changes in the nature of additions, deletions, or modifications to this Contract, without invalidating the Contract, and agrees to make corresponding adjustments in the Contract Price and time for completion as are then agreed to by the parties. Any such changes will be authorized by a written Change Order, which must be signed by the CCT Contract Officer, designated in Section Ten below. The Change Order will include conforming changes in the Contract and completion time.
- 7.2 The scope of work shall be changed, and the Contract Price and completion time shall be modified only as set out in the written Change Order. Any adjustment in the Contract Price resulting in a credit or a charge to CCT shall be determined by the mutual agreement of the parties to this Contract before starting the work involved in the change.

8.0 Default and Termination

- 8.1 This Contract may be terminated by either party without prejudice to any other remedy that the non-defaulting party may have if the other party defaults in performance of any provision of this Contract. The non-defaulting party shall give the defaulting party **10** days' written notice of the non-defaulting party's intention to terminate this Contract, within which time the defaulting party may cure the default condition to the satisfaction of the non-defaulting party. Should the defaulting party be CONTRACTOR, CCT may, pursuant to Section 3 of this Contract, withhold any portion of the Contract Price still owing at the time of default.
- 8.2 CCT may also terminate this Contract for its convenience without cause. Should CCT elect to terminate under this subparagraph, CCT shall give the CONTRACTOR **10** days' written notice of the termination. CCT shall pay for all work completed and building materials purchased for the project up to the effective date of the termination. CONTRACTOR shall have no additional rights as against CCT except for the payment provided under this subparagraph.
- 8.3 This Contract is funded from appropriated funds or federal funds. Should those funds be reduced or eliminated, CCT may terminate or modify this Contract to reflect the change in funding. If this Contract is terminated under this subparagraph, CONTRACTOR shall be paid for all work properly completed and building materials purchased up to the effective date of termination. Any work changes required, as a result of the provisions of this Section shall be processed as provided under herein.

9.0 Contract Officer/Contract Officer Representative/Contractor Representative

- 9.1 Dorthey Zacherle is the designated Contract Officer (CO) for the purpose of this Contract and shall provide general administration of the Contract as CCT's representative.
- 9.2 The designated Contract Officer Representative (COR) for the purpose of this Contract shall be _____ . The Contract Officer Representative shall

ROCKY RIVER HUD ROAD

provide specific administration of the Contract as CCT's representative, and shall have authority to initiate Change Orders, including approval of compensation and expense payments.

- 9.3 CONTRACTOR's representative for this project is _____ who shall be responsible for the conduct of the work completed hereunder, and who shall have signature authority for the CONTRACTOR for all matters related to this Contract.

10.0 Authorities

10.1 The duties and authority of the CCT CO and COR shall be as follows:

10.1.1 Specific Administration of Contract: COR

10.1.2 Inspections and Instructions: COR

The COR shall keep familiar with the progress and quality of the work by making periodic visits to the work site. The COR will make general determinations as to whether the work is proceeding in accordance with the contract. Neither CCT nor the COR will be responsible for the means of construction or for CONTRACTOR's failure to perform the work properly and in accordance with the contract documents. Any instructions given the CONTRACTOR by CCT shall be given through the COR or his or her designate. The COR/designate has the authority to reject work not in compliance with this Contract.

10.1.3 Access to Worksite for Inspection: COR

The COR shall be given free access to the work at all times during the contract period. However, the COR is not required to make exhaustive or continuous onsite inspections to perform the duty of checking and reporting on work progress.

10.1.4 Interpretation of Contract Documents: CO/OR

The CO in consultation with the Office or Reservation Attorney will interpret the contract documents requirements and make decisions on claims and disputes between the CONTRACTOR and CCT. The COR does not have the authority to make decisions on these matters.

10.1.5 Rejection and Stoppage of Work: COR

The COR shall have authority to reject work which in his or her opinion does not conform to the contract documents, and in this connection, to stop the work or a portion thereof when necessary to insure CONTRACTOR's performance is in accordance with the terms of this Contract.

11.0 Rights of CCT

CCT reserves the right to let other contracts in connection with the project. CONTRACTOR shall cooperate with all other contractors to the effect that their work shall not be impeded by CONTRACTOR's construction, and shall give them access to the work site necessary to perform their contracts.

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12.0 Responsibilities of Contractor

- 12.1 CONTRACTOR's duties and rights in connection with the project herein are as follows:
- 12.1.1 Responsibility for and Supervision of Construction:
CONTRACTOR represents that he or she has inspected and is familiar with the work site and the local conditions under which the work is to be performed. CONTRACTOR shall be solely responsible for all construction under this Contract, including the techniques, sequences, procedures, and means for coordination of all work. CONTRACTOR shall properly supervise and direct the work of his or her employees and subcontractors, and shall give all attention necessary for such proper supervision and direction.
 - 12.1.2 Discipline and Employment:
CONTRACTOR shall maintain at all times strict discipline among his or her employees, and agrees not to employ for work on the project any person unfit or without sufficient skill to perform the job for which he or she was employed.
 - 12.1.3 Furnishing of Labor, Materials, etc.:
CONTRACTOR shall provide and pay for all labor, materials and equipment, including but not limited to tools, construction equipment, and machinery, utilities including water, transportation, and all other facilities and services necessary for the proper completion of the work on the project in accordance with the contract documents.
 - 12.1.4 Payment of Taxes, Procurement of Licenses and Permits:
CONTRACTOR shall pay any taxes required by law in connection with work on the project and shall secure all licenses and permits necessary for proper completion of the work, paying the fees therefore.
 - 12.1.5 Compliance with Laws and Regulations:
CONTRACTOR shall comply with all applicable laws, ordinances, and rules, regulations, or orders of all public authorities relating to the performance of the work herein. If any of the contract documents are at variance therewith, he or she shall notify the Contract Officer promptly on discovery of such variance.
 - 12.1.6 Responsibility for Negligence of Employees and Subcontractors:
CONTRACTOR assumes full responsibility for acts, negligence or omissions of all his or her employees on the project, for those of his or her subcontractors and their employees, and for those of all other persons doing work under a contract with him.
 - 12.1.7 Warranty of Fitness of Structures, Work Equipment and Materials:
CONTRACTOR represents and warrants to CCT that all structures constructed and work done under this Contract and equipment and materials used in the work and made a part of any structure, or placed permanently in connection with any structure, will be new unless otherwise specified in the

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contract documents, of good quality, free of defects, and in conformity with the contract documents. It is understood between the parties hereto that all equipment and materials that are not so in conformity are defective. Upon completion of the project which is the subject of this Contract, the Contractor shall provide valid written warranties for all materials and equipment provided which will remain on site; such warranties shall be in force for at least year or per the manufacturer's warranty period, whichever is longer.

12.1.8 Furnishing of Samples, Shop Drawings and As-Built Drawings:

CONTRACTOR agrees to furnish the CCT COR, upon request, all samples and shop drawings for consideration and approval as to conformance with the specifications of the contract documents and concepts of design called for therein.

12.1.9 Clean Up: CONTRACTOR agrees to keep the work premises and adjoining ways free of waste materials and rubbish caused by his or her work or that of subcontractors. He or she further agrees to remove all such waste materials and rubbish caused by his or her work or that of subcontractors, and to dispose of such materials only at approved landfill sites or collection stations as approved by a valid solid waste permit issued to Contractor or his/her subcontractor(s). He or she further agrees to remove all such waste materials and rubbish on termination of the project, together with all CONTRACTOR's tools, equipment, machinery, and surplus materials. CONTRACTOR agrees on terminating work at the site to conduct general clean up operations of any and all areas affected by the work, including the cleaning of all glass surfaces, paved streets and walks, steps, and interior floors and walls.

12.1.10 Indemnity and Hold Harmless Agreement:

CONTRACTOR agrees to indemnify and hold harmless CCT, and its agents and employees from and against all claims, damages, losses, and expenses including reasonable attorney's fees in case it shall be necessary for CCT to commence or defend an action arising out of or associated in any way with performance of the work herein which is

- a) For bodily injury, illness, or death, property damage including loss of use, or other damage, and
- b) Caused in whole or part by CONTRACTOR's negligent act or omission, or that of a subcontractor, or that of anyone employed by them or for whose acts CONTRACTOR or subcontractor may be liable.

12.1.11 Payment of Royalties and License Fee (Hold Harmless Agreement):

CONTRACTOR agrees to pay all royalties and license fees necessary for the work and to defend all actions and settle all claims for infringement of copyright or patent rights, and to save CCT harmless therefrom.

12.1.12 Safety Precautions and Programs:

CONTRACTOR has the duty of providing for and overseeing all safety orders, precautions, and programs necessary to the reasonable safety of the

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work and will comply with all applicable CCT and federal laws, rules, and regulations, including CCT's TOSHA statute/rules. In this connection CONTRACTOR shall take reasonable precautions for the safety of all work employees and other persons whom the work might affect, all work and materials incorporated in the project, and all property and improvements on the construction site and adjacent thereto, complying with all applicable laws, ordinances, rules, regulations, and orders.

12.1.13 Drug and Alcohol Free Workplace:

CONTRACTOR shall at all times maintain a drug and alcohol-free workplace, and shall take reasonable steps to insure that no employees of, nor subcontractors of the CONTRACTOR are allowed to work while under the influence of illegal drugs or of alcohol, and that no such illegal drugs or alcohol are allowed at any time at the work site. Failure to comply with this paragraph is grounds for immediate termination of this Contract.

13.0 Time of Essence/Extension of Time

All times for performance set out in the Contract Documents are deemed to be of the essence. The CONTRACTOR will schedule and perform all work under this Contract to complete the work within the time required by this Contract. Contract times may only be extended by a written Change Order from the Contract Officer issued to the CONTRACTOR prior to the expiration of the original date for performance of this Contract or any of its parts. Contract times may be extended by a Change Order from the CCT Contract Officer for such reasonable time as the Contract Officer may determine when in his or her opinion CONTRACTOR is delayed in work progress by Change Ordered, labor disputes, fire, prolonged transportation delays, injuries, or other causes beyond CONTRACTOR's control or which justify the delay. CCT reserves the absolute right to refuse to permit an extension of the contract except in case of Change Orders issued by CCT.

14.0 Subcontractors

CONTRACTOR agrees to furnish the CCT Contract Officer, before the commencement of work under this Contract, a list of subcontractors to whom he or she proposes to award the work to be subcontracted by him. A subcontractor for the purpose of this Contract shall be a person with whom contractor has a direct contract for work at the project site. CONTRACTOR agrees not to employ a subcontractor to whose employment the Contract Officer of CCT objects, nor shall he or she be required to hire a subcontractor to whose employment he or she may reasonably object. All contracts between CONTRACTOR and subcontractors shall conform to the provisions of the contract documents and shall incorporate in such subcontracts the relevant provisions of this Contract. All subcontractors shall be informed in writing of the contents of this Contract, including all Contract documents, which apply to the performance of subcontractors. Additionally, Contractor shall provide written notification to all subcontractors that they are subject to all the terms of this Contract which reasonably may be applied to their performance.

ROCKY RIVER HUD ROAD

15.0 Insurance

CONTRACTOR shall provide insurance as follows, and shall provide to the CO certificates verifying the indicated insurance coverage:

15.1 CONTRACTOR's Liability Insurance:

CONTRACTOR agrees to keep in force at CONTRACTOR's expense during the entire period of construction on the project such liability insurance as will protect him from claims under workman's compensation, and other employee benefit laws for bodily injury and death, and for property damage that may arise out of work under this Contract, whether directly or indirectly by CONTRACTOR, or directly or indirectly by a subcontractor. The amount of such coverage shall be at least \$1 million per incident and \$2 million aggregate and the Certificate of Insurance provided by CONTRACTOR shall specifically name the CCT as an additional insured. Such insurance shall include contractual liability insurance applicable to CONTRACTOR's obligations under this Contract. Proof of such insurance shall be filed by CONTRACTOR with CCT within a reasonable time after execution of this Contract and **before** the commencement of work by the CONTRACTOR. Failure to provide proof of insurance prior to commencement of work shall result in a Stop Work order by the CO.

15.2 Builder's Risk Insurance:

Builder's Risk Insurance is not required for work on structures currently insured by the CCT. However, CONTRACTOR further agrees to purchase and maintain in full force and effect during the entire period of construction a policy of Builder's Risk Insurance for the benefit of CCT in the amount equal to the cost of the project which provides insurance coverage for CCT against any claim or lawsuit against CCT for bodily injury, illness or death, or for property damage, including loss of use, or any other damage, which is caused in whole or in part by CONTRACTOR's negligent act or omission or that of a subcontractor.

16.0 Performance/Payment Bond or Increased Retainage (select one)

16.1 If the Contract Price set out in §2.0 of this written agreement equals or exceeds \$10,000.00, Contractor shall:

16.1.1 Provide a performance and payment bond for the full Contract price, and any increase in that price authorized by a Change Order, guaranteeing the faithful performance of this Contract. In this case, 10% of the contract price shall be retained and released to the Contractor only upon completion of this contract. OR

16.1.2 Contractor shall agree that the total amount retained from the Contract Price shall be 25%, which shall be released to the Contractor only upon completion of this contract. If the Performance Bond option is chosen, the bond shall be provided before the performance of any work on this contract.

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17.0 Correcting Work

When it appears to the COR or CONTRACTOR during the course of construction that any work does not conform to the provisions of the contract documents, Contractor shall make necessary corrections so that such work will so conform, and in addition will correct any defects caused by faulty materials, equipment, or workmanship in work supervised by him or by at any work does not conform to the provisions of the contract documents, he or she shall make necessary corrections so that such work will so conform, and in addition will correct any defects caused by faulty materials, equipment, or workmanship in work supervised by him or by a subcontractor, appearing within One (1) Year from the date of issuance of a certificate of substantial completion by the Contract Officer, or within such longer period as may be prescribed by law or as may be provided for by applicable special guarantees in the contract documents.

18.0 Possession upon Substantial Completion

CCT reserves the right to take over and utilize areas of the work site in which CONTRACTOR's work has been substantially completed, although other portions of the contracted work remain to be finished. In such an instance, all CONTRACTOR's obligations under this Contract shall remain in force and CONTRACTOR will remain responsible for the entire project covered by this Contract until the Contract Officer has issued a certificate of substantial completion. Should CCT take possession of a portion of the Project which is substantially completed prior to completion of the Project, CONTRACTOR shall be relieved of liability for liquidated damages for the portion of the Project occupied by CCT pursuant to this paragraph.

19.0 Jurisdiction

CCT and CONTRACTOR agree that sole and exclusive jurisdiction over disputes arising from this Contract shall be in the Tribal Courts of the Colville Confederated Tribes.

20.0 Tribal Employment Rights Ordinance

The Colville Tribal Employment Rights Ordinance (TERO), including the 5% TERO fee, shall apply to this Contract to the extent any of the work to be performed under this Contract is performed on or near the Colville Reservation. No work shall take place until a TERO Utilization Plan has been signed, approved, and filed with the TERO Office. The 5% TERO fee applies to all contracts over \$5,000 where CONTRACTOR is not a preference-certified entity.

21.0 Reporting

CONTRACTOR shall report to the COR or as requested by the COR. Reports may be made in writing, or by fax, teleconference, or E-mail, as directed by the COR.

22.0 Independent Contractor

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It is understood that the CONTRACTOR is operating as an independent contractor, and as such shall comply with all applicable laws and regulations and shall pay all applicable taxes and other assessments and hold CCT harmless from the consequences of any act or omission of whatever kind or nature of CONTRACTOR or its employees or agents of whatever kind. CONTRACTOR shall not have any right as an employee of CCT, and no employee-employer relationship is established by this Contract. Further, the CONTRACTOR is responsible for reporting this income to the applicable federal and/or state agencies. The CONTRACTOR is responsible for all taxes associated with this income.

23.0 Proprietary Rights

CONTRACTOR agrees that all proprietary rights, including patents and copyrights, contracted for or otherwise created for or on behalf of CCT shall be owned by the Confederated Tribes of the Colville Reservation.

24.0 Records

CONTRACTOR will maintain adequate financial records, in accordance with generally accepted accounting practices, such that the CONTRACTOR can clearly and easily identify all claimed costs and expenses and the relatedness of those costs and expenses to this Contract.

25.0 Embezzlement

The CONTRACTOR agrees to insert this clause in all subcontracts:

Any officer, director, agent, employee or other person connected in any capacity with this Contract or any subcontract hereunder who embezzles, willfully misapplies, steals or obtains by fraud any of the money, funds, assets or property provided through this Contract may be subject to federal and tribal criminal prosecution and may be fined up to \$10,000 or imprisoned for up to two years, or both if convicted.

26.0 Certification of Non-Segregated Facilities

By signing this Contract, the CONTRACTOR certifies that it does not maintain or provide for its employees any segregated facilities at any of CONTRACTOR's establishments, and that CONTRACTOR's employees are not permitted to perform their services at any location, under this Contract, where segregated facilities are maintained.

The CONTRACTOR agrees that failure to abide this certification is a breach of this Contract.

27.0 Warranty of Special Expertise

The CONTRACTOR warrants that he or she has the educational credentials, expertise and training required to accomplish the purposes of this Contract.

28.0 Compliance with Applicable Laws

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By acceptance of this Contract, the CONTRACTOR agrees that it will comply with this and all other applicable tribal, state, and federal laws.

IN WITNESS WHEREOF, the parties have executed this Contract at Nespelem, Washington, on the date herein indicated.

DATE

AUTHORIZED REPRESENTATIVE
COLVILLE CONFEDERATED TRIBES

DATE

AUTHORIZED COMPANY RESPRSENTATIVE

Contract Number: _____

SECTION IV

SPECIAL PROVISIONS

1 **INTRODUCTION TO THE SPECIAL PROVISIONS**

2
3 *(December 10, 2020 APWA GSP)*
4

5 The work on this project shall be accomplished in accordance with the *Standard Specifications*
6 *for Road, Bridge and Municipal Construction*, 2023 edition, as issued by the Washington State
7 Department of Transportation (WSDOT) and the American Public Works Association (APWA),
8 Washington State Chapter (hereafter “Standard Specifications”). The Standard Specifications,
9 as modified or supplemented by these Special Provisions, all of which are made a part of the
10 Contract Documents, shall govern all of the Work.

11
12 These Special Provisions are made up of both General Special Provisions (GSPs) from various
13 sources, which may have project-specific fill-ins; and project-specific Special Provisions. Each
14 Provision either supplements, modifies, or replaces the comparable Standard Specification, or is
15 a new Provision. The deletion, amendment, alteration, or addition to any subsection or portion of
16 the Standard Specifications is meant to pertain only to that particular portion of the section, and
17 in no way should it be interpreted that the balance of the section does not apply.
18

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

- 21
22 *(March 8, 2013 APWA GSP)*
23 *(April 1, 2013 WSDOT GSP)*
24

25 Also incorporated into the Contract Documents by reference are:

- 26 • *Manual on Uniform Traffic Control Devices for Streets and Highways*, currently adopted
27 edition, with Washington State modifications, if any
28 • *Standard Plans for Road, Bridge and Municipal Construction*, WSDOT/APWA, current
29 edition
30

31 Contractor shall obtain copies of these publications, at Contractor’s own expense.
32
33

34 **Division 1**
35 **General Requirements**
36

37 **DESCRIPTION OF WORK**
38

39 *(*****)*
40 This Contract provides for the improvement of the Rocky River HUD Roadway in Omak, WA.
41 Work includes full depth reclamation, culvert installations, HMA paving, storm drainage
42 improvements, erosion and sediment control, traffic control and other work, all in accordance with
43 the attached Contract Plans, these Contract Provisions, and the Standard Specifications.
44
45
46
47
48

1 **1-01.3 Definitions**
2 (January 19, 2022 APWA GSP)

3
4 Delete the heading **Completion Dates** and the three paragraphs that follow it, and replace them
5 with the following:
6

7 **Dates**

8 ***Bid Opening Date***

9 The date on which the Contracting Agency publicly opens and reads the Bids.

10 ***Award Date***

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

13 ***Contract Execution Date***

14 The date the Contracting Agency officially binds the Agency to the Contract.

15 ***Notice to Proceed Date***

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

17 ***Substantial Completion Date***

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

23 ***Physical Completion Date***

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

27 ***Completion Date***

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

32 ***Final Acceptance Date***

33 The date on which the Contracting Agency accepts the Work as complete.
34

35 Supplement this Section with the following:
36

37 All references in the Standard Specifications or WSDOT General Special Provisions, to the
38 terms "Department of Transportation", "Washington State Transportation Commission",
39 "Commission", "Secretary of Transportation", "Secretary", "Headquarters", and "State
40 Treasurer" shall be revised to read "Contracting Agency".
41

42 All references to the terms "State" or "state" shall be revised to read "Contracting Agency"
43 unless the reference is to an administrative agency of the State of Washington, a State
44 statute or regulation, or the context reasonably indicates otherwise.
45

46 All references to "State Materials Laboratory" shall be revised to read "Contracting Agency
47 designated location".
48

49 All references to "final contract voucher certification" shall be interpreted to mean the
50 Contracting Agency form(s) by which final payment is authorized, and final completion and
51 acceptance granted.
52

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Additive

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

Alternate

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

Business Day

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

Contract Bond

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

Contract Documents

See definition for "Contract".

Contract Time

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

Notice of Award

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

Notice to Proceed

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

Traffic

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

1-02 Bid Procedures and Conditions

1-02.1 Prequalification of Bidders

Delete this section and replace it with the following:

1-02.1 Qualifications of Bidder

(January 24, 2011 APWA GSP)

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

1 **1-02.2 Plans and Specifications**

2 *(June 27, 2011 APWA GSP)*

3
4 Delete this section and replace it with the following:

5
6 Information as to where Bid Documents can be obtained or reviewed can be found in the
7 Call for Bids (Advertisement for Bids) for the work.

8
9 After award of the contract, plans and specifications will be issued to the Contractor at no
10 cost as detailed below:

To Prime Contractor	No. of Sets	Basis of Distribution
Reduced plans (11" x 17")	***2***	Furnished automatically upon award.
Contract Provisions	***2***	Furnished automatically upon award.
Large plans (e.g., 22" x 34")	***2***	Furnished only upon request.

11
12
13 Additional plans and Contract Provisions may be obtained by the Contractor from the source
14 stated in the Call for Bids, at the Contractor’s own expense.

15
16 **1-02.4 Examination of Plans, Specifications and Site of Work**

17
18 **1-02.4(1) General**

19 *(December 30, 2022 APWA GSP Option B)*

20
21 The first sentence of the ninth paragraph, beginning with “Prospective Bidder desiring...”, is
22 revised to read:

23
24 Prospective Bidders desiring an explanation or interpretation of the Bid Documents, shall
25 request the explanation or interpretation in writing by close of business ***5*** business
26 days preceding the bid opening to allow a written reply to reach all prospective Bidders
27 before the submission of their Bids.

28
29 **1-02.5 Proposal Forms**

30 *(July 31, 2017 APWA GSP)*

31
32 Delete this section and replace it with the following:

33
34 The Proposal Form will identify the project and its location and describe the work. It will also
35 list estimated quantities, units of measurement, the items of work, and the materials to be
36 furnished at the unit bid prices. The bidder shall complete spaces on the proposal form that
37 call for, but are not limited to, unit prices; extensions; summations; the total bid amount;
38 signatures; date; and, where applicable, retail sales taxes and acknowledgment of addenda;
39 the bidder’s name, address, telephone number, and signature; the bidder’s
40 UDBE/DBE/M/WBE commitment, if applicable; a State of Washington Contractor’s
41 Registration Number; and a Business License Number, if applicable. Bids shall be
42 completed by typing or shall be printed in ink by hand, preferably in black ink. The required
43 certifications are included as part of the Proposal Form.

1
2 The Contracting Agency reserves the right to arrange the proposal forms with alternates and
3 additives, if such be to the advantage of the Contracting Agency. The bidder shall bid on all
4 alternates and additives set forth in the Proposal Form unless otherwise specified.
5

6 **1-02.6 Preparation of Proposal**
7 *(December 10, 2020 APWA GSP, Option B)*
8

9 Supplement the second paragraph with the following:

- 10 4. If a minimum bid amount has been established for any item, the unit or lump sum price
11 must equal or exceed the minimum amount stated.
12 5. Any correction to a bid made by interlineation, alteration, or erasure, shall be initialed
13 by the signer of the bid.
14

15 Delete the last two paragraphs, and replace them with the following:
16

17 The Bidder shall submit with their Bid a completed Contractor Certification Wage Law
18 Compliance form, provided by the Contracting Agency. Failure to return this certification as
19 part of the Bid Proposal package will make this Bid Nonresponsive and ineligible for Award.
20 A Contractor Certification of Wage Law Compliance form is included in the Proposal Forms.
21

22 The Bidder shall make no stipulation on the Bid Form, nor qualify the bid in any manner.
23

24 A bid by a corporation shall be executed in the corporate name, by the president or a vice
25 president (or other corporate officer accompanied by evidence of authority to sign).
26

27 A bid by a partnership shall be executed in the partnership name, and signed by a partner. A
28 copy of the partnership agreement shall be submitted with the Bid Form if any UDBE
29 requirements are to be satisfied through such an agreement.
30

31 A bid by a joint venture shall be executed in the joint venture name and signed by a member
32 of the joint venture. A copy of the joint venture agreement shall be submitted with the Bid
33 Form if any UDBE requirements are to be satisfied through such an agreement.
34

35 **1-02.7 Bid Deposit**
36 *(March 8, 2013 APWA GSP)*
37

38 Supplement this section with the following:
39

40 Bid bonds shall contain the following:

- 41 1. Contracting Agency-assigned number for the project;
42 2. Name of the project;
43 3. The Contracting Agency named as obligee;
44 4. The amount of the bid bond stated either as a dollar figure or as a percentage which
45 represents five percent of the maximum bid amount that could be awarded;
46 5. Signature of the bidder's officer empowered to sign official statements. The signature of
47 the person authorized to submit the bid should agree with the signature on the bond, and
48 the title of the person must accompany the said signature;
49 6. The signature of the surety's officer empowered to sign the bond and the power of
50 attorney.
51

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

3
4 If so stated in the Contract Provisions, cash will not be accepted for a bid deposit.

5
6 **1-02.9 Delivery of Proposal**
7 (****** APWA GSP, Option A*)

8
9 Delete this section and replace it with the following:

10
11 Each Proposal shall be submitted in a sealed envelope, with the Project Name and Project
12 Number as stated in the Call for Bids clearly marked on the outside of the envelope, or as
13 otherwise required in the Bid Documents, to ensure proper handling and delivery.

14
15 Proposals that are received as required will be publicly opened and read as specified in
16 Section 1-02.12. The Contracting Agency will not open or consider any Bid Proposal that is
17 received after the time specified in the Call for Bids for receipt of Bid Proposals, or received
18 in a location other than that specified in the Call for Bids. The Contracting Agency will not
19 open or consider any "Supplemental Information" (DBE confirmations, or GFE
20 documentation) that is received after the time specified above, or received in a location
21 other than that specified in the Call for Bids.

22
23 If an emergency or unanticipated event interrupts normal work processes of the Contracting
24 Agency so that Proposals cannot be received at the office designated for receipt of bids as
25 specified in Section 1-02.12 the time specified for receipt of the Proposal will be deemed to
26 be extended to the same time of day specified in the solicitation on the first work day on
27 which the normal work processes of the Contracting Agency resume.

28
29 **1-02.10 Withdrawing, Revising, or Supplementing Proposal**
30 (*July 23, 2015 APWA GSP*)

31
32 Delete this section, and replace it with the following:

33
34 After submitting a physical Bid Proposal to the Contracting Agency, the Bidder may withdraw,
35 revise, or supplement it if:

- 36
37 1. The Bidder submits a written request signed by an authorized person and physically
38 delivers it to the place designated for receipt of Bid Proposals, and
39 2. The Contracting Agency receives the request before the time set for receipt of Bid
40 Proposals, and
41 3. The revised or supplemented Bid Proposal (if any) is received by the Contracting
42 Agency before the time set for receipt of Bid Proposals.

43
44 If the Bidder's request to withdraw, revise, or supplement its Bid Proposal is received before
45 the time set for receipt of Bid Proposals, the Contracting Agency will return the unopened
46 Proposal package to the Bidder. The Bidder must then submit the revised or supplemented
47 package in its entirety. If the Bidder does not submit a revised or supplemented package,
48 then its bid shall be considered withdrawn.

49
50 Late revised or supplemented Bid Proposals or late withdrawal requests will be date recorded
51 by the Contracting Agency and returned unopened. Mailed, emailed, or faxed requests to
52 withdraw, revise, or supplement a Bid Proposal are not acceptable.

1 **1-02.13 Irregular Proposals**
2 *(December 30, 2022 APWA GSP)*

3
4 Delete this section and replace it with the following:

- 5
6 1. A Proposal will be considered irregular and will be rejected if:
- 7 a. The Bidder is not prequalified when so required;
 - 8 b. The authorized Proposal form furnished by the Contracting Agency is not used or
9 is altered;
 - 10 c. The completed Proposal form contains any unauthorized additions, deletions,
11 alternate Bids, or conditions;
 - 12 d. The Bidder adds provisions reserving the right to reject or accept the award, or
13 enter into the Contract;
 - 14 e. A price per unit cannot be determined from the Bid Proposal;
 - 15 f. The Proposal form is not properly executed;
 - 16 g. The Bidder fails to submit or properly complete a subcontractor list (WSDOT
17 Form 271-015), if applicable, as required in Section 1-02.6;
 - 18 h. The Bidder fails to submit or properly complete a Disadvantaged Business
19 Enterprise Certification (WSDOT Form 272-056), if applicable, as required in
20 Section 1-02.6;
 - 21 i. The Bidder fails to submit Written Confirmations (WSDOT Form 422-031) from
22 each DBE firm listed on the Bidder's completed DBE Utilization Certification that
23 they are in agreement with the bidder's DBE participation commitment, if
24 applicable, as required in Section 1-02.6, or if the written confirmation that is
25 submitted fails to meet the requirements of the Special Provisions;
 - 26 j. The Bidder fails to submit DBE Good Faith Effort documentation, if applicable, as
27 required in Section 1-02.6, or if the documentation that is submitted fails to
28 demonstrate that a Good Faith Effort to meet the Condition of Award was made;
 - 29 k. The Bidder fails to submit a DBE Bid Item Breakdown (WSDOT Form 272-054), if
30 applicable, as required in Section 1-02.6, or if the documentation that is
31 submitted fails to meet the requirements of the Special Provisions;
 - 32 l. The Bidder fails to submit DBE Trucking Credit Forms (WSDOT Form 272-058),
33 if applicable, as required in Section 1-02.6, or if the documentation that is
34 submitted fails to meet the requirements of the Special Provisions;
 - 35 m. The Bid Proposal does not constitute a definite and unqualified offer to meet the
36 material terms of the Bid invitation; or
 - 37 n. More than one Proposal is submitted for the same project from a Bidder under
38 the same or different names.
- 39
40 2. A Proposal may be considered irregular and may be rejected if:
- 41 a. The Proposal does not include a unit price for every Bid item;
 - 42 b. Any of the unit prices are excessively unbalanced (either above or below the
43 amount of a reasonable Bid) to the potential detriment of the Contracting Agency;
 - 44 c. Receipt of Addenda is not acknowledged;
 - 45 d. A member of a joint venture or partnership and the joint venture or partnership
46 submit Proposals for the same project (in such an instance, both Bids may be
47 rejected); or
 - 48 e. If Proposal form entries are not made in ink.

49
50 **1-02.14 Disqualification of Bidders**
51 *(*****)*

52
53 Delete this section and replace it with the following:
54

1 A Bidder will be deemed not responsible if the Bidder does not meet the mandatory bidder
2 responsibility criteria to complete the project within the time required. Bidder shall also be
3 deemed not responsible if there is not enough information to determine ability to complete the
4 project in time.

5
6 The Contracting Agency will review the bids to ensure that the Bidder meets the mandatory
7 bidder responsibility criteria. To assess bidder responsibility, the Contracting Agency reserves
8 the right to request documentation as needed from the Bidder and third parties concerning
9 the Bidder's compliance with the mandatory bidder responsibility criteria.

10
11 If the Contracting Agency determines the Bidder does not meet the mandatory bidder
12 responsibility criteria and is therefore not a responsible Bidder, the Contracting Agency shall
13 notify the Bidder in writing, with the reasons for its determination. If the Bidder disagrees with
14 this determination, it may appeal the determination within two (2) business days of the
15 Contracting Agency's determination by presenting its appeal and any additional information to
16 the Contracting Agency. The Contracting Agency will consider the appeal and any additional
17 information before issuing its final determination. If the final determination affirms that the
18 Bidder is not responsible, the Contracting Agency will not execute a contract with any other
19 Bidder until at least two business days after the Bidder determined to be not responsible has
20 received the Contracting Agency's final determination.

21 22 **1-02.15 Pre Award Information**

23 (*****)

24
25 Revise this section to read:

26
27 Before awarding any contract, the Contracting Agency may require one or more of these
28 items or actions of the apparent lowest responsible bidder:

- 29 1. A complete statement of the origin, composition, and manufacture of any or all materials
30 to be used,
- 31 2. Samples of these materials for quality and fitness tests,
- 32 3. A progress schedule (in a form the Contracting Agency requires) showing the order of
33 and time required for the various phases of the work,
- 34 4. A breakdown of costs assigned to any bid item,
- 35 5. Attendance at a conference with the Engineer or representatives of the Engineer,
- 36 6. Any other information or action taken that is deemed necessary to ensure that the bidder
37 is the lowest responsible bidder.

38 39 **1-03 Award and Execution of Contract**

40 41 **1-03.1 Consideration of Bids**

42 *(December 30, 2022 APWA GSP)*

43
44 Revise the first paragraph to read:

45
46 After opening and reading proposals, the Contracting Agency will check them for correctness
47 of extensions of the prices per unit and the total price. If a discrepancy exists between the
48 price per unit and the extended amount of any bid item, the price per unit will control. If a
49 minimum bid amount has been established for any item and the bidder's unit or lump sum
50 price is less than the minimum specified amount, the Contracting Agency will unilaterally
51 revise the unit or lump sum price, to the minimum specified amount and recalculate the
52 extension. The total of extensions, corrected where necessary, including sales taxes where
53 applicable and such additives and/or alternates as selected by the Contracting Agency, will be

1 used by the Contracting Agency for award purposes and to fix the Awarded Contract Price
2 amount and the amount of the contract bond.

3
4 **1-03.3 Execution of Contract**
5 *(January 19, 2022 APWA GSP)*

6
7 Revise this section to read:

8
9 Within 3 calendar days of Award date (not including Saturdays, Sundays and Holidays), the
10 successful Bidder shall provide the information necessary to execute the Contract to the
11 Contracting Agency. The Bidder shall send the contact information, including the full name,
12 email address, and phone number, for the authorized signer and bonding agent to the
13 Contracting Agency.

14
15 Copies of the Contract Provisions, including the unsigned Form of Contract, will be available
16 for signature by the successful bidder on the first business day following award. The number
17 of copies to be executed by the Contractor will be determined by the Contracting Agency.

18
19 Within *****20***** calendar days after the award date, the successful bidder shall return the
20 signed Contracting Agency-prepared contract, an insurance certification as required by
21 Section 1-07.18, a satisfactory bond as required by law and Section 1-03.4, the Transfer of
22 Coverage form for the Construction Stormwater General Permit with sections I, III, and VIII
23 completed when provided. Before execution of the contract by the Contracting Agency, the
24 successful bidder shall provide any pre-award information the Contracting Agency may
25 require under Section 1-02.15.

26
27 Until the Contracting Agency executes a contract, no proposal shall bind the Contracting
28 Agency nor shall any work begin within the project limits or within Contracting Agency-
29 furnished sites. The Contractor shall bear all risks for any work begun outside such areas
30 and for any materials ordered before the contract is executed by the Contracting Agency.

31
32 If the bidder experiences circumstances beyond their control that prevents return of the
33 contract documents within the calendar days after the award date stated above, the
34 Contracting Agency may grant up to a maximum of *****10***** additional calendar days for return
35 of the documents, provided the Contracting Agency deems the circumstances warrant it.
36
37

1 **1-03.4 Contract Bond**
2 *(July 23, 2015 APWA GSP)*

3
4 Delete the first paragraph and replace it with the following:

5
6 The successful bidder shall provide executed payment and performance bond(s) for the full
7 contract amount. The bond may be a combined payment and performance bond; or be
8 separate payment and performance bonds. In the case of separate payment and
9 performance bonds, each shall be for the full contract amount. The bond(s) shall:

- 10 1. Be on Contracting Agency-furnished form(s);
- 11 2. Be signed by an approved surety (or sureties) that:
 - 12 a. Is registered with the Washington State Insurance Commissioner, and
 - 13 b. Appears on the current Authorized Insurance List in the State of Washington
 - 14 published by the Office of the Insurance Commissioner,
- 15 3. Guarantee that the Contractor will perform and comply with all obligations, duties, and
- 16 conditions under the Contract, including but not limited to the duty and obligation to
- 17 indemnify, defend, and protect the Contracting Agency against all losses and claims
- 18 related directly or indirectly from any failure:
 - 19 a. Of the Contractor (or any of the employees, subcontractors, or lower tier
 - 20 subcontractors of the Contractor) to faithfully perform and comply with all contract
 - 21 obligations, conditions, and duties, or
 - 22 b. Of the Contractor (or the subcontractors or lower tier subcontractors of the
 - 23 Contractor) to pay all laborers, mechanics, subcontractors, lower tier subcontractors,
 - 24 material person, or any other person who provides supplies or provisions for carrying
 - 25 out the work;
- 26 4. Be conditioned upon the payment of taxes, increases, and penalties incurred on the
- 27 project under titles 50, 51, and 82 RCW; and
- 28 5. Be accompanied by a power of attorney for the Surety's officer empowered to sign the
- 29 bond; and
- 30 6. Be signed by an officer of the Contractor empowered to sign official statements (sole
- 31 proprietor or partner). If the Contractor is a corporation, the bond(s) must be signed by
- 32 the president or vice president, unless accompanied by written proof of the authority of
- 33 the individual signing the bond(s) to bind the corporation (i.e., corporate resolution,
- 34 power of attorney, or a letter to such effect signed by the president or vice president).

35
36 **1-03.7 Judicial Review**
37 *(*****)*

38
39 Revise this section to read:

40
41 Any decision made by the Contracting Agency regarding the Award and execution of the
42 Contract or Bid rejection shall be conclusive subject to the scope of judicial review permitted
43 under Colville Tribal Law. Such review, if any, shall be timely filed in the Tribal Courts of the
44 Colville Confederated Tribes. Such review, if any, shall first require exhaustion of all
45 administrative remedies.

1 **1-04 Scope of the Work**

2
3 **1-04.2 Coordination of Contract Documents, Plans, Special Provisions,**
4 **Specifications, and Addenda**

5 *(December 30, 2022 APWA GSP)*

6
7 Revise the second paragraph to read:

8
9 Any inconsistency in the parts of the contract shall be resolved by following this order of
10 precedence (e.g., 1 presiding over 2, 2 over 3, 3 over 4, and so forth):

- 11 1. Addenda,
12 2. Proposal Form,
13 3. Special Provisions,
14 4. Contract Plans,
15 5. Standard Specifications,
16 6. Contracting Agency’s Standard Plans or Details (if any), and
17 7. WSDOT Standard Plans for Road, Bridge, and Municipal Construction.

18
19 **1-04.4(1) Minor Changes**

20 *(May 30, 2019 APWA GSP)*

21
22 Delete the first paragraph and replace it with the following:

23
24 Payments or credits for changes amounting to \$25,000.00 or less may be made under the
25 Bid item “Minor Change”. At the discretion of the Contracting Agency, this procedure for
26 Minor Changes may be used in lieu of the more formal procedure as outlined in Section 1-
27 04.4, Changes. All “Minor Change” work will be within the scope of the Contract Work and
28 will not change Contract Time.

29
30 **1-05 Control of Work**

31
32 **1-05.4 Conformity with and Deviations from Plans and Stakes**

33
34 Section 1-05.4 is supplemented with the following:

35
36 *(*****)*

37 ***Contractor Surveying - Roadway***

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

40
41 The Contractor shall be responsible for setting, maintaining, and resetting all alignment stakes,
42 slope stakes, and grades necessary for the construction of the roadbed, drainage, surfacing,
43 paving, channelization and pavement marking, illumination and signals, guardrails and barriers,
44 and signing. Except for the survey control data to be furnished by the Contracting Agency,
45 calculations, surveying, and measuring required for setting and maintaining the necessary lines
46 and grades shall be the Contractor’s responsibility.

47
48 The Contractor shall inform the Engineer when monuments are discovered that were not
49 identified in the Plans and construction activity may disturb or damage the monuments. All
50 monuments noted on the plans “DO NOT DISTURB” shall be protected throughout the length of
51 the project or be replaced at the Contractors expense.

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

5
6 The meaning of words and terms used in this provision shall be as listed in "Definitions of
7 Surveying and Associated Terms" current edition, published by the American Congress on
8 Surveying and Mapping and the American Society of Civil Engineers.

9
10 The survey work shall include but not be limited to the following:

- 11
12 1. Verify the primary horizontal and vertical control furnished by the Contracting
13 Agency, and expand into secondary control by adding stakes and hubs as well as
14 additional survey control needed for the project. Provide descriptions of secondary
15 control to the Contracting Agency. The description shall include coordinates and
16 elevations of all secondary control points.
- 17
18 2. Establish, the centerlines of all alignments, by placing hubs, stakes, or marks on
19 centerline or on offsets to centerline at all curve points (PCs, PTs, and PIs) and at
20 points on the alignments spaced no further than 50 feet.
- 21
22 3. Establish clearing limits, placing stakes at all angle points and at intermediate points
23 not more than 50 feet apart. The clearing and grubbing limits shall be 5 feet beyond
24 the toe of a fill and 10 feet beyond the top of a cut unless otherwise shown in the
25 Plans.
- 26
27 4. Establish grading limits, placing slope stakes at centerline increments not more than
28 50 feet apart. Establish offset reference to all slope stakes. If Global Positioning
29 Satellite (GPS) Machine Controls are used to provide grade control, then slope
30 stakes may be omitted at the discretion of the Contractor.
- 31
32 5. Establish the horizontal and vertical location of all drainage features, placing offset
33 stakes to all drainage structures and to pipes at a horizontal interval not greater
34 than 25 feet.
- 35
36 6. Establish roadbed and surfacing elevations by placing stakes at the top of subgrade
37 and at the top of each course of surfacing. Subgrade and surfacing stakes shall be
38 set at horizontal intervals not greater than 50 feet in tangent sections, 25 feet in
39 curve sections with a radius less than 300 feet, and at 10-foot intervals in
40 intersection radii with a radius less than 10 feet. Transversely, stakes shall be
41 placed at all locations where the roadway slope changes and at additional points
42 such that the transverse spacing of stakes is not more than 12 feet. GPS Machine
43 Controls are used to provide grade control, roadbed and surfacing stakes may be
44 omitted at the discretion of the Owner.
- 45
46 7. Establish intermediate elevation benchmarks as needed to check work throughout
47 the project.
- 48
49 8. Provide references for paving pins at 25-foot intervals or provide simultaneous
50 surveying to establish location and elevation of paving pins as they are being
51 placed.
- 52
53 9. For all other types of construction included in this provision, (including but not
54 limited to channelization and pavement marking, illumination and signals, guardrails

1 and barriers, and signing) provide staking and layout as necessary to adequately
2 locate, construct, and check the specific construction activity.

- 3
4 10. Contractor shall determine if changes are needed to the profiles or roadway
5 sections shown in the Contract Plans in order to achieve proper smoothness and
6 drainage where matching into existing features, such as a smooth transition from
7 new pavement to existing pavement. The Contractor shall submit these changes to
8 the Engineer for review and approval 10 days prior to the beginning of work.
9

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

12
13 To facilitate the establishment of these lines and elevations, the Contracting Agency will provide
14 the Contractor with primary survey control information consisting of descriptions of two primary
15 control points used for the horizontal and vertical control, and descriptions of two additional
16 primary control points for every additional three miles of project length. Primary control points
17 will be described by reference to the project alignment and the coordinate system and elevation
18 datum utilized by the project. In addition, the Contracting Agency will supply horizontal
19 coordinates for the beginning and ending points and for each Point of Intersection (PI) on each
20 alignment included in the project.

21
22 The Contractor shall ensure a surveying accuracy within the following tolerances:

	<u>Vertical</u>	<u>Horizontal</u>
24 Slope stakes	±0.10 feet	±0.10 feet
26 Subgrade grade stakes set		
27 0.04 feet below grade	±0.01 feet	±0.5 feet (parallel to alignment) ±0.1 feet (normal to alignment)
32 Stationing on roadway	N/A	±0.1 feet
33 Alignment on roadway	N/A	±0.04 feet
34 Surfacing grade stakes	±0.01 feet	±0.5 feet (parallel to alignment) ±0.1 feet (normal to alignment)
39 Roadway paving pins for		
40 surfacing or paving	±0.01 feet	±0.2 feet (parallel to alignment) ±0.1 feet (normal to alignment)

44
45
46 The Contracting Agency may spot-check the Contractor's surveying. These spot-checks will not
47 change the requirements for normal checking by the Contractor.

48
49 When staking roadway alignment and stationing, the Contractor shall perform independent
50 checks from different secondary control to ensure that the points staked are within the specified
51 survey accuracy tolerances.
52

1 The Contractor shall calculate coordinates for the alignment. The Contracting Agency will verify
2 these coordinates prior to issuing approval to the Contractor for commencing with the work. The
3 Contracting Agency will require up to seven calendar days from the date the data is received.
4

5 Contract work to be performed using contractor-provided stakes shall not begin until the stakes
6 are approved by the Contracting Agency. Such approval shall not relieve the Contractor of
7 responsibility for the accuracy of the stakes.
8

9 Stakes shall be marked in accordance with Standard Plan A10.10. When stakes are needed
10 that are not described in the Plans, then those stakes shall be marked, at no additional cost to
11 the Contracting Agency as ordered by the Engineer.
12
13

14 **Payment**

15 Payment will be made for the following bid item when included in the proposal:
16

17 "Roadway Surveying", lump sum.
18

19 The lump sum contract price for "Roadway Surveying" shall be full pay for all labor, equipment,
20 materials, and supervision utilized to perform the Work specified, including any resurveying,
21 checking, correction of errors, replacement of missing or damaged stakes, and coordination
22 efforts.
23

24 **1-05.6 Inspection of Work and Materials**

25
26 Section 1-05.6 is supplemented with the following:
27

28 (*****)

29 **SECTION 1-05.6 INCLUDES**

- 30 A. Quality control.
- 31 B. Tolerances.
- 32 C. References.
- 33 D. Testing and inspection services.

34 **QUALITY CONTROL**

- 35 A. Monitor quality control over suppliers, manufacturers, products, services, Site
36 conditions, and workmanship, to produce Work of specified quality.
- 37 B. Comply with specified standards as the minimum quality for the Work except where
38 more stringent tolerances, codes, or specified requirements indicate higher standards
39 or more precise workmanship.
- 40 C. Perform Work using persons qualified to produce required and specified quality.
- 41 D. Products, materials, and equipment may be subject to inspection by Engineer and
42 Owner at place of manufacture or fabrication. Such inspections shall not relieve
43 Contractor of complying with requirements of Contract Documents.

- 1 E. Supervise performance of Work in such manner and by such means to ensure that
2 Work, whether completed or in progress, will not be subjected to harmful, dangerous,
3 damaging, or otherwise deleterious exposure during construction period.

4 **TOLERANCES**

- 5 A. Monitor fabrication and installation tolerance control of products to produce
6 acceptable Work. Do not permit tolerances to accumulate.
- 7 B. Comply with manufacturers' recommended tolerances and tolerance requirements in
8 reference standards. When such tolerances conflict with Contract Documents,
9 request clarification from Engineer before proceeding.
- 10 C. Adjust products to appropriate dimensions; position before securing products in
11 place.

12 **REFERENCES**

- 13 A. For products or workmanship specified by association, trade, or other consensus
14 standards, comply with requirements of standard except when more rigid
15 requirements are specified or are required by applicable codes.
- 16 B. Conform to reference standard by date of issue current as of date of Contract
17 Documents except where specific date is established by code.
- 18 C. Obtain copies of standards and maintain on Site when required by product
19 Specification Sections.
- 20 D. When requirements of indicated reference standards conflict with Contract
21 Documents, request clarification from Architect/Engineer before proceeding.
- 22 E. Neither contractual relationships, duties, or responsibilities of parties in Contract nor
23 those of Engineer shall be altered from Contract Documents by mention or inference
24 in reference documents.

25 **TESTING AND INSPECTION SERVICES**

- 26 A. Employ and pay for services of an independent testing agency or laboratory
27 acceptable to Owner to perform specified testing.
- 28 1. Before starting Work, submit testing laboratory name, address, and telephone
29 number, and names of full-time Professional Engineer and responsible officer.
- 30 2. Submit copy of report of laboratory facilities' inspection made by Materials
31 Reference Laboratory of National Bureau of Standards during most recent
32 inspection, with memorandum of remedies of deficiencies reported by inspection.
- 33 B. Independent firm will perform tests, inspections, and other services specified in
34 individual Specification Sections and as required by Owner.
- 35 1. Laboratory: Authorized to operate at Project location.
- 36 2. Laboratory Staff: Maintain full-time Professional Engineer on staff to review
37 services.
- 38 3. Testing Equipment: Calibrated at reasonable intervals with devices of an
39 accuracy traceable to National Bureau of Standards or accepted values of
40 natural physical constants.

- 1 C. Testing, inspections, and source quality control may occur on or off Project Site.
2 Perform off-Site testing as required by Engineer or Owner.
- 3 D. Reports shall be submitted by independent firm to Owner, Contractor, and authorities
4 having jurisdiction, indicating observations and results of tests and compliance or
5 noncompliance with Contract Documents.
6 1. Submit final report indicating correction of Work previously reported as
7 noncompliant.
- 8 E. Cooperate with independent firm; furnish samples of materials, design mix,
9 equipment, tools, storage, safe access, and assistance by incidental labor as
10 requested.
11 1. Notify Owner and independent firm 48 hours before expected time for operations
12 requiring services.
13 2. Make arrangements with independent firm and pay for additional Samples and
14 tests required for Contractor's use.
- 15 F. Employment of testing agency or laboratory shall not relieve Contractor of obligation
16 to perform Work according to requirements of Contract Documents.
- 17 G. Retesting or re-inspection required because of nonconformance with specified or
18 indicated requirements shall be performed by same independent firm on instructions
19 from Owner. Payment for retesting or re-inspection will be charged to Contractor by
20 deducting testing charges from Contract Sum/Price.
- 21 H. Frequency of tests: One test per lift per 50 lineal feet of trench or one test per lift per
22 1000 square feet of area.
- 23 I. Agency Responsibilities:
24 1. Test Samples of mixes submitted by Contractor.
25 2. Provide qualified personnel at Site. Cooperate with Owner and Contractor in
26 performance of services.
27 3. Perform indicated sampling and testing of products according to specified
28 standards.
29 4. Ascertain compliance of materials and mixes with requirements of Contract
30 Documents.
31 5. Promptly notify Owner and Contractor of observed irregularities or
32 nonconformance of Work or products.
33 6. Perform additional tests required by Owner.
34 7. Attend preconstruction meetings and progress meetings.
- 35 J. Agency Reports: After each test, promptly submit report to Owner, Contractor, and
36 authorities having jurisdiction. When requested by Owner, provide interpretation of
37 test results. Include the following:
38 1. Date issued.
39 2. Project title and number.
40 3. Name of inspector.
41 4. Date and time of sampling or inspection.
42 5. Identification of product and Specification Section.
43 6. Location in Project.
44 7. Type of inspection or test.
45 8. Date of test.
46 9. Results of tests.
47 10. Conformance with Contract Documents.

1 K. Limits on Testing Authority:

- 2 1. Agency or laboratory may not release, revoke, alter, or enlarge on requirements
3 of Contract Documents.
4 2. Agency or laboratory may not approve or accept any portion of the Work.
5 3. Agency or laboratory may not assume duties of Contractor.
6 4. Agency or laboratory has no authority to stop the Work.
7 5. The Engineer and/or Owner shall determine test locations
8

9 **Payment**

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

11 "Materials Testing", lump sum.
12

13
14 The lump sum contract price for "Materials Testing" shall be full pay for all labor, equipment,
15 materials, and supervision utilized to perform the Work specified, including any compaction
16 testing, collection and delivery of material samples including FDR samples, and coordination
17 efforts.
18

19 **1-05.7 Removal of Defective and Unauthorized Work**

20 *(October 1, 2005 APWA GSP)*
21

22 Supplement this section with the following:
23

24 If the Contractor fails to remedy defective or unauthorized work within the time specified in a
25 written notice from the Engineer, or fails to perform any part of the work required by the
26 Contract Documents, the Engineer may correct and remedy such work as may be identified
27 in the written notice, with Contracting Agency forces or by such other means as the
28 Contracting Agency may deem necessary.
29

30 If the Contractor fails to comply with a written order to remedy what the Engineer determines
31 to be an emergency situation, the Engineer may have the defective and unauthorized work
32 corrected immediately, have the rejected work removed and replaced, or have work the
33 Contractor refuses to perform completed by using Contracting Agency or other forces. An
34 emergency situation is any situation when, in the opinion of the Engineer, a delay in its
35 remedy could be potentially unsafe, or might cause serious risk of loss or damage to the
36 public.
37

38 Direct or indirect costs incurred by the Contracting Agency attributable to correcting and
39 remedying defective or unauthorized work, or work the Contractor failed or refused to
40 perform, shall be paid by the Contractor. Payment will be deducted by the Engineer from
41 monies due, or to become due, the Contractor. Such direct and indirect costs shall include in
42 particular, but without limitation, compensation for additional professional services required,
43 and costs for repair and replacement of work of others destroyed or damaged by correction,
44 removal, or replacement of the Contractor's unauthorized work.
45

46 No adjustment in contract time or compensation will be allowed because of the delay in the
47 performance of the work attributable to the exercise of the Contracting Agency's rights
48 provided by this Section.
49

50 The rights exercised under the provisions of this section shall not diminish the Contracting
51 Agency's right to pursue any other avenue for additional remedy or damages with respect to
52 the Contractor's failure to perform the work as required.
53
54

1 **1-05.09 General**

2
3 **(*****)**

4
5 This specification contains requirements for the use of machine control grading.

6
7 Instead of providing grade control through construction stakes, the Contractor shall control
8 grade with equipment that is controlled by a machine control system.

9
10 The Contractor may use any type of equipment and machine control system that produces
11 results meeting the requirements of the Contract. Electronic data is provided for the
12 Contractor's convenience, and is not a part of the Contract.

13
14 No guarantee or warranty is made by the Contracting Agency that electronic data provided to
15 the Contractor: is compatible with any of the systems that are used by the Contractor; is
16 complete; is representative of actual conditions at the project site, or; accurately reflects the
17 quantities and character of the actual Work required. The furnishing of electronic design data
18 or documentation shall not relieve the Contractor from any risks or of any duty to make
19 examinations and investigations as required by Section 1-02.4 or any other responsibility
20 under the Contract or as required by law. Except as provided above, no corrections, additions,
21 or updates of any kind will made to electronic data provided to the Contractor.

22
23 The Engineer may perform spot checks of the Contractor's machine control grading results,
24 calculations, records, field procedures, and quality control measures. If the Engineer
25 determines that the Work being performed is not achieving results that will meet the Contract
26 requirements, the Contractor shall make corrections to the Work at no additional cost to the
27 Contracting Agency.

28
29 **DOT Responsibilities**

- 30
31 1. The Project Engineer will set the initial horizontal and vertical control points for the
32 project as shown in the Contract documents.
33 2. The Project Engineer will provide additional datum and scale factor information upon
34 request.
35 3. After execution of the Contract, the Project Engineer will make available upon written
36 request the following electronic data used to design the project: AutoCAD file (2023
37 version) Data may be obtained by furnishing a written request to the Project Engineer.

38
39 **Contractor's Responsibilities**

- 40 1. The Contractor shall provide any information or data that is requested by the Contracting
41 Agency for the purpose of performing the verification of quantities, and quality.
42 2. The Contractor shall be responsible for any edits or conversions of the Contracting
43 Agencies electronic data whether done by the Contractor or a vendor that is hired by the
44 Contractor to perform such edits or conversions.
45 3. The Contractor shall be responsible for the accuracy and usability of any data or model
46 that is developed from the Contracting Agencies data.
47 4. The Contractor shall be responsible for checking and recalibrating Machine Control
48 Equipment as required to achieve results that meet the requirements of the Contract.
49 5. The Contractor shall be responsible for establishing any additional control points
50 needed to achieve results that meet the requirements of the Contract.
51 6. The Contractor shall provide the Contracting Agency electronic as-built construction
52 data for the final Roadway surface model in a AutoCAD format.

- 1 7. One week prior to the start of grading operations the Contractor shall meet with the
2 Project Engineers staff to review the grading plans, quality processes, and tolerance
3 requirements.
4 8. The Contractor shall provide drone video footage of the roadway project from before
5 and after construction.
6

7 **Payment**

8 All costs associated with the use of machine control grading equipment and drone video
9 are incidental to related items of Work, and no additional payment will be provided.
10

11 **1-05.11 Final Inspection**

12
13 Delete this section and replace it with the following:
14

15 **1-05.11 Final Inspections and Operational Testing**

16 *(October 1, 2005 APWA GSP)*
17

18 **1-05.11(1) Substantial Completion Date**

19
20 When the Contractor considers the work to be substantially complete, the Contractor shall
21 so notify the Engineer and request the Engineer establish the Substantial Completion Date.
22 The Contractor's request shall list the specific items of work that remain to be completed in
23 order to reach physical completion. The Engineer will schedule an inspection of the work
24 with the Contractor to determine the status of completion. The Engineer may also establish
25 the Substantial Completion Date unilaterally.
26

27 If, after this inspection, the Engineer concurs with the Contractor that the work is
28 substantially complete and ready for its intended use, the Engineer, by written notice to the
29 Contractor, will set the Substantial Completion Date. If, after this inspection the Engineer
30 does not consider the work substantially complete and ready for its intended use, the
31 Engineer will, by written notice, so notify the Contractor giving the reasons therefor.
32

33 Upon receipt of written notice concurring in or denying substantial completion, whichever is
34 applicable, the Contractor shall pursue vigorously, diligently and without unauthorized
35 interruption, the work necessary to reach Substantial and Physical Completion. The
36 Contractor shall provide the Engineer with a revised schedule indicating when the
37 Contractor expects to reach substantial and physical completion of the work.
38

39 The above process shall be repeated until the Engineer establishes the Substantial
40 Completion Date and the Contractor considers the work physically complete and ready for
41 final inspection.
42

43 **1-05.11(2) Final Inspection and Physical Completion Date**

44
45 When the Contractor considers the work physically complete and ready for final inspection,
46 the Contractor by written notice, shall request the Engineer to schedule a final inspection.
47 The Engineer will set a date for final inspection. The Engineer and the Contractor will then
48 make a final inspection and the Engineer will notify the Contractor in writing of all particulars
49 in which the final inspection reveals the work incomplete or unacceptable. The Contractor
50 shall immediately take such corrective measures as are necessary to remedy the listed
51 deficiencies. Corrective work shall be pursued vigorously, diligently, and without interruption
52 until physical completion of the listed deficiencies. This process will continue until the
53 Engineer is satisfied the listed deficiencies have been corrected.
54

1 If action to correct the listed deficiencies is not initiated within 7 days after receipt of the
2 written notice listing the deficiencies, the Engineer may, upon written notice to the
3 Contractor, take whatever steps are necessary to correct those deficiencies pursuant to
4 Section 1-05.7.

5 The Contractor will not be allowed an extension of contract time because of a delay in the
6 performance of the work attributable to the exercise of the Engineer's right hereunder.
7

8 Upon correction of all deficiencies, the Engineer will notify the Contractor and the Contracting
9 Agency, in writing, of the date upon which the work was considered physically complete. That
10 date shall constitute the Physical Completion Date of the contract, but shall not imply
11 acceptance of the work or that all the obligations of the Contractor under the contract have
12 been fulfilled.
13

14 **1-05.11(3) Operational Testing**

15
16 It is the intent of the Contracting Agency to have at the Physical Completion Date a
17 complete and operable system. Therefore when the work involves the installation of
18 machinery or other mechanical equipment; street lighting, electrical distribution or signal
19 systems; irrigation systems; buildings; or other similar work it may be desirable for the
20 Engineer to have the Contractor operate and test the work for a period of time after final
21 inspection but prior to the physical completion date. Whenever items of work are listed in the
22 Contract Provisions for operational testing they shall be fully tested under operating
23 conditions for the time period specified to ensure their acceptability prior to the Physical
24 Completion Date. During and following the test period, the Contractor shall correct any items
25 of workmanship, materials, or equipment which prove faulty, or that are not in first class
26 operating condition. Equipment, electrical controls, meters, or other devices and equipment
27 to be tested during this period shall be tested under the observation of the Engineer, so that
28 the Engineer may determine their suitability for the purpose for which they were installed.
29 The Physical Completion Date cannot be established until testing and corrections have been
30 completed to the satisfaction of the Engineer.
31

32 The costs for power, gas, labor, material, supplies, and everything else needed to
33 successfully complete operational testing, shall be included in the unit contract prices
34 related to the system being tested, unless specifically set forth otherwise in the proposal.
35

36 Operational and test periods, when required by the Engineer, shall not affect a manufacturer's
37 guaranties or warranties furnished under the terms of the contract.
38

39 **1-05.12 Final Acceptance**

40
41 Add the following new section:
42

43 **1-05.12(1) One-Year Guarantee Period**

44 *(March 8, 2013 APWA GSP, may not be used on FHWA funded projects)*
45

46 The Contractor shall return to the project and repair or replace all defects in
47 workmanship and material discovered within one year after Final Acceptance of the
48 Work. The Contractor shall start work to remedy any such defects within 7 calendar
49 days of receiving Contracting Agency's written notice of a defect, and shall complete
50 such work within the time stated in the Contracting Agency's notice. In case of an
51 emergency, where damage may result from delay or where loss of services may result,
52 such corrections may be made by the Contracting Agency's own forces or another
53 contractor, in which case the cost of corrections shall be paid by the Contractor. In the

1 event the Contractor does not accomplish corrections within the time specified, the work
2 will be otherwise accomplished and the cost of same shall be paid by the Contractor.

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

6 This guarantee is supplemental to and does not limit or affect the requirements that the
7 Contractor's work comply with the requirements of the Contract or any other legal rights
8 or remedies of the Contracting Agency.
9

10 **1-05.13 Superintendents, Labor and Equipment of Contractor**
11 *(August 14, 2013 APWA GSP)*

12
13 Delete the sixth and seventh paragraphs of this section.

14
15 **1-05.15 Method of Serving Notices**
16 *(December 30, 2022 APWA GSP)*

17 Revise the second paragraph to read:

18
19 All correspondence from the Contractor shall be directed to the Project Engineer. All
20 correspondence from the Contractor constituting any notification, notice of protest, notice of
21 dispute, or other correspondence constituting notification required to be furnished under the
22 Contract, must be in paper format, hand delivered or sent via mail delivery service to the
23 Project Engineer's office. Electronic copies such as e-mails or electronically delivered copies
24 of correspondence will not constitute such notice and will not comply with the requirements
25 of the Contract.
26

27 Add the following new section:

28
29 **1-05.16 Water and Power**
30 *(October 1, 2005 APWA GSP)*

31
32 The Contractor shall make necessary arrangements, and shall bear the costs for power and
33 water necessary for the performance of the work, unless the contract includes power and
34 water as a pay item.
35

36 Add the following new section:

37
38 **1-05.18 Record Drawings**
39 *(March 8, 2013 APWA GSP)*

40
41 The Contractor shall maintain one set of full size plans for Record Drawings, updated with
42 clear and accurate red-lined field revisions on a daily basis, and within 2 business days after
43 receipt of information that a change in Work has occurred. The Contractor shall not conceal
44 any work until the required information is recorded.
45

46 This Record Drawing set shall be used for this purpose alone, shall be kept separate from
47 other Plan sheets, and shall be clearly marked as Record Drawings. These Record
48 Drawings shall be kept on site at the Contractor's field office, and shall be available for
49 review by the Contracting Agency at all times. The Contractor shall bring the Record
50 Drawings to each progress meeting for review.
51

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

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

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

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

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

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

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.).

1 The Contractor shall certify on the Record Drawings that said drawings are an accurate
2 depiction of built conditions, and in conformance with the requirements detailed above. The
3 Contractor shall submit final Record Drawings to the Contracting Agency. Contracting
4 Agency acceptance of the Record Drawings is one of the requirements for achieving
5 Physical Completion.
6

7 Payment will be made for the following bid item:
8

Record Drawings (Minimum Bid \$ 500.00)	Lump Sum
--	----------

9
10 Payment for this item will be made on a prorated monthly basis for work completed in
11 accordance with this section up to 75% of the lump sum bid. The final 25% of the lump sum
12 item will be paid upon submittal and approval of the completed Record Drawings set
13 prepared in conformance with these Special Provisions.
14

15 A minimum bid amount has been entered in the Bid Proposal for this item. The Contractor
16 must bid at least that amount.
17
18

1 **1-06 Control of Material**

2
3 **1-06.1 Approval of Materials Prior to Use**

4
5 Section 1-06.1 is supplemented with the following:

6
7 (April 3, 2017)

8 For each proposed material that is required to be submitted for approval using either the QPL
9 or RAM process the Contractor will be allowed to submit for approval two material sources
10 or manufacturers per material type at no cost. Additional material sources or manufacturers
11 may be submitted for approval and will be processed at a cost of \$125.00 per material source
12 or manufacturer submitted by QPL submittal and \$400.00 per material submitted by RAM.
13 All costs for processing additional material sources or manufacturers will be deducted from
14 monies due or that may come due to the Contractor. Subject to a request by the Contractor
15 and a determination by the Engineer the costs for processing may be waived.

16
17 **1-06.6 Recycled Materials**

18 *(January 4, 2016 APWA GSP)*

19
20 Delete this section, including its subsections, and replace it with the following:

21
22 The Contractor shall make their best effort to utilize recycled materials in the construction of
23 the project. Approval of such material use shall be as detailed elsewhere in the Standard
24 Specifications.

25
26 Prior to Physical Completion the Contractor shall report the quantity of recycled materials
27 that were utilized in the construction of the project for each of the items listed in Section 9-
28 03.21. The report shall include hot mix asphalt, recycled concrete aggregate, recycled
29 glass, steel furnace slag and other recycled materials (e.g. utilization of on-site material and
30 aggregates from concrete returned to the supplier). The Contractor's report shall be
31 provided on DOT form 350-075 Recycled Materials Reporting.

32
33 **1-07 Legal Relations and Responsibilities to the Public**

34
35 **1-07.1 Laws to be Observed**

36 *(October 1, 2005 APWA GSP)*

37
38 Supplement this section with the following:

39
40 In cases of conflict between different safety regulations, the more stringent regulation shall
41 apply.

42
43 The Washington State Department of Labor and Industries shall be the sole and paramount
44 administrative agency responsible for the administration of the provisions of the Washington
45 Industrial Safety and Health Act of 1973 (WISHA).

46
47 The Contractor shall maintain at the project site office, or other well known place at the
48 project site, all articles necessary for providing first aid to the injured. The Contractor shall
49 establish, publish, and make known to all employees, procedures for ensuring immediate
50 removal to a hospital, or doctor's care, persons, including employees, who may have been
51 injured on the project site. Employees should not be permitted to work on the project site
52 before the Contractor has established and made known procedures for removal of injured
53 persons to a hospital or a doctor's care.

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

10
11 **1-07.7 Load Limits**

12
13 Section 1-07.7 is supplemented with the following:

14
15 (March 13, 1995)

16 If the sources of materials provided by the Contractor necessitates hauling over roads other
17 than State Highways, the Contractor shall, at the Contractor's expense, make all
18 arrangements for the use of the haul routes.

19
20 **1-07.12 TERO FEE**

21
22 Section 1-07.12 is supplemented with the following:

23
24 (*****)

25
26 This Contract takes place on land located within the reservation of the Colville
27 Confederated Tribes. The Colville Confederated Tribes has enacted a Tribal Employment
28 Rights Ordinance (TERO). Bidders are encouraged to contact the TERO office. Contact
29 information for the Colville Confederated Tribes TERO Office is:

30
31 Colville Confederated Tribes TERO Department
32 PO BOX 150
33 Nespalem, WA 99155
34 Phone: 509-634-2716
35 Fax: 360-312-2330
36

37 Contractors shall satisfy themselves as to the requirements of the TERO with which they
38 must comply prior to submitting a bid for this project. No compensation will be made by
39 CCT-DOT to the Contractor due to any misunderstanding regarding the Contractor's
40 responsibilities under this ordinance.

41
42 During the course of the work CCT-DOT may require proof that the Contractor has
43 addressed the matters raised by the TERO with the Colville Confederated Tribes so that
44 there will be no delay or effect upon the work on that account.

45
46 As described in the TERO, the Contractor shall pay a five percent (5%) fee on the
47 completed contract amount for those portions of work that occur on lands that fall under
48 the jurisdiction of TERO. This fee may be paid in installments over the length of the
49 contract. It is the Contractor's obligation to coordinate with the Colville Confederated
50 Tribes to pay this fee. The Bid Item, "Tero Fee (5%)", is established to reimburse the
51 Contractor for TERO fees paid to the Colville Confederated Tribes. The Contractor shall
52 provide CCT-DOT with written proof of payment of the TERO fee to the Colville
53 Confederated Tribes.
54

1 Payment of the TERO fee shall be made by the Contractor to the Colville Confederated
2 Tribes as payments have been requested.

3
4 Prior to commencing work onsite, the Contractor shall also obtain a Colville Confederated
5 Tribes Business License to work on the reservation.

6
7 All costs associated to comply with the TERO, except for the five percent (5%) TERO fee,
8 and any costs associated in obtaining a Colville Confederated Tribes Business License
9 shall be considered incidental to the total amount bid for this project.

10
11 The unit Contract price per Lump Sum for "TERO Fee (5%)" which shall be 5% of the total
12 bid amount.

13
14
15 **1-07.13 Contractor's Responsibility for Work**

16
17 ***1-07.13(4) Repair of Damage***

18
19 Section 1-07.13(4) is revised to read:

20
21 (August 6, 2001)

22 The Contractor shall promptly repair all damage to either temporary or permanent work as
23 directed by the Engineer. For damage qualifying for relief under Sections 1-07.13(1), 1-
24 07.13(2) or 1-07.13(3), payment will be made in accordance with Section 1-04.4. Payment
25 will be limited to repair of damaged work only. No payment will be made for delay or
26 disruption of work.

27
28 **1-07.16 Protection and Restoration of Property**

29
30 ***1-07.16(2) Vegetation Protection and Restoration***

31
32 Section 1-07.16(2) is supplemented with the following:

33
34 (August 2, 2010)

35 Vegetation and soil protection zones for trees shall extend out from the trunk to a
36 distance of 1 foot radius for each inch of trunk diameter at breast height.

37
38 Vegetation and soil protection zones for shrubs shall extend out from the stems at
39 ground level to twice the radius of the shrub.

40
41 Vegetation and soil protection zones for herbaceous vegetation shall extend to
42 encompass the diameter of the plant as measured from the outer edge of the plant.

43
44 ***1-07.16(4) Archaeological and Historical Objects***

45
46 Section 1-07.16(4) is supplemented with the following:

47
48 (*****)

49 The project area potentially contains archaeological or historical objects that may have
50 significance from a historical or scientific standpoint. To protect these objects from
51 damage or destruction, the Contracting Agency, at its discretion and expense, may
52 monitor the Contractor's operations, conduct various site testing and perform recovery
53 and removal of such objects when necessary.

1 Condition 1: Inadvertent Discoveries (43 CFR 10.4) -In the event that human remains,
2 burials, funerary items, sacred objects, or objects of cultural patrimony are found during
3 project implementation, the proponent or his authorized agent shall cease work
4 immediately within 200ft of the find. They shall then take steps to protect the find from
5 further damage or disruption. Then they shall contact the THPO at (509) 634-
6 2695 [desk] or the Tribal Archaeologist at (509) 634-2691 [desk] or (509) 631—2130 to
7 report the find. The THPO or the Tribal Archaeologist shall contact the appropriate law
8 enforcement authority if human remains are found. No further work shall be allowed on
9 the project until the THPO has approved a plan for managing or preserving the remains or
10 items.

11
12 Condition 2: Post-Review Discoveries (36 CFR 800.13)— In the event that prehistoric
13 artifacts (i.e. arrowheads, spear points, mortars, pestles, other ground stone tools, knives,
14 scrapers, or flakes from the manufacture of tools, fire pits, peeled trees, etc.) or historic-
15 period artifacts or features (i.e. fragments of old plates or ceramic vessels, weathered
16 glass, dumps of old cans, cabins, root cellars, etc.) are found during project
17 implementation, the proponent or his authorized agent shall cease work immediately
18 within 200 ft. of the find. Then they shall contact the TH PO at (509) 634-2695 [desk] or
19 the Tribal Archaeologist at (509) 634-2691 [desk] or (509) 631-2130 to report the find. No
20 further work shall be allowed on the project until the THPO has approved a plan for
21 managing or preserving the artifacts or features.

22
23 The Contractor may be required to conduct its operations in a manner that will
24 accommodate such activities, including the reserving of portions of the work area for
25 site testing, exploratory operations and recovery and removal of such objects as
26 directed by the Engineer. If such activities are performed by consultants retained by
27 the Contracting Agency, the Contractor shall provide them adequate access to the
28 project site.

29
30 Added work necessary to uncover, fence, dewater, or otherwise protect or assist in
31 such testing, exploratory operations and salvaging of the objects as ordered by the
32 Engineer shall be paid by force account as provided in Section 1-09.6. If the discovery
33 and salvaging activities require the Engineer to suspend the Contractor's work, any
34 adjustment in time will be determined by the Engineer pursuant to Section 1-08.8.

35
36 To provide a common basis for all bidders, the Contracting Agency has entered an
37 amount for the item "Archaeological and Historical Salvage" in the Proposal to become
38 a part of the total bid by the Contractor.

39 40 **1-07.17 Utilities and Similar Facilities**

41
42 Section 1-07.17 is supplemented with the following:

43
44 (April 2, 2007)

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

47
48 The following addresses and telephone numbers of utility companies known or suspected of
49 having facilities within the project limits are supplied for the Contractor's convenience:

50
51 *** Colville Confederated Tribes - Department of Transportation
52 21 Colville St
53 Nespelem, WA 99155
54 Richard Palmer Sr., Program Director

1 509-634-2556
2 Richard.PalmerSr.DOT@colvilletribes.com

3
4 Colville Confederated Tribes – Information Technology Department
5 21 Colville St
6 Nespelem, WA 99155
7 Jimmy Jackson, CCT IT, Facilities Manager
8 509-322-8382
9 jimmy.jackson@colvilletribes.com

10
11 Nespelem Valley Electric Co-op Inc.
12 PO BOX 31
13 1009 F Street
14 Nespelem, WA 99155
15 General Manager
16 (509) 634-4571
17 dan@nvec.org

18
19 Century Link
20 Mike Brown, SR LNI Engineer – S/E Washington
21 509-839-6651
22 Mike.Brown@centurylink.com

23
24 Century Link
25 111 A Street
26 Cheney, WA 99004
27 Sandz Hinrichs, Region Operations Manager – Outstate Eastern Washington
28 509-235-3112
29 Sandz.hinrichs@centurylink.com

30
31 Washington Call Before You Dig
32 811 or 1-800-424-5555 ***

33 34 35 **1-07.18 Public Liability and Property Damage Insurance**

36
37 Delete this section in its entirety, and replace it with the following:

38 39 **1-07.18 Insurance**

40 *(December 30, 2022 APWA GSP)*

41 42 **1-07.18(1) General Requirements**

- 43 A. The Contractor shall procure and maintain the insurance described in all subsections of
44 section 1-07.18 of these Special Provisions, from insurers with a current A. M. Best rating of
45 not less than A-: VII and licensed to do business in the State of Washington. The
46 Contracting Agency reserves the right to approve or reject the insurance provided, based on
47 the insurer's financial condition.
- 48
49 B. The Contractor shall keep this insurance in force without interruption from the
50 commencement of the Contractor's Work through the term of the Contract and for thirty (30)
51 days after the Physical Completion date, unless otherwise indicated below.
- 52
53 C. If any insurance policy is written on a claims-made form, its retroactive date, and that of all
54 subsequent renewals, shall be no later than the effective date of this Contract. The policy

1 shall state that coverage is claims made and state the retroactive date. Claims-made form
2 coverage shall be maintained by the Contractor for a minimum of 36 months following the
3 Completion Date or earlier termination of this Contract, and the Contractor shall annually
4 provide the Contracting Agency with proof of renewal. If renewal of the claims made form of
5 coverage becomes unavailable, or economically prohibitive, the Contractor shall purchase
6 an extended reporting period ("tail") or execute another form of guarantee acceptable to the
7 Contracting Agency to assure financial responsibility for liability for services performed.
8

- 9 D. The Contractor's Automobile Liability, Commercial General Liability and Excess or Umbrella
10 Liability insurance policies shall be primary and non-contributory insurance as respects the
11 Contracting Agency's insurance, self-insurance, or self-insured pool coverage. Any insurance,
12 self-insurance, or self-insured pool coverage maintained by the Contracting Agency shall be
13 excess of the Contractor's insurance and shall not contribute with it.
14
15 E. The Contractor shall provide the Contracting Agency and all additional insureds with written
16 notice of any policy cancellation, within two business days of their receipt of such notice.
17
18 F. The Contractor shall not begin work under the Contract until the required insurance has
19 been obtained and approved by the Contracting Agency
20
21 G. Failure on the part of the Contractor to maintain the insurance as required shall constitute a
22 material breach of contract, upon which the Contracting Agency may, after giving five
23 business days' notice to the Contractor to correct the breach, immediately terminate the
24 Contract or, at its discretion, procure or renew such insurance and pay any and all premiums
25 in connection therewith, with any sums so expended to be repaid to the Contracting Agency
26 on demand, or at the sole discretion of the Contracting Agency, offset against funds due the
27 Contractor from the Contracting Agency.
28
29 H. All costs for insurance shall be incidental to and included in the unit or lump sum prices of
30 the Contract and no additional payment will be made.

31
32 **1-07.18(2) Additional Insured**

33 All insurance policies, with the exception of Workers Compensation, and of Professional Liability
34 and Builder's Risk (if required by this Contract) shall name the following listed entities as
35 additional insured(s) using the forms or endorsements required herein:

- 36 ▪ the Contracting Agency and its officers, elected officials, employees, agents, and
37 volunteers
38

39 The above-listed entities shall be additional insured(s) for the full available limits of liability
40 maintained by the Contractor, irrespective of whether such limits maintained by the Contractor
41 are greater than those required by this Contract, and irrespective of whether the Certificate of
42 Insurance provided by the Contractor pursuant to 1-07.18(4) describes limits lower than those
43 maintained by the Contractor.
44

45 For Commercial General Liability insurance coverage, the required additional insured
46 endorsements shall be at least as broad as ISO forms CG 20 10 10 01 for ongoing operations
47 and CG 20 37 10 01 for completed operations.
48

49 **1-07.18(3) Subcontractors**

50 The Contractor shall cause each subcontractor of every tier to provide insurance coverage that
51 complies with all applicable requirements of the Contractor-provided insurance as set forth herein,
52 except the Contractor shall have sole responsibility for determining the limits of coverage required
53 to be obtained by subcontractors.
54

1 The Contractor shall ensure that all subcontractors of every tier add all entities listed in
2 1-07.18(2) as additional insureds, and provide proof of such on the policies as required by that
3 section as detailed in 1-07.18(2) using an endorsement as least as broad as ISO CG 20 10 10
4 01 for ongoing operations and CG 20 37 10 01 for completed operations.

5
6 Upon request by the Contracting Agency, the Contractor shall forward to the Contracting
7 Agency evidence of insurance and copies of the additional insured endorsements of each
8 subcontractor of every tier as required in 1-07.18(4) Verification of Coverage.

9
10 **1-07.18(4) Verification of Coverage**

11 The Contractor shall deliver to the Contracting Agency a Certificate(s) of Insurance and
12 endorsements for each policy of insurance meeting the requirements set forth herein when the
13 Contractor delivers the signed Contract for the work. Failure of Contracting Agency to demand
14 such verification of coverage with these insurance requirements or failure of Contracting Agency
15 to identify a deficiency from the insurance documentation provided shall not be construed as a
16 waiver of Contractor's obligation to maintain such insurance.

17
18 Verification of coverage shall include:

- 19 1. An ACORD certificate or a form determined by the Contracting Agency to be equivalent.
20 2. Copies of all endorsements naming Contracting Agency and all other entities listed in
21 1-07.18(2) as additional insured(s), showing the policy number. The Contractor may submit
22 a copy of any blanket additional insured clause from its policies instead of a separate
23 endorsement.
24 3. Any other amendatory endorsements to show the coverage required herein.
25 4. A notation of coverage enhancements on the Certificate of Insurance shall not satisfy these
26 requirements – actual endorsements must be submitted.

27
28 Upon request by the Contracting Agency, the Contractor shall forward to the Contracting
29 Agency a full and certified copy of the insurance policy(s). If Builders Risk insurance is required
30 on this Project, a full and certified copy of that policy is required when the Contractor delivers
31 the signed Contract for the work.

32
33 **1-07.18(5) Coverages and Limits**

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

38
39 All deductibles and self-insured retentions must be disclosed and are subject to approval by the
40 Contracting Agency. The cost of any claim payments falling within the deductible or self-insured
41 retention shall be the responsibility of the Contractor. In the event an additional insured incurs a
42 liability subject to any policy's deductibles or self-insured retention, said deductibles or self-
43 insured retention shall be the responsibility of the Contractor.

44
45 **1-07.18(5)A Commercial General Liability**

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

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

3
4 Contractor shall maintain Commercial General Liability Insurance arising out of the Contractor's
5 completed operations for at least three years following Substantial Completion of the Work.

6
7 Such policy must provide the following minimum limits:

8	\$1,000,000	Each Occurrence
9	\$2,000,000	General Aggregate
10	\$2,000,000	Products & Completed Operations Aggregate
11	\$1,000,000	Personal & Advertising Injury each offence
12	\$1,000,000	Stop Gap / Employers' Liability each accident

13
14 **1-07.18(5)B Automobile Liability**

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

19
20 Such policy must provide the following minimum limit:

21	\$1,000,000	Combined single limit each accident
----	-------------	-------------------------------------

22
23 **1-07.18(5)C Workers' Compensation**

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

26
27 **1-07.23 Public Convenience and Safety**

28
29 ***1-07.23(1) Construction Under Traffic***

30
31 Section 1-07.23(1) is supplemented with the following:

32
33 **(January 2, 2012)**

34 **Work Zone Clear Zone**

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

40
41 During nonworking hours equipment or materials shall not be within the WZCZ
42 unless they are protected by permanent guardrail or temporary concrete barrier.
43 The use of temporary concrete barrier shall be permitted only if the Engineer
44 approves the installation and location.

45
46 During actual hours of work, unless protected as described above, only materials
47 absolutely necessary to construction shall be within the WZCZ and only
48 construction vehicles absolutely necessary to construction shall be allowed within
49 the WZCZ or allowed to stop or park on the shoulder of the roadway.

50
51 The Contractor's nonessential vehicles and employees private vehicles shall not be
52 permitted to park within the WZCZ at any time unless protected as described above.
53

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

3
4 Minimum WZCZ distances are measured from the edge of traveled way and will be
5 determined as follows:
6

Regulatory Posted Speed	Distance From Traveled Way (Feet)
35 mph or less	10 *
40 mph	15
45 to 55 mph	20
60 mph or greater	30

7 * or 2-feet beyond the outside edge of sidewalk

8
9 **Minimum Work Zone Clear Zone Distance**

10
11
12 (*****)

13 The Contractor shall coordinate with the following during the life of the project,
14 announcing any road restrictions or minimal closures. Any minimal closure shall be pre-
15 approved by the Engineer.

16
17 CCT Department of Transportation (509) 634-2540

18
19 Town of Nespelem (509) 634-4691

20
21 Colville Tribal Emergency Services (509) 634-2440

22
23 Colville Tribal Office of Public Safety (509) 634-2134

24
25 Nespelem Health Center (509) 634-2913

26
27 Colville Tribal Police (509) 634-2472

28
29 Public Works Director (509) 634-2809

30
31 Transit Coordinator (509) 722-7097

32
33 Nespelem Valley Electric Co-op Inc. (509) 634-4571

34
35 Lifeline Ambulance of Okanogan (509) 422-4212

36
37 Nespelem Post Office (509) 634-4212

38
39 Colville Adult Detention Center (509) 634-7367

40
41 Nespelem Elementary School (509) 634-4541

42
43
44
45 Whenever “Flaggers and Spotters” are in use, the cumulative delay from all project
46 activities to the traveling public shall be a maximum of twenty (20) minutes.
47

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

3
4 Delete this section and replace it with the following:

5
6 Street Right of Way lines, limits of easements, and limits of construction permits are
7 indicated in the Plans. The Contractor's construction activities shall be confined within these
8 limits, unless arrangements for use of private property are made.

9
10 Generally, the Contracting Agency will have obtained, prior to bid opening, all rights of way
11 and easements, both permanent and temporary, necessary for carrying out the work.
12 Exceptions to this are noted in the Bid Documents or will be brought to the Contractor's
13 attention by a duly issued Addendum.

14
15 Whenever any of the work is accomplished on or through property other than public Right of
16 Way, the Contractor shall meet and fulfill all covenants and stipulations of any easement
17 agreement obtained by the Contracting Agency from the owner of the private property.
18 Copies of the easement agreements may be included in the Contract Provisions or made
19 available to the Contractor as soon as practical after they have been obtained by the
20 Engineer.

21
22 Whenever easements or rights of entry have not been acquired prior to advertising, these
23 areas are so noted in the Plans. The Contractor shall not proceed with any portion of the
24 work in areas where right of way, easements or rights of entry have not been acquired until
25 the Engineer certifies to the Contractor that the right of way or easement is available or that
26 the right of entry has been received. If the Contractor is delayed due to acts of omission on
27 the part of the Contracting Agency in obtaining easements, rights of entry or right of way, the
28 Contractor will be entitled to an extension of time. The Contractor agrees that such delay
29 shall not be a breach of contract.

30
31 Each property owner shall be given 48 hours notice prior to entry by the Contractor. This
32 includes entry onto easements and private property where private improvements must be
33 adjusted.

34
35 The Contractor shall be responsible for providing, without expense or liability to the
36 Contracting Agency, any additional land and access thereto that the Contractor may desire
37 for temporary construction facilities, storage of materials, or other Contractor needs.
38 However, before using any private property, whether adjoining the work or not, the
39 Contractor shall file with the Engineer a written permission of the private property owner,
40 and, upon vacating the premises, a written release from the property owner of each property
41 disturbed or otherwise interfered with by reasons of construction pursued under this
42 contract. The statement shall be signed by the private property owner, or proper authority
43 acting for the owner of the private property affected, stating that permission has been
44 granted to use the property and all necessary permits have been obtained or, in the case of
45 a release, that the restoration of the property has been satisfactorily accomplished. The
46 statement shall include the parcel number, address, and date of signature. Written releases
47 must be filed with the Engineer before the Completion Date will be established.

48
49 **1-08 Prosecution and Progress**

50
51 Add the following new section:

52
53 **1-08.0 Preliminary Matters**
54 *(May 25, 2006 APWA GSP)*

1 Add the following new section:

2
3 **1-08.0(1) Preconstruction Conference**

4 *(October 10, 2008 APWA GSP)*

5
6 Prior to the Contractor beginning the work, a preconstruction conference will be held
7 between the Contractor, the Engineer and such other interested parties as may be invited.
8 The purpose of the preconstruction conference will be:

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

17
18 The Contractor shall prepare and submit at the preconstruction conference the following:

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

22
23 Add the following new section:

24
25 **1-08.0(2) Hours of Work**

26 *(December 8, 2014 APWA GSP)*

27
28 Except in the case of emergency or unless otherwise approved by the Engineer, the normal
29 working hours for the Contract shall be any consecutive 8-hour period between 7:00 a.m.
30 and 6:00 p.m. Monday through Friday, exclusive of a lunch break. If the Contractor desires
31 different than the normal working hours stated above, the request must be submitted in
32 writing prior to the preconstruction conference, subject to the provisions below. The working
33 hours for the Contract shall be established at or prior to the preconstruction conference.
34

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

37
38 If the Contractor wishes to deviate from the established working hours, the Contractor shall
39 submit a written request to the Engineer for consideration. This request shall state what
40 hours are being requested, and why. Requests shall be submitted for review no later than
41 *****7 days***** prior to the day(s) the Contractor is requesting to change the hours.
42

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

- 45 1. On non-Federal aid projects, requiring the Contractor to reimburse the Contracting
46 Agency for the costs in excess of straight-time costs for Contracting Agency
47 representatives who worked during such times. (The Engineer may require
48 designated representatives to be present during the work. Representatives who may
49 be deemed necessary by the Engineer include, but are not limited to: survey crews;
50 personnel from the Contracting Agency's material testing lab; inspectors; and other

- 1 Contracting Agency employees or third party consultants when, in the opinion of the
2 Engineer, such work necessitates their presence.)
- 3 2. Considering the work performed on Saturdays, Sundays, and holidays as working
4 days with regard to the contract time.
- 5 3. Considering multiple work shifts as multiple working days with respect to contract
6 time even though the multiple shifts occur in a single 24-hour period.
- 7 4. If a 4-10 work schedule is requested and approved the non working day for the week
8 will be charged as a working day.
- 9 5. If Davis Bacon wage rates apply to this Contract, all requirements must be met and
10 recorded properly on certified payroll

11
12 Add the following new section:

13
14 **1-08.0(3) Tribal Festival Planning**

15
16 (*****)

17 The following Tribal community festivals may occur during construction. These festivals,
18 while not located directly within the project limits, will create large weekend crowds in the
19 area. The CCTDOT will discuss with the Contractor the upcoming festivals and may require
20 the Contractor to take additional precautions to safely secure work and staging areas, provide
21 enhanced temporary access for all Traffic modes (as defined in Section 1-01.3) to local
22 businesses and recreational areas, and possibly provide additional dust control during these
23 weekends. The Contractor shall take these festivals into account in scheduling the work.

24	25	26	27
	July1-July 9	4 th of July Celebration	All locations
	July 8-9	Indian Rodeo	Rodeo Grounds

28 **1-08.1 Subcontracting**

29
30 *(May 30, 2019 APWA GSP, Option B)*

31
32 Delete the ninth paragraph, beginning with "On all projects, the Contractor shall certify...".

33
34 **1-08.3(2)A Type A Progress Schedule**

35 *(March 13, 2012 APWA GSP)*

36
37 Revise this section to read:

38
39 The Contractor shall submit ***5*** copies of a Type A Progress Schedule no later than at the
40 preconstruction conference, or some other mutually agreed upon submittal time. The
41 schedule may be a critical path method (CPM) schedule, bar chart, or other standard schedule
42 format. Regardless of which format used, the schedule shall identify the critical path. The
43 Engineer will evaluate the Type A Progress Schedule and approve or return the schedule for
44 corrections within 15 calendar days of receiving the submittal.

45
46 **1-08.3(2)D Weekly Look-Ahead Schedule**

47 (*****)

48 Section 1-08.3(2)D is deleted and replaced with the following:

49
50 The Contractor shall schedule weekly meetings between the Contractor's supervisory
51 personnel and the Contracting Agency's project representative. The Contractor shall prepare
52 and submit a detailed schedule of work to be performed within the next two-week time period

1 in sufficient detail to schedule inspection and materials testing. The schedule shall be revised
2 weekly to reflect changes, prior to each scheduled meeting. All inspection and testing require
3 a minimum 48-hour advance notification.
4

5 **1-08.4 Prosecution of Work**

6
7 The first sentence of Section 1-08.4 is revised to read:

8
9 (August 7, 2006)

10 The Contractor shall begin work no earlier than ***April 1, 2024***.
11

12 **1-08.5 Time for Completion**

13
14 The third paragraph of Section 1-08.5 is revised to read:

15
16 (August 7, 2006)

17 Contract time shall begin on the date stated in the written notice provided to the Contractor.
18 In no case shall the beginning of contract time be prior to *** April 1, 2024 *** or later than
19 *** June 10, 2024 ***.
20

21 (*****)

22 This project shall be physically completed within 180 calendar days.
23
24

25 **1-08.6 Suspension of Work**

26
27 Section 1-08.6 is revised to read as follows:

28
29 The Engineer may order suspension of all or any part of the work if:

- 30
31 1. Unsuitable weather and such other conditions beyond the control of the
32 Contractor prevents satisfactory and timely performance of the work; or
33
34 2. The Contractor does not comply with the contract or the Engineer's orders.
35

36 When ordered by the Engineer to suspend or resume work, the Contractor shall do so
37 immediately.
38

39 If the work is suspended for reason (1) above, the period of work stoppage will be counted
40 as unworkable days. But if the Engineer believes the Contractor should have completed
41 the suspended work before the suspension, all or part of the suspension period may be
42 counted as working days. The Engineer will set the number of unworkable days (or parts
43 of days) by deciding how long the suspension delayed the entire project.
44

45 If the work is suspended for reason (2) above, the period of work stoppage will be counted
46 as working days. The lost work time, however, shall not relieve the Contractor from any
47 contract responsibility.
48

49 If the performance of all or any portion of the work is suspended or delayed by the
50 Engineer in writing for an unreasonable period of time (not originally anticipated,
51 customary, or inherent to the construction industry) and the Contractor believes that
52 additional compensation and/or contract time is due as a result of such suspension or
53 delay, the Contractor shall submit to the Engineer in writing a request for adjustment within
54 seven calendar days of receipt of the notice to resume work. The request shall set forth

1 the reasons and support for such adjustment. Upon receipt, the Engineer will evaluate the
2 Contractor's request. If the Engineer agrees that the cost and/or time required for the
3 performance of the contract has increased as a result of such suspension and the
4 suspension was caused by conditions beyond the control of and not the fault of the
5 Contractor, its suppliers, or subcontractors at any approved tier, and not caused by
6 weather, the Engineer will make an adjustment (excluding profit) and modify the contract
7 in writing accordingly. No contract adjustment will be allowed unless the Contractor has
8 submitted the request for adjustment within the time prescribed. No contract adjustment
9 will be allowed under this clause to the extent that performance would have been
10 suspended or delayed by any other cause, or for which an adjustment is provided for or
11 excluded under any other term or condition of this contract. The Contractor will be notified
12 of the Engineer's determination whether or not an adjustment of the contract is warranted.
13 Any disagreement with the Engineer's determination shall be pursued as provided in
14 Section 1-04.5.

15
16 If the Engineer has not provided the Contractor with a written order to suspend or delay
17 the work and if the Contractor believes that the performance of the work is suspended,
18 delayed, or interrupted for an unreasonable period of time and such suspension, delay or
19 interruption is the responsibility of the Contracting Agency, the Contractor shall
20 immediately submit a written notice of protest to the Engineer as provided in Section 1-
21 04.5. If the Engineer agrees an adjustment is warranted considering all evaluation criteria
22 stated above, the Engineer will make an adjustment (excluding profit) and modify the
23 contract accordingly. However no adjustment shall be allowed for any costs incurred more
24 than 10 calendar days before the date the Engineer receives the Contractor's written
25 notice of protest.

26
27 No contract adjustment will be allowed unless all or any part of the work is suspended,
28 delayed, or interrupted for an unreasonable period of time by an act of the Contracting
29 Agency in the administration of the contract, or by failure to act within the time specified in
30 the contract (or if no time is specified, within a reasonable time).

31
32 The Engineer will determine if an equitable adjustment in cost or time is due as provided
33 in this section. The equitable adjustment for increase in costs, if due, shall be subject to
34 the limitations provided in Section 1-09.4, provided that no profit of any kind will be allowed
35 on any increase in cost necessarily caused by the suspension, delay, or interruption.

36
37 If the Contractor contends damages have been suffered as a result of any
38 suspension, delay, or interruption, the Contractor shall keep full and complete records of
39 the costs and additional time of such suspension, delay, or interruption and shall permit
40 the Engineer to have access to those records and any other records as may be deemed
41 necessary by the Engineer to assist in evaluating the Contractor's request for adjustment
42 in cost or time and evaluating any protest.

43
44 Requests for extensions of time will be evaluated in accordance with Section 1-08.8. The
45 Engineer's determination as to whether or not an adjustment should be made will be final
46 as provided in Section 1-05.1.

47
48 No claim by the Contractor under this clause shall be allowed unless the Contractor has
49 followed the procedures provided in this section and in Sections 1-04.5 and 1-09.11.

50
51
52 **1-08.7 Maintenance During Suspension**
53

1 Add the following: Contractor shall provide a uniform roadway surface to allow CCTDOT crews
2 to perform snow removal during any work suspension.

3 4 **1-08.9 Liquidated Damages**

5
6 *(March 3, 2021 APWA GSP, Option B)*

7
8 Revise the second and third paragraphs to read:

9
10 Accordingly, the Contractor agrees:

- 11
12 1. To pay (according to the following formula) liquidated damages for each working
13 day beyond the number of working days established for Physical Completion,
14 and
- 15
16 2. To authorize the Engineer to deduct these liquidated damages from any money
17 due or coming due to the Contractor.

18 19 **Liquidated Damages Formula**

20
21 $LD=0.15C/T$

22
23 Where:

24
25 LD = liquidated damages per working day (rounded to the nearest dollar)

26 C = original Contract amount

27 T = original time for Physical Completion

28
29 When the Contract Work has progressed to Substantial Completion as defined in the
30 Contract, the Engineer may determine the Contract Work is Substantially Complete. The
31 Engineer will notify the Contractor in writing of the Substantial Completion Date. For
32 overruns in Contract time occurring after the date so established, the formula for liquidated
33 damages shown above will not apply. For overruns in Contract time occurring after the
34 Substantial Completion Date, liquidated damages shall be assessed on the basis of direct
35 engineering and related costs assignable to the project until the actual Physical Completion
36 Date of all the Contract Work. The Contractor shall complete the remaining Work as
37 promptly as possible. Upon request by the Project Engineer, the Contractor shall furnish a
38 written schedule for completing the physical Work on the Contract.

39 40 **1-09 Measurement and Payment**

41 42 **1-09.2 Weighing Equipment**

43 44 **1-09.2(1) General Requirements for Weighing Equipment**

45 *(December 30, 2022 APWA GSP, Option 2)*

46
47 Revise item 4 of the fifth paragraph to read:

- 48
49 4. Test results and scale weight records for each day's hauling operations are provided to
50 the Engineer daily. Reporting shall utilize WSDOT form 422-027, Scaleman's Daily
51 Report, unless the printed ticket contains the same information that is on the Scaleman's
52 Daily Report Form. The scale operator must provide AM and/or PM tare weights for each
53 truck on the printed ticket.

1
2 **1-09.2(5) Measurement**
3 *(December 30, 2022 APWA GSP)*
4

5 Revise the first paragraph to read:
6

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

10
11 **1-09.6 Force Account**
12 *(December 30, 2022 APWA GSP)*
13

14 Supplement this section with the following:
15

16 The Contracting Agency has estimated and included in the Proposal, dollar amounts for all
17 items to be paid per force account, only to provide a common proposal for Bidders. All such
18 dollar amounts are to become a part of Contractor's total bid. However, the Contracting
19 Agency does not warrant expressly or by implication, that the actual amount of work will
20 correspond with those estimates. Payment will be made on the basis of the amount of work
21 actually authorized by the Engineer.
22

23 **1-09.7 Mobilization**
24 *(December 10, 2020 APWA GSP)*
25

26 Delete this Section and replace it with the following:
27

28 Mobilization consists of preconstruction expenses and the costs of preparatory Work and
29 operations performed by the Contractor which occur before 10 percent of the total original
30 amount of an individual Bid Schedule is earned from other Contract items on that Bid
31 Schedule. Items which are not to be included in the item of Mobilization include but are not
32 limited to:
33

- 34 1. Any portion of the Work covered by the specific Contract item or incidental Work
35 which is to be included in a Contract item or items.
- 36 2. Profit, interest on borrowed money, overhead, or management costs.
- 37 3. Any costs of mobilizing equipment for force account Work.
38

39 Based on the lump sum Contract price for “Mobilization”, partial payments will be made as
40 follows:
41

- 42 1. When 5 percent of the total original Bid Schedule amount is earned from other
43 Contract items on that original Bid Schedule, excluding amounts paid for materials
44 on hand, 50 percent of the Bid Item for mobilization on that original Bid Schedule, 5
45 percent of the total of that original Bid Schedule, or 5 percent of the total original
46 Contract amount, whichever is the least, will be paid.
- 47 2. When 10 percent of the total original Bid Schedule amount is earned from other
48 Contract items on that original Bid Schedule, excluding amounts paid for materials
49 on hand, 100 percent of the Bid Item for mobilization on that original Bid Schedule,
50 10 percent of the total of that original Bid Schedule, or 10 percent of the total original
51 Contract amount, whichever is the least, will be paid.
- 52 3. When the Substantial Completion Date has been established for the project,
53 payment of any remaining amount Bid for mobilization will be paid.
54

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

3
4 **1-09.9 Payments**

5 *(March 13, 2012 APWA GSP)*

6
7 Supplement this section with the following:

8
9 Lump sum item breakdowns are not required when the bid price for the lump sum item is
10 less than \$20,000.

11
12 **1-09.9 Payments**

13 *(December 30, 2022 APWA GSP)*

14
15 Section 1-09.9 is revised to read:

16
17 The basis of payment will be the actual quantities of Work performed according to the
18 Contract and as specified for payment.

19
20 The Contractor shall submit a breakdown of the cost of lump sum bid items at the
21 Preconstruction Conference, to enable the Project Engineer to determine the Work
22 performed on a monthly basis. A breakdown is not required for lump sum items that include
23 a basis for incremental payments as part of the respective Specification. Absent a lump sum
24 breakdown, the Project Engineer will make a determination based on information available.
25 The Project Engineer's determination of the cost of work shall be final.

26
27 Progress payments for completed work and material on hand will be based upon progress
28 estimates prepared by the Engineer. A progress estimate cutoff date will be established at
29 the preconstruction conference.

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

37
38 The value of the progress estimate will be the sum of the following:

- 39 1. Unit Price Items in the Bid Form — the approximate quantity of acceptable units of
40 work completed multiplied by the unit price.
41 2. Lump Sum Items in the Bid Form — based on the approved Contractor's lump sum
42 breakdown for that item, or absent such a breakdown, based on the Engineer's
43 determination.
44 3. Materials on Hand — 100 percent of invoiced cost of material delivered to Job site or
45 other storage area approved by the Engineer.
46 4. Change Orders — entitlement for approved extra cost or completed extra work as
47 determined by the Engineer.
48

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

- 50 1. Retainage per Section 1-09.9(1), on non FHWA-funded projects;

- 1 2. The amount of progress payments previously made; and
2 3. Funds withheld by the Contracting Agency for disbursement in accordance with the
3 Contract Documents.
4

5 Progress payments for work performed shall not be evidence of acceptable performance or
6 an admission by the Contracting Agency that any work has been satisfactorily completed.
7 The determination of payments under the contract will be final in accordance with Section 1-
8 05.1.
9

10 Failure to perform obligations under the Contract by the Contractor may be deemed by the
11 Contracting Agency to be adequate reason for withholding any payments until compliance is
12 achieved.
13

14 Upon completion of all Work and after final inspection (Section 1-05.11), the amount due the
15 Contractor under the Contract will be paid based upon the final estimate made by the Engineer
16 and presentation of a Final Contract Voucher Certification to be signed by the Contractor. The
17 Contractor's signature on such voucher shall be deemed a release of all claims of the
18 Contractor unless a Certified Claim is filed in accordance with the requirements of Section 1-
19 09.11 and is expressly excepted from the Contractor's certification on the Final Contract
20 Voucher Certification. The date the Contracting Agency signs the Final Contract Voucher
21 Certification constitutes the final acceptance date (Section 1-05.12).
22

23 If the Contractor fails, refuses, or is unable to sign and return the Final Contract Voucher
24 Certification or any other documentation required for completion and final acceptance of the
25 Contract, the Contracting Agency reserves the right to establish a Completion Date (for the
26 purpose of meeting the requirements of RCW 60.28) and unilaterally accept the Contract.
27 Unilateral final acceptance will occur only after the Contractor has been provided the
28 opportunity, by written request from the Engineer, to voluntarily submit such documents. If
29 voluntary compliance is not achieved, formal notification of the impending establishment of a
30 Completion Date and unilateral final acceptance will be provided by email with delivery
31 confirmation from the Contracting Agency to the Contractor, which will provide 30 calendar
32 days for the Contractor to submit the necessary documents. The 30 calendar day period will
33 begin on the date the email with delivery confirmation is received by the Contractor. The date
34 the Contracting Agency unilaterally signs the Final Contract Voucher Certification shall
35 constitute the Completion Date and the final acceptance date (Section 1-05.12). The
36 reservation by the Contracting Agency to unilaterally accept the Contract will apply to
37 Contracts that are Physically Completed in accordance with Section 1-08.5, or for Contracts
38 that are terminated in accordance with Section 1-08.10. Unilateral final acceptance of the
39 Contract by the Contracting Agency does not in any way relieve the Contractor of their
40 responsibility to comply with all Federal, State, tribal, or local laws, ordinances, and
41 regulations that affect the Work under the Contract.
42

43 Payment to the Contractor of partial estimates, final estimates, and retained percentages shall
44 be subject to controlling laws.
45

46 **1-09.11 Disputes and Claims**

47 **1-09.11(3) Time Limitation and Jurisdiction**

48 (*****)
49

50
51 Revise this section to read:
52

1 For the convenience of the parties to the Contract it is mutually agreed by the parties that any
2 claims or causes of action which the Contractor has against the Contracting Agency arising
3 from the Contract shall be brought within 180 calendar days from the date of final acceptance
4 (Section 1-05.12) of the Contract by the Contracting Agency; and it is further agreed that any
5 such claims or causes of action shall be brought only in the Colville Tribal Court. The parties
6 understand and agree that the Contractor's failure to bring suit within the time period provided,
7 shall be a complete bar to any such claims or causes of action. It is further mutually agreed
8 by the parties that when any claims or causes of action which the Contractor asserts against
9 the Contracting Agency arising from the Contract are filed with the Contracting Agency or
10 initiated in court, the Contractor shall permit the Contracting Agency to have timely access to
11 any records deemed necessary by the Contracting Agency to assist in evaluating the claims
12 or action. Such causes of action must be brought pursuant to the Colville Tribal Code.

14 **1-09.13 Claims Resolution**

16 **1-09.13(3) Claims \$250,000 or Less**

17 *(October 1, 2005 APWA GSP)*

19 Delete this section and replace it with the following:

21 The Contractor and the Contracting Agency mutually agree that those claims that total
22 \$250,000 or less, submitted in accordance with Section 1-09.11 and not resolved by
23 nonbinding ADR processes, shall be resolved through litigation unless the parties mutually
24 agree in writing to resolve the claim through binding arbitration.

26 **1-10 Temporary Traffic Control**

28 **1-10.2 Traffic Control Management**

30 **1-10.2(1) General**

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

34 (October 3, 2022)

35 The Traffic Control Supervisor shall be certified by one of the following:

37 The Northwest Laborers-Employers Training Trust

38 27055 Ohio Ave.

39 Kingston, WA 98346

40 (360) 297-3035

41 <https://www.nwlett.edu>

43 Evergreen Safety Council

44 12545 135th Ave. NE

45 Kirkland, WA 98034-8709

46 1-800-521-0778

47 <https://www.esc.org>

49 The American Traffic Safety Services Association

50 15 Riverside Parkway, Suite 100

51 Fredericksburg, Virginia 22406-1022

52 Training Dept. Toll Free (877) 642-4637

53 Phone: (540) 368-1701

54 <https://atssa.com/training>

1
2 Integrity Safety
3 13912 NE 20th Ave.
4 Vancouver, WA 98686
5 (360) 574-6071
6 <https://www.integritysafety.com>

7
8 US Safety Alliance
9 (904) 705-5660
10 <https://www.ussafetyalliance.com>

11
12 K&D Services Inc.
13 2719 Rockefeller Ave.
14 Everett, WA 98201
15 (800) 343-4049
16 <https://www.kndsolutions.net>

17
18 **1-10.2(2) Traffic Control Plans**

19 (*****)

20 Section 1-10.2(2) is supplemented with the following:

21
22 Refer to Civil Plans for Traffic Control Plan.

23
24 **1-10.3(2) Traffic Control Procedures**

25 (*****)

26 Section 1-10.3(2) is supplemented with the following:

27
28 The Contractor shall maintain at least one lane of vehicular traffic through the project for local
29 access.

30
31 **1-10.5 Payment**

32
33 Section 1-10.5 is revised by the following:

34
35 (*****)

36 Payment will be made for the following bid item when it is included in the proposal.

37
38 All costs for the temporary traffic control shall be included in *** Project Temporary Traffic
39 Control ***, per lump sum.

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**Division 2
Earthwork**

2-01 Clearing, Grubbing, and Roadside Cleanup

2-01.1 Description

Section 2-01.1 is supplemented with the following:

(March 13, 1995)

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

*** From the existing edge of pavement to a maximum of 10 feet outside the existing edge of pavement and only as required to construct the proposed improvements and grading.

Clearing and Grubbing shall also include the removal of trees and existing vault located in the ROW as requested by the CCTDOT. ***

2-02 Removal of Structures and Obstructions

Section 2-02.3 is supplemented with the following:

(February 17, 1998)

Removal of Obstructions

*** This work includes: storm pipe, mailboxes, traffic signs, and miscellaneous other items as shown on the Plans.***

(*****)

Sawcutting shall be to full pavement depth unless otherwise designated by the Engineer. The cuts shall be neat and true with no shatter outside the removal area. For rigid pavement, removal to an expansion joints may substitute for sawcutting, but no additional quantities or payments will be allowed for removal and subsequent replacement of additional area.

2-02.1 Description

Section 2-02.1 is supplemented with the following:

(March 13, 1995)

This work shall consist of removing miscellaneous traffic items, removal and replacement of signs and mailboxes including post and mounting hardware.

2-02.3 Construction Requirements

Section 2-02.3 is supplemented with the following:

(March 13, 1995)

Removing Miscellaneous Traffic Items

The following miscellaneous traffic items shall be removed and disposed of:

As shown on the plans

(*****)

1 All cost for this shall be included in *****Removing Miscellaneous Traffic Item*****, per lump
2 sum.
3

4 **2-03 Roadway Excavation and Embankment**

6 **2-03.3 Construction Requirements**

8 **2-03.3(7) Disposal Of Surplus Material**

10 Section 2-03.3(7) is supplemented with the following:

12 (*****)

13 The Contracting Agency waste site provided for this project shall be the pit
14 located away from the site as directed by the CCTDOT. Provisions of Section 2-03.3(7)
15 apply.
16

17 **2-03.4 Measurement**

19 Section 2-03.4 is supplemented with the following:

21 (March 13, 1995)

22 Only one determination of the original ground elevation will be made on this project.
23 Measurement for roadway excavation and embankment will be based on the original ground
24 elevations recorded previous to the award of this contract. Control stakes will be set during
25 construction to provide the Contractor with all essential information for the construction of
26 excavation and embankments.
27

28 If discrepancies are discovered in the ground elevations which will materially affect the
29 quantities of earthwork, the original computations of earthwork quantities will be adjusted
30 accordingly.
31

32 Earthwork quantities will be computed, either manually or by means of electronic data
33 processing equipment, by use of the average end area method or by the finite element
34 analysis method utilizing digital terrain modeling techniques.
35

36 Copies of the ground cross-section notes will be available for the bidder's inspection, before
37 the opening of bids, at the Engineer's office and at the Region office.
38

39 Upon award of the contract, copies of the original ground cross-sections will be furnished to
40 the successful bidder on request to the Engineer.
41

42 **2-07 Watering**

44 **2-07.2 Vacant**

46 Section 2-07.2 is supplemented with the following:

48 (*****)

49 If a Colville Confederated Tribes hydrant is used for water, the Contractor shall coordinate
50 directly with the Public Works Department to facilitate. Water shall be metered through a
51 Tribe-provided meter. Backflow prevention shall be provided by the Contractor. Contractor
52 shall provide current certification test report for backflow prevention device. The Contractor
53 shall be responsible for obtaining an application from the Public Works department and all

1 fees listed on the fee schedule. All costs for water and watering shall be incorporated into
2 the applicable bid items.

3

4 **2-07.3 Construction Requirements**

5

6 Section 2-07.3 is supplemented with the following:

7

8 (*****)

9 **Dust Control**

10 Whenever the Contractor is negligent in providing dust control the Engineer will order the
11 Contractor to provide dust control. The Engineer may give the order verbally, in writing or by
12 other common means of communication. The Contractor shall provide dust control upon
13 order by the Engineer. If the order is given during a Business Day the Contractor shall comply
14 with the order within one (1) hour. If the order is given during non-working hours the
15 Contractor shall comply with the order within forty-eight (48) hours. The Engineer has the
16 authority to suspend all or part of the work for as long as deemed necessary until the
17 Contractor provides dust control to the Engineer's satisfaction. Should the Contractor not
18 comply within the timeframes noted, the Local Agency may provide dust control and charge
19 the Contractor by deducting the cost from any partial payments to the Contractor as costs
20 incurred by the Local Agency.

21

22

1 **Division 4**

2 **Bases**

3 Division 4 is supplemented with the following:

4 (*****)

5 **4-01 FULL DEPTH RECLAMATION (FDR) AND MECHANICALLY STABILIZED BASE**

6
7 **4-01.1 Description**

8
9 This work consists of construction of mechanically stabilized base by pulverizing and mixing a
10 combination of Reclaimed Asphalt Pavement, reclaimed base aggregate, Crushed Surfacing Top
11 Course, Crushed Surfacing Base Course, and water to the specified length, width, and depth.
12 After pulverizing, all of the blended material shall be stockpiled on one side of the roadway, to
13 allow for roadway excavation on the other side of the roadway, down to subgrade elevation in
14 areas where necessary. Once the subgrade has been established on half of the roadway, all of
15 the blended material shall then be stockpiled on that side, to allow for roadway excavation of the
16 remaining side of the roadway in areas where necessary. Once subgrade has been established,
17 half of the blended material shall then be moved back to that side of the roadway. The blended
18 material shall then be shaped, graded and compacted to the lines, grades and cross-slope of the
19 proposed roadway. In the process of stockpiling and moving the blended material, water shall be
20 added as required, and the materials shall be mixed together to create a compacted base course
21 meeting the lines, grades, cross-slope and depth shown in the Plans. Once the blended material
22 is placed and compacted, additional virgin aggregate shall be added as required to meet the lines,
23 grades and cross-slope of the proposed roadway.
24

25
26 **Definitions**

27
28 Mechanically Stabilized Base - Mechanically stabilized base is defined as material that is
29 improved to the specified depth by reclaiming with existing HMA to provide a foundation
30 for pavement construction.
31

32 Compaction Zone - The compaction zone beneath pavement extends to a minimum depth of 10-
33 inches below the surface of the pavement subgrade.
34

35 Designated Grade – The designated grade is the elevation of the compacted base layer upon
36 which the HMA will be placed.
37

38 Maximum Density – Maximum dry density as established by test method AASHTO T-99 for
39 stabilized base.
40

41 Optimum Moisture – Moisture content corresponding to the maximum density.
42

43 Field Density – Dry density of in-place materials as measured by nuclear densometer in
44 accordance with ASTM D 2922.
45

46 Field Moisture Content – Moisture content of in-place soil or aggregate as measured by nuclear
47 gage in accordance with ASTM D 3017.
48

49 Degree of Compaction and Percent Compaction – Ratio of field density to maximum density,
50 expressed as a percentage.
51

1 **4-01.2 Materials**

2
3 **Reclaimed Materials**

4
5 After pulverization, 95% by dry weight of the pulverized materials are required to pass
6 through a 2 inch sieve. Two types of reclaimed materials are anticipated:

7
8 Reclaimed Asphalt Pavement (RAP): Processed paving material containing asphalt
9 cement and aggregates.

10
11 Reclaimed Aggregate Material (RAM): In-situ aggregate material which is
12 incorporated in the stabilization.

13
14 **Water**

15
16 Use potable quality water from an approved source.

17
18 **Virgin Aggregate**

19
20 Virgin aggregates shall be Crushed Surfacing Top Course and Crushed Surfacing Base
21 Course meeting the requirements of the following sections:

22
23 Crushed Surfacing 9-03.9(3)
24
25

26 **4-01.3 Construction Requirements**

27
28 **Submittals**

29
30 Furnish manufacturer’s certificates showing compliance with the specifications. The
31 certificates shall either include supporting test results or reference the availability of the
32 same. The certificates shall name the testing agency, date of tests and identify the
33 product lots covered by the certificate in a manner that permits field determination that
34 the certificate is representative of the delivered product.

35
36 **Quality Assurance**

37
38 Retain an independent testing firm to perform compaction testing and verification of
39 depth of treatment.

40
41 Compaction tests for the mechanically stabilized base shall be conducted at a rate of
42 one test location per 1,000 SF of roadway area. At each location, conduct two density
43 tests at right angles to one another and average the two results to determine the density
44 for that location.

45
46 **Existing Utilities**

47
48 The Contractor is responsible for verifying the location of all underground utilities prior
49 to beginning excavation work. The Contractor shall protect and maintain underground
50 utilities during the course of the work. Any underground utilities that are damaged during
51 the course of the work shall be promptly repaired at the expense of the Contractor.

52
53 If gas lines are hit, damaged, or severed, all work shall stop, with the appropriate
54 notification of emergency agencies. No work shall continue until the lines are repaired

1 and it is determined to be safe. Refer to Section "1-07.17 Utilities and Similar Facilities"
2 for additional requirements.
3

4 The Contractor shall maintain all frames, grates, covers, metal inlets, valve boxes and
5 other like structures that are designated to remain in the final work and shall provide for
6 the safe flow of traffic around such structures. Any such structures damaged during the
7 work shall be repaired at the expense of the Contractor.
8

9 ***Weather Limitations***

10 Do not perform mechanically stabilized base work during or in any of the following
11 conditions: periods of rain, on frozen soil, when air temperatures are below 40°F or if air
12 temperatures lower than 40°F are anticipated within 96 hours of doing the FDR work.
13 Do not perform FDR work if the air temperature is expected to be below 50°F for
14 placement of the initial lift of HMA.
15
16

17 ***Equipment***

18 All equipment necessary for the satisfactory performance of this construction shall be on
19 the project and approved by the Engineer prior to beginning work. Use equipment that
20 will produce the completed stabilized base course as follows:
21

- 22 1. Use equipment capable of automatically metering liquids with a variation of not
23 more than 2% by weight of liquids. Calibrate before use.
- 24 2. Maintain all equipment in a satisfactory operating condition.
- 25 3. A self-propelled, traveling single or multiple transverse shaft mixer or equivalent
26 machine capable of cutting through existing roadway material to the specified
27 treatment depth with one pass. The cutting and mixing rotor shall be capable
28 of adjustment to conform to the cross slope of the pavement. The equipment
29 shall be capable of pulverizing "In-place" the existing pavement and base
30 materials at a minimum width of 8 feet. The cutting drum must have the ability
31 to operate at various speeds (rpm), independent of the machine's forward
32 speed, in order to control oversized material and gradation.
33
34
35
36

37 Use a machine equipped with a computerized integral liquid proportioning
38 system capable of regulating and monitoring the water application rate relative
39 to depth of cut, width of cut, and speed. Have the water pump on the machine
40 connected by a hose to the supply tanker/distributor, and mechanically or
41 electronically interlocked with the forward movement/ground speed of the
42 machine. Mount the spray bar to allow the water to be injected directly into the
43 cutting drum/mixing chamber. Provide equipment capable of mixing water and
44 the pulverized pavement materials into a homogenous mixture. Keep the
45 cutting drum fully maintained and in good condition at all time throughout the
46 project.
47

48 Equipment such as road planers or cold-milling machines designed to mill or
49 shred the existing roadway materials, rather than crush or fracture roadway
50 materials, is shall not be permitted.
51

- 52 4. Placement Equipment. Motor grader or by another method approved by the
53 Engineer.
54

- 1 5. Compaction Equipment. Vibratory pad-foot roller, 52,000-pounds centrifugal
2 force, or pneumatic tire roller, 25 ton, shall be used for breakdown compaction.
3 Single or tandem steel drum (static) roller 12-14 ton for finish rolling.
4

5 **General**
6

7 Full Depth Reclamation and Mechanically Stabilized Base consists of a series of steps
8 that include pulverization and mixing of the existing roadway surface, aggregate base,
9 and/or native soils to the depth shown in the Plans. The motor grader is used to move
10 and place the reclaimed material to the desired longitudinal grade and cross-slope.
11 Compaction equipment is used to compact the mixed and conditioned base materials
12 into a uniform subgrade suitable for paving with HMA.
13

14 **Control of Line and Grade**
15

16 The Contractor is responsible for establishing line and grade control for the excavation
17 or fill. Line and grade shall be set to provide the designated pavement section and to
18 meet the designated grades, lines and cross-sections.
19

20 **Maintenance of Base During Work**
21

22 Maintain drainage and control the work to prevent ponding of water, erosive water flow,
23 and water-borne transport of soil from the work area or rutting of the subgrade from
24 traffic. Should such problems occur, promptly correct them by grading, tight rolling,
25 damming, ditching, installation of drainage pipe, fencing, rerouting traffic or other work
26 as necessary to correct the problem.
27

28 **Pulverization**
29

30 The existing HMA pavement shall be pulverized and mixed with Reclaimed Aggregate
31 Material and underlying granular material to the specified length, width, and depth. Add
32 water during mixing operations as necessary to raise the moisture content of the
33 stabilized material to at least the optimum moisture content. Addition of water shall only
34 be allowed by distribution into the mixing chamber of the equipment. Watering the
35 surface shall not be allowed. Maintain the proper moisture content until mixing is
36 completed. Continue mixing until a homogeneous mixture is obtained, free of streaks or
37 pockets of asphalt, in which 95% by dry weight of the pulverized materials are required
38 to pass through a 2 inch sieve.
39

40 Special attention shall be taken around utility structures and next to curbs to ensure that
41 the material is thoroughly pulverized and moistened to the specified depth. Material that
42 is inaccessible to the mixer shall be bladed or shoveled into the pulverizing and mixing
43 process after which it shall be returned to its original position.
44

45 Special attention shall be given to ensure that the material next to all joints is thoroughly
46 pulverized, moistened and compacted to the specified depth. Longitudinal and
47 transverse joints adjacent to stabilized base shall be formed by cutting back with the
48 mixer into the previously constructed work. The amount of overlap shall be sufficient to
49 cut back into dense material.
50

51 **Stockpiling and Roadway Excavation**
52

53 The proposed lines, grades, and cross-slopes of the final roadway will require roadway
54 excavation. This roadway excavation is to occur below the depth of the Full Depth

1 Reclamation. Blended materials consisting of the Reclaimed Asphalt Pavement,
2 Reclaimed Aggregate Material, CSTC and CSBC to the specified length, width, and
3 depth shall not be removed from the site unless otherwise specified by the Engineer. All
4 required roadway excavation shall be limited to the native soils located below the
5 specified depth of the FDR.
6

7 After pulverizing, all of the blended material shall be moved and stockpiled on one side
8 of the roadway. This will allow for roadway excavation on the other side of the roadway,
9 down to subgrade elevation in areas where necessary. Once the subgrade has been
10 established on half of the roadway, all of the blended material shall then be stockpiled
11 on that side, to allow for roadway excavation of the remaining side of the roadway in
12 areas where necessary.

13
14 Once subgrade has been established, half of the blended material shall then be moved
15 back to that side of the roadway.
16

17 In the process of stockpiling and moving the blended material, water shall be added as
18 required to maintain the moisture content within 2 percentage points of optimum
19 moisture.
20

21 ***Compaction and Finishing***

22
23 The blended material shall then be shaped, graded and compacted to the lines, grades
24 and cross-slope of the proposed roadway. In the process of stockpiling and moving the
25 blended material, water shall be added as required, and the materials shall be mixed
26 together to create a compacted base course meeting the lines, grades, cross-slopes and
27 depth shown in the Plans. Add water as necessary to maintain the moisture content
28 within 2 percentage points of optimum moisture.
29

30 The stabilized base shall be compacted with a pad-foot roller. A smooth wheeled roller
31 may be used for finish rolling.
32

33 Compact the entire depth of mixture to obtain a density of at least 98 percent of
34 maximum density based on a moving average of 5 consecutive tests with no individual
35 test below 96 percent. During compaction, maintain the surface of the mixture at the
36 designated line, grade and cross-slope. Accomplish final finishing by rolling
37 accompanied by watering and reshaping to provide a finished surface that shall be within
38 +/- 0.04-foot of designated grade.
39

40 Special attention shall be taken around utility structures and next to curbs to ensure that
41 the material is compacted to the specified depth. Vibratory plate compactors shall be
42 used to achieve compaction of the mixture in areas that are inaccessible to the rollers.
43

44 Any excess materials from the base mixture shall be removed from the project site to a
45 waste site provided by the Contractor. The removal and disposal of any excess material
46 shall be done at the Contractor's expense.
47

48 ***Correction of Soft and Unstable Areas***

49
50 Areas that rut, pump, weave or excessively deflect under the construction equipment
51 shall be over-excavated to a minimum depth of 14-inches, or the depth directed by the
52 Engineer. The excavation shall be accomplished using hoe type equipment equipped
53 with smooth cutting edges. No traffic shall be allowed on the excavated surface. Place
54 subgrade geotextile over the excavated surface and backfill with Gravel Borrow as

1 directed and per these specifications. Proof-roll the finished surface of the area as
2 specified above to verify that it is firm and unyielding.

3
4 **Protection**

5
6 The Contractor shall be required to maintain the completed stabilized base in good
7 condition during all subsequent work activities and until the HMA surface is constructed.
8 Finished portions of base that are traveled on by equipment used in constructing an
9 adjoining section will be protected in such a manner as to prevent marring, distortion or
10 damage of any kind. Any defects or damage to the surface shall be immediately repaired
11 at the Contractor's expense.

12
13 The finished stabilized base shall be cured by applying an asphalt prime coat over the
14 entire area of stabilized base. The finished base shall be kept continuously moist
15 following completion of compaction until the asphalt prime coat is applied. The asphalt
16 prime coat shall be applied within 24 hours of completion of compaction. The asphalt
17 prime coat shall be cutback asphalt applied at the rate of 0.4 – 0.50 gal/sy. The asphalt
18 prime coat shall be maintained and protected until the HMA surface is constructed.

19
20 **Traffic**

21
22 Completed portions of stabilized base can be opened immediately to low speed local
23 traffic and to construction equipment provided the curing material or moist curing
24 operations are not impaired, and provided the stabilized base is sufficiently stable to
25 withstand marring or permanent deformation.

26
27 Should it be necessary for construction equipment or other traffic to use the completed
28 surface before the asphalt prime coat has dried sufficiently to prevent pickup, sufficient
29 blotter cover shall be applied before such use.

30
31 **Surface Tolerance**

32
33 When directed by the Engineer, test the completed stabilized base for smoothness and
34 accuracy of grade, both transversely and longitudinally using suitable templates and
35 straightedges. Satisfactorily correct any area where the average surface irregularity
36 exceeds ½ inch under a 16-foot straightedge, based on a minimum of at least three
37 measurements.

38
39 **Initial Lift of Asphalt Concrete**

40
41 Compaction of the initial HMA lift shall be performed with steel-wheeled vibratory rollers
42 conforming to the requirements of Section 5-04.3(4). Vibratory compaction shall be
43 allowed unless it causes pumping of the subgrade, undue displacement or produces
44 'checking' within the mat. If this occurs, compaction of the initial lift shall be limited to
45 static rolling only. The contractor is alerted that lack of compliance with the placement
46 and construction of the first lift of asphalt concrete as specified herein will be cause for
47 rejection of the stabilized base.

48
49 **Additional Lifts of Asphalt Concrete**

50
51 Additional lifts of hot mix asphalt shall be constructed in accordance with Section 5-04.
52
53

1 **4-01.4 Measurement**

2
3 "Gravel Borrow Incl. Haul" will be measured per cubic yard.

4
5 "Unsuitable Foundation Excavation Incl. Haul" will be measured per cubic yard.

6
7 "Crushed Surfacing Base Course" will be measured by the ton.

8
9 "Crushed Surfacing Top Course" will be measured by the ton.

10
11 "Roadway Excavation Including Haul", will be measured by the cubic yard in accordance with
12 Section 2-03.4 below and along the sides the depth of the Full Depth Reclamation.

13
14 "Full Depth Reclamation" will be measured by the square yard.

15
16 "Shaping, Grading and Compacting" will be measured by the square yard.

17
18 **4-01.5 Payment**

19
20 Payment will be made in accordance with Section 1-04.1, for each of the following Bid items
21 that are included in the Proposal:

22
23 "Gravel Borrow Incl. Haul", per cubic yard.

24
25 "Unsuitable Foundation Excavation Incl. Haul", per cubic yard.

26
27 "Crushed Surfacing Base Course", per ton.

28 The unit Contract price per ton shall be full payment for all costs to complete the Work as
29 specified, including uniformly spreading the CSBC in the areas that require additional
30 material to meet the lines, grades and cross-slope of the proposed roadway.

31
32 "Crushed Surfacing Top Course", per ton.

33 The unit Contract price per ton shall be full payment for all costs to complete the Work as
34 specified, including uniformly spreading the CSTC in the areas that require additional
35 material to meet the lines, grades and cross-slope of the proposed roadway.

36
37 "Roadway Excavation Including Haul", per cubic yard.

38 Shall be full compensation for all cost incurred for excavating, loading, placing, or otherwise
39 disposing of subgrade below and along the sides the depth of the Full Depth Reclamation.
40 No payment will be made for moving mechanically stabilized base within the project.

41
42 "Full Depth Reclamation", per square yard.

43 The unit Contract price for per square yard for "Full Depth Reclamation" shall be full payment
44 for all costs to complete the Work as specified, including pulverizing the existing asphalt
45 pavement, reclaimed base aggregate, CSTC and CSTB to the depth shown in the Plans,
46 regardless of the thickness of each existing material layer.

47
48 "Shaping, Grading and Compacting", per square yard.

49 The unit Contract price for per square yard for "Shaping, Grading and Compacting" shall be
50 full payment for all costs to complete the Work as specified, including shaping, grading and
51 compaction of the blended material to meet the lines, grades and cross-slope of the proposed
52 roadway, and protection of the completed base, including the asphalt prime coat. This Work
53 shall also include moving and stockpiling the blended material, including excavating, loading
54 and hauling the blended materials as required, to allow for roadway excavation within the

1 native soils below the depth of the FDR, and placing of the blended material to meet the lines,
2 grades and cross-slope of the proposed roadway. The addition of water to the material, if
3 required to achieve compaction, will be considered incidental to this item. The removal and
4 disposal of any excess materials from the base mixture shall be considered incidental to this
5 item.
6

7 **Division 5**
8 **Surface Treatments and Pavements**
9

10
11 **5-04 Hot Mix Asphalt**
12 *(July 18, 2018 APWA GSP)*
13

14 Delete Section 5-04 and amendments, Hot Mix Asphalt and replace it with the following:
15

16 **5-04.1 Description**

17 This Work shall consist of providing and placing one or more layers of plant-mixed hot mix
18 asphalt (HMA) on a prepared foundation or base in accordance with these Specifications
19 and the lines, grades, thicknesses, and typical cross-sections shown in the Plans. The
20 manufacture of HMA may include warm mix asphalt (WMA) processes in accordance with
21 these Specifications. WMA processes include organic additives, chemical additives, and
22 foaming.
23

24 HMA shall be composed of asphalt binder and mineral materials as may be required, mixed
25 in the proportions specified to provide a homogeneous, stable, and workable mixture.
26

27 **5-04.2 Materials**

28 Materials shall meet the requirements of the following sections:

29	Asphalt Binder	9-02.1(4)
30	Cationic Emulsified Asphalt	9-02.1(6)
31	Anti-Stripping Additive	9-02.4
32	HMA Additive	9-02.5
33	Aggregates	9-03.8
34	Recycled Asphalt Pavement	9-03.8(3)B
35	Mineral Filler	9-03.8(5)
36	Recycled Material	9-03.21
37	Portland Cement	9-01
38	Sand	9-03.1(2)
39	(As noted in 5-04.3(5)C for crack sealing)	
40	Joint Sealant	9-04.2
41	Foam Backer Rod	9-04.2(3)A

42 The Contract documents may establish that the various mineral materials required for the
43 manufacture of HMA will be furnished in whole or in part by the Contracting Agency. If the
44 documents do not establish the furnishing of any of these mineral materials by the
45 Contracting Agency, the Contractor shall be required to furnish such materials in the
46 amounts required for the designated mix. Mineral materials include coarse and fine
47 aggregates, and mineral filler.
48

1 The Contractor may choose to utilize recycled asphalt pavement (RAP) in the production of
2 HMA. The RAP may be from pavements removed under the Contract, if any, or pavement
3 material from an existing stockpile.
4

5 The Contractor may use up to 20 percent RAP by total weight of HMA with no additional
6 sampling or testing of the RAP. The RAP shall be sampled and tested at a frequency of one
7 sample for every 1,000 tons produced and not less than ten samples per project. The
8 asphalt content and gradation test data shall be reported to the Contracting Agency when
9 submitting the mix design for approval on the QPL. The Contractor shall include the RAP as
10 part of the mix design as defined in these Specifications.
11

12 The grade of asphalt binder shall be as required by the Contract. Blending of asphalt binder
13 from different sources is not permitted.
14

15 The Contractor may only use warm mix asphalt (WMA) processes in the production of HMA
16 with 20 percent or less RAP by total weight of HMA. The Contractor shall submit to the
17 Engineer for approval the process that is proposed and how it will be used in the
18 manufacture of HMA.
19

20 Production of aggregates shall comply with the requirements of Section 3-01.
21 Preparation of stockpile site, the stockpiling of aggregates, and the removal of aggregates
22 from stockpiles shall comply with the requirements of Section 3-02.
23

24 **5-04.2(1) How to Get an HMA Mix Design on the QPL**

25 If the contractor wishes to submit a mix design for inclusion in the Qualified Products List
26 (QPL), please follow the WSDOT process outlined in Standard Specification 5-04.2(1).
27

28 **5-04.2(1)A Vacant**

29

30 **5-04.2(2) Mix Design – Obtaining Project Approval**

31 No paving shall begin prior to the approval of the mix design by the Engineer.
32

33 **Nonstatistical** evaluation will be used for all HMA not designated as Commercial HMA in
34 the contract documents.
35

36 **Commercial** evaluation will be used for Commercial HMA and for other classes of HMA in
37 the following applications: sidewalks, road approaches, ditches, slopes, paths, trails, gores,
38 prelevel, and pavement repair. Other nonstructural applications of HMA accepted by
39 commercial evaluation shall be as approved by the Project Engineer. Sampling and testing
40 of HMA accepted by commercial evaluation will be at the option of the Project Engineer. The
41 Proposal quantity of HMA that is accepted by commercial evaluation will be excluded from
42 the quantities used in the determination of nonstatistical evaluation.
43

44 **Nonstatistical Mix Design.** Fifteen days prior to the first day of paving the contractor shall
45 provide one of the following mix design verification certifications for Contracting Agency
46 review;
47

- 48 • The WSDOT Mix Design Evaluation Report from the current WSDOT QPL, or one of
49 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 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.

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.

(January 3, 2011)

ESAL's

The number of ESAL's for the design and acceptance of the HMA shall be 1,185,000.

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

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5-04.3(1) Weather Limitations

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

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

Minimum Surface Temperature for Paving

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

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5-04.3(2) Paving Under Traffic

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

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

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

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

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

5-04.3(3) Equipment

5-04.3(3)A Mixing Plant

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

- 1. **Equipment for Preparation of Asphalt Binder** – Tanks for the storage of asphalt binder shall be equipped to heat and hold the material at the required temperatures.

1 The heating shall be accomplished by steam coils, electricity, or other approved
2 means so that no flame shall be in contact with the storage tank. The circulating
3 system for the asphalt binder shall be designed to ensure proper and continuous
4 circulation during the operating period. A valve for the purpose of sampling the
5 asphalt binder shall be placed in either the storage tank or in the supply line to the
6 mixer.

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

16 **3. Heating of Asphalt Binder** – The temperature of the asphalt binder shall not exceed
17 the maximum recommended by the asphalt binder manufacturer nor shall it be below
18 the minimum temperature required to maintain the asphalt binder in a homogeneous
19 state. The asphalt binder shall be heated in a manner that will avoid local variations
20 in heating. The heating method shall provide a continuous supply of asphalt binder to
21 the mixer at a uniform average temperature with no individual variations exceeding
22 25°F. Also, when a WMA additive is included in the asphalt binder, the temperature
23 of the asphalt binder shall not exceed the maximum recommended by the
24 manufacturer of the WMA additive.

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

30 **5. Sampling HMA** – The HMA plant shall provide for sampling HMA by one of the
31 following methods:

- 32 a. A mechanical sampling device attached to the HMA plant.
- 33 b. Platforms or devices to enable sampling from the hauling vehicle without
34 entering the hauling vehicle.

35
36 **5-04.3(3)B Hauling Equipment**

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

43
44 The contractor shall provide an environmentally benign means to prevent the HMA mixture
45 from adhering to the hauling equipment. Excess release agent shall be drained prior to filling
46 hauling equipment with HMA. Petroleum derivatives or other coating material that
47 contaminate or alter the characteristics of the HMA shall not be used. For live bed trucks,
48 the conveyer shall be in operation during the process of applying the release agent.

49
50 **5-04.3(3)C Pavers**

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

4
5 The HMA paver shall be in good condition and shall have the most current equipment
6 available from the manufacturer for the prevention of segregation of the HMA mixture
7 installed, in good condition, and in working order. The equipment certification shall list the
8 make, model, and year of the paver and any equipment that has been retrofitted.

9
10 The screed shall be operated in accordance with the manufacturer's recommendations and
11 shall effectively produce a finished surface of the required evenness and texture without
12 tearing, shoving, segregating, or gouging the mixture. A copy of the manufacturer's
13 recommendations shall be provided upon request by the Contracting Agency. Extensions
14 will be allowed provided they produce the same results, including ride, density, and surface
15 texture as obtained by the primary screed. Extensions without augers and an internally
16 heated vibratory screed shall not be used in the Traveled Way.

17
18 When specified in the Contract, reference lines for vertical control will be required. Lines
19 shall be placed on both outer edges of the Traveled Way of each Roadway. Horizontal
20 control utilizing the reference line will be permitted. The grade and slope for intermediate
21 lanes shall be controlled automatically from reference lines or by means of a mat
22 referencing device and a slope control device. When the finish of the grade prepared for
23 paving is superior to the established tolerances and when, in the opinion of the Engineer,
24 further improvement to the line, grade, cross-section, and smoothness can best be achieved
25 without the use of the reference line, a mat referencing device may be substituted for the
26 reference line. Substitution of the device will be subject to the continued approval of the
27 Engineer. A joint matcher may be used subject to the approval of the Engineer. The
28 reference line may be removed after the completion of the first course of HMA when
29 approved by the Engineer. Whenever the Engineer determines that any of these methods
30 are failing to provide the necessary vertical control, the reference lines will be reinstalled by
31 the Contractor.

32
33 The Contractor shall furnish and install all pins, brackets, tensioning devices, wire, and
34 accessories necessary for satisfactory operation of the automatic control equipment.

35
36 If the paving machine in use is not providing the required finish, the Engineer may suspend
37 Work as allowed by Section 1-08.6. Any cleaning or solvent type liquids spilled on the
38 pavement shall be thoroughly removed before paving proceeds.

39
40 **5-04.3(3)D Material Transfer Device or Material Transfer Vehicle**

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

43
44 Where an MTD/V is required by the contract, the Engineer may approve paving without an
45 MTD/V, at the request of the Contractor. The Engineer will determine if an equitable
46 adjustment in cost or time is due.

47
48 When used, the MTD/V shall mix the HMA after delivery by the hauling equipment and prior
49 to laydown by the paving machine. Mixing of the HMA shall be sufficient to obtain a uniform

1 temperature throughout the mixture. If a windrow elevator is used, the length of the windrow
2 may be limited in urban areas or through intersections, at the discretion of the Engineer.

3
4 To be approved for use, an MTV:

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

13
14 To be approved for use, an MTD:

- 15
- 16 1. Shall be positively connected to the paver.
- 17 2. May accept HMA directly from the haul vehicle or pick up HMA from a windrow.
- 18 3. Shall mix the HMA after delivery by the hauling equipment and prior to placement
- 19 into the paving machine.
- 20 4. Shall mix the HMA sufficiently to obtain a uniform temperature throughout the
- 21 mixture.

22
23 **5-04.3(3)E Rollers**

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

33
34 **5-04.3(4) Preparation of Existing Paved Surfaces**

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

37
38 Preleveling of uneven or broken surfaces over which HMA is to be placed may be
39 accomplished by using an asphalt paver, a motor patrol grader, or by hand raking, as
40 approved by the Engineer.

41
42 Compaction of preleveling HMA shall be to the satisfaction of the Engineer and may require
43 the use of small steel wheel rollers, plate compactors, or pneumatic rollers to avoid bridging
44 across preleveled areas by the compaction equipment. Equipment used for the compaction
45 of preleveling HMA shall be approved by the Engineer.

46
47 Before construction of HMA on an existing paved surface, the entire surface of the
48 pavement shall be clean. All fatty asphalt patches, grease drippings, and other objectionable

1 matter shall be entirely removed from the existing pavement. All pavements or bituminous
2 surfaces shall be thoroughly cleaned of dust, soil, pavement grindings, and other foreign
3 matter. All holes and small depressions shall be filled with an appropriate class of HMA. The
4 surface of the patched area shall be leveled and compacted thoroughly. Prior to the
5 application of tack coat, or paving, the condition of the surface shall be approved by the
6 Engineer.

7
8 A tack coat of asphalt shall be applied to all paved surfaces on which any course of HMA is
9 to be placed or abutted; except that tack coat may be omitted from clean, newly paved
10 surfaces at the discretion of the Engineer. Tack coat shall be uniformly applied to cover the
11 existing pavement with a thin film of residual asphalt free of streaks and bare spots at a rate
12 between 0.02 and 0.10 gallons per square yard of retained asphalt. The rate of application
13 shall be approved by the Engineer. A heavy application of tack coat shall be applied to all
14 joints. For Roadways open to traffic, the application of tack coat shall be limited to surfaces
15 that will be paved during the same working shift. The spreading equipment shall be
16 equipped with a thermometer to indicate the temperature of the tack coat material.

17
18 Equipment shall not operate on tacked surfaces until the tack has broken and cured. If the
19 Contractor's operation damages the tack coat it shall be repaired prior to placement of the
20 HMA.

21
22 The tack coat shall be CSS-1, or CSS-1h emulsified asphalt. The CSS-1 and CSS-1h
23 emulsified asphalt may be diluted once with water at a rate not to exceed one part water to
24 one part emulsified asphalt. The tack coat shall have sufficient temperature such that it may
25 be applied uniformly at the specified rate of application and shall not exceed the maximum
26 temperature recommended by the emulsified asphalt manufacturer.

27 28 **5-04.3(4)A Crack Sealing**

29 30 **5-04.3(4)A1 General**

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

33
34 **Cleaning:** Ensure that cracks are thoroughly clean, dry and free of all loose and foreign
35 material when filling with crack sealant material. Use a hot compressed air lance to dry and
36 warm the pavement surfaces within the crack immediately prior to filling a crack with the
37 sealant material. Do not overheat pavement. Do not use direct flame dryers. Routing cracks
38 is not required.

39
40 **Sand Slurry:** For cracks that are to be filled with sand slurry, thoroughly mix the
41 components and pour the mixture into the cracks until full. Add additional CSS-1 cationic
42 emulsified asphalt to the sand slurry as needed for workability to ensure the mixture will
43 completely fill the cracks. Strike off the sand slurry flush with the existing pavement surface
44 and allow the mixture to cure. Top off cracks that were not completely filled with additional
45 sand slurry. Do not place the HMA overlay until the slurry has fully cured.

46
47 The sand slurry shall consist of approximately 20 percent CSS-1 emulsified asphalt,
48 approximately 2 percent portland cement, water (if required), and the remainder clean Class
49 1 or 2 fine aggregate per section 9-03.1(2). The components shall be thoroughly mixed and
50 then poured into the cracks and joints until full. The following day, any cracks or joints that

1 are not completely filled shall be topped off with additional sand slurry. After the sand slurry
2 is placed, the filler shall be struck off flush with the existing pavement surface and allowed to
3 cure. The HMA overlay shall not be placed until the slurry has fully cured. The requirements
4 of Section 1-06 will not apply to the portland cement and sand used in the sand slurry.

5
6 In areas where HMA will be placed, use sand slurry to fill the cracks.

7
8 In areas where HMA will not be placed, fill the cracks as follows:

- 9
10 1. Cracks ¼ inch to 1 inch in width - fill with hot poured sealant.
11 2. Cracks greater than 1 inch in width – fill with sand slurry.

12
13 **Hot Poured Sealant:** For cracks that are to be filled with hot poured sealant, apply the
14 material in accordance with these requirements and the manufacturer’s recommendations.
15 Furnish a Type 1 Working Drawing of the manufacturer’s product information and
16 recommendations to the Engineer prior to the start of work, including the manufacturer’s
17 recommended heating time and temperatures, allowable storage time and temperatures
18 after initial heating, allowable reheating criteria, and application temperature range. Confine
19 hot poured sealant material within the crack. Clean any overflow of sealant from the
20 pavement surface. If, in the opinion of the Engineer, the Contractor’s method of sealing the
21 cracks with hot poured sealant results in an excessive amount of material on the pavement
22 surface, stop and correct the operation to eliminate the excess material.

23
24 **5-04.3(4)A2 Crack Sealing Areas Prior to Paving**

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

26
27 **5-04.3(4)A3 Crack Sealing Areas Not to be Paved**

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

- 29
30 A. Cracks ¼ inch to 1 inch in width - fill with hot poured sealant.
31 B. Cracks greater than 1 inch in width – fill with sand slurry.

32
33 **5-04.3(4)B Vacant**

34
35 **5-04.3(4)C Pavement Repair**

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

45
46 Unless otherwise shown in the Plans or determined by the Engineer, excavate to a depth of
47 1.0 feet. The Engineer will make the final determination of the excavation depth required.
48 The minimum width of any pavement repair area shall be 40 inches unless shown otherwise
49 in the Plans. Before any excavation, the existing pavement shall be sawcut or shall be

1 removed by a pavement grinder. Excavated materials will become the property of the
2 Contractor and shall be disposed of in a Contractor-provided site off the Right of Way or
3 used in accordance with Sections 2-02.3(3) or 9-03.21.

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

8
9 Placement of the HMA backfill shall be accomplished in lifts not to exceed 0.35-foot
10 compacted depth. Lifts that exceed 0.35-foot of compacted depth may be accomplished with
11 the approval of the Engineer. Each lift shall be thoroughly compacted by a mechanical
12 tamper or a roller.

13 14 **5-04.3(5) Producing/Stockpiling Aggregates and RAP**

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

20 21 **5-04.3(5)A Vacant**

22 23 **5-04.3(6) Mixing**

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

28
29 When discharged, the temperature of the HMA shall not exceed the optimum mixing
30 temperature by more than 25°F as shown on the reference mix design report or as approved
31 by the Engineer. Also, when a WMA additive is included in the manufacture of HMA, the
32 discharge temperature of the HMA shall not exceed the maximum recommended by the
33 manufacturer of the WMA additive. A maximum water content of 2 percent in the mix, at
34 discharge, will be allowed providing the water causes no problems with handling, stripping,
35 or flushing. If the water in the HMA causes any of these problems, the moisture content shall
36 be reduced as directed by the Engineer.

37
38 Storing or holding of the HMA in approved storage facilities will be permitted with approval of
39 the Engineer, but in no event shall the HMA be held for more than 24 hours. HMA held for
40 more than 24 hours after mixing shall be rejected. Rejected HMA shall be disposed of by the
41 Contractor at no expense to the Contracting Agency. The storage facility shall have an
42 accessible device located at the top of the cone or about the third point. The device shall
43 indicate the amount of material in storage. No HMA shall be accepted from the storage
44 facility when the HMA in storage is below the top of the cone of the storage facility, except
45 as the storage facility is being emptied at the end of the working shift.

46
47 Recycled asphalt pavement (RAP) utilized in the production of HMA shall be sized prior to
48 entering the mixer so that a uniform and thoroughly mixed HMA is produced. If there is
49 evidence of the recycled asphalt pavement not breaking down during the heating and mixing
50 of the HMA, the Contractor shall immediately suspend the use of the RAP until changes

1 have been approved by the Engineer. After the required amount of mineral materials, RAP,
2 new asphalt binder and asphalt rejuvenator have been introduced into the mixer the HMA
3 shall be mixed until complete and uniform coating of the particles and thorough distribution
4 of the asphalt binder throughout the mineral materials, and RAP is ensured.

5
6 **5-04.3(7) Spreading and Finishing**

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

11

12	HMA Class 1"	0.35 feet
13	HMA Class ¾" and HMA Class ½"	
14	wearing course	0.30 feet
15	other courses	0.35 feet
16	HMA Class ⅜"	0.15 feet

17

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

21
22 When more than one JMF is being utilized to produce HMA, the material produced for each
23 JMF shall be placed by separate spreading and compacting equipment. The intermingling of
24 HMA produced from more than one JMF is prohibited. Each strip of HMA placed during a
25 work shift shall conform to a single JMF established for the class of HMA specified unless
26 there is a need to make an adjustment in the JMF.

27
28 **5-04.3(8) Aggregate Acceptance Prior to Incorporation in HMA**

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

33
34 **5-04.3(9) HMA Mixture Acceptance**

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

36
37 Nonstatistical evaluation will be used for the acceptance of HMA unless Commercial
38 Evaluation is specified.

39
40 Commercial evaluation will be used for Commercial HMA and for other classes of HMA in
41 the following applications: sidewalks, road approaches, ditches, slopes, paths, trails, gores,
42 prelevel, temporary pavement, and pavement repair. Other nonstructural applications of
43 HMA accepted by commercial evaluation shall be as approved by the Engineer. Sampling
44 and testing of HMA accepted by commercial evaluation will be at the option of the Engineer.

45
46 The mix design will be the initial JMF for the class of HMA. The Contractor may request a
47 change in the JMF. Any adjustments to the JMF will require the approval of the Engineer
48 and may be made in accordance with this section.

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HMA Tolerances and Adjustments

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

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

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

For Aggregates in the mixture:

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

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

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

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

a. **Aggregates** –2 percent for the aggregate passing the 1½", 1", ¾", ½", 3/8", 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

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 subplot shall be equal to

1 one day's production or 800 tons, whichever is less except that the final subplot will be a
2 minimum of 400 tons and may be increased to 1200 tons.

3
4 All of the test results obtained from the acceptance samples from a given lot shall be
5 evaluated collectively. If the Contractor requests a change to the JMF that is approved, the
6 material produced after the change will be evaluated on the basis of the new JMF for the
7 remaining sublots in the current lot and for acceptance of subsequent lots. For a lot in
8 progress with a CPF less than 0.75, a new lot will begin at the Contractor's request after the
9 Engineer is satisfied that material conforming to the Specifications can be produced.

10
11 Sampling and testing for evaluation shall be performed on the frequency of one sample per
12 subplot.

13
14 **5-04.3(9)C2 Mixture Nonstatistical Evaluation Sampling**

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

20
21 Sampling and testing HMA in a Structural application where quantities are less than 400
22 tons is at the discretion of the Engineer.

23
24 For HMA used in a structural application and with a total project quantity less than 800 tons
25 but more than 400 tons, a minimum of one acceptance test shall be performed. In all cases,
26 a minimum of 3 samples will be obtained at the point of acceptance, a minimum of one of
27 the three samples will be tested for conformance to the JMF:

- 28
29
- 30 • If the test results are found to be within specification requirements, additional testing
will be at the Engineer's discretion.
 - 31 • If test results are found not to be within specification requirements, additional testing
32 of the remaining samples to determine a Composite Pay Factor (CPF) shall be
33 performed.
- 34

35 **5-04.3(9)C3 Mixture Nonstatistical Evaluation – Acceptance Testing**

36 Testing of HMA for compliance of V_a will at the option of the Contracting Agency. If tested,
37 compliance of V_a will use WSDOT SOP 731.

38
39 Testing for compliance of asphalt binder content will be by WSDOT FOP for AASHTO T
40 308.

41
42 Testing for compliance of gradation will be by FOP for WAQTC T 27/T 11.

43
44 **5-04.3(9)C4 Mixture Nonstatistical Evaluation – Pay Factors**

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

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

1

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

11

12 **5-04.3(9)C5 Vacant**

13

14 **5-04.3(9)C6 Mixture Nonstatistical Evaluation – Price Adjustments**

15 For each lot of HMA mix produced under Nonstatistical Evaluation when the calculated CPF
16 is less than 1.00, a Nonconforming Mix Factor (NCMF) will be determined. The NCMF
17 equals the algebraic difference of CPF minus 1.00 multiplied by 60 percent. The total job
18 mix compliance price adjustment will be calculated as the product of the NCMF, the quantity
19 of HMA in the lot in tons, and the unit Contract price per ton of mix.

20

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

23

24 **5-04.3(9)C7 Mixture Nonstatistical Evaluation - Retests**

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

33

34 **5-04.3 (9)D Mixture Acceptance – Commercial Evaluation**

35 If sampled and tested, HMA produced under Commercial Evaluation and having all
36 constituents falling within the tolerance limits of the job mix formula shall be accepted at the
37 unit Contract price with no further evaluation. When one or more constituents fall outside the
38 commercial tolerance limits in the Job Mix Formula shown in 5-04.3(9), the lot shall be
39 evaluated in accordance with Section 1-06.2 to determine the appropriate CPF. The

1 commercial tolerance limits will be used in the calculation of the CPF and the maximum CPF
2 shall be 1.00. When less than three sublots exist, backup samples of the existing sublots or
3 samples from the street shall be tested to provide a minimum of three sets of results for
4 evaluation.

5
6 For each lot of HMA mix produced and tested under Commercial Evaluation when the
7 calculated CPF is less than 1.00, a Nonconforming Mix Factor (NCMF) will be determined.
8 The NCMF equals the algebraic difference of CPF minus 1.00 multiplied by 60 percent. The
9 Job Mix Compliance Price Adjustment will be calculated as the product of the NCMF, the
10 quantity of HMA in the lot in tons, and the unit Contract price per ton of mix.

11
12 If a constituent is not measured in accordance with these Specifications, its individual pay
13 factor will be considered 1.00 in calculating the Composite Pay Factor (CPF).

14 15 **5-04.3(10) HMA Compaction Acceptance**

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

27
28 Tests for the determination of the pavement density will be taken in accordance with the
29 required procedures for measurement by a nuclear density gauge or roadway cores after
30 completion of the finish rolling.

31
32 If the Contracting Agency uses a nuclear density gauge to determine density the test
33 procedures FOP for WAQTC TM 8 and WSDOT SOP T 729 will be used on the day the mix
34 is placed and prior to opening to traffic.

35
36 Roadway cores for density may be obtained by either the Contracting Agency or the
37 Contractor in accordance with WSDOT SOP 734. The core diameter shall be 4-inches
38 minimum, unless otherwise approved by the Engineer. Roadway cores will be tested by the
39 Contracting Agency in accordance with WSDOT FOP for AASHTO T 166.

40
41 If the Contract includes the Bid item "Roadway Core" the cores shall be obtained by the
42 Contractor in the presence of the Engineer on the same day the mix is placed and at
43 locations designated by the Engineer. If the Contract does not include the Bid item
44 "Roadway Core" the Contracting Agency will obtain the cores.

45
46 For a lot in progress with a CPF less than 0.75, a new lot will begin at the Contractor's
47 request after the Engineer is satisfied that material conforming to the Specifications can be
48 produced.

1 HMA mixture accepted by commercial evaluation and HMA constructed under conditions
2 other than those listed above shall be compacted on the basis of a test point evaluation of
3 the compaction train. The test point evaluation shall be performed in accordance with
4 instructions from the Engineer. The number of passes with an approved compaction train,
5 required to attain the maximum test point density, shall be used on all subsequent paving.
6

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

10 11 **Test Results**

12 For a subplot that has been tested with a nuclear density gauge that did not meet the
13 minimum of 92 percent of the reference maximum density in a compaction lot with a CPF
14 below 1.00 and thus subject to a price reduction or rejection, the Contractor may request
15 that a core be used for determination of the relative density of the subplot. The relative
16 density of the core will replace the relative density determined by the nuclear density gauge
17 for the subplot and will be used for calculation of the CPF and acceptance of HMA
18 compaction lot.
19

20 When cores are taken by the Contracting Agency at the request of the Contractor, they shall
21 be requested by noon of the next workday after the test results for the subplot have been
22 provided or made available to the Contractor. Core locations shall be outside of wheel paths
23 and as determined by the Engineer. Traffic control shall be provided by the Contractor as
24 requested by the Engineer. Failure by the Contractor to provide the requested traffic control
25 will result in forfeiture of the request for cores. When the CPF for the lot based on the results
26 of the HMA cores is less than 1.00, the cost for the coring will be deducted from any monies
27 due or that may become due the Contractor under the Contract at the rate of \$200 per core
28 and the Contractor shall pay for the cost of the traffic control.
29

30 **5-04.3(10)A HMA Compaction – General Compaction Requirements**

31 Compaction shall take place when the mixture is in the proper condition so that no undue
32 displacement, cracking, or shoving occurs. Areas inaccessible to large compaction
33 equipment shall be compacted by other mechanical means. Any HMA that becomes loose,
34 broken, contaminated, shows an excess or deficiency of asphalt, or is in any way defective,
35 shall be removed and replaced with new hot mix that shall be immediately compacted to
36 conform to the surrounding area.
37

38 The type of rollers to be used and their relative position in the compaction sequence shall
39 generally be the Contractor's option, provided the specified densities are attained. Unless
40 the Engineer has approved otherwise, rollers shall only be operated in the static mode when
41 the internal temperature of the mix is less than 175°F. Regardless of mix temperature, a
42 roller shall not be operated in a mode that results in checking or cracking of the mat. Rollers
43 shall only be operated in static mode on bridge decks.
44

45 **5-04.3(10)B HMA Compaction – Cyclic Density**

46 Low cyclic density areas are defined as spots or streaks in the pavement that are less than
47 90 percent of the theoretical maximum density. At the Engineer's discretion, the Engineer
48 may evaluate the HMA pavement for low cyclic density, and when doing so will follow
49 WSDOT SOP 733. A \$500 Cyclic Density Price Adjustment will be assessed for any 500-
50 foot section with two or more density readings below 90 percent of the theoretical maximum
51 density.

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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 subplot shall be equal to one day's production or 400 tons, whichever is less except that the final subplot 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 subplot per WSDOT T 738.

The subplot 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 subplot, with one test per subplot.

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 subplot 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

1 quantity of HMA in the compaction control lot in tons, and the unit Contract price per ton of
2 mix.

3
4 **5-04.3(11) Reject Work**

5
6 **5-04.3(11)A Reject Work General**

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

13
14 **5-04.3(11)B Rejection by Contractor**

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

18
19 **5-04.3(11)C Rejection Without Testing (Mixture or Compaction)**

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

23
24 No payment will be made for the rejected materials or the removal of the materials unless
25 the Contractor requests that the rejected material be tested. If the Contractor elects to have
26 the rejected material tested, a minimum of three representative samples will be obtained
27 and tested. Acceptance of rejected material will be based on conformance with the
28 nonstatistical acceptance Specification. If the CPF for the rejected material is less than 0.75,
29 no payment will be made for the rejected material; in addition, the cost of sampling and
30 testing shall be borne by the Contractor. If the CPF is greater than or equal to 0.75, the cost
31 of sampling and testing will be borne by the Contracting Agency. If the material is rejected
32 before placement and the CPF is greater than or equal to 0.75, compensation for the
33 rejected material will be at a CPF of 0.75. If rejection occurs after placement and the CPF is
34 greater than or equal to 0.75, compensation for the rejected material will be at the calculated
35 CPF with an addition of 25 percent of the unit Contract price added for the cost of removal
36 and disposal.

37
38 **5-04.3(11)D Rejection - A Partial Sublot**

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

45
46 **5-04.3(11)E Rejection - An Entire Sublot**

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

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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 1/2 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.

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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 ion 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 1/8 inch from the lower edge of a 10-foot straightedge placed on the surface parallel to the centerline. The transverse slope of the completed surface of the wearing course shall vary not more than 1/4 inch in 10 feet from the rate of transverse slope shown in the Plans.

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

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

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

Deviations in excess of the above tolerances that result from a low place in the HMA and deviations resulting from a high place where corrective action, in the opinion of the Engineer, will not produce satisfactory results will be accepted with a price adjustment. The Engineer shall deduct from monies due or that may become due to the Contractor the sum

1 of \$500.00 for each and every section of single traffic lane 100 feet in length in which any
2 excessive deviations described above are found.

3
4 When utility appurtenances such as manhole covers and valve boxes are located in the
5 traveled way, the utility appurtenances shall be adjusted to the finished grade prior to
6 paving. This requirement may be waived when requested by the Contractor, at the
7 discretion of the Engineer or when the adjustment details provided in the project plan or
8 specifications call for utility appurtenance adjustments after the completion of paving.

9
10 Utility appurtenance adjustment discussions will be included in the Pre-Paving planning (5-
11 04.3(14)B3). Submit a written request to waive this requirement to the Engineer prior to the
12 start of paving.

13 14 **5-04.3(14) Planing (Milling) Bituminous Pavement**

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

18
19 Locations of existing surfacing to be planed are as shown in the Drawings.

20
21 Where planing an existing pavement is specified in the Contract, the Contractor must
22 remove existing surfacing material and to reshape the surface to remove irregularities. The
23 finished product must be a prepared surface acceptable for receiving an HMA overlay.

24
25 Use the cold milling method for planing unless otherwise specified in the Contract. Do not
26 use the planer on the final wearing course of new HMA.

27
28 Conduct planing operations in a manner that does not tear, break, burn, or otherwise
29 damage the surface which is to remain. The finished planed surface must be slightly
30 grooved or roughened and must be free from gouges, deep grooves, ridges, or other
31 imperfections. The Contractor must repair any damage to the surface by the Contractor's
32 planing equipment, using an Engineer approved method.

33
34 Repair or replace any metal castings and other surface improvements damaged by planing,
35 as determined by the Engineer.

36
37 A tapered wedge cut must be planed longitudinally along curb lines sufficient to provide a
38 minimum of 4 inches of curb reveal after placement and compaction of the final wearing
39 course. The dimensions of the wedge must be as shown on the Drawings or as specified by
40 the Engineer.

41
42 A tapered wedge cut must also be made at transitions to adjoining pavement surfaces (meet
43 lines) where butt joints are shown on the Drawings. Cut butt joints in a straight line with
44 vertical faces 2 inches or more in height, producing a smooth transition to the existing
45 adjoining pavement.

46
47 After planing is complete, planed surfaces must be swept, cleaned, and if required by the
48 Contract, patched and preleveled.

1
2 The Engineer may direct additional depth planing. Before performing this additional depth
3 planing, the Contractor must conduct a hidden metal in pavement detection survey as
4 specified in Section 5-04.3(14)A.

5
6 **5-04.3(14)A Pre-Planing Metal Detection Check**

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

10
11 Should such metal be identified, promptly notify the Engineer.

12
13 See Section 1-07.16(1) regarding the protection of survey monumentation that may be
14 hidden in pavement.

15
16 The Contractor is solely responsible for any damage to equipment resulting from the
17 Contractor's failure to conduct a pre-planing metal detection survey, or from the Contractor's
18 failure to notify the Engineer of any hidden metal that is detected.

19
20 **5-04.3(14)B Paving and Planing Under Traffic**

21
22 **5-04.3(14)B1 General**

23 In addition the requirements of Section 1-07.23 and the traffic controls required in Section 1-
24 10, and unless the Contract specifies otherwise or the Engineer approves, the Contractor
25 must comply with the following:

26
27 1. Intersections:

- 28 a. Keep intersections open to traffic at all times, except when paving or planing
29 operations through an intersection requires closure. Such closure must be kept to
30 the minimum time required to place and compact the HMA mixture, or plane as
31 appropriate. For paving, schedule such closure to individual lanes or portions
32 thereof that allows the traffic volumes and schedule of traffic volumes required in
33 the approved traffic control plan. Schedule work so that adjacent intersections are
34 not impacted at the same time and comply with the traffic control restrictions
35 required by the Traffic Engineer. Each individual intersection closure or partial
36 closure, must be addressed in the traffic control plan, which must be submitted to
37 and accepted by the Engineer, see Section 1-10.2(2).
- 38 b. When planing or paving and related construction must occur in an intersection,
39 consider scheduling and sequencing such work into quarters of the intersection, or
40 half or more of an intersection with side street detours. Be prepared to sequence
41 the work to individual lanes or portions thereof.
- 42 c. Should closure of the intersection in its entirety be necessary, and no trolley
43 service is impacted, keep such closure to the minimum time required to place and
44 compact the HMA mixture, plane, remove asphalt, tack coat, and as needed.
- 45 d. Any work in an intersection requires advance warning in both signage and a
46 number of Working Days advance notice as determined by the Engineer, to alert
47 traffic and emergency services of the intersection closure or partial closure.

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

4 2. Temporary centerline marking, post-paving temporary marking, temporary stop
5 bars, and maintaining temporary pavement marking must comply with Section 8-
6 23.

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

8
9 **5-04.3(14)B2 Submittals – Planing Plan and HMA Paving Plan**

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

19
20 The planing operation and the paving operation include, but are not limited to, metal
21 detection, removal of asphalt and temporary asphalt of any kind, tack coat and drying,
22 staging of supply trucks, paving trains, rolling, scheduling, and as may be discussed at the
23 briefing.

24
25 When intersections will be partially or totally blocked, provide adequately sized and
26 noticeable signage alerting traffic of closures to come, a minimum 2 Working Days in
27 advance. The traffic control plan must show where police officers will be stationed when
28 signalization is or may be, countermanded, and show areas where flaggers are proposed.

29
30 At a minimum, the planing and the paving plan must include:

- 31
- 32 1. A copy of the accepted traffic control plan, see Section 1-10.2(2), detailing each
33 day's traffic control as it relates to the specific requirements of that day's planing and
34 paving. Briefly describe the sequencing of traffic control consistent with the proposed
35 planing and paving sequence, and scheduling of placement of temporary pavement
36 markings and channelizing devices after each day's planing, and paving.
 - 37 2. A copy of each intersection's traffic control plan.
 - 38 3. Haul routes from Supplier facilities, and locations of temporary parking and staging
39 areas, including return routes. Describe the complete round trip as it relates to the
40 sequencing of paving operations.
 - 41 4. Names and locations of HMA Supplier facilities to be used.
 - 42 5. List of all equipment to be used for paving.
 - 43 6. List of personnel and associated job classification assigned to each piece of paving
44 equipment.
 - 45 7. Description (geometric or narrative) of the scheduled sequence of planing and of
46 paving, and intended area of planing and of paving for each day's work, must include
47 the directions of proposed planing and of proposed paving, sequence of adjacent
48 lane paving, sequence of skipped lane paving, intersection planing and paving
49 scheduling and sequencing, and proposed notifications and coordinations to be

- 1 timely made. The plan must show HMA joints relative to the final pavement marking
- 2 lane lines.
- 3 8. Names, job titles, and contact information for field, office, and plant supervisory
- 4 personnel.
- 5 9. A copy of the approved Mix Designs.
- 6 10. Tonnage of HMA to be placed each day.
- 7 11. Approximate times and days for starting and ending daily operations.

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

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

22

23

1. General for both Paving Plan and for Planing Plan:
 - 24 a. The actual times of starting and ending daily operations.
 - 25 b. In intersections, how to break up the intersection, and address traffic control and
 - 26 signalization for that operation, including use of peace officers.
 - 27 c. The sequencing and scheduling of paving operations and of planing operations, as
 - 28 applicable, as it relates to traffic control, to public convenience and safety, and to
 - 29 other contractors who may operate in the Project Site.
 - 30 d. Notifications required of Contractor activities, and coordinating with other entities
 - 31 and the public as necessary.
 - 32 e. Description of the sequencing of installation and types of temporary pavement
 - 33 markings as it relates to planning and to paving.
 - 34 f. Description of the sequencing of installation of, and the removal of, temporary
 - 35 pavement patch material around exposed castings and as may be needed
 - 36 g. Description of procedures and equipment to identify hidden metal in the pavement,
 - 37 such as survey monumentation, monitoring wells, street car rail, and castings,
 - 38 before planning, see Section 5-04.3(14)B2.
 - 39 h. Description of how flaggers will be coordinated with the planing, paving, and
 - 40 related operations.
 - 41 i. Description of sequencing of traffic controls for the process of rigid pavement base
 - 42 repairs.
 - 43 j. Other items the Engineer deems necessary to address.
2. Paving – additional topics:
 - 44 a. When to start applying tack and coordinating with paving.
 - 45 b. Types of equipment and numbers of each type equipment to be used. If more
 - 46 pieces of equipment than personnel are proposed, describe the sequencing of the
 - 47 personnel operating the types of equipment. Discuss the continuance of operator
 - 48

- 1 personnel for each type equipment as it relates to meeting Specification
2 requirements.
- 3 c. Number of JMFs to be placed, and if more than one JMF how the Contractor will
4 ensure different JMFs are distinguished, how pavers and MTVs are distinguished
5 if more than one JMF is being placed at the time, and how pavers and MTVs are
6 cleaned so that one JMF does not adversely influence the other JMF.
- 7 d. Description of contingency plans for that day's operations such as equipment
8 breakdown, rain out, and Supplier shutdown of operations.
- 9 e. Number of sublots to be placed, sequencing of density testing, and other sampling
10 and testing.

11

12 **5-04.3(15) Sealing Pavement Surfaces**

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

16

17 **5-04.3(16) HMA Road Approaches**

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

20

21 **5-04.4 Measurement**

22 (*****)

23 Section 5-04.4 is deleted and replaced with the following:

24

25 HMA CL. 1/2 IN. PG 64S-28 will be measured by the Ton.

26

27 **5-04.5 Payment**

28 (*****)

29 Section 5-04.5 is deleted and replaced with the following:

30

31 "HMA CL. 1/2 IN. PG 64S-28", per Ton.

32

33 The unit contract price per Ton for "HMA CL. 1/2 IN. PG 64S-28", shall be full pay for all Work
34 described under Section 5-04, including sawcutting and sealing existing pavement.

35

36

**Division 8
Miscellaneous Construction**

8-01 Erosion Control and Water Pollution Control

8-01.2 Materials

8-01.2 (9-14.4(8)) Compost

Section 9-14.4(8) is supplemented with the following:

(April 7, 2014)

The compost product may contain biosolids as a feedstock. Biosolids compost production and quality shall comply with WAC 173-308.

The Compost Submittal Requirements shall include a copy of the Coverage Under the General Permit for Biosolids Management issued to the manufacturer by the Department of Ecology in accordance with WAC 173-308 (Biosolids Management).

8-01.3 Construction Requirements

8-01.3(1) General

The tenth paragraph of Section 8-01.3(1) is revised to read:

(January 25, 2010)

Erodible Soil Eastern Washington

Erodible soil not being worked whether at final grade or not, shall be covered within the following time period using an approved soil cover practice:

July 1 through September 30 - 30 days

October 1 through June 30 - 15 days

8-01.3(2) Seeding, Fertilizing, Mulching and Tackifier

8-01.3(2)B Seeding and Fertilizing

Section 8-01.3(2)B is supplemented with the following:

(*****)

Grass seed shall be a commercially prepared drought resistant mix, made up of low growing species which will grow without irrigation at the project location, and approved by the Engineer. The application rate shall be 6.1 pounds per 1000 square feet.

Seeds shall be certified "Weed Free", indicating there are no noxious or nuisance weeds in the seed.

Sufficient quantities of fertilizer shall be applied to supply the following amounts of nutrients:

Total Nitrogen as N- 105 pounds per acre.

Available Phosphoric Acid at P₂O₅ - 30 pounds per acre.

Soluble Potash as K₂O- 45 pounds per acre.

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

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8-01.3(2)D Mulching

(*****)

Section 8-01.3(2)D is supplemented with the following:

(August 2, 2010)

Wood cellulose fiber with tackifier shall be applied at a rate of *** 2500*** pounds per acre.

**Appendices
(January 2, 2012)**

The following appendices are attached and made a part of this contract:

- *** APPENDIX A: Required Contract Provisions Federal-Aid Construction Contracts (FHWA-1273)
- APPENDIX B: Prevailing Wage Rates
- APPENDIX C: Geotechnical Engineering Evaluation
- APPENDIX D: WSDOT Standard Plans
- APPENDIX E: CCTDOT – Contractor Proposal Evaluation Form ***

SECTION VI

APPENDIX A:

CONTRACT PROVISIONS

FEDERAL- AID CONSTRUCTION CONTRACTS

FHWA-1273

**REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS**

- I. General
- II. Nondiscrimination
- III. Nonsegregated Facilities
- IV. Davis-Bacon and Related Act Provisions
- V. Contract Work Hours and Safety Standards Act Provisions
- VI. Subletting or Assigning the Contract
- VII. Safety: Accident Prevention
- VIII. False Statements Concerning Highway Projects
- IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
- X. Compliance with Governmentwide Suspension and Debarment Requirements
- XI. Certification Regarding Use of Contract Funds for Lobbying

ATTACHMENTS

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under Title 23 (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services). The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in bid proposal or request for proposal documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors.

II. NONDISCRIMINATION

The provisions of this section related to 23 CFR Part 230 are applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR 60, 29 CFR 1625-1627, Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding \$10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR 60, and 29 CFR 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), and Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR 230, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

1. Equal Employment Opportunity: Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1630, 29 CFR 1625-1627, 41 CFR 60 and 49 CFR 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor's project activities under

this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract.

b. The contractor will accept as its operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

2. EEO Officer: The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so.

3. Dissemination of Policy: All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

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

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

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. Recruitment: When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

5. Personnel Actions: Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:

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

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

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

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are

applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin, age or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

8. Reasonable Accommodation for Applicants / Employees with Disabilities: The contractor must be familiar

with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established there under. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment: The contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors and suppliers and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

10. Assurance Required by 49 CFR 26.13(b):

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

b. The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the contracting agency deems appropriate.

11. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women;

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on [Form FHWA-1391](#). The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor

will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more.

The contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location, under the contractor's control, where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding \$2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size). The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. Contracting agencies may elect to apply these requirements to other projects.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 "Contract provisions and related matters" with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages

a. All laborers and mechanics employed or working upon the site of the work, will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions

of paragraph 1.d. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under paragraph 1.b. of this section) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b. (1) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is utilized in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(3) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. The Wage and Hour Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or

will notify the contracting officer within the 30-day period that additional time is necessary.

(4) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs 1.b.(2) or 1.b.(3) of this section, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

c. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

d. If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program. Provided, That the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

2. Withholding

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

3. Payrolls and basic records

a. Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-

Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

b.(1) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the contracting agency. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g., the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division Web site at <http://www.dol.gov/esa/whd/forms/wh347instr.htm> or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the contracting agency for transmission to the State DOT, the FHWA or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the contracting agency..

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

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

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

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

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

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

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

4. Apprentices and trainees

a. Apprentices (programs of the USDOL).

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

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

Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly

rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

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

b. Trainees (programs of the USDOL).

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

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

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

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

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

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

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

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract.

6. Subcontracts. The contractor or subcontractor shall insert Form FHWA-1273 in any subcontracts and also require the subcontractors to include Form FHWA-1273 in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR 5.5.

7. Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract.

9. Disputes concerning labor standards. Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility.

a. By entering into this contract, the contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

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

c. The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001.

V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

The following clauses apply to any Federal-aid construction contract in an amount in excess of \$100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchmen and guards.

1. Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph (1.) of this section, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1.) of this section, in the sum of \$10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1.) of this section.

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

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

VI. SUBLETTING OR ASSIGNING THE CONTRACT

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

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term "perform work with its own organization" refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions:

(1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;

(2) the prime contractor remains responsible for the quality of the work of the leased employees;

(3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and

(4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. The contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is

evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

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

VII. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C.3704).

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

By submission of this bid/proposal or the execution of this contract, or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

1. That any person who is or will be utilized in the performance of this contract is not prohibited from receiving an award due to a violation of Section 508 of the Clean Water Act or Section 306 of the Clean Air Act.

2. That the contractor agrees to include or cause to be included the requirements of paragraph (1) of this Section X in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements.

X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost \$25,000 or more – as defined in 2 CFR Parts 180 and 1200.

1. Instructions for Certification – First Tier Participants:

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

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this

covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

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

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

* * * * *

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

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

2. Instructions for Certification - Lower Tier Participants:

(Applicable to all subcontracts, purchase orders and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 1200)

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

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

this transaction originated may pursue available remedies, including suspension and/or debarment.

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

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

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

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

department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

* * * * *

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

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

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

* * * * *

XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000 (49 CFR 20).

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

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

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

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

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

ATTACHMENT A - EMPLOYMENT AND MATERIALS PREFERENCE FOR APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS ROAD CONTRACTS

This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

SECTION VI

APPENDIX B:

PREVAILING WAGE RATES

FEDERAL

"General Decision Number: WA20240001 02/02/2024
 Superseded General Decision Number: WA20230001
 State: Washington
 Construction Type: Highway
 Counties: Washington Statewide.
 HIGHWAY (Excludes D.O.E. Hanford Site in Benton and Franklin
 Counties)

Note: Contracts subject to the Davis-Bacon Act are generally required to pay at least the applicable minimum wage rate required under Executive Order 14026 or Executive Order 13658. Please note that these Executive Orders apply to covered contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but do not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(1).

If the contract is entered into on or after January 30, 2022, or the contract is renewed or extended (e.g., an option is exercised) on or after January 30, 2022:	. Executive Order 14026 generally applies to the contract. . The contractor must pay all covered workers at least \$17.20 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in 2024.
If the contract was awarded on or between January 1, 2015 and January 29, 2022, and the contract is not renewed or extended on or after January 30, 2022:	. Executive Order 13658 generally applies to the contract. . The contractor must pay all covered workers at least \$12.90 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on that contract in 2024.

The applicable Executive Order minimum wage rate will be adjusted annually. If this contract is covered by one of the Executive Orders and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must still submit a conformance request.

Additional information on contractor requirements and worker protections under the Executive Orders is available at <http://www.dol.gov/whd/govcontracts>.

Modification Number	Publication Date
0	01/05/2024
1	01/19/2024
2	02/02/2024

CARP0003-006 06/01/2021

SOUTHWEST WASHINGTON: CLARK, COWLITZ, KLICKITAT, LEWIS(Piledriver only), PACIFIC (South of a straight line made by extending the north boundary line of Wahkiakum County west to Willapa Bay to the Pacific Ocean), SKAMANIA, and WAHAKIYAKUM Counties.

	Rates	Fringes
Carpenters:		
CARPENTERS.....	\$ 44.38	16.87
DIVERS TENDERS.....	\$ 49.09	16.87
DIVERS.....	\$ 93.09	16.87
DRYWALL.....	\$ 44.38	16.87
MILLWRIGHTS.....	\$ 46.89	16.87
PILEDRIVERS.....	\$ 44.97	16.87

DEPTH PAY:
 50 TO 100 FEET \$1.00 PER FOOT OVER 50 FEET
 101 TO 150 FEET \$1.50 PER FOOT OVER 101 FEET
 151 TO 200 FEET \$2.00 PER FOOT OVER 151 FEET

Zone Differential (Add up Zone 1 rates):
 Zone 2 - \$0.85
 Zone 3 - 1.25
 Zone 4 - 1.70
 Zone 5 - 2.00
 Zone 6 - 3.00

BASEPOINTS: ASTORIA, LONGVIEW, PORTLAND, THE DALLES, AND VANCOUVER, (NOTE: All dispatches for Washington State Counties: Cowlitz, Wahkiakum and Pacific shall be from Longview Local #1707 and mileage shall be computed from that point.)

ZONE 1: Projects located within 30 miles of the respective city hall of the above mentioned cities
 ZONE 2: Projects located more than 30 miles and less than 40 miles of the respective city of the above mentioned cities
 ZONE 3: Projects located more than 40 miles and less than 50 miles of the respective city of the above mentioned cities
 ZONE 4: Projects located more than 50 miles and less than 60 miles of the respective city of the above mentioned cities.
 ZONE 5: Projects located more than 60 miles and less than 70 miles of the respective city of the above mentioned cities
 ZONE 6: Projects located more than 70 miles of the respected city of the above mentioned cities

 CARP0030-004 06/01/2021

CLALLAM, GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, LEWIS, MASON, PACIFIC (North of a straight line made by extending the north boundary line of Wahkiakum County west to the Pacific Ocean), PIERCE, SAN JUAN, SKAGIT, SNOHOMISH, THURSTON AND WHATCOM Counties

	Rates	Fringes
CARPENTER		
BRIDGE CARPENTERS.....	\$ 49.18	19.01
CARPENTERS ON CREOSOTE MATERIAL.....	\$ 47.02	19.01
CARPENTERS.....	\$ 49.18	19.01
DIVERS TENDER.....	\$ 54.54	19.01
DIVERS.....	\$ 103.43	19.01
MILLWRIGHT AND MACHINE ERECTORS.....	\$ 50.68	19.01
PILEDRIIVER, DRIVING, PULLING, CUTTING, PLACING COLLARS, SETTING, WELDING OR CRESOTE TREATED MATERIAL, ALL PILING.....	\$ 49.58	19.01

(HOURLY ZONE PAY: WESTERN AND CENTRAL WASHINGTON - ALL CLASSIFICATIONS EXCEPT MILLWRIGHTS AND PILEDRIIVERS

Hourly Zone Pay shall be paid on jobs located outside of the free zone computed from the city center of the following listed cities:

Seattle	Olympia	Bellingham
Auburn	Bremerton	Anacortes
Renton	Shelton	Yakima
Aberdeen-Hoquiam	Tacoma	Wenatchee
Ellensburg	Everett	Port Angeles
Centralia	Mount Vernon	Sunnyside
Chelan	Pt. Townsend	

Zone Pay:

0 -25 radius miles	Free
26-35 radius miles	\$1.00/hour
36-45 radius miles	\$1.15/hour
46-55 radius miles	\$1.35/hour
Over 55 radius miles	\$1.55/hour

(HOURLY ZONE PAY: WESTERN AND CENTRAL WASHINGTON - MILLWRIGHT AND PILEDRIVER ONLY)

Hourly Zone Pay shall be computed from Seattle Union Hall, Tacoma City center, and Everett City center

Zone Pay:

0 -25 radius miles	Free
26-45 radius miles	\$.70/hour
Over 45 radius miles	\$1.50/hour

 CARP0059-002 06/01/2019

ADAMS, ASOTIN, BENTON, CHELAN (East of 120th meridian), COLUMBIA, DOUGLAS, FERRY, FRANKLIN, GARFIELD, GRANT (East of 120th meridian), KITTITAS (East of 120th meridian), LINCOLN, OKANOGAN (East of 120th meridian), PEND OREILLE, SPOKANE, STEVENS, WALLA WALLA, WHITMAN, and YAKIMA (East of 120th meridian) Counties

	Rates	Fringes
CARPENTER		
GROUP 1.....	\$ 35.47	16.88
GROUP 2.....	\$ 47.42	18.96
GROUP 3.....	\$ 36.66	16.88
GROUP 4.....	\$ 36.66	16.88
GROUP 5.....	\$ 83.96	16.88
GROUP 6.....	\$ 40.23	16.88
GROUP 7.....	\$ 41.23	16.88
GROUP 8.....	\$ 37.66	16.88
GROUP 9.....	\$ 44.23	16.88

CARPENTER & DIVER CLASSIFICATIONS:

GROUP 1: Carpenter

GROUP 2: Millwright, Machine Erector

GROUP 3: Piledriver - includes driving, pulling, cutting, placing collars, setting, welding, or creosote treated material, on all piling

GROUP 4: Bridge, Dock, and Wharf carpenters

GROUP 5: Diver Wet

GROUP 6: Diver Tender, Manifold Operator, ROV Operator

GROUP 7: Diver Standby

GROUP 8: Assistant Diver Tender, ROV Tender/Technician

GROUP 9: Manifold Operator-Mixed Gas

ZONE PAY:

ZONE 1	0-45 MILES	FREE
ZONE 2	45-100	\$4.00/PER HOUR
ZONE 3	OVER 100 MILES	\$6.00/PER HOUR

DISPATCH POINTS:

CARPENTERS/MILLWRIGHTS: PASCO (515 N Neel Street) or Main Post Office of established residence of employee (Whichever is closest to the worksite).

CARPENTERS/PILEDRIIVER: SPOKANE (127 E. AUGUSTA AVE.) or Main Post Office of established residence of employee (Whichever is closest to the worksite).

CARPENTERS: WENATCHEE (27 N. CHELAN) or Main Post Office of established residence of employee (Whichever is closest to the worksite).

CARPENTERS: COEUR D' ALENE (1839 N. GOVERNMENT WAY) or Main Post Office of established residence of employee (Whichever is closest to the worksite).

CARPENTERS: MOSCOW (306 N. JACKSON) or Main Post Office of established residence of employee (Whichever is closest to the worksite).

DEPTH PAY FOR DIVERS BELOW WATER SURFACE:

50-100 feet	\$2.00 per foot
101-150 feet	\$3.00 per foot
151-220 feet	\$4.00 per foot
221 feet and deeper	\$5.00 per foot

PREMIUM PAY FOR DIVING IN ENCLOSURES WITH NO VERTICAL ASCENT:

0-25 feet	Free
26-300 feet	\$1.00 per Foot

SATURATION DIVING:

The standby rate applies until saturation starts. The saturation diving rate applies when divers are under pressure continuously until work task and decompression are complete. the diver rate shall be paid for all saturation hours.

WORK IN COMBINATION OF CLASSIFICATIONS:

Employees working in any combination of classifications within the diving crew (except dive supervisor) in a shift are paid in the classification with the highest rate for that shift.

HAZMAT PROJECTS:

Anyone working on a HAZMAT job (task), where HAZMAT certification is required, shall be compensated at a premium, in addition to the classification working in as follows:

LEVEL D + \$.25 per hour - This is the lowest level of protection. No respirator is used and skin protection is minimal.

LEVEL C + \$.50 per hour - This level uses an air purifying respirator or additional protective clothing.

LEVEL B + \$.75 per hour - Uses same respirator protection as Level A. Supplied air line is provided in conjunction with a chemical "splash suit".

LEVEL A +\$1.00 per hour - This level utilizes a fully encapsulated suit with a self-contained breathing apparatus or a supplied air line.

 CARP0770-003 06/01/2021

WEST OF 120TH MERIDIAN FOR THE FOLLOWING COUNTIES:
 CHELAN, DOUGLAS, GRANT, KITTITAS, OKANOGAN, and YAKIMA

	Rates	Fringes
CARPENTER		
CARPENTERS ON CREOSOTE		
MATERIAL.....	\$ 47.02	19.01
CARPENTERS.....	\$ 49.18	19.01
DIVERS TENDER.....	\$ 54.54	19.01
DIVERS.....	\$ 103.43	19.01
MILLWRIGHT AND MACHINE		
ERECTORS.....	\$ 50.68	19.01
PILEDRIIVER, DRIVING, PULLING, CUTTING, PLACING COLLARS, SETTING, WELDING OR CRESOTE TREATED		
MATERIAL, ALL PILING.....	\$ 49.58	19.01

(HOURLY ZONE PAY: WESTERN AND CENTRAL WASHINGTON - ALL CLASSIFICATIONS EXCEPT MILLWRIGHTS AND PILEDRIIVERS

Hourly Zone Pay shall be paid on jobs located outside of the free zone computed from the city center of the following listed cities:

Seattle	Olympia	Bellingham
Auburn	Bremerton	Anacortes
Renton	Shelton	Yakima
Aberdeen-Hoquiam	Tacoma	Wenatchee
Ellensburg	Everett	Port Angeles
Centralia	Mount Vernon	Sunnyside
Chelan	Pt. Townsend	

Zone Pay:

0 -25 radius miles	Free
26-35 radius miles	\$1.00/hour
36-45 radius miles	\$1.15/hour
46-55 radius miles	\$1.35/hour
Over 55 radius miles	\$1.55/hour

(HOURLY ZONE PAY: WESTERN AND CENTRAL WASHINGTON - MILLWRIGHT AND PILEDRIVER ONLY)

Hourly Zone Pay shall be computed from Seattle Union Hall, Tacoma City center, and Everett City center

Zone Pay:

0 -25 radius miles	Free
26-45 radius miles	\$.70/hour
Over 45 radius miles	\$1.50/hour

 ELEC0046-001 08/07/2023

CALLAM, JEFFERSON, KING AND KITSAP COUNTIES

	Rates	Fringes
CABLE SPLICER.....	\$ 76.99	28.60
ELECTRICIAN.....	\$ 69.99	28.39

 * ELEC0048-003 01/01/2023

CLARK, KLICKITAT AND SKAMANIA COUNTIES

	Rates	Fringes
CABLE SPLICER.....	\$ 44.22	21.50
ELECTRICIAN.....	\$ 57.35	27.54

HOURLY ZONE PAY:

Hourly Zone Pay shall be paid on jobs located outside of the free zone computed from the city center of the following listed cities:

Portland, The Dalles, Hood River, Tillamook, Seaside and
Astoria

Zone Pay:

Zone 1: 31-50 miles \$1.50/hour
Zone 2: 51-70 miles \$3.50/hour
Zone 3: 71-90 miles \$5.50/hour
Zone 4: Beyond 90 miles \$9.00/hour

*These are not miles driven. Zones are based on Delorme
Street Atlas USA 2006 plus.

ELEC0048-029 01/01/2023

COWLITZ AND WAHKIAKUM COUNTY

	Rates	Fringes
CABLE SPLICER.....	\$ 44.22	21.50
ELECTRICIAN.....	\$ 57.35	27.54

ELEC0073-001 07/01/2022

ADAMS, FERRY, LINCOLN, PEND OREILLE, SPOKANE, STEVENS, WHITMAN
COUNTIES

	Rates	Fringes
CABLE SPLICER.....	\$ 34.10	16.68
ELECTRICIAN.....	\$ 41.30	20.09

ELEC0076-002 08/31/2023

GRAYS HARBOR, LEWIS, MASON, PACIFIC, PIERCE, AND THURSTON
COUNTIES

	Rates	Fringes
CABLE SPLICER.....	\$ 62.79	25.09
ELECTRICIAN.....	\$ 57.08	24.92

ELEC0112-005 06/01/2022

ASOTIN, BENTON, COLUMBIA, FRANKLIN, GARFIELD, KITTITAS, WALLA
WALLA, YAKIMA COUNTIES

	Rates	Fringes
CABLE SPLICER.....	\$ 54.34	24.26
ELECTRICIAN.....	\$ 51.75	24.18

 ELEC0191-003 06/01/2022

ISLAND, SAN JUAN, SNOHOMISH, SKAGIT AND WHATCOM COUNTIES

	Rates	Fringes
CABLE SPLICER.....	\$ 44.23	17.73
ELECTRICIAN.....	\$ 53.20	27.51

ELEC0191-004 06/01/2018

CHELAN, DOUGLAS, GRANT AND OKANOGAN COUNTIES

	Rates	Fringes
CABLE SPLICER.....	\$ 40.82	17.63
ELECTRICIAN.....	\$ 42.45	21.34

*** ENGI0302-003 06/01/2023**

CHELAN (WEST OF THE 120TH MERIDIAN), CLALLAM, DOUGLAS (WEST OF THE 120TH MERIDIAN), GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, KITTITAS, MASON, OKANOGAN (WEST OF THE 120TH MERIDIAN), SAN JUNA, SKAGIT, SNOHOMISH, WHATCOM AND YAKIMA (WEST OF THE 120TH MERIDIAN) COUNTIES

Zone 1 (0-25 radius miles):

	Rates	Fringes
POWER EQUIPMENT OPERATOR		
Group 1A.....	\$ 54.93	25.57
Group 1AA.....	\$ 55.75	25.57
Group 1AAA.....	\$ 56.54	25.57
Group 1.....	\$ 54.13	25.57
Group 2.....	\$ 53.42	25.57
Group 3.....	\$ 52.83	25.57
Group 4.....	\$ 49.40	25.57

Zone Differential (Add to Zone 1 rates):

Zone 2 (26-45 radius miles) - \$1.00

Zone 3 (Over 45 radius miles) - \$1.30

BASEPOINTS: Aberdeen, Bellingham, Bremerton, Everett, Kent, Mount Vernon, Port Angeles, Port Townsend, Seattle, Shelton, Wenatchee, Yakima

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

GROUP 1AAA - Cranes-over 300 tons, or 300 ft of boom (including jib with attachments)

GROUP 1AA - Cranes 200 to 300 tons, or 250 ft of boom (including jib with attachments); Tower crane over 175 ft in height, base to boom

GROUP 1A - Cranes, 100 tons thru 199 tons, or 150 ft of boom (including jib with attachments); Crane-overhead, bridge type, 100 tons and over; Tower crane up to 175 ft in height base to boom; Loaders-overhead, 8 yards and over; Shovels, excavator, backhoes-6 yards and over with attachments

GROUP 1 - Cableway; Cranes 45 tons thru 99 tons, under 150 ft of boom (including jib with attachments); Crane-overhead, bridge type, 45 tons thru 99 tons; Derricks on building work; Excavator, shovel, backhoes over 3 yards and under 6 yards; Hard tail end dump articulating off-road equipment 45 yards and over; Loader- overhead 6 yards to, but not including 8 yards; Mucking machine, mole, tunnel, drill and/or shield; Quad 9, HD 41, D-10; Remote control operator on rubber tired earth moving equipment; Rollagon; Scrapers-self propelled 45 yards and over; Slipform pavers; Transporters, all truck or track type

GROUP 2 - Barrier machine (zipper); Batch Plant Operaor-Concrete; Bump Cutter; Cranes, 20 tons thru 44 tons with attachments; Crane-overhead, bridge type-20 tons through 44 tons; Chipper; Concrete Pump-truck mount with boom attachment; Crusher; Deck Engineer/Deck Winches (power); Drilling machine; Excavator, shovel, backhoe-3yards and under; Finishing Machine, Bidwell, Gamaco and similar equipment; Guardrail punch; Horizontal/directional drill operator; Loaders-overhead under 6 yards; Loaders-plant feed; Locomotives-all; Mechanics-all; Mixers-asphalt plant; Motor patrol graders-finishing; Piledriver (other than crane mount); Roto-mill, roto-grinder; Screedman, spreader, topside operator-Blaw Knox, Cedar Rapids, Jaeger, Caterpillar, Barbar Green; Scraper-self propelled, hard tail end dump, articulating off-road equipment-under 45 yards; Subgrade trimmer; Tractors, backhoes-over 75 hp; Transfer material service machine-shuttle buggy, blaw knox-roadtec; Truck crane oiler/driver-100 tons and over; Truck Mount portable conveyor; Yo Yo Pay dozer

GROUP 3 - Conveyors; Cranes-thru 19 tons with attachments; A-frame crane over 10 tons; Drill oilers-auger type, truck or crane mount; Dozers-D-9 and under; Forklift-3000 lbs. and over with attachments; Horizontal/directional drill locator; Outside hoists-(elevators and manlifts), air tuggers, strato tower bucket elevators; Hydralifts/boom trucks over 10 tons; Loader-elevating type, belt; Motor patrol grader-nonfinishing; Plant oiler- asphalt, crusher; Pumps-concrete; Roller, plant mix or multi-lift materials; Saws-concrete; Scrpers-concrete and carry-all; Service engineer-equipment; Trenching machines; Truck Crane Oiler/Driver under 100 tons; Tractors, backhoe 75 hp and under

GROUP 4 - Assistant Engineer; Bobcat; Brooms; Compressor; Concrete finish machine-laser screed; Cranes-A frame-10 tons and under; Elevator and Manlift-permanent or shaft type; Gradechecker, Stakehop; Forklifts under 3000 lbs. with attachments; Hydralifts/boom trucks, 10 tons and under; Oil distributors, blower distribution and mulch seeding operator; Pavement breaker; Posthole digger, mechanical; Power plant; Pumps, water; Rigger and Bellman; Roller-other than plant mix; Wheel Tractors, farmall type; Shotcrete/gunite equipment operator

HANDLING OF HAZARDOUS WASTE MATERIALS:

Personnel in all craft classifications subject to working inside a federally designated hazardous perimeter shall be eligible for compensation in accordance with the following group schedule relative to the level of hazardous waste as outlined in the specific hazardous waste project site safety plan.

H-1 Base wage rate when on a hazardous waste site when not outfitted with protective clothing

H-2 Class "C" Suit - Base wage rate plus \$.25 per hour.

H-3 Class "B" Suit - Base wage rate plus \$.50 per hour.

H-4 Class "A" Suit - Base wage rate plus \$.75 per hour.

 ENGI0370-002 06/01/2021

ADAMS, ASOTIN, BENTON, CHELAN (EAST OF THE 120TH MERIDIAN), COLUMBIA, DOUGLAS (EAST OF THE 120TH MERIDIAN), FERRY, FRANKLIN, GARFIELD, GRANT, LINCOLN, OKANOGAN (EAST OF THE 120TH MERIDIAN), PEND OREILLE, SPOKANE, STEVENS, WALLA WALLA, WHITMAN AND YAKIMA (EAST OF THE 120TH MERIDIAN) COUNTIES

ZONE 1:

	Rates	Fringes
POWER EQUIPMENT OPERATOR		
GROUP 1.....	\$ 29.76	20.65
GROUP 2.....	\$ 30.08	20.65
GROUP 3.....	\$ 30.69	20.65
GROUP 4.....	\$ 30.85	20.65
GROUP 5.....	\$ 31.01	20.65
GROUP 6.....	\$ 31.21	20.65
GROUP 7.....	\$ 31.56	20.65
GROUP 8.....	\$ 32.66	20.65

ZONE DIFFERENTIAL (Add to Zone 1 rate): Zone 2 - \$2.00

Zone 1: Within 45 mile radius of Spokane, Pasco, Washington; Lewiston, Idaho

Zone 2: Outside 45 mile radius of Spokane, Pasco, Washington; Lewiston, Idaho

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

GROUP 1: Bit Grinders; Bolt Threading Machine; Compressors (under 2000 CFM, gas, diesel, or electric power); Deck Hand; Fireman & Heater Tender; Hydro-seeder, Mulcher, Nozzleman; Oiler Driver, & Cable Tender, Mucking Machine; Pumpman; Rollers, all types on subgrade, including seal and chip coatings (farm type, Case, John Deere & similar, or Compacting Vibrator), except when pulled by Dozer with operable blade; Welding Machine; Crane Oiler-Driver (CLD required) & Cable Tender, Mucking Machine

GROUP 2: A-frame Truck (single drum); Assistant Refrigeration Plant (under 1000 ton); Assistant Plant Operator, Fireman or Pugmixer (asphalt); Bagley or Stationary Scraper; Belt Finishing Machine; Blower Operator (cement); Cement Hog; Compressor (2000 CFM or over, 2 or more, gas diesel or electric power); Concrete Saw (multiple cut); Distributor Leverman; Ditch Witch or similar; Elevator Hoisting Materials; Dope Pots (power agitated); Fork Lift or Lumber Stacker, hydra-lift & similar; Gin Trucks (pipeline); Hoist, single drum; Loaders (bucket elevators and conveyors); Longitudinal Float; Mixer (portable-concrete); Pavement Breaker, Hydra-Hammer & similar; Power Broom; Railroad Ballast Regulation Operator (self-propelled); Railroad Power Tamper Operator (self-propelled); Railroad Tamper Jack Operator (self-propelled); Spray Curing Machine (concrete); Spreader Box (self-propelled); Straddle Buggy (Ross & similar on construction job only); Tractor (Farm type R/T with attachment, except Backhoe); Tugger Operator

GROUP 3: A-frame Truck (2 or more drums); Assistant Refrigeration Plant & Chiller Operator (over 1000 ton); Backfillers (Cleveland & similar); Batch Plant & Wet Mix Operator, single unit (concrete); Belt-Crete Conveyors with power pack or similar; Belt Loader (Kocal or similar); Bending Machine; Bob Cat (Skid Steer); Boring Machine (earth); Boring Machine (rock under 8 inch bit) (Quarry Master, Joy or similar); Bump Cutter (Wayne, Saginaw or similar); Canal Lining Machine (concrete); Chipper (without crane); Cleaning & Doping Machine (pipeline); Deck Engineer; Elevating Belt-type Loader (Euclid, Barber Green & similar); Elevating Grader-type Loader (Dumor, Adams or similar); Generator Plant Engineers (diesel or electric); Gunnite Combination Mixer & Compressor; Locomotive Engineer; Mixermobile; Mucking Machine; Posthole Auger or Punch; Pump (grout or jet); Soil Stabilizer (P & H or similar); Spreader Machine; Dozer/Tractor (up to D-6 or equivalent) and Traxcavator; Traverse Finish Machine; Turnhead Operator

GROUP 4: Concrete Pumps (squeeze-crete, flow-crete, pump-crete, Whitman & similar); Curb Extruder (asphalt or concrete); Drills (churn, core, calyx or diamond); Equipment Serviceman; Greaser & Oiler; Hoist (2 or more drums or Tower Hoist); Loaders (overhead & front-end, under 4 yds. R/T); Refrigeration Plant Engineer (under 1000 ton); Rubber-tired Skidders (R/T with or without attachments); Surface Heater & Plant Machine; Trenching Machines (under 7 ft. depth capacity); Turnhead (with re-screening); Vacuum Drill (reverse circulation drill under 8 inch bit)

GROUP 5: Backhoe (under 45,000 gw); Backhoe & Hoe Ram (under 3/4 yd.); Carrydeck & Boom Truck (under 25 tons); Cranes (25 tons & under), all attachments including clamshell, dragline; Derricks & Stifflegs (under 65 tons); Drilling Equipment (8 inch bit & over) (Robbins, reverse circulation & similar); Hoe Ram; Piledriving Engineers; Paving (dual drum); Railroad Track Liner Operatoer (self-propelled); Refrigeration Plant Engineer (1000 tons & over); Signalman (Whirleys, Highline Hammerheads or similar); Grade Checker

GROUP 6: Asphalt Plant Operator; Automatic Subgrader (Ditches & Trimmers) (Autograde, ABC, R.A. Hansen & similar on grade wire); Backhoe (45,000 gw and over to 110,000 gw); Backhoes & Hoe Ram (3/4 yd. to 3 yd.); Batch Plant (over 4 units); Batch & Wet Mix Operator (multiple units, 2 & incl. 4); Blade Operator (motor patrol & attachments); Cable Controller (dispatcher); Compactor (self-propelled with blade); Concrete Pump Boom Truck; Concrete Slip Form Paver; Cranes (over 25 tons, to and including 45 tons), all attachments including clamshell, dragline; Crusher, Grizzle & Screening Plant Operator; Dozer, 834 R/T & similar; Drill Doctor; Loader Operator (front-end & overhead, 4 yds. incl. 8 yds.); Multiple Dozer Units with single blade; Paving Machine (asphalt and concrete); Quad-Track or similar equipment; Roller (finishing asphalt pavement); Roto Mill (pavement grinder); Scrapers, all, rubber-tired; Screed Operator; Shovel (under 3 yds.); Trenching Machines (7 ft. depth & over); Tug Boat Operator Vector guzzler, super sucker; Lime Batch Tank Operator (REcycle Train); Lime Brain Operator (Recycle Train); Mobile Crusher Operator (Recycle Train)

GROUP 7: Backhoe (over 110,000 gw); Backhoes & Hoe Ram (3 yds & over); Blade (finish & bluetop) Automatic, CMI, ABC, Finish Athey & Huber & similar when used as automatic; Cableway Operators; Concrete Cleaning/Decontamination machine operator; Cranes (over 45 tons to but not including 85 tons), all attachments including clamshell and dragline; Derricks & Stiffleys (65 tons & over); Elevating Belt (Holland type); Heavy equipment robotics operator; Loader (360 degrees revolving Koehring Scooper or similar); Loaders (overhead & front-end, over 8 yds. to 10 yds.); Rubber-tired Scrapers (multiple engine with three or more scrapers); Shovels (3 yds. & over); Whirleys & Hammerheads, ALL; H.D. Mechanic; H.D. Welder; Hydraulic Platform Trailers (Goldhofer, Shaurerly and Similar); Ultra High Pressure Waterjet Cutting Tool System Operator (30,000 psi); Vacuum Blasting Machine Operator

GROUP 8: Cranes (85 tons and over, and all climbing, overhead, rail and tower), all attachments including clamshell, dragline; Loaders (overhead and front-end, 10 yards and over); Helicopter Pilot

BOOM PAY: (All Cranes, Including Tower)
 180 ft to 250 ft \$.50 over scale
 Over 250 ft \$.80 over scale

NOTE:

In computing the length of the boom on Tower Cranes, they shall be measured from the base of the Tower to the point of the boom.

HAZMAT:

Anyone working on HAZMAT jobs, working with supplied air shall receive \$1.00 an hour above classification.

 ENGI0612-001 06/01/2023

PIERCE County

ON PROJECTS DESCRIBED IN FOOTNOTE A BELOW, THE RATE FOR EACH GROUP SHALL BE 90% OF THE BASE RATE PLUS FULL FRINGE BENEFITS. ON ALL OTHER WORK, THE FOLLOWING RATES APPLY.

Zone 1 (0-25 radius miles):

	Rates	Fringes
POWER EQUIPMENT OPERATOR		
GROUP 1A.....	\$ 56.08	25.07
GROUP 1AA.....	\$ 56.89	25.07
GROUP 1AAA.....	\$ 57.70	25.07
GROUP 1.....	\$ 55.26	25.07
GROUP 2.....	\$ 54.55	25.07
GROUP 3.....	\$ 53.94	25.07
GROUP 4.....	\$ 50.50	25.07

Zone Differential (Add to Zone 1 rates):

Zone 2 (26-45 radius miles) = \$1.00

Zone 3 (Over 45 radius miles) - \$1.30

BASEPOINTS: CENTRALIA, OLYMPIA, TACOMA

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

GROUP 1 AAA - Cranes-over 300 tons or 300 ft of boom
(including jib with attachments)

GROUP 1AA - Cranes- 200 tonsto 300 tons, or 250 ft of boom
(including jib with attachments; Tower crane over 175 ft in
height, bas to boom

GROUP 1A - Cranes, 100 tons thru 199 tons, or 150 ft of boom
(including jib with attachments); Crane-overhead, bridge
type, 100 tons and over; Tower crane up to 175 ft in height
base to boom; Loaders-overhead, 8 yards and over; Shovels,
excavator, backhoes-6 yards and over with attachments

GROUP 1 - Cableway; Cranes 45 tons thru 99 tons under 150 ft
of boom (including jib with attachments); Crane-overhead,
bridge type, 45 tons thru 99 tons; Derricks on building
work; Excavator, shovel, backhoes over 3 yards and under 6
yards; Hard tail end dump articulating off-road equipment
45 yards and over; Loader- overhead, 6 yards to, but not
including, 8 yards; Mucking machine, mole, tunnel, drill
and/or shield; Quad 9 HD 41, D-10; Remote control operator
on rubber tired earth moving equipment; Rollagon; Scrapers-
self-propelled 45 yards and over; Slipform pavers;
Transporters, all track or truck type

GROUP 2 - Barrier machine (zipper); Batch Plant Operator-
concrete; Bump Cutter; Cranes, 20 tons thru 44 tons with
attachments; Crane-Overhead, bridge type, 20 tons through
44 tons; Chipper; Concrete pump-truck mount with boom
attachment; Crusher; Deck engineer/deck winches (power);
Drilling machine; Excavator, shovel, backhoe-3 yards and
under; Finishing machine, Bidwell, Gamaco and similar
equipment; Guardrail punch; Loaders, overhead under 6
yards; Loaders-plant feed; Locomotives-all; Mechanics- all;
Mixers, asphalt plant; Motor patrol graders, finishing;
Piledriver (other than crane mount); Roto-mill, roto-
grinder; Screedman, spreader, topside operator-Blaw Knox,
Cedar Rapids, Jaeger, Caterpillar, Barbar Green;
Scraper-self- propelled, hard tail end dump, articulating
off-road equipment- under 45 yards; Subgrader trimmer;
Tractors, backhoe over 75 hp; Transfer material service
machine-shuttle buggy, Blaw Knox- Roadtec; Truck Crane
oiler/driver-100 tons and over; Truck Mount Portable
Conveyor; Yo Yo pay

GROUP 3 - Conveyors; Cranes through 19 tons with attachments; Crane-A-frame over 10 tons; Drill oilers-auger type, truck or crane mount; Dozer-D-9 and under; Forklift-3000 lbs. and over with attachments; Horizontal/directional drill locator; Outside Hoists-(elevators and manlifts), air tuggers, strato tower bucket elevators; Hydralifts/boom trucks over 10 tons; Loaders-elevating type, belt; Motor patrol grader-nonfinishing; Plant oiler- asphalt, crusher; Pump-Concrete; Roller, plant mix or multi-lfit materials; Saws-concrete; Scrapers, concrete and carry all; Service engineers-equipment; Trenching machines; Truck crane oiler/driver under 100 tons; Tractors, backhoe under 75 hp

GROUP 4 - Assistant Engineer; Bobcat; Brooms; Compressor; Concrete Finish Machine-laser screed; Cranes A-frame 10 tons and under; Elevator and manlift (permanent and shaft type); Forklifts-under 3000 lbs. with attachments; Gradechecker, stakehop; Hydralifts/boom trucks, 10 tons and under; Oil distributors, blower distribution and mulch seeding operator; Pavement breaker; Posthole digger-mechanical; Power plant; Pumps-water; Rigger and Bellman; Roller-other than plant mix; Wheel Tractors, farmall type; Shotcrete/gunite equipment operator

FOOTNOTE A- Reduced rates may be paid on the following:

1. Projects involving work on structures such as buildings and bridges whose total value is less than \$1.5 million excluding mechanical, electrical, and utility portions of the contract.
2. Projects of less than \$1 million where no building is involved. Surfacing and paving included, but utilities excluded.
3. Marine projects (docks, wharfs, etc.) less than \$150,000.

HANDLING OF HAZARDOUS WASTE MATERIALS: Personnel in all craft classifications subject to working inside a federally designated hazardous perimeter shall be eligible for compensation in accordance with the following group schedule relative to the level of hazardous waste as outlined in the specific hazardous waste project site safety plan.

H-1 Base wage rate when on a hazardous waste site when not outfitted with protective clothing, Class "D" Suit - Base wage rate plus \$.50 per hour.

H-2 Class "C" Suit - Base wage rate plus \$1.00 per hour.

H-3 Class "B" Suit - Base wage rate plus \$1.50 per hour.

H-4 Class "A" Suit - Base wage rate plus \$2.00 per hour.

 ENGI0612-012 06/01/2023

LEWIS, PACIFIC (portion lying north of a parallel line extending west from the northern boundary of Wahkaikum County to the sea) AND THURSTON COUNTIES

ON PROJECTS DESCRIBED IN FOOTNOTE A BELOW, THE RATE FOR EACH GROUP SHALL BE 90% OF THE BASE RATE PLUS FULL FRINGE BENEFITS. ON ALL OTHER WORK, THE FOLLOWING RATES APPLY.

Zone 1 (0-25 radius miles):

	Rates	Fringes
POWER EQUIPMENT OPERATOR		
GROUP 1A.....	\$ 54.85	25.07
GROUP 1AA.....	\$ 55.67	25.07
GROUP 1AAA.....	\$ 56.45	25.07
GROUP 1.....	\$ 54.05	25.07
GROUP 2.....	\$ 53.36	25.07
GROUP 3.....	\$ 52.75	25.07
GROUP 4.....	\$ 49.36	25.07

Zone Differential (Add to Zone 1 rates):

Zone 2 (26-45 radius miles) = \$1.00

Zone 3 (Over 45 radius miles) - \$1.30

BASEPOINTS: CENTRALIA, OLYMPIA, TACOMA

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

GROUP 1 AAA - Cranes-over 300 tons or 300 ft of boom (including jib with attachments)

GROUP 1AA - Cranes- 200 tonsto 300 tons, or 250 ft of boom (including jib with attachments; Tower crane over 175 ft in height, bas to boom

GROUP 1A - Cranes, 100 tons thru 199 tons, or 150 ft of boom (including jib with attachments); Crane-overhead, bridge type, 100 tons and over; Tower crane up to 175 ft in height base to boom; Loaders-overhead, 8 yards and over; Shovels, excavator, backhoes-6 yards and over with attachments

GROUP 1 - Cableway; Cranes 45 tons thru 99 tons under 150 ft of boom (including jib with attachments); Crane-overhead, bridge type, 45 tons thru 99 tons; Derricks on building work; Excavator, shovel, backhoes over 3 yards and under 6 yards; Hard tail end dump articulating off-road equipment 45 yards and over; Loader- overhead, 6 yards to, but not including, 8 yards; Mucking machine, mole, tunnel, drill and/or shield; Quad 9 HD 41, D-10; Remote control operator on rubber tired earth moving equipment; Rollagon; Scrapers-self-propelled 45 yards and over; Slipform pavers; Transporters, all track or truck type

GROUP 2 - Barrier machine (zipper); Batch Plant Operator-concrete; Bump Cutter; Cranes, 20 tons thru 44 tons with attachments; Crane-Overhead, bridge type, 20 tons through 44 tons; Chipper; Concrete pump-truck mount with boom attachment; Crusher; Deck engineer/deck winches (power); Drilling machine; Excavator, shovel, backhoe-3 yards and under; Finishing machine, Bidwell, Gamaco and similar equipment; Guardrail punch; Loaders, overhead under 6 yards; Loaders-plant feed; Locomotives-all; Mechanics- all; Mixers, asphalt plant; Motor patrol graders, finishing; Piledriver (other than crane mount); Roto-mill, roto-grinder; Screedman, spreader, topside operator-Blaw Knox, Cedar Rapids, Jaeger, Caterpillar, Barbar Green; Scraper-self-propelled, hard tail end dump, articulating off-road equipment- under 45 yards; Subgrader trimmer; Tractors, backhoe over 75 hp; Transfer material service machine-shuttle buggy, Blaw Knox- Roadtec; Truck Crane oiler/driver-100 tons and over; Truck Mount Portable Conveyor; Yo Yo pay

GROUP 3 - Conveyors; Cranes through 19 tons with attachments; Crane-A-frame over 10 tons; Drill oilers-auger type, truck or crane mount; Dozer-D-9 and under; Forklift-3000 lbs. and over with attachments; Horizontal/directional drill locator; Outside Hoists-(elevators and manlifts), air tuggers, strato tower bucket elevators; Hydralifts/boom trucks over 10 tons; Loaders-elevating type, belt; Motor patrol grader-nonfinishing; Plant oiler- asphalt, crusher; Pump-Concrete; Roller, plant mix or multi-lfit materials; Saws-concrete; Scrapers, concrete and carry all; Service engineers-equipment; Trenching machines; Truck crane oiler/driver under 100 tons; Tractors, backhoe under 75 hp

GROUP 4 - Assistant Engineer; Bobcat; Brooms; Compressor; Concrete Finish Machine-laser screed; Cranes A-frame 10 tons and under; Elevator and manlift (permanent and shaft type); Forklifts-under 3000 lbs. with attachments; Gradechecker, stakehop; Hydralifts/boom trucks, 10 tons and under; Oil distributors, blower distribution and mulch seeding operator; Pavement breaker; Posthole digger-mechanical; Power plant; Pumps-water; Rigger and Bellman; Roller-other than plant mix; Wheel Tractors, farmall type; Shotcrete/gunite equipment operator

FOOTNOTE A- Reduced rates may be paid on the following:

1. Projects involving work on structures such as buildings and bridges whose total value is less than \$1.5 million excluding mechanical, electrical, and utility portions of the contract.
2. Projects of less than \$1 million where no building is involved. Surfacing and paving included, but utilities excluded.
3. Marine projects (docks, wharfs, etc.) less than \$150,000.

HANDLING OF HAZARDOUS WASTE MATERIALS: Personnel in all craft classifications subject to working inside a federally designated hazardous perimeter shall be eligible for compensation in accordance with the following group schedule relative to the level of hazardous waste as outlined in the specific hazardous waste project site safety plan.

- H-1 Base wage rate when on a hazardous waste site when not outfitted with protective clothing, Class "D" Suit - Base wage rate plus \$.50 per hour.
- H-2 Class "C" Suit - Base wage rate plus \$1.00 per hour.
- H-3 Class "B" Suit - Base wage rate plus \$1.50 per hour.
- H-4 Class "A" Suit - Base wage rate plus \$2.00 per hour.

 ENGI0701-002 01/01/2022

CLARK, COWLITZ, KLICKITAT, PACIFIC (SOUTH), SKAMANIA, AND WAHKIAKUM COUNTIES

POWER EQUIPMENT OPERATORS: ZONE 1

	Rates	Fringes
POWER EQUIPMENT OPERATOR		
GROUP 1.....	\$ 51.65	16.35
GROUP 1A.....	\$ 53.81	16.35
GROUP 1B.....	\$ 55.97	16.35
GROUP 2.....	\$ 49.74	16.35
GROUP 3.....	\$ 48.59	16.35
GROUP 4.....	\$ 45.26	16.35
GROUP 5.....	\$ 44.02	16.35
GROUP 6.....	\$ 40.80	16.35

Zone Differential (add to Zone 1 rates):
 Zone 2 - \$3.00
 Zone 3 - \$6.00

For the following metropolitan counties: MULTNOMAH; CLACKAMAS; MARION; WASHINGTON; YAMHILL; AND COLUMBIA; CLARK; AND COWLITZ COUNTY, WASHINGTON WITH MODIFICATIONS AS INDICATED:

All jobs or projects located in Multnomah, Clackamas and Marion Counties, West of the western boundary of Mt. Hood National Forest and West of Mile Post 30 on Interstate 84 and West of Mile Post 30 on State Highway 26 and West of Mile Post 30 on Highway 22 and all jobs or projects located in Yamhill County, Washington County and Columbia County and all jobs or projects located in Clark & Cowlitz County, Washington except that portion of Cowlitz County in the Mt. St. Helens "Blast Zone" shall receive Zone I pay for all classifications.

All jobs or projects located in the area outside the identified boundary above, but less than 50 miles from the Portland City Hall shall receive Zone II pay for all classifications.

All jobs or projects located more than 50 miles from the Portland City Hall, but outside the identified border above, shall receive Zone III pay for all classifications.

For the following cities: ALBANY; BEND; COOS BAY; EUGENE; GRANTS PASS; KLAMATH FALLS; MEDFORD; ROSEBURG

All jobs or projects located within 30 miles of the respective city hall of the above mentioned cities shall receive Zone I pay for all classifications.

All jobs or projects located more than 30 miles and less than 50 miles from the respective city hall of the above mentioned cities shall receive Zone II pay for all classifications.

All jobs or projects located more than 50 miles from the respective city hall of the above mentioned cities shall receive Zone III pay for all classifications.

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

Group 1

Concrete Batch Plant and or Wet mix three (3) units or more; Crane, Floating one hundred and fifty (150) ton but less than two hundred and fifty (250) ton; Crane, two hundred (200) ton through two hundred ninety nine (299) ton with two hundred foot (200') boom or less (including jib, inserts and/or attachments); Crane, ninety (90) ton through one hundred ninety nine (199) ton with over two hundred (200') boom Including jib, inserts and/or attachments); Crane, Tower Crane with one hundred seventy five foot (175') tower or less and with less than two hundred foot (200') jib; Crane, Whirley ninety (90) ton and over; Helicopter when used in erecting work

Group 1A

Crane, floating two hundred fifty (250) ton and over; Crane, two hundred (200) ton through two hundred ninety nine (299) ton, with over two hundred foot (200') boom (including jib, inserts and/or attachments); Crane, three hundred (300) ton through three hundred ninety nine (399) ton; Crane, Tower Crane with over one hundred seventy five foot (175') tower or over two hundred foot (200') jib; Crane, tower Crane on rail system or 2nd tower or more in work radius

Group 1B

Crane, three hundred (300) ton through three hundred ninety nine (399) ton, with over two hundred foot (200') boom (including jib, inserts and/or attachments); Floating crane, three hundred fifty (350) ton and over; Crane, four hundred (400) ton and over

Group 2

Asphalt Plant (any type); Asphalt Roto-Mill, pavement profiler eight foot (8') lateral cut and over; Auto Grader or "Trimmer"; Blade, Robotic; Bulldozer, Robotic Equipment (any type); Bulldozer, over one hundred twenty thousand (120,000) lbs. and above; Concrete Batch Plant and/or Wet Mix one (1) and two (2) drum; Concrete Diamond Head Profiler; Canal Trimmer; Concrete, Automatic Slip Form Paver (Assistant to the Operator required); Crane, Boom Truck fifty (50) ton and with over one hundred fifty foot (150') boom and over; Crane, Floating (derrick barge) thirty (30) ton but less than one hundred fifty (150) ton; Crane, Cableway twenty-five (25) ton and over; Crane, Floating Clamshell three (3) cu. Yds. And over; Crane, ninety (90) ton through one hundred ninety nine (199) ton up to and including two hundred foot (200') of boom (including jib inserts and/or attachments); Crane, fifty (50) ton through eighty nine (89) ton with over one hundred fifty foot (150') boom (including jib inserts and/or attachments); Crane, Whirley under ninety (90) ton; Crusher Plant; Excavator over one hundred thirty thousand (130,000) lbs.; Loader one hundred twenty thousand (120,000) lbs. and above; Remote Controlled Earth Moving Equipment; Shovel, Dragline, Clamshell, five (5) cu. Yds. And over; Underwater Equipment remote or otherwise, when used in construction work; Wheel Excavator any size

Group 3

Bulldozer, over seventy thousand (70,000) lbs. up to and including one hundred twenty thousand (120,000) lbs.; Crane, Boom Truck fifty (50) ton and over with less than one hundred fifty foot (150') boom; Crane, fifty (50) ton through eighty nine (89) ton with one hundred fifty foot (150') boom or less (including jib inserts and/or attachments); Crane, Shovel, Dragline or Clamshell three (3) cu. yds. but less than five (5) cu. Yds.; Excavator over eighty thousand (80,000) lbs. through one hundred thirty thousand (130,000) lbs.; Loader sixty thousand (60,000) lbs. and less than one hundred twenty thousand (120,000) lbs.

Group 4

Asphalt, Screed; Asphalt Paver; Asphalt Roto-Mill, pavement profiler, under eight foot (8') lateral cut; Asphalt, Material Transfer Vehicle Operator; Back Filling Machine; Backhoe, Robotic, track and wheel type up to and including twenty thousand (20,000) lbs. with any attachments; Blade (any type); Boatman; Boring Machine; Bulldozer over twenty thousand (20,000) lbs. and more than one hundred (100) horse up to seventy thousand (70,000) lbs.; Cable-Plow (any type); Cableway up to twenty five (25) ton; Cat Drill (John Henry); Chippers; Compactor, multi-engine; Compactor, Robotic; Compactor with blade self-propelled; Concrete, Breaker; Concrete, Grout Plant; Concrete, Mixer Mobile; Concrete, Paving Road Mixer; Concrete, Reinforced Tank Banding Machine; Crane, Boom Truck twenty (20) ton and under fifty (50) ton; Crane, Bridge Locomotive, Gantry and Overhead; Crane, Carry Deck; Crane, Chicago Boom and similar types; Crane, Derrick Operator, under one hundred (100) ton; Crane, Floating Clamshell, Dragline, etc. Operator, under three (3) cu. yds. Or less than thirty (30) ton; Crane, under fifty (50) ton; Crane, Quick Tower under one hundred foot (100') in height and less than one hundred fifty foot (150') jib (on rail included); Diesel-Electric Engineer (Plant or Floating); Directional Drill over twenty thousand (20,000) lbs. pullback; Drill Cat Operator; Drill Doctor and/or Bit Grinder; Driller, Percussion, Diamond, Core, Cable, Rotary and similar type; Excavator Operator over twenty thousand (20,000) lbs. through eighty thousand (80,000) lbs.; Generator Operator; Grade-all; Guardrail Machines, i.e. punch, auger, etc.; Hammer Operator (Piledriver); Hoist, stiff leg, guy derrick or similar type, fifty (50) ton and over; Hoist, two (2) drums or more; Hydro Axe (loader mounted or similar type); Jack Operator, Elevating Barges, Barge Operator, self-unloading; Loader Operator, front end and overhead, twenty five thousand (25,000) lbs. and less than sixty thousand (60,000) lbs.; Log Skidders; Piledriver Operator (not crane type); Pipe, Bending, Cleaning, Doping and Wrapping Machines; Rail, Ballast Tamper Multi-Purpose; Rubber-tired Dozers and Pushers; Scraper, all types; Side-Boom; Skip Loader, Drag Box; Strump Grinder (loader mounted or similar type); Surface Heater and Planer; Tractor, rubber-tired, over fifty (50) HP Flywheel; Trenching Machine three foot (3') depth and deeper; Tub Grinder (used for wood debris); Tunnel Boring Machine Mechanic; Tunnel, Mucking Machine; Ultra High Pressure Water Jet Cutting Tool System Operator; Vacuum Blasting Machine Operator; Water pulls, Water wagons

Group 5

Asphalt, Extrusion Machine; Asphalt, Roller (any asphalt mix); Asphalt, Roto-Mill pavement profiler ground man; Bulldozer, twenty thousand (20,000) lbs. or less, or one hundred (100) horse or less; Cement Pump; Chip Spreading Machine; Churn Drill and Earth Boring Machine; Compactor, self-propelled without blade; Compressor, (any power) one thousand two hundred fifty (1,250) cu. ft. and over, total capacity; Concrete, Batch Plant Quality control; Concrete, Combination Mixer and compressor operator, gunite work; Concrete, Curb Machine, Mechanical Berm, Curb and/or Curb and Gutter; Concrete, Finishing Machine; Concrete, Grouting Machine; Concrete, Internal Full Slab Vibrator Operator; Concrete, Joint Machine; Concrete, Mixer single drum, any capacity; Concrete, Paving Machine eight foot (8') or less; Concrete, Planer; Concrete, Pump; Concrete, Pump Truck; Concrete, Pumpcrete Operator (any type); Concrete, Slip Form Pumps, power driven hydraulic lifting device for concrete forms; Conveyored Material Hauler; Crane, Boom Truck under twenty (20) tons; Crane, Boom Type lifting device, five (5) ton capacity or less; Drill, Directional type less than twenty thousand (20,000) lbs. pullback; Fork Lift, over ten (10) ton or Robotic; Helicopter Hoist; Hoist Operator, single drum; Hydraulic Backhoe track type up to and including twenty thousand (20,000) lbs.; Hydraulic Backhoe wheel type (any make); Laser Screed; Loaders, rubber-tired type, less than twenty five thousand (25,000) lbs.; Pavement Grinder and/or Grooving Machine (riding type); Pipe, cast in place Pipe Laying Machine; Pulva-Mixer or similar types; Pump Operator, more than five (5) pumps (any size); Rail, Ballast Compactor, Regulator, or Tamper machines; Service Oiler (Greaser); Sweeper Self-Propelled; Tractor, Rubber-Tired, fifty (50) HP flywheel and under; Trenching Machine Operator, maximum digging capacity three foot (3') depth; Tunnel, Locomotive, Dinkey; Tunnel, Power Jumbo setting slip forms, etc.

Group 6

Asphalt, Pugmill (any type); Asphalt, Raker; Asphalt, Truck Mounted Asphalt Spreader, with Screed; Auger Oiler; Boatman; Bobcat, skid steer (less than one (1) yard); Broom, self-propelled; Compressor Operator (any power) under 1,250 cu. ft. total capacity; Concrete Curing Machine (riding type); Concrete Saw; Conveyor Operator or Assistant; Crane, Tugger; Crusher Feederman; Crusher Oiler; Deckhand; Drill, Directional Locator; Fork Lift; Grade Checker; Guardrail Punch Oiler; Hydrographic Seeder Machine, straw, pulp or seed; Hydrostatic Pump Operator; Mixer Box (CTB, dry batch, etc.); Oiler; Plant Oiler; Pump (any power); Rail, Brakeman, Switchman, Motorman; Rail, Tamping Machine, mechanical, self-propelled; Rigger; Roller grading (not asphalt); Truck, Crane Oiler-Driver

IRON0014-005 01/02/2023

ADAMS, ASOTIN, BENTON, COLUMBIA, DOUGLAS, FERRY, FRANKLIN,
GARFIELD, GRANT, LINCOLN, OKANOGAN, PEND ORIELLE, SPOKANE,
STEVENS, WALLA WALLA AND WHITMAN COUNTIES

	Rates	Fringes
IRONWORKER.....	\$ 37.11	31.57

IRON0029-002 01/02/2023

CLARK, COWLITZ, KLICKITAT, PACIFIC, SKAMANIA, AND WAHKAIKUM
COUNTIES

	Rates	Fringes
IRONWORKER.....	\$ 42.27	32.57

IRON0086-002 01/02/2023

YAKIMA, KITTITAS AND CHELAN COUNTIES

	Rates	Fringes
IRONWORKER.....	\$ 37.11	31.57

IRON0086-004 01/02/2023

CLALLAM, GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, LEWIS,
MASON, PIERCE, SKAGIT, SNOHOMISH, THURSTON, AND WHATCOM COUNTIES

	Rates	Fringes
IRONWORKER.....	\$ 50.90	32.57

LABO0238-004 06/01/2023

A-1 AREA: ASOTIN, BENTON, FRANKLIN, GARFIELD, LINCOLN, SPOKANE, WALLA WALLA, & WHITMAN COUNTIES

A-2 AREA: ADAMS, COLUMBIA, DOUGLAS (East of 120th Meridian), FERRY, GRANT, OKANOGAN, PEND OREILLE, & STEVENS COUNTIES

	Rates	Fringes
LABORER (A-1)		
GROUP 1.....	\$ 30.88	15.60
GROUP 2.....	\$ 33.72	15.60
GROUP 3.....	\$ 34.03	15.60
GROUP 4.....	\$ 34.33	15.60
GROUP 5.....	\$ 34.64	15.60
LABORER (A-2)		
GROUP 1.....	\$ 33.88	15.60
GROUP 2.....	\$ 36.72	15.60
GROUP 3.....	\$ 37.03	15.60
GROUP 4.....	\$ 37.33	15.60
GROUP 5.....	\$ 37.64	15.60

Zone Differential (Add to Zone 1 rate): \$2.00

BASE POINTS: Spokane, Pasco, Lewiston

Zone 1: 0-45 radius miles from the main post office.

Zone 2: 45 radius miles and over from the main post office.

LABORERS CLASSIFICATIONS

GROUP 1: Flagman; Landscape Laborer; Scaleman; Traffic Control Maintenance Laborer (to include erection and maintenance of barricades, signs and relief of flagperson); Window Washer/Cleaner (detail cleanup, such as, but not limited to cleaning floors, ceilings, walls, windows, etc. prior to final acceptance by the owner)

GROUP 2: Asbestos Abatement Worker; Brush Hog Feeder; Carpenter Tender; Cement Handler; Clean-up Laborer; Concrete Crewman (to include stripping of forms, hand operating jacks on slip form construction, application of concrete curing compounds, pumpcrete machine, signaling, handling the nozzle of squeezecrete or similar machine, 6 inches and smaller); Confined Space Attendant; Concrete Signalman; Crusher Feeder; Demolition (to include clean-up, burning, loading, wrecking and salvage of all material); Dumpman; Fence Erector; Firewatch; Form Cleaning Machine Feeder; Stacker; General Laborer; Grout Machine Header Tender; Guard Rail (to include guard rails, guide and reference posts, sign posts, and right-of-way markers); Hazardous Waste Worker, Level D (no respirator is used and skin protection is minimal); Miner, Class "A" (to include

all bull gang, concrete crewman, dumpman and pumpcrete crewman, including distributing pipe, assembly & dismantle, and nipper); Nipper; Riprap Man; Sandblast Tailhoseman; Scaffold Erector (wood or steel); Stake Jumper; Structural Mover (to include separating foundation, preparation, cribbing, shoring, jacking and unloading of structures); Tailhoseman (water nozzle); Timber Bucker and Faller (by hand); Track Laborer (RR); Truck Loader; Well-Point Man; All Other Work Classifications Not Specially Listed Shall Be Classified As General Laborer

GROUP 3: Asphalt Roller, walking; Cement Finisher Tender; Concrete Saw, walking; Demolition Torch; Dope Pot Firemen, non-mechanical; Driller Tender (when required to move and position machine); Form Setter, Paving; Grade Checker using level; Hazardous Waste Worker, Level C (uses a chemical "splash suit" and air purifying respirator); Jackhammer Operator; Miner, Class "B" (to include brakeman, finisher, vibrator, form setter); Nozzleman (to include squeeze and flo-crete nozzle); Nozzleman, water, air or steam; Pavement Breaker (under 90 lbs.); Pipelayer, corrugated metal culvert; Pipelayer, multi-plate; Pot Tender; Power Buggy Operator; Power Tool Operator, gas, electric, pneumatic; Railroad Equipment, power driven, except dual mobile power spiker or puller; Railroad Power Spiker or Puller, dual mobile; Rodder and Spreader; Tamper (to include operation of Barco, Essex and similar tampers); Trencher, Shawnee; Tugger Operator; Wagon Drills; Water Pipe Liner; Wheelbarrow (power driven)

GROUP 4: Air and Hydraulic Track Drill; Asphalt Raker; Brush Machine (to include horizontal construction joint cleanup brush machine, power propelled); Caisson Worker, free air; Chain Saw Operator and Faller; Concrete Stack (to include laborers when laborers working on free standing concrete stacks for smoke or fume control above 40 feet high); Gunitite (to include operation of machine and nozzle); Hazardous Waste Worker, Level B (uses same respirator protection as Level A. A supplied air line is provided in conjunction with a chemical "splash suit"); High Scaler; Laser Beam Operator (to include grade checker and elevation control); Miner, Class C (to include miner, nozzleman for concrete, laser beam operator and rigger on tunnels); Monitor Operator (air track or similar mounting); Mortar Mixer; Nozzleman (to include jet blasting nozzleman, over 1,200 lbs., jet blast machine power propelled, sandblast nozzle); Pavement Breaker (90 lbs. and over); Pipelayer (to include working topman, caulker, collarman, jointer, mortarman, rigger, jacker, shorer, valve or meter installer); Pipewrapper; Plasterer Tender; Vibrators (all)

GROUP 5 - Drills with Dual Masts; Hazardous Waste Worker, Level A (utilizes a fully encapsulated suit with a self-contained breathing apparatus or a supplied air line); Miner Class "D", (to include raise and shaft miner, laser beam operator on riases and shafts)

LABO0238-006 06/01/2023

COUNTIES EAST OF THE 120TH MERIDIAN: ADAMS, ASOTIN, BENTON, CHELAN, COLUMBIA, DOUGLAS, FERRY, FRANKLIN, GARFIELD, GRANT, LINCOLN, OKANOGAN, PEND OREILLE, STEVENS, SPOKANE, WALLA WALLA, WHITMAN

	Rates	Fringes
Hod Carrier.....	\$ 34.97	15.60

LABO0242-003 06/01/2022

KING COUNTY

	Rates	Fringes
LABORER		
GROUP 1.....	\$ 29.82	13.80
GROUP 2A.....	\$ 34.20	13.80
GROUP 3.....	\$ 42.86	13.80
GROUP 4.....	\$ 43.90	13.80
GROUP 5.....	\$ 44.62	13.80
Group 6.....	\$ 45.91	13.90

BASE POINTS: BELLINGHAM, MT. VERNON, EVERETT, SEATTLE, KENT, TACOMA, OLYMPIA, CENTRALIA, ABERDEEN, SHELTON, PT. TOWNSEND, PT. ANGELES, AND BREMERTON

- ZONE 1 - Projects within 25 radius miles of the respective city hall
- ZONE 2 - More than 25 but less than 45 radius miles from the respective city hall
- ZONE 3 - More than 45 radius miles from the respective city hall

ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES):
 ZONE 2 - \$1.00
 ZONE 3 - \$1.30

BASE POINTS: CHELAN, SUNNYSIDE, WENATCHEE, AND YAKIMA

- ZONE 1 - Projects within 25 radius miles of the respective city hall
- ZONE 2 - More than 25 radius miles from the respective city hall

ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES):
 ZONE 2 - \$2.25

LABORERS CLASSIFICATIONS

GROUP 1: Landscaping and Planting; Watchman; Window Washer/Cleaner (detail clean-up, such as but not limited to cleaning floors, ceilings, walls, windows, etc., prior to final acceptance by the owner)

GROUP 2A: Batch Weighman; Crusher Feeder; Fence Laborer; Flagman; Pilot Car

GROUP 3: General Laborer; Air, Gas, or Electric Vibrating Screed; Asbestos Abatement Laborer; Ballast Regulator Machine; Brush Cutter; Brush Hog Feeder; Burner; Carpenter Tender; Cement Finisher Tender; Change House or Dry Shack; Chipping Gun (under 30 lbs.); Choker Setter; Chuck Tender; Clean-up Laborer; Concrete Form Stripper; Curing Laborer; Demolition (wrecking and moving including charred material); Ditch Digger; Dump Person; Fine Graders; Firewatch; Form Setter; Gabian Basket Builders; Grout Machine Tender; Grinders; Guardrail Erector; Hazardous Waste Worker (Level C: uses a chemical "splash suit" and air purifying respirator); Maintenance Person; Material Yard Person; Pot Tender; Rip Rap Person; Riggers; Scale Person; Sloper Sprayer; Signal Person; Stock Piler; Stake Hopper; Toolroom Man (at job site); Topper-Tailer; Track Laborer; Truck Spotter; Vinyl Seamer

GROUP 4: Cement Dumper-Paving; Chipping Gun (over 30 lbs.); Clary Power Spreader; Concrete Dumper/Chute Operator; Concrete Saw Operator; Drill Operator (hydraulic, diamond, aiartrac); Faller and Bucker Chain Saw; Grade Checker and Transit Person; Groutmen (pressure) including post tension beams; Hazardous Waste Worker (Level B: uses same respirator protection as Level A. A supplied air line is provided in conjunction with a chemical "splash suit"); High Scaler; Jackhammer; Laserbeam Operator; Manhole Builder-Mudman; Nozzleman (concrete pump, green cutter when using combination of high pressure air and water on concrete and rock, sandblast, gunite, shotcrete, water blaster, vacuum blaster); Pavement Breaker; Pipe Layer and Caulker; Pipe Pot Tender; Pipe Reliner (not insert type); Pipe Wrapper; Power Jacks; Railroad Spike Puller-Power; Raker-Asphalt; Rivet Buster; Rodder; Sloper (over 20 ft); Spreader (concrete); Tamper and Similar electric, air and glas operated tool; Timber Person-sewer (lagger shorer and cribber); Track Liner Power; Tugger Operator; Vibrator; Well Point Laborer

GROUP 5: Caisson Worker; Mortarman and Hodcarrier; Powderman; Re-Timberman; Hazardous Waste Worker (Level A: utilizes a fully encapsulated suit with a self-contained breathing apparatus or a supplied air line).

Group 6: Miner

LABO0252-010 06/01/2022

CLALLAM, GRAYS HARBOR, JEFFERSON, KITSAP, LEWIS, MASON, PACIFIC
(EXCLUDING SOUTHWEST), PIERCE, AND THURSTON COUNTIES

	Rates	Fringes
LABORER		
GROUP 1.....	\$ 29.82	13.80
GROUP 2.....	\$ 34.20	13.80
GROUP 3.....	\$ 42.86	13.80
GROUP 4.....	\$ 43.90	13.80
GROUP 5.....	\$ 44.62	13.80

BASE POINTS: BELLINGHAM, MT. VERNON, EVERETT, SEATTLE, KENT,
TACOMA, OLYMPIA, CENTRALIA, ABERDEEN, SHELTON, PT.
TOWNSEND, PT. ANGELES, AND BREMERTON

ZONE 1 - Projects within 25 radius miles of the respective
city hall
 ZONE 2 - More than 25 but less than 45 radius miles from the
respective city hall
 ZONE 3 - More than 45 radius miles from the respective city
hall

ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES):
 ZONE 2 - \$1.00
 ZONE 3 - \$1.30

BASE POINTS: CHELAN, SUNNYSIDE, WENATCHEE, AND YAKIMA

ZONE 1 - Projects within 25 radius miles of the respective
city hall
 ZONE 2 - More than 25 radius miles from the respective city
hall

ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES):
 ZONE 2 - \$2.25

LABORERS CLASSIFICATIONS

GROUP 1: Landscaping and Planting; Watchman; Window
Washer/Cleaner (detail clean-up, such as but not limited to
cleaning floors, ceilings, walls, windows, etc., prior to
final acceptance by the owner)

GROUP 2: Batch Weighman; Crusher Feeder; Fence Laborer;
Flagman; Pilot Car

GROUP 3: General Laborer; Air, Gas, or Electric Vibrating Screed; Asbestos Abatement Laborer; Ballast Regulator Machine; Brush Cutter; Brush Hog Feeder; Burner; Carpenter Tender; Cement Finisher Tender; Change House or Dry Shack; Chipping Gun (under 30 lbs.); Choker Setter; Chuck Tender; Clean-up Laborer; Concrete Form Stripper; Curing Laborer; Demolition (wrecking and moving including charred material); Ditch Digger; Dump Person; Fine Graders; Firewatch; Form Setter; Gabian Basket Builders; Grout Machine Tender; Grinders; Guardrail Erector; Hazardous Waste Worker (Level C: uses a chemical "splash suit" and air purifying respirator); Maintenance Person; Material Yard Person; Pot Tender; Rip Rap Person; Riggers; Scale Person; Sloper Sprayer; Signal Person; Stock Piler; Stake Hopper; Toolroom Man (at job site); Topper-Tailer; Track Laborer; Truck Spotter; Vinyl Seamer

GROUP 4: Cement Dumper-Paving; Chipping Gun (over 30 lbs.); Clary Power Spreader; Concrete Dumper/Chute Operator; Concrete Saw Operator; Drill Operator (hydraulic, diamond, aiartrac); Faller and Bucker Chain Saw; Groutmen (pressure) including post tension beams; Hazardous Waste Worker (Level B: uses same respirator protection as Level A. A supplied air line is provided in conjunction with a chemical "splash suit"); Jackhammer; Laserbeam Operator; Manhole Builder-Mudman; Nozzleman (concrete pump, green cutter when using combination of high pressure air and water on concrete and rock, sandblast, gunite, shotcrete, water blaster, vacuum blaster); Pavement Breaker; Pipe Layer and Caulker; Pipe Pot Tender; Pipe Reliner (not insert type); Pipe Wrapper; Power Jacks; Railroad Spike Puller-Power; Raker-Asphalt; Rivet Buster; Rodder; Sloper (over 20 ft); Spreader (concrete); Tamper and Similar electric, air and glas operated tool; Timber Person-sewer (lagger shorer and cribber); Track Liner Power; Tugger Operator; Vibrator; Well Point Laborer

GROUP 5: Caisson Worker; Miner; Mortarman and Hodcarrier; Grade Checker and Transit Person; High Scaler; Powderman; Re-Timberman; Hazardous Waste Worker (Level A: utilizes a fully encapsulated suit with a self-contained breathing apparatus or a supplied airline).

LABO0292-008 06/01/2022

ISLAND, SAN JUAN, SKAGIT, SNOHOMISH, AND WHATCOM COUNTIES

	Rates	Fringes
LABORER		
GROUP 1.....	\$ 29.82	13.80
GROUP 2.....	\$ 34.20	13.80
GROUP 3.....	\$ 42.86	13.80
GROUP 4.....	\$ 43.90	13.80
GROUP 5.....	\$ 44.62	13.80

BASE POINTS: BELLINGHAM, MT. VERNON, EVERETT, SEATTLE, KENT, TACOMA, OLYMPIA, CENTRALIA, ABERDEEN, SHELTON, PT. TOWNSEND, PT. ANGELES, AND BREMERTON

ZONE 1 - Projects within 25 radius miles of the respective city hall
 ZONE 2 - More than 25 but less than 45 radius miles from the respective city hall
 ZONE 3 - More than 45 radius miles from the respective city hall

ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES):
 ZONE 2 - \$1.00
 ZONE 3 - \$1.30

BASE POINTS: CHELAN, SUNNYSIDE, WENATCHEE, AND YAKIMA

ZONE 1 - Projects within 25 radius miles of the respective city hall
 ZONE 2 - More than 25 radius miles from the respective city hall

ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES):
 ZONE 2 - \$2.25

LABORERS CLASSIFICATIONS

GROUP 1: Landscaping and Planting; Watchman; Window Washer/Cleaner (detail clean-up, such as but not limited to cleaning floors, ceilings, walls, windows, etc., prior to final acceptance by the owner)

GROUP 2: Batch Weighman; Crusher Feeder; Fence Laborer; Flagman; Pilot Car

GROUP 3: General Laborer; Air, Gas, or Electric Vibrating Screed; Asbestos Abatement Laborer; Ballast Regulator Machine; Brush Cutter; Brush Hog Feeder; Burner; Carpenter Tender; Cement Finisher Tender; Change House or Dry Shack; Chipping Gun (under 30 lbs.); Choker Setter; Chuck Tender; Clean-up Laborer; Concrete Form Stripper; Curing Laborer; Demolition (wrecking and moving including charred material); Ditch Digger; Dump Person; Fine Graders; Firewatch; Form Setter; Gabian Basket Builders; Grout Machine Tender; Grinders; Guardrail Erector; Hazardous Waste Worker (Level C: uses a chemical "splash suit" and air purifying respirator); Maintenance Person; Material Yard Person; Pot Tender; Rip Rap Person; Riggers; Scale Person; Sloper Sprayer; Signal Person; Stock Piler; Stake Hopper; Toolroom Man (at job site); Topper-Tailer; Track Laborer; Truck Spotter; Vinyl Seamer

GROUP 4: Cement Dumper-Paving; Chipping Gun (over 30 lbs.); Clary Power Spreader; Concrete Dumper/Chute Operator; Concrete Saw Operator; Drill Operator (hydraulic, diamond, aiartrac); Faller and Bucker Chain Saw; Grade Checker and Transit Person; Groutmen (pressure) including post tension beams; Hazardous Waste Worker (Level B: uses same respirator protection as Level A. A supplied air line is provided in conjunction with a chemical "splash suit"); High Scaler; Jackhammer; Laserbeam Operator; Manhole Builder-Mudman; Nozzleman (concrete pump, green cutter when using combination of high pressure air and water on concrete and rock, sandblast, gunite, shotcrete, water blaster, vacuum blaster); Pavement Breaker; Pipe Layer and Caulker; Pipe Pot Tender; Pipe Reliner (not insert type); Pipe Wrapper; Power Jacks; Railroad Spike Puller-Power; Raker-Asphalt; Rivet Buster; Rodder; Sloper (over 20 ft); Spreader (concrete); Tamper and Similar electric, air and glas operated tool; Timber Person-sewer (lagger shorer and cribber); Track Liner Power; Tugger Operator; Vibrator; Well Point Laborer

GROUP 5: Caisson Worker; Miner; Mortarman and Hodcarrier; Powderman; Re-Timberman; Hazardous Waste Worker (Level A: utilizes a fully encapsulated suit with a self-contained breathing apparatus or a supplied air line).

LABO0335-001 06/01/2022

CLARK, COWLITZ, KLICKITAT, PACIFIC (SOUTH OF A STRAIGHT LINE MADE BY EXTENDING THE NORTH BOUNDARY LINE OF WAHKIAKUM COUNTY WEST TO THE PACIFIC OCEAN), SKAMANIA AND WAHKIAKUM COUNTIES

	Rates	Fringes
Laborers:		
ZONE 1:		
GROUP 1.....	\$ 37.98	13.80
GROUP 2.....	\$ 38.76	13.80
GROUP 3.....	\$ 39.35	13.80
GROUP 4.....	\$ 39.85	13.80
GROUP 5.....	\$ 34.75	13.80
GROUP 6.....	\$ 31.61	13.80
GROUP 7.....	\$ 27.44	13.80

Zone Differential (Add to Zone 1 rates):
 Zone 2 \$ 0.65
 Zone 3 - 1.15
 Zone 4 - 1.70
 Zone 5 - 2.75

BASE POINTS: LONGVIEW AND VANCOUVER

ZONE 1: Projects within 30 miles of the respective city all.
 ZONE 2: More than 30 miles but less than 40 miles from the respective city hall.
 ZONE 3: More than 40 miles but less than 50 miles from the respective city hall.
 ZONE 4: More than 50 miles but less than 80 miles from the respective city hall.
 ZONE 5: More than 80 miles from the respective city hall.

LABORERS CLASSIFICATIONS

GROUP 1: Asphalt Plant Laborers; Asphalt Spreaders; Batch Weighman; Broomers; Brush Burners and Cutters; Car and Truck Loaders; Carpenter Tender; Change-House Man or Dry Shack Man; Choker Setter; Clean-up Laborers; Curing, Concrete; Demolition, Wrecking and Moving Laborers; Dumpers, road oiling crew; Dumpmen (for grading crew); Elevator Feeders; Median Rail Reference Post, Guide Post, Right of Way Marker; Fine Graders; Fire Watch; Form Strippers (not swinging stages); General Laborers; Hazardous Waste Worker; Leverman or Aggregate Spreader (Flaherty and similar types); Loading Spotters; Material Yard Man (including electrical); Pittsburgh Chipper Operator or Similar Types; Railroad Track Laborers; Ribbon Setters (including steel forms); Rip Rap Man (hand placed); Road Pump Tender; Sewer Labor; Signalman; Skipman; Slopers; Spraymen; Stake Chaser; Stockpiler; Tie Back Shoring; Timber Faller and Bucker (hand labor); Toolroom Man (at job site); Tunnel Bullgang (above ground); Weight-Man- Crusher (aggregate when used)

GROUP 2: Applicator (including pot power tender for same), applying protective material by hand or nozzle on utility lines or storage tanks on project; Brush Cutters (power saw); Burners; Choker Splicer; Clary Power Spreader and similar types; Clean- up Nozzleman-Green Cutter (concrete, rock, etc.); Concrete Power Buggyman; Concrete Laborer; Crusher Feeder; Demolition and Wrecking Charred Materials; Gunite Nozzleman Tender; Gunite or Sand Blasting Pot Tender; Handlers or Mixers of all Materials of an irritating nature (including cement and lime); Tool Operators (includes but not limited to: Dry Pack Machine; Jackhammer; Chipping Guns; Paving Breakers); Pipe Doping and Wrapping; Post Hole Digger, air, gas or electric; Vibrating Screed; Tampers; Sand Blasting (Wet); Stake-Setter; Tunnel-Muckers, Brakemen, Concrete Crew, Bullgang (underground)

GROUP 3: Asbestos Removal; Bit Grinder; Drill Doctor; Drill Operators, air tracks, cat drills, wagon drills, rubber-mounted drills, and other similar types including at crusher plants; Gunite Nozzleman; High Scalers, Strippers and Drillers (covers work in swinging stages, chairs or belts, under extreme conditions unusual to normal drilling, blasting, barring-down, or sloping and stripping); Manhole Builder; Powdermen; Concrete Saw Operator; Pwdermen; Power Saw Operators (Bucking and Falling); Pumpcrete Nozzlemen; Sand Blasting (Dry); Sewer Timberman; Track Liners, Anchor Machines, Ballast Regulators, Multiple Tampers, Power Jacks, Tugger Operator; Tunnel-Chuck Tenders, Nippers and Timbermen; Vibrator; Water Blaster

GROUP 4: Asphalt Raker; Concrete Saw Operator (walls); Concrete Nozzelman; Grade Checker; Pipelayer; Laser Beam (pipelaying)-applicable when employee assigned to move, set up, align; Laser Beam; Tunnel Miners; Motorman-Dinky Locomotive-Tunnel; Powderman-Tunnel; Shield Operator-Tunnel

GROUP 5: Traffic Flaggers

GROUP 6: Fence Builders

GROUP 7: Landscaping or Planting Laborers

LABO0335-019 06/01/2022

	Rates	Fringes
Hod Carrier.....	\$ 37.98	13.80

LABO0348-003 06/01/2022

CHELAN, DOUGLAS (W OF 12TH MERIDIAN), KITTITAS, AND YAKIMA COUNTIES

	Rates	Fringes
LABORER		
GROUP 1.....	\$ 25.37	13.80
GROUP 2.....	\$ 29.16	13.80
GROUP 3.....	\$ 31.94	13.80
GROUP 4.....	\$ 32.72	13.80
GROUP 5.....	\$ 32.09	13.19

BASE POINTS: BELLINGHAM, MT. VERNON, EVERETT, SEATTLE, KENT, TACOMA, OLYMPIA, CENTRALIA, ABERDEEN, SHELTON, PT. TOWNSEND, PT. ANGELES, AND BREMERTON

ZONE 1 - Projects within 25 radius miles of the respective city hall
 ZONE 2 - More than 25 but less than 45 radius miles from the respective city hall
 ZONE 3 - More than 45 radius miles from the respective city hall

ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES):
 ZONE 2 - \$1.00
 ZONE 3 - \$1.30

BASE POINTS: CHELAN, SUNNYSIDE, WENATCHEE, AND YAKIMA

ZONE 1 - Projects within 25 radius miles of the respective city hall
 ZONE 2 - More than 25 radius miles from the respective city hall

ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES):
 ZONE 2 - \$2.25

LABORERS CLASSIFICATIONS

GROUP 1: Landscaping and Planting; Watchman; Window Washer/Cleaner (detail clean-up, such as but not limited to cleaning floors, ceilings, walls, windows, etc., prior to final acceptance by the owner)

GROUP 2: Batch Weighman; Crusher Feeder; Fence Laborer; Flagman; Pilot Car

GROUP 3: General Laborer; Air, Gas, or Electric Vibrating Screed; Asbestos Abatement Laborer; Ballast Regulator Machine; Brush Cutter; Brush Hog Feeder; Burner; Carpenter Tender; Cement Finisher Tender; Change House or Dry Shack; Chipping Gun (under 30 lbs.); Choker Setter; Chuck Tender; Clean-up Laborer; Concrete Form Stripper; Curing Laborer; Demolition (wrecking and moving including charred material); Ditch Digger; Dump Person; Fine Graders; Firewatch; Form Setter; Gabian Basket Builders; Grout Machine Tender; Grinders; Guardrail Erector; Hazardous Waste Worker (Level C: uses a chemical "splash suit" and air purifying respirator); Maintenance Person; Material Yard Person; Pot Tender; Rip Rap Person; Riggers; Scale Person; Sloper Sprayer; Signal Person; Stock Piler; Stake Hopper; Toolroom Man (at job site); Topper-Tailer; Track Laborer; Truck Spotter; Vinyl Seamer

GROUP 4: Cement Dumper-Paving; Chipping Gun (over 30 lbs.); Clary Power Spreader; Concrete Dumper/Chute Operator; Concrete Saw Operator; Drill Operator (hydraulic, diamond, aiartrac); Faller and Bucker Chain Saw; Grade Checker and Transit Person; Groutmen (pressure) including post tension beams; Hazardous Waste Worker (Level B: uses same respirator protection as Level A. A supplied air line is provided in conjunction with a chemical "splash suit"); High Scaler; Jackhammer; Laserbeam Operator; Manhole Builder-Mudman; Nozzleman (concrete pump, green cutter when using combination of high pressure air and water on concrete and rock, sandblast, gunite, shotcrete, water blaster, vacuum blaster); Pavement Breaker; Pipe Layer and Caulker; Pipe Pot Tender; Pipe Reliner (not insert type); Pipe Wrapper; Power Jacks; Railroad Spike Puller-Power; Raker-Asphalt; Rivet Buster; Rodder; Sloper (over 20 ft); Spreader (concrete); Tamper and Similar electric, air and glas operated tool; Timber Person-sewer (lagger shorer and cribber); Track Liner Power; Tugger Operator; Vibrator; Well Point Laborer

GROUP 5: Caisson Worker; Miner; Mortarman and Hodcarrier; Powderman; Re-Timberman; Hazardous Waste Worker (Level A: utilizes a fully encapsulated suit with a self-contained breathing apparatus or a supplied air line).

PAIN0005-002 07/01/2022

STATEWIDE EXCEPT CLARK, COWLITZ, KLUCKITAT, PACIFIC (SOUTH),
SKAMANIA, AND WAHAKIAKUM COUNTIES

	Rates	Fringes
Painters:		
STRIPERS.....	\$ 33.37	18.53

PAIN0005-004 03/01/2009

CLALLAM, GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, LEWIS,
MASON, PIERCE, SAN JUAN, SKAGIT, SNOHOMISH, THURSTON AND
WHATCOM COUNTIES

	Rates	Fringes
PAINTER.....	\$ 20.82	7.44

* PAIN0005-006 07/01/2018

ADAMS, ASOTIN; BENTON AND FRANKLIN (EXCEPT HANFORD SITE);
CHELAN, COLUMBIA, DOUGLAS, FERRY, GARFIELD, GRANT, KITTITAS,
LINCOLN, OKANOGAN, PEND OREILLE, SPOKANE, STEVENS, WALLA WALLA,
WHITMAN AND YAKIMA COUNTIES

	Rates	Fringes
PAINTER		
Application of Cold Tar		
Products, Epoxies, Polyure		
thanes, Acids, Radiation		
Resistant Material, Water		
and Sandblasting.....	\$ 30.19	11.71
Over 30'/Swing Stage Work..	\$ 22.20	7.98
Brush, Roller, Striping,		
Steam-cleaning and Spray....	\$ 22.94	11.61
Lead Abatement, Asbestos		
Abatement.....	\$ 21.50	7.98

*\$.70 shall be paid over and above the basic wage rates
listed for work on swing stages and high work of over 30
feet.

PAIN0055-003 07/01/2023

CLARK, COWLITZ, KLICKITAT, PACIFIC, SKAMANIA, AND WAHKIAKUM
COUNTIES

	Rates	Fringes
PAINTER		
Brush & Roller.....	\$ 35.45	14.92
Spray and Sandblasting.....	\$ 35.45	14.92

All high work over 60 ft. = base rate + \$0.75

PAIN0055-006 01/01/2022

CLARK, COWLITZ, KLICKITAT, SKAMANIA and WAHKIAKUM COUNTIES

	Rates	Fringes
Painters:		
HIGHWAY & PARKING LOT		
STRIPER.....	\$ 48.17	16.00

PLAS0072-004 06/01/2023

ADAMS, ASOTIN, BENTON, CHELAN, COLUMBIA, DOUGLAS, FERRY,
FRANKLIN, GARFIELD, GRANT, KITTITAS, LINCOLN, OKANOGAN, PEND
OREILLE, SPOKANE, STEVENS, WALLA WALLA, WHITMAN, AND YAKIMA
COUNTIES

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER		
ZONE 1.....	\$ 38.05	16.89

Zone Differential (Add to Zone 1 rate): Zone 2 - \$3.00

BASE POINTS: Spokane, Pasco, Lewiston; Wenatchee
Zone 1: 0 - 45 radius miles from the main post office
Zone 2: Over 45 radius miles from the main post office

PLAS0528-001 06/01/2023

CLALLAM, COWLITZ, GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, LEWIS, MASON, PACIFIC, PIERCE, SAN JUAN, SKAGIT, SNOHOMISH, THURSTON, WAHKIAKUM AND WHATCOM COUNTIES

	Rates	Fringes
CEMENT MASON		
CEMENT MASON.....	\$ 52.10	20.27
COMPOSITION, TROWEL MACHINE, GRINDER, POWER TOOLS, GUNNITE NOZZLE.....	\$ 52.60	20.27
TROWELING MACHINE OPERATOR ON COMPOSITION.....	\$ 52.60	20.27

PLAS0555-002 06/01/2023

CLARK, KLICKITAT AND SKAMANIA COUNTIES

ZONE 1:

	Rates	Fringes
CEMENT MASON		
CEMENT MASONS DOING BOTH COMPOSITION/POWER MACHINERY AND SUSPENDED/HANGING SCAFFOLD..	\$ 45.06	19.95
CEMENT MASONS ON SUSPENDED, SWINGING AND/OR HANGING SCAFFOLD.....	\$ 44.19	19.95
CEMENT MASONS.....	\$ 43.33	19.95
COMPOSITION WORKERS AND POWER MACHINERY OPERATORS...	\$ 44.19	19.95

Zone Differential (Add To Zone 1 Rates):

- Zone 2 - \$0.65
- Zone 3 - 1.15
- Zone 4 - 1.70
- Zone 5 - 3.00

BASE POINTS: BEND, CORVALLIS, EUGENE, MEDFORD, PORTLAND, SALEM, THE DALLES, VANCOUVER

- ZONE 1: Projects within 30 miles of the respective city hall
- ZONE 2: More than 30 miles but less than 40 miles from the respective city hall.
- ZONE 3: More than 40 miles but less than 50 miles from the respective city hall.
- ZONE 4: More than 50 miles but less than 80 miles from the respective city hall.
- ZONE 5: More than 80 miles from the respective city hall

TEAM0037-002 06/01/2020

CLARK, COWLITZ, KLICKITAT, PACIFIC (South of a straight line made by extending the north boundary line of Wahkiakum County west to the Pacific Ocean), SKAMANIA, AND WAHKIAKUM COUNTIES

	Rates	Fringes
Truck drivers:		
ZONE 1		
GROUP 1.....	\$ 29.33	16.40
GROUP 2.....	\$ 29.46	16.40
GROUP 3.....	\$ 29.60	16.40
GROUP 4.....	\$ 29.89	16.40
GROUP 5.....	\$ 30.03	16.40
GROUP 6.....	\$ 30.31	16.40
GROUP 7.....	\$ 30.53	16.40

Zone Differential (Add to Zone 1 Rates):

- Zone 2 - \$0.65
- Zone 3 - 1.15
- Zone 4 - 1.70
- Zone 5 - 2.75

BASE POINTS: ASTORIA, THE DALLES, LONGVIEW AND VANCOUVER

ZONE 1: Projects within 30 miles of the respective city hall.

ZONE 2: More than 30 miles but less than 40 miles from the respective city hall.

ZONE 3: More than 40 miles but less than 50 miles from the respective city hall.

ZONE 4: More than 50 miles but less than 80 miles from the respective city hall.

ZONE 5: More than 80 miles from the respective city hall.

TRUCK DRIVERS CLASSIFICATIONS

GROUP 1: A Frame or Hydra lift truck w/load bearing surface; Articulated Dump Truck; Battery Rebuilders; Bus or Manhaul Driver; Concrete Buggies (power operated); Concrete Pump Truck; Dump Trucks, side, end and bottom dumps, including Semi Trucks and Trains or combinations there of: up to and including 10 cu. yds.; Lift Jitneys, Fork Lifts (all sizes in loading, unloading and transporting material on job site); Loader and/or Leverman on Concrete Dry Batch Plant (manually operated); Pilot Car; Pickup Truck; Solo Flat Bed and misc. Body Trucks, 0-10 tons; Truck Tender; Truck Mechanic Tender; Water Wagons (rated capacity) up to 3,000 gallons; Transit Mix and Wet or Dry Mix - 5 cu. yds. and under; Lubrication Man, Fuel Truck Driver, Tireman, Wash Rack, Steam Cleaner or combinations; Team Driver; Slurry Truck Driver or Leverman; Tireman

GROUP 2: Boom Truck/Hydra-lift or Retracting Crane; Challenger; Dumpsters or similar equipment all sizes; Dump Trucks/Articulated Dumps 6 cu to 10 cu.; Flaherty Spreader Driver or Leverman; Lowbed Equipment, Flat Bed Semi-trailer or doubles transporting equipment or wet or dry materials; Lumber Carrier, Driver-Straddle Carrier (used in loading, unloading and transporting of materials on job site); Oil Distributor Driver or Leverman; Transit mix and wet or dry mix trucks: over 5 cu. yds. and including 7 cu. yds.; Vacuum Trucks; Water truck/Wagons (rated capacity) over 3,000 to 5,000 gallons

GROUP 3: Ammonia Nitrate Distributor Driver; Dump trucks, side, end and bottom dumps, including Semi Trucks and Trains or combinations thereof: over 10 cu. yds. and including 30 cu. yds. includes Articulated Dump Trucks; Self-Propelled Street Sweeper; Transit mix and wet or dry mix truck: over 7 cu yds. and including 11 cu yds.; Truck Mechanic-Welder-Body Repairman; Utility and Clean-up Truck; Water Wagons (rated capacity) over 5,000 to 10,000 gallons

GROUP 4: Asphalt Burner; Dump Trucks, side, end and bottom dumps, including Semi-Trucks and Trains or combinations thereof: over 30 cu. yds. and including 50 cu. yds. includes Articulated Dump Trucks; Fire Guard; Transit Mix and Wet or Dry Mix Trucks, over 11 cu. yds. and including 15 cu. yds.; Water Wagon (rated capacity) over 10,000 gallons to 15,000 gallons

GROUP 5: Composite Crewman; Dump Trucks, side, end and bottom dumps, including Semi Trucks and Trains or combinations thereof: over 50 cu. yds. and including 60 cu. yds. includes Articulated Dump Trucks

GROUP 6: Bulk Cement Spreader w/o Auger; Dry Pre-Batch concrete Mix Trucks; Dump trucks, side, end and bottom dumps, including Semi Trucks and Trains of combinations thereof: over 60 cu. yds. and including 80 cu. yds., and includes Articulated Dump Trucks; Skid Truck

GROUP 7: Dump Trucks, side, end and bottom dumps, including Semi Trucks and Trains or combinations thereof: over 80 cu. yds. and including 100 cu. yds., includes Articulated Dump Trucks; Industrial Lift Truck (mechanical tailgate)

* TEAM0174-001 06/01/2020

CLALLAM, GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, LEWIS, MASON, PACIFIC (North of a straight line made by extending the north boundary line of Wahkiakum County west to the Pacific Ocean), PIERCE, SAN JUAN, SKAGIT, SNOHOMISH, THURSTON AND WHATCOM COUNTIES

	Rates	Fringes
Truck drivers:		
ZONE A:		
GROUP 1:.....	\$ 42.88	20.92
GROUP 2:.....	\$ 42.04	20.92
GROUP 3:.....	\$ 39.23	20.92
GROUP 4:.....	\$ 34.26	20.92
GROUP 5:.....	\$ 42.43	20.92

ZONE B (25-45 miles from center of listed cities*): Add \$.70 per hour to Zone A rates.

ZONE C (over 45 miles from centr of listed cities*): Add \$1.00 per hour to Zone A rates.

*Zone pay will be calculated from the city center of the following listed cities:

BELLINGHAM	CENTRALIA	RAYMOND	OLYMPIA
EVERETT	SHELTON	ANACORTES	BELLEVUE
SEATTLE	PORT ANGELES	MT. VERNON	KENT
TACOMA	PORT TOWNSEND	ABERDEEN	BREMERTON

TRUCK DRIVERS CLASSIFICATIONS

GROUP 1 - "A-frame or Hydralift" trucks and Boom trucks or similar equipment when "A" frame or "Hydralift" and Boom truck or similar equipment is used; Buggymobile; Bulk Cement Tanker; Dumpsters and similar equipment, Tournorockers, Tournowagon, Tournotrailer, Cat DW series, Terra Cobra, Le Tourneau, Westinghouse, Athye Wagon, Euclid Two and Four-Wheeled power tractor with trailer and similar top-loaded equipment transporting material: Dump Trucks, side, end and bottom dump, including semi-trucks and trains or combinations thereof with 16 yards to 30 yards capacity: Over 30 yards \$.15 per hour additional for each 10 yard increment; Explosive Truck (field mix) and similar equipment; Hyster Operators (handling bulk loose aggregates); Lowbed and Heavy Duty Trailer; Road Oil Distributor Driver; Spreader, Flaherty Transit mix used exclusively in heavy construction; Water Wagon and Tank Truck-3,000 gallons and over capacity

GROUP 2 - Bulllifts, or similar equipment used in loading or unloading trucks, transporting materials on job site; Dumpsters, and similar equipment, Tournorockers, Tournowagon, Turnotrailer, Cat. D.W. Series, Terra Cobra, Le Tourneau, Westinghouse, Athye wagon, Euclid two and four-wheeled power tractor with trailer and similar top-loaded equipment transporting material: Dump trucks, side, end and bottom dump, including semi-trucks and trains or combinations thereof with less than 16 yards capacity; Flatbed (Dual Rear Axle); Grease Truck, Fuel Truck, Greaser, Battery Service Man and/or Tire Service Man; Leverman and loader at bunkers and batch plants; Oil tank transport; Scissor truck; Slurry Truck; Sno-Go and similar equipment; Swampers; Straddler Carrier (Ross, Hyster) and similar equipment; Team Driver; Tractor (small, rubber-tired) (when used within Teamster jurisdiction); Vacuum truck; Water Wagon and Tank trucks-less than 3,000 gallons capacity; Winch Truck; Wrecker, Tow truck and similar equipment

GROUP 3 - Flatbed (single rear axle); Pickup Sweeper; Pickup Truck. (Adjust Group 3 upward by \$2.00 per hour for onsite work only)

GROUP 4 - Escort or Pilot Car

GROUP 5 - Mechanic

HAZMAT PROJECTS

Anyone working on a HAZMAT job, where HAZMAT certification is required, shall be compensated as a premium, in addition to the classification working in as follows:

LEVEL C: +\$.25 per hour - This level uses an air purifying respirator or additional protective clothing.

LEVEL B: +\$.50 per hour - Uses same respirator protection as Level A. Supplied air line is provided in conjunction with a chemical "splash suit."

LEVEL A: +\$.75 per hour - This level utilizes a fully-encapsulated suit with a self-contained breathing apparatus or a supplied air line.

TEAM0690-004 01/01/2019

ADAMS, ASOTIN, BENTON, CHELAN, COLUMBIA, DOUGLAS, FERRY, FRANKLIN, GARFIELD, GRANT KITTITAS, LINCOLN, OKANOGAN, PEND OREILLE, SPOKANE, STEVENS, WALLA WALLA, WHITMAN AND YAKIMA COUNTIES

	Rates	Fringes
Truck drivers: (AREA 1: SPOKANE ZONE CENTER: Adams, Chelan, Douglas, Ferry, Grant, Kittitas, Lincoln, Okanogan, Pen Oreille, Spokane, Stevens, and Whitman Counties		
AREA 1: LEWISTON ZONE CENTER: Asotin, Columbia, and Garfield Counties		
AREA 2: PASCO ZONE CENTER: Benton, Franklin, Walla Walla and Yakima Counties)		
AREA 1:		
GROUP 1.....	\$ 23.91	17.40
GROUP 2.....	\$ 26.18	17.40
GROUP 3.....	\$ 26.68	17.40
GROUP 4.....	\$ 27.01	17.40
GROUP 5.....	\$ 27.12	17.40
GROUP 6.....	\$ 27.29	17.40
GROUP 7.....	\$ 27.82	17.40
GROUP 8.....	\$ 28.18	17.40
AREA 2:		
GROUP 1.....	\$ 26.05	17.40
GROUP 2.....	\$ 28.69	17.40
GROUP 3.....	\$ 28.80	17.40
GROUP 4.....	\$ 29.13	17.40
GROUP 5.....	\$ 29.24	17.40
GROUP 6.....	\$ 29.24	17.40
GROUP 7.....	\$ 29.78	17.40
GROUP 8.....	\$ 30.10	17.40

Zone Differential (Add to Zone 1 rate: Zone 1 + \$2.00)

BASE POINTS: Spokane, Pasco, Lewiston

Zone 1: 0-45 radius miles from the main post office.

Zone 2: Outside 45 radius miles from the main post office

TRUCK DRIVERS CLASSIFICATIONS

GROUP 1: Escort Driver or Pilot Car; Employee Haul; Power Boat Hauling Employees or Material

GROUP 2: Fish Truck; Flat Bed Truck; Fork Lift (3000 lbs. and under); Leverperson (loading trucks at bunkers); Trailer Mounted Hydro Seeder and Mulcher; Seeder & Mulcher; Stationary Fuel Operator; Tractor (small, rubber-tired, pulling trailer or similar equipment)

GROUP 3: Auto Crane (2000 lbs. capacity); Buggy Mobile & Similar; Bulk Cement Tanks & Spreader; Dumptor (6 yds. & under); Flat Bed Truck with Hydraulic System; Fork Lift (3001-16,000 lbs.); Fuel Truck Driver, Steamcleaner & Washer; Power Operated Sweeper; Rubber-tired Tunnel Jumbo; Scissors Truck; Slurry Truck Driver; Straddle Carrier (Ross, Hyster, & similar); Tireperson; Transit Mixers & Truck Hauling Concrete (3 yd. to & including 6 yds.); Trucks, side, end, bottom & articulated end dump (3 yards to and including 6 yds.); Warehouseperson (to include shipping & receiving); Wrecker & Tow Truck

GROUP 4: A-Frame; Burner, Cutter, & Welder; Service Greaser; Trucks, side, end, bottom & articulated end dump (over 6 yards to and including 12 yds.); Truck Mounted Hydro Seeder; Warehouseperson; Water Tank truck (0-8,000 gallons)

GROUP 5: Dumptor (over 6 yds.); Lowboy (50 tons & under); Self-loading Roll Off; Semi-Truck & Trailer; Tractor with Steer Trailer; Transit Mixers and Trucks Hauling Concrete (over 6 yds. to and including 10 yds.); Trucks, side, end, bottom and end dump (over 12 yds. to & including 20 yds.); Truck-Mounted Crane (with load bearing surface either mounted or pulled, up to 14 ton); Vacuum Truck (super sucker, guzzler, etc.)

GROUP 6: Flaherty Spreader Box Driver; Flowboys; Fork Lift (over 16,000 lbs.); Dumps (Semi-end); Mechanic (Field); Semi-end Dumps; Transfer Truck & Trailer; Transit Mixers & Trucks Hauling Concrete (over 10 yds. to & including 20 yds.); Trucks, side, end, bottom and articulated end dump (over 20 yds. to & including 40 yds.); Truck and Pup; Tournarocker, DWs & similar with 2 or more 4 wheel-power tractor with trailer, gallonage or yardage scale, whichever is greater Water Tank Truck (8,001- 14,000 gallons); Lowboy(over 50 tons)

GROUP 7: Oil Distributor Driver; Stringer Truck (cable operated trailer); Transit Mixers & Trucks Hauling Concrete (over 20 yds.); Truck, side, end, bottom end dump (over 40 yds. to & including 100 yds.); Truck Mounted Crane (with load bearing surface either mounted or pulled (16 through 25 tons);

GROUP 8: Prime Movers and Stinger Truck; Trucks, side, end, bottom and articulated end dump (over 100 yds.); Helicopter Pilot Hauling Employees or Materials

Footnote A - Anyone working on a HAZMAT job, where HAZMAT certification is required, shall be compensated as a premium, in addition to the classification working in as follows:

LEVEL C-D: - \$.50 PER HOUR (This is the lowest level of protection. This level may use an air purifying respirator or additional protective clothing.

LEVEL A-B: - \$1.00 PER HOUR (Uses supplied air in conjunction with a chemical splash suit or fully encapsulated suit with a self-contained breathing apparatus.

Employees shall be paid Hazmat pay in increments of four(4) and eight(8) hours.

NOTE:

Trucks Pulling Equipment Trailers: shall receive \$.15/hour over applicable truck rate

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.
=====

Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at <https://www.dol.gov/agencies/whd/government-contracts>.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (iii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of "identifiers" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than "SU" or "UAVG" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

Survey Rate Identifiers

Classifications listed under the "SU" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those

classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- * an existing published wage determination
- * a survey underlying a wage determination
- * a Wage and Hour Division letter setting forth a position on a wage determination matter
- * a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour National Office because National Office has responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the

interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

=====

END OF GENERAL DECISION"

SECTION VI

APPENDIX C:

**GEOTECHNICAL ENGINEERING
EVALUATION**

Geotechnical Engineering Evaluation

Colville Confederated Tribes
Department of Transportation
Pavement Rehabilitation Projects
Okanogan County, Washington

for
TD&H Engineering

November 7, 2018



Geotechnical Engineering Evaluation

Colville Confederated Tribes
Department of Transportation
Pavement Rehabilitation Projects
Okanogan County, Washington

for

TD&H Engineering

November 7, 2018



523 East Second Avenue
Spokane, Washington 99202
509.363.3125

Geotechnical Engineering Evaluation

Colville Confederated Tribes Department of Transportation Pavement Rehabilitation Projects Okanogan County, Washington

File No. 0589-093-00

November 7, 2018

Prepared for:

TD&H Engineering
303 East Second Avenue
Spokane, Washington 99202

Attention: Steven Marsh, PE
Vice President/Regional Manager

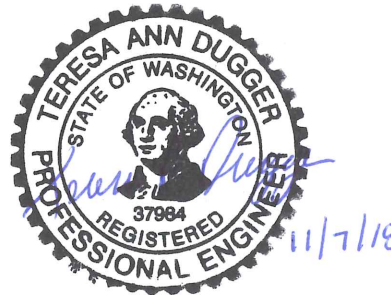
Prepared by:

GeoEngineers, Inc.
523 East Second Avenue
Spokane, Washington 99202
509.363.3125

Ethan B. Donahue, PE
Project Engineer

Teresa A. Dugger, PE
Associates

EBD:TAD:tjh



Disclaimer: Any electronic form, facsimile or hard copy of the original document (email, text, table, and/or figure), if provided, and any attachments are only a copy of the original document. The original document is stored by GeoEngineers, Inc. and will serve as the official document of record.

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1.0 INTRODUCTION

This report presents the results on our geotechnical engineering evaluation for the proposed Colville Confederated Tribes Department of Transportation (CCTDOT) pavement rehabilitation projects of several roads in Okanogan County, Washington. Our understanding of the project was developed from meetings with TD&H Engineering (TD&H) personnel and review of information provided by TD&H.

We understand that CCTDOT plans to rehabilitate the rural county and local roads at six general locations within the Colville Confederated Tribal Reservation, approximately as presented in Table 1. The approximate project locations are shown on the Vicinity Map, Figure 1.

TABLE 1. PAVEMENT REHABILITATION PROJECTS SUMMARY

Road Name	From	To	Length (miles)
Schoolhouse Loop Road	Approx. 2,250 feet west of State Route 155	Columbia River Road	2.3
Columbia River Road	Schoolhouse Loop Road	State Route 155	1.1
Rocky River HUD Road	Omak Riverside Eastside Road	Rocky River HUD Road dead end	0.4
Moccasin Flat HUD Road	Omak Riverside Eastside Road	Eastern Moccasin Flat HUD Road loop	1.1
Lone Pine HUD Road	Omak Riverside Eastside Road	Lone Pine HUD Road dead end	0.3
Malott HUD Road	State Highway 97	Malott HUD Road dead end	0.7

We understand that CCDOT prefers full depth reclamation (FDR), or partial or full reconstruction over bituminous surface treatment (BST). Accordingly, BST surface rehabilitation is excluded from the options we evaluated. Full depth reclamation consists of pulverization of existing flexible pavement surfacing and a portion of the underlying base course material, mixing with cement and compacting to form a new cement-treated based (CTB) for the new hot-mix asphalt (HMA) pavement.

2.0 SCOPE OF SERVICES

Our services were completed in general accordance with our proposal dated May 30, 2018. Our services were authorized on July 25, 2018. The purpose of our evaluation was to provide geotechnical engineering-related recommendations for rehabilitation of the subject rural roads based on site reconnaissance, subsurface exploration, laboratory testing and engineering analyses. Our specific scope of services included:

1. Conducting a site reconnaissance to observe and assess the condition of the roadways within the project boundaries.
2. Exploring soil and groundwater conditions within the limits of the projects by drilling borings to depths of about 5 feet below pavement grade, obtaining pavement cores, and completing Dynamic Cone Penetration (DCP) testing below the existing asphalt surface.

3. Conducting laboratory analyses of select soil samples obtained from the roadway borings and pavement cores.
4. Providing geotechnical engineering recommendations for rehabilitation of the subject roadways. We completed pavement thickness design in general accordance with the procedures outlined in the American Association of State and Highway Transportation Officials (AASHTO) 1993 Pavement Design Guide. We provide recommended section thickness for each rehabilitation option, and discuss the risks associated with each option.

3.0 LITERATURE REVIEW

3.1. Geology

We reviewed the Washington State Department of Natural Resources Geologic Map of the Nespelem 1:100,000 Quadrangle, Washington, the Geologic Map of the Quaternary Deposits of the Pothole Quadrangle, Okanogan County, Washington and the Geologic Map of the Omak 1:100,000 Quadrangle, Okanogan County, Washington, for information regarding site geology.

Based on the Nespelem 1:100,000 Quadrangle, the Schoolhouse Loop Road and Columbia River Road alignments traverse three geologic units: (1) glacial drift (Qgd) consisting of undivided glacial outwash, till, ice-contact and terrace deposits; (2) glaciolacustrine and catastrophic flood deposits (Qglf) consisting of a series of upward fining layers of sand and silt; and (3) alluvium (Qa) consisting of silt, sand and gravel deposited along streambanks.

Based on the Quaternary Deposits of the Pothole Quadrangle, geologic units underlying the Rocky River HUD Road, Moccasin Flat HUD Road and Lone Pine HUD Road alignments are mapped as coalescing alluvial-fan deposits (Qcaf). This geologic unit consists of coarse sand and pebbles (gravel) with zones of cobbles and small boulders.

Based on the Omak 1:100,000 Quadrangle, the geologic unit underlying the Malott HUD Road alignment is mapped as glacial outwash (Qgo). This geologic unit consists of clay, silt, sand and gravel deposited by glacial meltwater.

3.2. Soil Survey Review

3.2.1. General

We reviewed the Natural Resource Conservation Service (NRCS) on-line web soil survey for information regarding typical shallow soil conditions at the project alignments. The approximate locations of mapped soil survey units are shown on the Site Plans, Figures 2 through 6. Descriptions of the mapped soil survey units are presented in Tables 2 through 5.

TABLE 2. MAPPED SOIL SURVEY UNIT DESCRIPTIONS – SCHOOLHOUSE LOOP ROAD AND COLUMBIA RIVER ROAD

Soil Unit	Description
22 – Aquic Xerofluvents, warm, 0 to 3 percent slopes	Alluvium; underlain by reworked glacial outwash in areas. Fine sandy loam becoming extremely gravelly coarse sand to silt loam with increasing depth.
95 – Conconully stony fine loamy sand, 3 to 25 percent slopes	Glacial till mixed with loess and volcanic ash. Stony ashy fine sandy loam becoming gravelly fine sandy loam with increasing depth.
96 – Conconully stony fine loamy sand, 25 to 65 percent slopes	Glacial till mixed with loess and volcanic ash. Stony ashy fine sandy loam becoming gravelly fine sandy loam with increasing depth.
159 – Ewall gravelly loamy sand, 30 to 60 percent slopes	Sandy glacial outwash. Gravelly loamy sand becoming gravelly sand with increasing depth.
262 – Malott stone very fine sandy loam, 3 to 25 percent slopes	Glacial till with a mantle of loess. Stony very fine sandy loam with increasing gravel content with increasing depth.
300 – Narcisse silt loam, 0 to 3 percent slopes	Alluvium. Silt loam become sandy loam and gravelly loam with increasing depth.
301 – Nespelem Silt Loam, 0 to 5 percent slopes	Loess overlying glacial lake sediments. Silt loam becoming cemented silt loam and very fine sandy loam to silty sand with increasing depth.
328 – Owhi loam, 0 to 8 percent slopes	Glacial outwash mixed with loess. Ashy loam; increasing gravel content with increasing depth.
427 – Skaha-Rock outcrop complex, 30 to 65 percent slopes	Glacial outwash. Loamy sand with increasing gravel content with increasing depth.

TABLE 3. MAPPED SOIL SURVEY UNIT DESCRIPTIONS – ROCKY RIVER HUD ROAD

Soil Unit	Description
36 – Beverly gravelly loamy sand, 2 to 25 percent slopes	Recent alluvium. Gravelly loamy sand becoming extremely gravelly coarse sand with increasing depth.

TABLE 4. MAPPED SOIL SURVEY UNIT DESCRIPTIONS – MOCCASIN FLATS HUD ROAD/LONE PINE HUD ROAD

Soil Unit	Description
36 – Beverly gravelly loamy sand, 2 to 25 percent slopes	See Table 2 above.
67 – Cashmere fine sandy loam, 0 to 5 percent slopes	Glaciofluvial material with a component of loess. Fine sandy loam.
71 – Cashmont gravelly sandy loam, fan, 3 to 15 percent slopes	Alluvium mixed with loess. Gravelly sandy loam with increasing gravel content with increasing depth.
354 – Pogue fine sandy loam, 0 to 5 percent slopes	Loess over and mixed with glacial outwash (coarser material). Fine sandy loam becoming very gravelly sand with increasing depth.
463 – Strat gravelly fine sandy loam, 0 to 10 percent slopes	Glacial outwash with loess in the upper parts. Gravelly fine sandy loam becoming extremely cobbly coarse sand with increasing depth.

TABLE 5. MAPPED SOIL SURVEY UNIT DESCRIPTIONS – MALOTT HUD ROAD

Soil Unit	Description
353 – Pits, sand and gravel	Aggregate pit.
355 – Pogue fine sandy loam, 5 to 10 percent slopes	Glacial outwash mixed with loess in the upper parts. Fine sandy loam becoming very gravelly sand with increasing depth.
357 – Pogue gravelly fine sandy loam, 0 to 10 percent slopes	Glacial outwash mixed with loess in the upper parts. Gravelly fine sandy loam becoming very gravelly coarse sand with increasing depth.
359 – Pogue stony fine sandy loam, 25 to 65 percent slopes	Glacial outwash mixed with loess in the upper parts. Stony fine sandy loam becoming very gravelly coarse sand with increasing depth.
424 – Skaha extremely gravelly loamy sand, 30 to 65 percent slopes	Glacial outwash. Extremely gravelly loamy sand becoming extremely gravelly coarse sand with increasing depth.

4.0 SITE EXPLORATIONS

4.1. General

We evaluated site conditions along the project alignments by completing a site reconnaissance, by drilling 17 borings and completing 17 pavement cores including:

- Five borings (B-1 through B-5) and five pavement cores (C-1 through C-5) along Schoolhouse Loop Road.
- Two borings (B-6 and B-7) and two pavement cores (C-6 and C-7) along Columbia River Road.
- Two borings (B-8 and B-9) and two pavement cores (C-8 and C-9) along Rocky River HUD Road.
- Three borings (B-10 through B-12) and three pavement cores (C-10 through C-12) along Moccasin Flat HUD Road.
- Two borings (B-13 and B-14) and two pavement cores (C-13 and C-14) along Lone Pine HUD Road.
- Three borings (B-15 through B-17) and three pavement cores (C-15 through C-17) along Malott HUD Road.

The borings were drilled to a depth on the order of about 5 feet below existing pavement grade using a hollow-stem auger drill rig. Soil samples were obtained from the borings and pavement cores for visual classification and transported to GeoEngineers' laboratory for evaluation and testing of select samples to assess pertinent physical and engineering characteristics. Descriptions of the field equipment and procedures, and logs of the explorations, are presented in Appendix A. A description of laboratory testing procedures and laboratory test results are presented in Appendix B.

Dynamic Cone Penetrometer (DCP) testing also was completed at the pavement core locations. A description of the DCP test procedure and test results are presented in Appendix C.

4.2. Surface Conditions/Site Reconnaissance

4.2.1. General

Schoolhouse Loop Road and Columbia River Road are situated immediately west and southwest of Nespelem, Washington. Within the project alignments, these roads consist of approximate 20- to 30-foot-wide, two-lane roadways adjacent to generally undeveloped land and occasional residential properties.

Rocky River HUD Road, Moccasin Flat HUD Road, and Lone Pine HUD Road are situated approximately northwest of Omak, Washington, along the east bank of the Okanogan River. Within the project alignments, these roads consist of approximate 20- to 25-foot-wide, unmarked paved surfaces servicing their namesake HUD neighborhoods.

Malott HUD Road is situated southeast of Malott, Washington, across the Okanogan River. Within the project alignment, Malott HUD Road consists of an approximate 20- to 25-foot-wide, unmarked paved surface servicing its namesake HUD neighborhood.

4.2.2. Pavement Surface Condition Rating

We evaluated surface conditions along the alignments associated with the project by completing a pavement surface condition assessment.

We used the Washington State, Department of Transportation (WSDOT) *Pavement Surface Condition Field Rating Manual for Asphalt Pavements* to evaluate the project alignments for the following pavement defects and distress:

■ Rutting and Wear

- Low: ¼-inch to ½-inch
- Medium: ½-inch to ¾-inch
- High: greater than ¾-inch

■ Alligator Cracking

- Low: Branched, longitudinal, discontinuous thin cracks are beginning to interconnect and form the typical alligator pattern with no spalling.
- Medium: Cracking is completely interconnected and has fully developed alligator pattern. Some spalling may appear at the edges of cracks. The cracks may be greater than ¼-inch wide, but the pavement pieces are still in place.
- High: The pattern of cracking is well developed. Spalling is very apparent at the crack. Individual pieces may be loosened and may rock under traffic. Pieces may be missing. Pumping of fines up through the cracks may be evident.

■ Longitudinal Cracking

- Low: Cracks have very little or no spalling along the edges and are less than ¼-inch in width. If the cracks are sealed and the width of the crack prior to sealing is invisible, they are classified as Low Severity.

- Medium: Cracks have little or no spalling but they are greater than ¼-inch in width. There may be a few randomly spaced low severity connecting cracks near the main crack or at the corners of the intersecting cracks.
 - High: Cracks are spalled and there may be several randomly spaced cracks near the main crack or at the corners of the intersecting cracks. Pieces are visibly missing along the crack. At some point, the longitudinal cracking becomes alligator cracking.
- Transverse Cracking – Severity definitions are identical to Longitudinal Cracking, above.
- Raveling and Aging
 - Low: The aggregate and/or binder has started to wear away but has not progressed significantly. The pavement only appears slightly aged and slightly rough.
 - Medium: The aggregate and/or binder has worn away and the surface texture is moderately rough and pitted. Loose particles may be present, and fine aggregate is partially missing from the surface.
 - High: The aggregate and/or binder has worn away significantly, and the surface texture is very pitted and very rough. Fine aggregate is essentially missing from the surface, and pitting extends to a depth approaching one half the coarse aggregate size.
- Patches
 - Low: Patch has at most low severity of any type.
 - Medium: Patch has medium severity distress.
 - High: Patch has high severity distress of any type.

The primary pavement defect and distress features observed along the four alignments are as follows:

- Schoolhouse Loop Road pavements generally exhibited high severity longitudinal cracking and medium severity transverse cracking along most of the length of the road. Medium severity alligator cracking was also present, especially near the pavement edges. Medium to high severity rutting from deflection of the base/subgrade was also visible in portions of Schoolhouse Loop Road.
- Columbia River Road pavements were generally in poor condition. The pavements generally exhibited medium severity longitudinal and transverse cracking along most of the alignment. Medium severity alligator cracking extended for several hundred feet in areas, and medium severity distressed patches within alligator cracking areas are also present. Medium to high severity rutting from deflection of the base/subgrade is also visible along most of the alignment.
- Pavements north of the entrance connecting Rocky River Hud Road to Omak Riverside Eastside Road tend to be in very poor condition, exhibiting high severity longitudinal cracking and alligator cracking. Pavements south of the entrance road tend to be in poor condition with medium to high severity longitudinal, transverse and alligator cracking. Potholes are present throughout the site.
- Moccasin Flat Hud Road pavements are generally in very poor condition. The pavements generally exhibited high severity alligator cracking and distressed patching. Many potholes are present within the site.

- Lone Pine Hud Road pavements are generally in poor to moderate condition. The pavements generally exhibited medium severity transverse and longitudinal cracking throughout with areas of high severity longitudinal cracking near the pavement edges. Several portions of the road have patches that have completely deteriorated. Medium to high severity alligator cracking is present along several areas on the road. Some potholes are present throughout the site.
- Malott Road pavements tended to be in moderate condition, generally with low to medium severity longitudinal and transverse cracking. Some potholes also are present throughout the site. Medium to high severity transverse cracking is present near the cul-de-sac portion of Malott Road.

4.3. Subsurface Conditions

4.3.1. Asphalt Concrete (AC) Surfacing

The existing AC surfacing thicknesses measured at locations of our borings and pavement cores are presented in Table 6.

TABLE 6. EXISTING AC THICKNESS

Location	Boring/Core Number	AC Thickness Range (inches)	Average AC Thickness (inches)
Schoolhouse Loop Road	B-1 through B-5, C-1 through C-5	1.5 – 2.75	2
Columbia River Road	B-6 and B-7, C-6 and C-7	2 – 2.5	2.25
Rocky River HUD Road	B-8 and B-9, C-8 and C-9	0.5 – 3.5	2
Moccasin Flat HUD Road	B-10 through B-12, C-10 through C-12	1 – 1.5	1.5
Pine Flat HUD Road	B-13 and B-14, C-13 and C-14	1 – 1.5	1.25
Malott HUD Road	B-15 through B-17, C-15 through C-17	1 – 3.5	1.75

4.3.2. Aggregate Base

4.3.2.1. General

We generally encountered aggregate base course below existing pavement at most of the explorations. Based on results of laboratory testing, most of the existing aggregate base does not meet gradation criteria for either crushed surfacing base course (CSBC) or crushed surfacing top course (CSTC) specified in the WSDOT 2016 Standard Specifications for Road, Bridge and Municipal Construction (Standard Specifications). More critically, the existing aggregate base does not meet WSDOT criteria for percent fracture.

The existing aggregate base thicknesses measured at the locations of each of our borings and pavement cores within the project alignment are presented in Table 7.

TABLE 7. EXISTING AGGREGATE BASE THICKNESS

Location	Boring/Core Number	Aggregate Base Thickness Range (inches)	Average Aggregate Base Thickness (inches)
Schoolhouse Loop Road	B-1 through B-5, C-1 through C-5	3.5 – 8	5.5
Columbia River Road	B-6 and B-7, C-6 and C-7	4.5 – 12	8
Rocky River HUD Road	B-8 and B-9, C-8 and C-9	0 – 3.5	1.5
Moccasin Flat HUD Road	B-10 through B-12, C-10 through C-12	3 – 8	5.5
Pine Flat HUD Road	B-13 and B-14, C-13 and C-14	3 – 6.5	5.25
Malott HUD Road	B-15 through B-17, C-15 through C-17	3.5 – 8	5

4.3.3. Subgrade

Subgrade soil encountered at the locations of most of the borings for all six roads generally consisted of loose to medium dense, silty fine to medium sand with variable silt and gravel content. We also encountered cobbles at several exploration locations conducted within the residential roads. We characterized the subgrade soil as having moderate strength, low compressibility and moderate susceptibility to changes in moisture content.

4.3.4. Exploration Summary

Below is a summary of the surfacing and subgrade conditions encountered in our explorations:

TABLE 8. EXPLORATION SUMMARY

Road	Exploration	Pavement Thickness (in)	Aggregate Base Thickness (in)	Total Section Thickness (in)	Subgrade Soil Type	Notes
Schoolhouse Loop Rd	B-1	1.75	8	9.75	Silty Sand	
	C-1	1.5	5.5	7	Silty Sand	
	B-2	1.5	5	6.5	Silty Sand	
	C-2	1.5	5.5	7	Silty Sand	
	B-3	1.75	6	7.75	Sand	
Columbia River Rd	C-3	1.75	6.25	8	Silty Sand	
	B-4	2.25	8	10.25	Silty Sand	
	C-4	2.75	4.25	7	Silty Sand	
	B-5	2	5	7	Silty Sand	
	C-5	2	3.5	5.5	Silty Sand	
Columbia River Rd	B-6	2	4.5	6.5	Silty Sand	
	C-6	2.5	5.5	8	Silty Sand	

Road	Exploration	Pavement Thickness (in)	Aggregate Base Thickness (in)	Total Section Thickness (in)	Subgrade Soil Type	Notes
	B-7	2.5	10	12.5	Silty Sand	
	C-7	2	12	14	Silty Sand	
Rocky River Hud Rd	B-8	1.5	0	1.5	Silty Sand/Sand	Cobbles
	C-8	0.5	0	0.5	Silty Sand/Sand	DCP Refusal
	B-9	2.5	3	5.5	Silty Sand	
	C-9	3.5	3.5	7	Silty Sand	
Moccasin Flat Hud Rd	B-10	1.25	3	4.25	Silty Sand	Cobbles
	C-10	1	4.5	5.5	Silty Sand	
	B-11	1.25	8	9.25	Silty Sand	
	C-11	1.5	4.5	6	Silty Sand	
	B-12	1.25	8	9.25	Silty Sand	
	C-12	1	5.5	6.5	Silty Sand	
Lone Pine Hud Rd	B-13	1	3	4	Silty Sand	Cobbles
	C-13	1.5	6.5	8	Silty Sand	
	B-14	1.5	6	7.5	Silty Sand	
	C-14	1.5	5.5	7	Silty Sand	
Malott Hud Rd	B-15	1.25	4	5.25	Silty Sand	Cobbles
	C-15	1	3.5	4.5	Silty Sand	
	B-16	1.25	5	6.25	Silty Sand	
	C-16	1.5	4.5	6	Silty Sand	
	B-17	2	8	10	Silty Sand	Cobbles
	C-17	3.5	4.5	8	Silty Sand	

Notes: Highlighted = Total section thickness less than 6 inches.

4.3.5. Groundwater

We did not encounter groundwater at the locations of our explorations within the depths explored. We anticipate that depth to groundwater along the project alignments will be highly variable, given the elevation differences and topographic relief and the distance between each site and the closest surface water feature. Near surface water bodies, depth to groundwater likely will be shallower, and influenced by nearby water levels.

However, based on our experience, perched groundwater can be present on low-permeability confining layers such as fine-grained silt. The occurrence, volume and extent of shallow perched groundwater generally depends on a number of factors including precipitation, irrigation, snow melt or other forms of groundwater recharge, and surface and subsurface drainage conditions.

5.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the results of our site reconnaissance, subsurface explorations, laboratory testing and engineering analyses, it is our opinion that rehabilitation/reconstruction of the subject alignments is feasible. Based on discussions with TD&H and CCTDOT staff, we understand that BST are not a preferred surfacing alternative. Therefore, we evaluated pavement thickness designs based on HMA surfacing.

The following presents our general conclusions:

- Overlays or mill and inlay/overlays are not feasible, in our opinion. This is based on the limited existing AC surfacing thickness and current generally poor condition of the pavement. In our opinion, attempts to overlay the existing pavement likely will result in reflective cracking of the overlay resulting in premature pavement failure. While use of geotextile stress absorbing membrane interlays (SAMI) might reduce the severity of reflective cracking, or extend the time until reflective cracking occurs, we believe that because of the combination of thin existing pavement structure and degree of fatigue cracking, use of SAMIs will not substantially reduce the risk of premature failure of overlays.
- Reconstruction is feasible, in our opinion. This includes removal of existing surfacing, aggregate base and subgrade, as required, to construct new pavement sections consisting of CSBC and HMA surfacing.
- Rehabilitation of School House Loop Road and Columbia River Road using FDR/CTB also is feasible, in our opinion. We do not recommend using rehabilitation for the other project roads given the thin existing pavement layers and presence of cobbles within the underlying subgrade. Several issues should be considered during design and construction using FDR including:
 - The thickness of existing surfacing and aggregate base is variable along the project alignments. Therefore, pulverization and mixing of existing pavement materials will result in varying percentages of these materials available for incorporation into the final CTB mix.
 - Most of our explorations indicate there is sufficient existing AC and aggregate base thickness to construct a 6-inch-thick CTB section. However, we encountered less than 6 inches of total pavement section at one exploration along Schoolhouse Loop Road, as highlighted in Table 8. Therefore, FDR/CTB plans and budgets should include provisions for importing additional CSBC within the portions of the alignment where existing pavement section thicknesses are less than 6 inches to augment thin existing sections.
 - Cobbles and boulders within the zone of planned pulverization can create difficulties for the FDR contractor. While we did not encounter cobbles greater than about 3 inches in dimension in the explorations conducted in School House Loop Road and Columbia River Road, we recommend that contingency plans should be incorporated into the contract documents to handle processing of oversized material, such as overexcavation and replacement with CSBC where cobbles and boulders are encountered within the zone of pulverization, in the event such material is encountered.
 - Use of FDR should consider grade changes to the alignments. FDR and cement treatment typically result in about 10 percent increase (swell) of the treated material. Additionally, placement of a surfacing layer increases the final alignment grade equal to the surfacing thickness, which could affect lane widths and roadside ditch geometry.

- In our opinion, several considerations should be evaluated by the CCTDOT during selection of rehabilitation/reconstruction alternative. In our opinion, there is greater risk of variable long-term performance of FDR/CTB pavement compared to a reconstructed pavement section because of the variability in existing pavement section thicknesses. Variability in existing pavement sections could result in variable long-term pavement performance of CTB sections.
- We did not observe areas during our site reconnaissance that indicated overexcavation and soft spot repair will be required. However, the contractor should be prepared to excavate soft spots if encountered during construction (either during pulverization for FDR or during subgrade preparation for reconstruction). Additionally, subgrade soil is moisture sensitive. Therefore, rehabilitation or reconstruction should be conducted during extended periods of warm, dry weather to reduce the potential for exposed subgrade soil to become muddy and unstable under construction traffic, which could result in additional overexcavation for soft spot repair.
- Long-term performance of pavements is highly dependent on providing suitable drainage. Therefore, maintaining adequate surface drainage will be critical to the long-term performance of the project pavements. Roadside ditches should be improved, where necessary, to properly convey surface water to suitable discharge points. Surface water which is allowed to infiltrate beneath pavements (either directly through cracks in pavement, or because roadside ditches allow for water to flow into subbase or subgrade soil) will significantly reduce the design life of the pavements.
- Our recommended pavement sections are based on the condition that a typical pavement management program will be implemented for the project alignments. Such programs typically include routine evaluation and maintenance of roadways, such as crack sealing and fog or chip sealing at regular intervals. Failure to provide routine maintenance could result in premature failure of pavements.

The following sections of this report present our specific recommendations for design and construction of the subject alignments.

6.0 PAVEMENT THICKNESS DESIGN

6.1. Material Specifications

Pavement materials for rehabilitation or reconstruction of the project alignments should conform to applicable sections of the WSDOT Standard Specifications. We recommend that HMA meet criteria for Class ½-inch, PG 64-28. HMA mix design test requirements should be followed as outlined in Section 5-04.3(7)A and 9-03.8(2) of the WSDOT Standard Specifications. We recommend testing requirements be based on equivalent single axle load (ESAL) values between 0.3 and 3 million for Schoolhouse Loop Road and Columbia River Road; and less than 0.3 million ESALs for the other project alignments. Alternatively, each of the projects may be based on the mix design for 0.3 to 3 million ESALs if the projects will use the same mix design. Note that mix design is based on the number of ESALs for a 20-year design life.

6.2. Pavement Thickness Design

We used the procedures outlined in the AASHTO 1993 Pavement Design Guide in completing pavement thickness design calculations for this project. The following parameters were used in our analyses:

- Subgrade resilient modulus (M_r) value of 10,000 pounds per square inch (psi). This is based on analysis of SPT N-values from borings, DCP test results and soil type encountered in the explorations.
- We based the ESAL values we used in our analyses for Columbia River Road and Schoolhouse Loop Road on traffic counts performed by Wee Count between October 7 and 12, 2018. The traffic counts and our ESAL calculations are presented in Appendix D. We used the following ESAL values in our analyses:
 - Columbia River Road – 230,582 ESALs
 - Schoolhouse Loop Road – 94,007 ESALs
- We assumed an ESAL value of 10,000 for residential roads: Rocky River HUD Road, Moccasin Flat HUD Road, Lone Pine HUD Road and Malott HUD Road.
- A reliability of 75 percent, in general accordance with AASHTO guidelines for rural roads.
- A standard deviation of 0.45 for rehabilitation and 0.49 for reconstruction, in accordance with AASHTO and WSDOT design guidelines.
- An initial serviceability index of 4.2, and a terminal serviceability index of 2.5, change in serviceability of 1.7, in general accordance with AASHTO design guidelines.
- Layer coefficients, in accordance with WSDOT design guidelines of: 0.50 for HMA; 0.20 for CTB, and 0.13 for CSBC.
- A drainage coefficient of 1.0 for all pavement layers.

In general, we considered the following criteria when evaluating pavement thickness design scenarios:

- The design CTB layer should be thicker than the thickest measurement of existing AC surfacing in order to completely pulverize existing surfacing.
- The design CTB layer generally should not be thicker than the total thickness of existing pavement structure (AC surfacing plus aggregate base and subbase, where present). The exception is for isolated locations, or unless plans include importing additional CSBC for use in the CTB layer to augment the existing pavement material, or the cement content of the CTB layer is adjusted to account for incorporation of subgrade soil into the CTB mix.
- The design CTB layer should be at least 6 inches thick, and not be more than 1 foot thick for constructability purposes (eliminate requirement for multiple lifts of CTB in order to achieve compaction specifications). Ideally, CTB thicknesses are in the range of about 8 to 12 inches. However, existing pavement thicknesses are not sufficient to construct CTB layers thicker than about 6 inches.
- From a long-term pavement performance standpoint, a minimum HMA thickness of 2.5 inches for low-volume road and at least 3 inches for high volume roads, with increased CTB layer thickness, where applicable, should be considered.

Within these parameters, and based on the results of our evaluations, and review of applicable pavement thickness guidelines and standards, we completed pavement thickness design analyses for the project alignments. Our recommended pavement thicknesses are presented in Table 9 for the rehabilitation

alternative and Table 10 for the reconstruction alternative. For both alternatives, we also evaluated pavement thickness design using HMA surfacing.

TABLE 9. PAVEMENT THICKNESS DESIGN RECOMMENDATIONS FOR REHABILITATION

Roadway	Alternative	HMA (inches)	CTB (inches)	Notes
Schoolhouse Loop Road	HMA Surfacing	2	6	See notes 1 and 2
Columbia River Road	HMA Surfacing	2.5	6	See note 2

Notes: ¹Total existing pavement thickness measured in at least one of our explorations was less than the design CTB layer for the design CTB section. Importing CSBC in order to provide sufficient thickness of material for construction of design CTB layer or adjusting the cement content of the CTB mix likely will be required within limited areas in order to provide an equivalent CTB section in the areas described below. Refer to following paragraphs for additional information.

²Following pulverization of existing pavement and base course, some spreading of the pulverized material likely will be required to establish final roadway cross sections. Final thicknesses of CTB layer should not be less than the design thickness.

TABLE 10. PAVEMENT THICKNESS DESIGN RECOMMENDATIONS FOR RECONSTRUCTION

Roadway	Alternative	HMA (inches)	CSBC (inches)
Schoolhouse Loop Road	HMA Surfacing	2.5	6
Columbia River Road	HMA Surfacing	3.5	6
Residential Roads	HMA Surfacing	2.5	4

6.3. Alternative Selection Considerations

From a constructability/long-term performance standpoint, while rehabilitation using FDR/CTB and reconstruction are both feasible, the two alternatives present different risks, in our opinion. Given the variability in the thickness and quality of existing pavement sections, use of FDR/CTB rehabilitation presents an increased risk compared to reconstruction. This increased risk should be considered as part of the selection process. Increased risks for rehabilitation can at least be partially mitigated by including provisions and budgets in the project plans for overexcavation and replacement in case oversized materials are encountered during pulverization, and augmenting existing pavement and subbase materials with suitable imported material where existing materials are insufficient to construct the design CTB section.

6.4. Site Preparation

Site preparation activities will depend on the selected rehabilitation/reconstruction alternative. For reconstruction, earthwork and subgrade preparation should be conducted in accordance with Section 2-03 and 2-06 of the WSDOT Standard Specifications.

For the rehabilitation alternative, pulverization and mixing activities should extend to a depth below pavement grade as needed to construct the design CTB thickness and cross section for each project alignment. If imported CSBC or subbase is required for inclusion in the CTB layer in order to augment existing pavement materials to construct the design CTB layers, we recommend that the CSBC meet criteria for “Crushed Surfacing Base Course” as outlined in Section 9-03.9(3) of the WSDOT Standard Specifications. Subbase, if used, should meet the following gradation criteria:

Based on the results of our explorations, the contractor should be prepared to encounter coarse gravel and cobbles during pulverization and mixing. Following initial pulverization and mixing activities, the material should be graded and trimmed, so that, following compaction, the grade of the CTB layer meets designed grades and cross sections.

For either the rehabilitation or reconstruction alternative, we recommend establishing minimum 2 percent cross slopes in the CTB or subgrade, respectively, to promote drainage away from the pavement section.

If soft spots are encountered during pulverization or other grading activities for either rehabilitation or reconstruction, such that subgrade soil cannot support construction equipment, those areas should be corrected and made stable before construction proceeds. This typically can be achieved by removing soft subgrade soil to a depth of about 2 feet below subgrade elevation, and replacing with imported structural fill. Imported structural fill should consist of a well-graded sand or sand and gravel mixture with less than about 10 percent passing the U.S. No. 200 sieve, generally meeting criteria for "Gravel Borrow" in accordance with Section 9-03.14(1) of the 2016 edition of the WSDOT Standard Specifications. If subgrade soil is still soft at a depth of 2 feet below planned subgrade elevation, we recommend a geotextile fabric meeting criteria for "Stabilization" in accordance with Section 9-33 of the WSDOT Standard Specifications be placed between the soft, on-site fine-grained subgrade soil and overlying imported structural fill. In our opinion, on-site subgrade soil is not suitable for reuse as structural fill and should be removed and properly disposed of offsite if excavated for soft spot repair.

We recommend that the CTB layer be compacted to at least 95 percent of maximum dry density based on the ASTM D 558 laboratory test procedure. The moisture content should be within 2 percent of optimum moisture content at the start of compaction. For reconstruction, we recommend soil exposed at working subgrade be moisture conditioned and compacted to at least 95 percent of maximum dry density (MDD) in accordance with Section 2-06 of the WSDOT Standard Specifications. Borrow and CSBC also should be compacted to at least 95 percent of MDD. Bulk samples should be obtained from the field and tested in the laboratory in accordance with ASTM D 558 before initial pulverization and mixing activities to develop a mix design (percent cement) for the CTB layers, as well as establish CTB layer maximum dry density and optimum moisture content. Additional laboratory testing should be conducted if changes in material type or significant percentages of materials within the mixture change.

Alternatively, for CTB layers, compaction specifications may be established in the field using a test strip. In that case a test section should be established prior to the beginning of compaction. During establishment of the performance test, density tests should be taken at about three to five pre-selected locations within the test section after each pass of the compaction equipment. Compaction and testing cycles should be continued until either: (1) there is less than about 0.5 pounds per cubic foot (pcf) increase in dry density for each test location on two consecutive passes; or (2) there is less than 0.5 pcf increase in dry density on the average of all of the test locations for two consecutive passes. The average dry density measured at the end of performance testing should then be used as the maximum dry density for further field density measurements. Processed material should then be uniformly compacted to at least 98 percent of the maximum dry density determined from the test strip. The moisture content should be within 2 percent of optimum moisture content at the start of compaction. Additional test strips should be established and tested if changes in material type or significant percentages of materials within the mixture are observed during pulverization and mixing activities.

As indicated below, CTB layers should be designed to provide sufficient long-term strength to support surfacing from design traffic, but not so strong as to become brittle and prone to shrinkage cracking, which can reflect up through surfacing layers. One option to reduce the potential for reflective shrinkage cracking is to conduct micro-cracking of the CTB layer before placement of HMA surfacing. Micro-cracking consists of several passes of a large vibratory roller about 24 to 48 hours after CTB placement to induce many microcracks, as opposed to a few larger shrinkage cracks.

6.5. CTB Mix Design

Mix design was not conducted as part of our services. We recommend that pre-construction mix design be completed on representative bulk samples of material collected from the project pavements. We recommend that target 7-day unconfined compression strengths for CTB samples be between about 400 pounds psi and 600 psi. In general, lower bound unconfined compression strength ensures sufficient strength of the CTB to meet the structural coefficient characteristics used in pavement thickness design, and provides suitable long-term stability to resist environmental degradation due to wetting/drying and freeze/thaw cycles. Keeping cement contents below the upper bound unconfined compression strength limit reduces the potential for post-construction contraction of the CTB layer due to hydration of the cement, which could result in shrinkage cracks in the CTB layer, which in turn could reflect up through the HMA surface layer. For preliminary estimating or bidding purposes, based on the existing pavement thicknesses and materials, we suggest assuming the cement content of the project CTB layers will be about 4 percent.

As stated previously, based on the results of our explorations, portions of some of the subject alignments do not have sufficient total pavement thickness to construct the design CTB sections. One option is to incorporate imported CSBC into the CTB mix. Another alternative is to pulverize, mix and incorporate subgrade soil into the CTB mix in order to construct the design CTB sections. However, this option might require modifying the cement content to account for increased fines content of the subgrade soil.

We recommend that the areas estimated to have existing pavement thickness less than the design CTB sections be further evaluated, preferably before pulverization, but at a minimum during pulverization activities, in order to accurately delineate the extent of the subject alignments where modifications in the cement content of the CTB mix are appropriate, or where imported CSBC is required for augmentation. We further recommend the cement content of the CTB be adjusted in those areas where subgrade soil is incorporated into the CTB section, based on additional laboratory testing. In our opinion, an assumed cement content of 6 percent (by weight) should be suitable for estimating and bidding purposes for those areas where subgrade soil will be incorporated into the CTB sections.

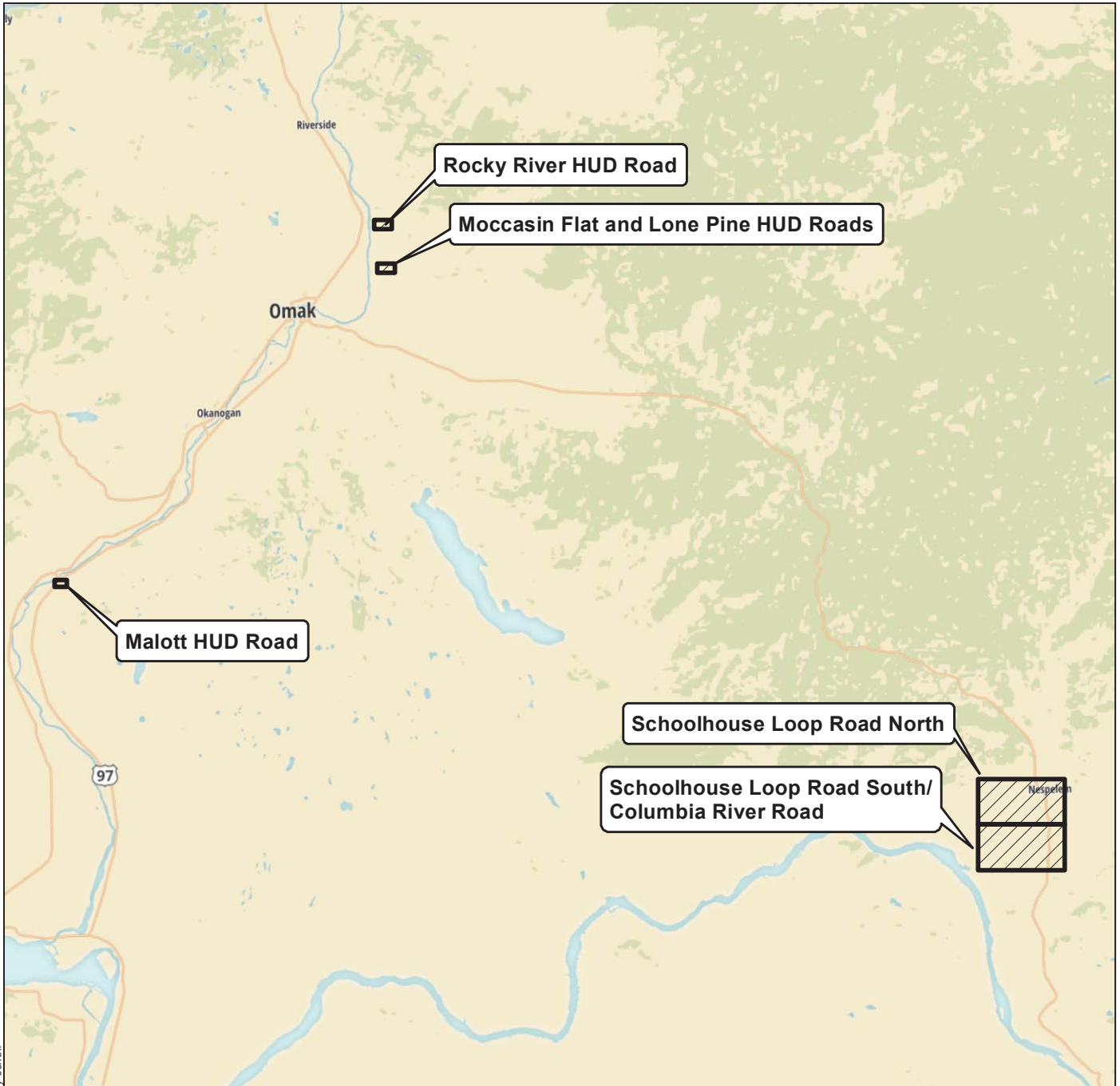
7.0 LIMITATIONS

We have prepared this report for TD&H Engineering. Client may distribute copies of this report to the Colville Confederated Tribes Department of Transportation and their authorized agents and regulatory agencies as may be required for the project.

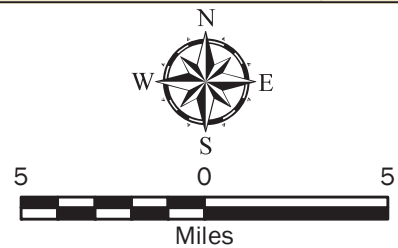
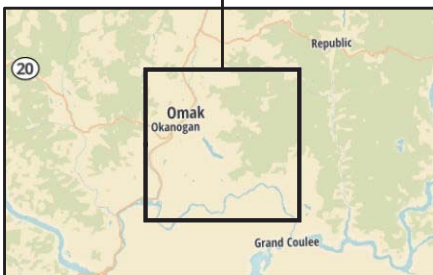
Within the limitations of scope, schedule and budget, our services have been executed in accordance with generally accepted practices in the field of geotechnical engineering in this area at the time this report was prepared. The conclusions, recommendations and opinions presented in this report are based

on our professional knowledge, judgment and experience. No warranty or other conditions, express or implied, should be understood.

Please refer to the appendix titled “Report Limitations and Guidelines for Use” for additional information pertaining to use of this report.



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Vicinity Map

CCTDOT Pavement Rehabilitation Projects
Okanogan County, Washington



Figure 1

Notes:

1. The locations of all features shown are approximate.
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.

Data Source: Mapbox Open Street Map, 2016

Projection: NAD 1983 StatePlane Washington North FIPS 4601 Feet



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Notes:

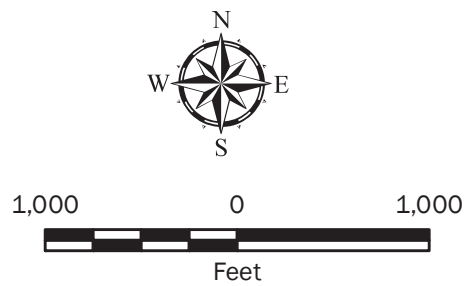
1. The locations of all features shown are approximate.
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.

Data Source: Imagery from ESRI. Streets from Okanogan County, GIS, <https://okanogancounty.org>.
 NRCS Soils data from <https://websoilsurvey.sc.egov.usda.gov>.


Projection: NAD 1983 StatePlane Washington North FIPS 4601 Feet

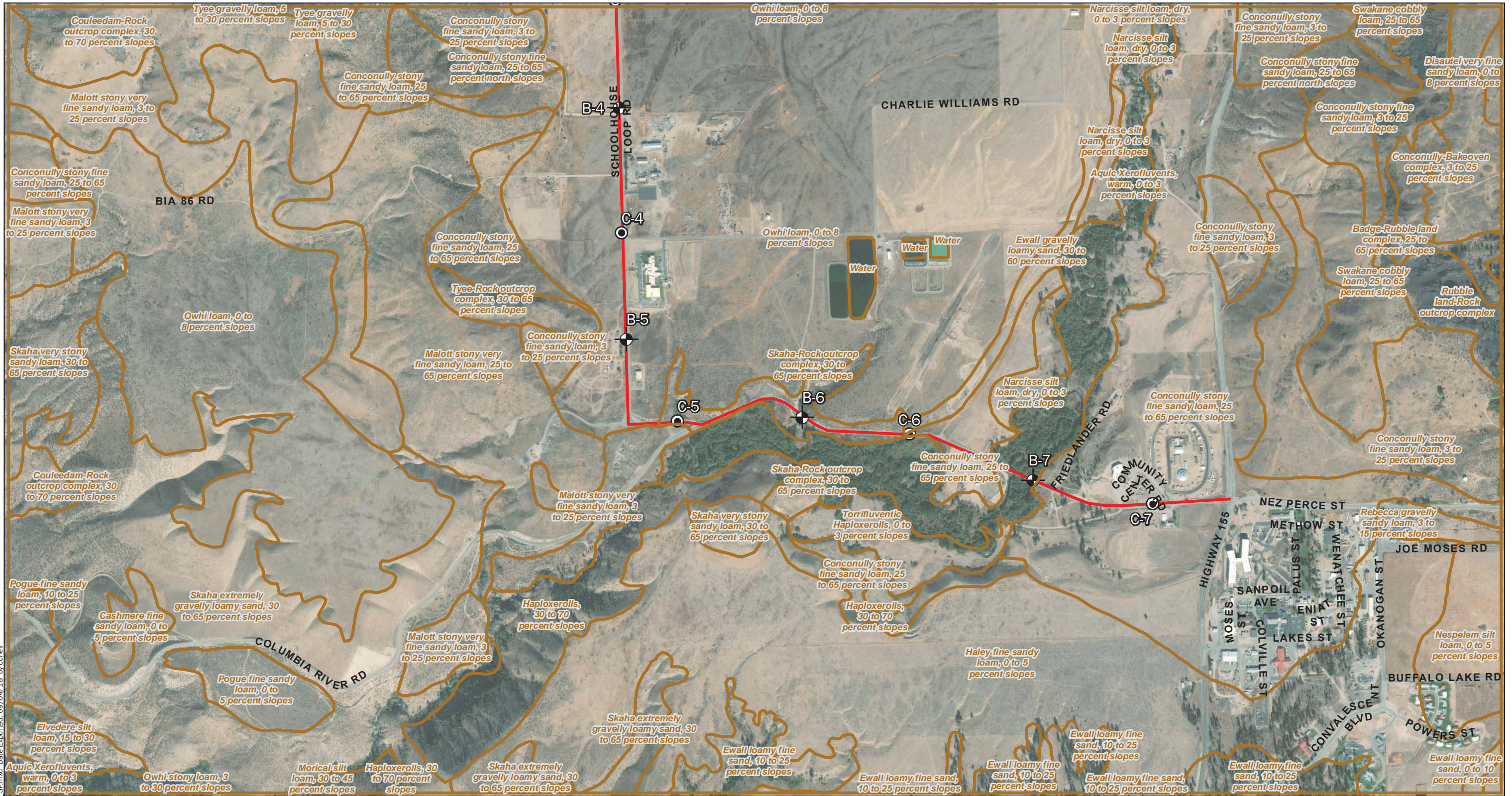
Legend

-  Boring Number and Approximate Location
-  Pavement Core Number and Approximate Location
-  Project Extents
-  NRCS Soils Boundary



1,000 0 1,000
Feet

Site Plan: Schoolhouse Loop Road North	
CCTDOT Pavement Rehabilitation Projects Okanogan County, Washington	
	Figure 2



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Data Source: Imagery from ESRI. Streets from Okanogan County, GIS, <https://okanogancounty.org>.
 NRCS Soils data from <https://websoilsurvey.sc.egov.usda.gov>.

Projection: NAD 1983 StatePlane Washington North FIPS 4601 Feet

Legend

- Boring Number and Approximate Location
- Pavement Core Number and Approximate Location
- Project Extents
- NRCS Soils Boundary

1,000 0 1,000
Feet

Site Plan:
 Schoolhouse Loop Road South/Columbia River South

CCTDOT Pavement Rehabilitation Projects
 Okanogan County, Washington





Figure 3

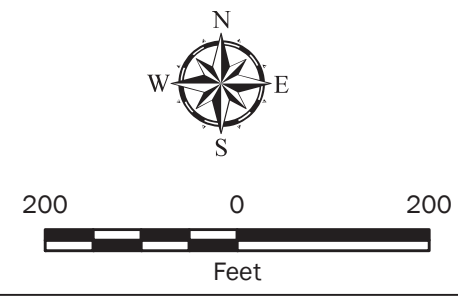


Notes:
 1. The locations of all features shown are approximate.
 2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.

Data Source: Imagery from ESRI. Streets from Okanogan County, GIS, <https://okanogancounty.org>.
 NRCS Soils data from <https://websoilsurvey.sc.egov.usda.gov>.

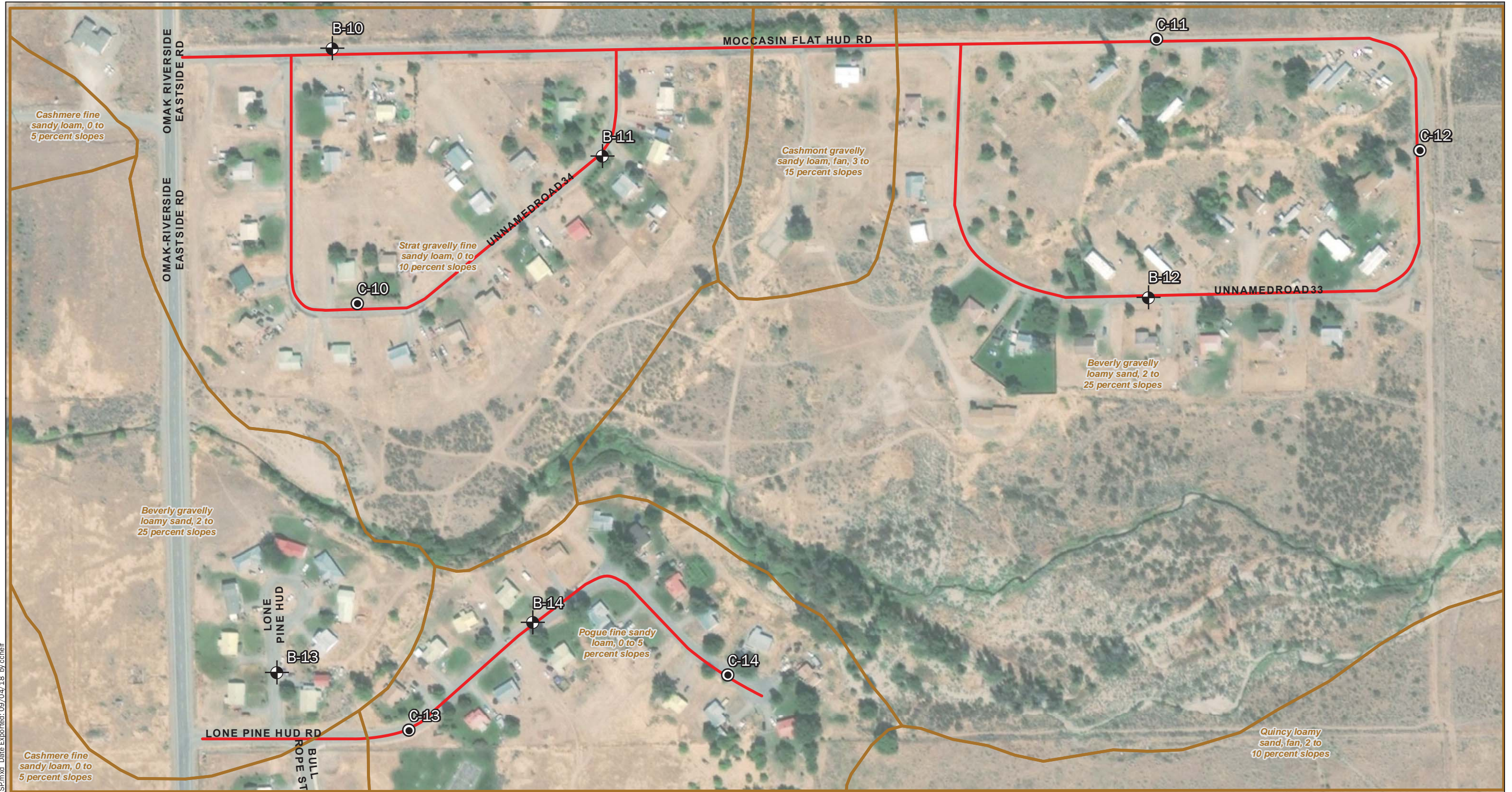
Projection: NAD 1983 StatePlane Washington North FIPS 4601 Feet

- Legend**
-  Boring Number and Approximate Location
 -  Pavement Core Number and Approximate Location
 -  Project Extents
 -  NRCS Soils Boundary



Site Plan: Rocky River HUD Road	
CCTDOT Pavement Rehabilitation Projects Okanogan County, Washington	
	Figure 4

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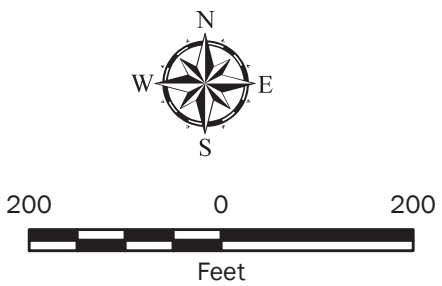
Notes:

1. The locations of all features shown are approximate.
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.

Data Source: Imagery from ESRI. Streets from Okanogan County, GIS, <https://okanogancounty.org>.
 NRCS Soils data from <https://websoilsurvey.sc.egov.usda.gov>.

Projection: NAD 1983 StatePlane Washington North FIPS 4601 Feet

- Legend**
-  Boring Number and Approximate Location
 -  Pavement Core Number and Approximate Location
 -  Project Extents
 -  NRCS Soils Boundary



Site Plan: Moccasin Flat HUD Road	
CCTDOT Pavement Rehabilitation Projects Okanogan County, Washington	
	Figure 5



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Notes:

1. The locations of all features shown are approximate.
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Data Source: Imagery from ESRI. Streets from Okanogan County, GIS, <https://okanogancounty.org>.
 NRCS Soils data from <https://websoilsurvey.sc.egov.usda.gov>.

Projection: NAD 1983 StatePlane Washington North FIPS 4601 Feet

Legend

-  Boring Number and Approximate Location
-  Pavement Core Number and Approximate Location
-  Project Extents
-  NRCS Soils Boundary



Site Plan: Mallot HUD Road	
CCTDOT Pavement Rehabilitation Projects Okanogan County, Washington	
	Figure 6

APPENDIX A

Field Explorations

APPENDIX A FIELD EXPLORATIONS

Soil and groundwater conditions along the project alignments were explored between August 6 and August 8, 2018 by drilling 17 borings and completing 17 pavement cores at the approximate locations shown in Figures 2 through 6. The borings were advanced to a depth on the order of about 5 feet below existing pavement grade using a truck-mounted, hollow-stem auger drill rig owned and operated by GeoEngineers.

Samples of soil encountered in the borings were obtained at approximate 2½-foot-depth intervals using either a 2-inch, outside-diameter standard split-barrel sampler or a 2.4-inch, inside-diameter, California-style split-barrel sampler. The samplers were driven into the soil using a 140-pound automatic hammer, free-falling 30 inches on each blow. The number of blows required to drive the samplers each of three, 6-inch increments of penetration were recorded in the field, along with visual-manual descriptions of soil based on ASTM International (ASTM) D 2488. The sum of the blow counts for the last two, 6-inch increments of penetration, unless otherwise indicated, is reported on the boring logs. The blow counts for the 2-inch, standard split-barrel sampler are reported as the N-value based on the Standard Penetration Test (SPT), which was completed in accordance with ASTM D 1586. The approximate SPT N-values for the California-style sampler also are reported on the boring logs. The conversion of non-standard penetration resistance to SPT N-values for the California-style sampler was made using the Lacroix-Horn equation (ASTM SPT-523, 1973).

The explorations were continuously monitored by an engineer from our firm who examined and classified the soil encountered and obtained representative samples. Soil encountered in the borings was classified in general accordance with ASTM D 2488 (visual-manual procedure) and the classification chart listed in Key to Exploration Logs, Figure A-1. Logs of the borings are presented in Log of Borings, Figures A-2 through A-18. The logs are based on interpretation of the field and laboratory data and indicate the depth at which subsurface materials or their characteristics change, although these changes might actually be gradual.

Pavement cores and bulk samples of pavement base and subbase were encountered, and subgrade soil also were obtained from each pavement core location. Bulk base course samples were obtained by hand-excavation. Bulk subgrade soil samples were obtained from auger cuttings.

The boring locations were recorded in the field using a Global Positioning System-enabled iPad with GISPro software. The highest published accuracy for this method is 16 feet, although the boring and pavement core locations shown on the Site Plans could be more accurate. Exploration locations should be considered accurate to the degree implied by the method used.

SOIL CLASSIFICATION CHART

MAJOR DIVISIONS			SYMBOLS		TYPICAL DESCRIPTIONS
			GRAPH	LETTER	
COARSE GRAINED SOILS	GRAVEL AND GRAVELLY SOILS	CLEAN GRAVELS <small>(LITTLE OR NO FINES)</small>		GW	WELL-GRADED GRAVELS, GRAVEL - SAND MIXTURES
		GRAVELS WITH FINES <small>(APPRECIABLE AMOUNT OF FINES)</small>		GP	POORLY-GRADED GRAVELS, GRAVEL - SAND MIXTURES
		GRAVELS WITH FINES <small>(APPRECIABLE AMOUNT OF FINES)</small>		GM	SILTY GRAVELS, GRAVEL - SAND - SILT MIXTURES
	SAND AND SANDY SOILS	CLEAN SANDS <small>(LITTLE OR NO FINES)</small>		SW	WELL-GRADED SANDS, GRAVELLY SANDS
		SANDS WITH FINES <small>(APPRECIABLE AMOUNT OF FINES)</small>		SP	POORLY-GRADED SANDS, GRAVELLY SAND
		SANDS WITH FINES <small>(APPRECIABLE AMOUNT OF FINES)</small>		SM	SILTY SANDS, SAND - SILT MIXTURES
FINE GRAINED SOILS	SILTS AND CLAYS	LIQUID LIMIT LESS THAN 50		ML	INORGANIC SILTS, ROCK FLOUR, CLAYEY SILTS WITH SLIGHT PLASTICITY
		LIQUID LIMIT LESS THAN 50		CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY CLAYS, SANDY CLAYS, SILTY CLAYS, LEAN CLAYS
		LIQUID LIMIT LESS THAN 50		OL	ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY
	SILTS AND CLAYS	LIQUID LIMIT GREATER THAN 50		MH	INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS SILTY SOILS
		LIQUID LIMIT GREATER THAN 50		CH	INORGANIC CLAYS OF HIGH PLASTICITY
		LIQUID LIMIT GREATER THAN 50		OH	ORGANIC CLAYS AND SILTS OF MEDIUM TO HIGH PLASTICITY
HIGHLY ORGANIC SOILS				PT	PEAT, HUMUS, SWAMP SOILS WITH HIGH ORGANIC CONTENTS

NOTE: Multiple symbols are used to indicate borderline or dual soil classifications

Sampler Symbol Descriptions

	2.4-inch I.D. split barrel
	Standard Penetration Test (SPT)
	Shelby tube
	Piston
	Direct-Push
	Bulk or grab
	Continuous Coring

Blowcount is recorded for driven samplers as the number of blows required to advance sampler 12 inches (or distance noted). See exploration log for hammer weight and drop.

"P" indicates sampler pushed using the weight of the drill rig.

"WOH" indicates sampler pushed using the weight of the hammer.

NOTE: The reader must refer to the discussion in the report text and the logs of explorations for a proper understanding of subsurface conditions. Descriptions on the logs apply only at the specific exploration locations and at the time the explorations were made; they are not warranted to be representative of subsurface conditions at other locations or times.

ADDITIONAL MATERIAL SYMBOLS

SYMBOLS		TYPICAL DESCRIPTIONS
GRAPH	LETTER	
	AC	Asphalt Concrete
	CC	Cement Concrete
	CR	Crushed Rock/ Quarry Spalls
	SOD	Sod/Forest Duff
	TS	Topsoil

Groundwater Contact



Measured groundwater level in exploration, well, or piezometer



Measured free product in well or piezometer

Graphic Log Contact

Distinct contact between soil strata

Approximate contact between soil strata

Material Description Contact

Contact between geologic units

Contact between soil of the same geologic unit

Laboratory / Field Tests

%F	Percent fines
%G	Percent gravel
AL	Atterberg limits
CA	Chemical analysis
CP	Laboratory compaction test
CS	Consolidation test
DD	Dry density
DS	Direct shear
HA	Hydrometer analysis
MC	Moisture content
MD	Moisture content and dry density
Mohs	Mohs hardness scale
OC	Organic content
PM	Permeability or hydraulic conductivity
PI	Plasticity index
PP	Pocket penetrometer
SA	Sieve analysis
TX	Triaxial compression
UC	Unconfined compression
VS	Vane shear

Sheen Classification

NS	No Visible Sheen
SS	Slight Sheen
MS	Moderate Sheen
HS	Heavy Sheen

Key to Exploration Logs

Drilled	Start 8/6/2018	End 8/6/2018	Total Depth (ft)	5	Logged By Checked By	Job EBD	Driller	GeoEngineers, Inc.	Drilling Method	Hollow-stem Auger				
Surface Elevation (ft) Vertical Datum					Undetermined		Hammer Data		Autohammer 140 (lbs) / 30 (in) Drop		Drilling Equipment		Truck-mounted CME-75	
Easting (X) Northing (Y)					2089975 430230		System Datum		WA State Plane North NAD83 (feet)		Groundwater not observed at time of exploration			
Notes:														

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0						AC	Approximately 1¾ inch of asphalt concrete pavement				
						GP-GM	Approximately 8 inches of brown fine to coarse gravel with silt and sand (dense, moist) (aggregate base)				
	18		54		1	SM	Brown silty fine to coarse sand with occasional gravel (medium dense, moist) (fill)				Bulk sample 1 to 3 feet
	14		34		2	GM	Dark brown silty fine to coarse gravel with sand (medium dense, moist)				Approximate SPT N-value is 14
5											

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on USGS topographic map (digitized/estimated).

Log of Boring B-1



Project: CCTDOT Pavement Rehabilitation Projects - Schoolhouse Loop Road
Project Location: Okanogan County, Washington
Project Number: 0589-093-00

Figure A-2
Sheet 1 of 1

Date: 11/1/18 Path: P:\0589093\GINT_08909300.GPJ DBLibrary\Library\GEOENGINEERS_DF_STD_US_JUNE_2017.GLB\GEB_GEO TECH_STANDARD_%F_NO_GW

Drilled	Start 8/6/2018	End 8/6/2018	Total Depth (ft)	5	Logged By Checked By	Job EBD	Driller	GeoEngineers, Inc.	Drilling Method	Hollow-stem Auger
Surface Elevation (ft) Vertical Datum					Undetermined		Hammer Data		Autohammer 140 (lbs) / 30 (in) Drop	
Easting (X) Northing (Y)					2088878 428124		System Datum		WA State Plane North NAD83 (feet)	
Groundwater not observed at time of exploration										
Notes:										

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0						AC	Approximately 1½ inches of asphalt concrete pavement				
						GP-GM	Approximately 5 inches of gray fine to coarse gravel with silt and sand (medium dense, moist) (aggregate base)				Bulk sample from ½ to 3 feet
	18	80			1	SM	Brown silty fine to coarse sand with gravel (dense, moist) (fill)				Approximate SPT N-value is 33
	14	32			2	ML	Dark brown and gray sandy silt with gravel (hard, moist)				
5											

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on USGS topographic map (digitized/estimated).

Log of Boring B-2



Project: CCTDOT Pavement Rehabilitation Projects - Schoolhouse Loop Road
Project Location: Okanogan County, Washington
Project Number: 0589-093-00

Figure A-3
Sheet 1 of 1

Date: 11/1/18 Path: P:\0589093\GINT_08090300.GPJ DBLibrary\Library\GEOENGINEERS_DF_STD_US_JUNE_2017.GLB\GEB_GEO TECH_STANDARD_%F_NO_GW

Drilled	Start 8/6/2018	End 8/6/2018	Total Depth (ft)	5	Logged By Checked By	JJB EBD	Driller	GeoEngineers, Inc.	Drilling Method	Hollow-stem Auger					
Surface Elevation (ft) Vertical Datum					Undetermined		Hammer Data		Autohammer 140 (lbs) / 30 (in) Drop		Drilling Equipment		Truck-mounted CME-75		
Easting (X) Northing (Y)					2087878 426021		System Datum		WA State Plane North NAD83 (feet)		Groundwater not observed at time of exploration				
Notes:															

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0						AC	Approximately 1¾ inches of asphalt concrete pavement				
						SP-SM	Approximately 6 inches of dark brown fine to coarse sand with silt and gravel (dense, moist) (aggregate base)				
	13		37		1	SM	Brown silty fine to coarse sand with gravel (medium dense, moist)				Bulk sample 2 to 3½ feet
						SM	Dark brown silty fine to medium sand with occasional gravel (medium dense, moist)				
5	12		12		2						

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on USGS topographic map (digitized/estimated).

Log of Boring B-3



Project: CCTDOT Pavement Rehabilitation Projects - Schoolhouse Loop Road
Project Location: Okanogan County, Washington
Project Number: 0589-093-00

Figure A-4
Sheet 1 of 1

Date: 11/1/18 Path: P:\0589093\GINT_08909300.GPJ DBLibrary\Library\GEOENGINEERS_DF_STD_US_JUNE_2017.GLB\GEB_GEO TECH_STANDARD_%F_NO_GW

Drilled	Start 8/6/2018	End 8/6/2018	Total Depth (ft)	5	Logged By Checked By	Job EBD	Driller	GeoEngineers, Inc.	Drilling Method	Hollow-stem Auger	
Surface Elevation (ft) Vertical Datum			Undetermined		Hammer Data		Autohammer 140 (lbs) / 30 (in) Drop		Drilling Equipment		Truck-mounted CME-75
Easting (X) Northing (Y)			2087448 423602		System Datum		WA State Plane North NAD83 (feet)		Groundwater not observed at time of exploration		
Notes:											

Elevation (feet)	FIELD DATA				Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample Sample Name Testing						
0					AC	Approximately 2¼ inches of asphalt concrete pavement				
					GP-GM	Approximately 8 inches of brown fine to coarse gravel with silt and sand (dense, moist) (aggregate base)				
	12	8		1	ML	Dark brown sandy silt with occasional gravel (stiff, moist)				Bulk sample 1 to 3 feet
	8	24		2	GP-GM	Brown fine to coarse gravel with silt and sand (medium dense, moist)				
5										

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on USGS topographic map (digitized/estimated).

Log of Boring B-4



Project: CCTDOT Pavement Rehabilitation Projects - Schoolhouse Loop Road
Project Location: Okanogan County, Washington
Project Number: 0589-093-00

Figure A-5
Sheet 1 of 1

Date: 11/1/18 Path: P:\0589093\GINT_08090300.GPJ DBLibrary\Library\GEOENGINEERS_DF_STD_US_JUNE_2017.GLB\GEB_GEO TECH_STANDARD_%F_NO_GW

Drilled	Start 8/6/2018	End 8/6/2018	Total Depth (ft)	5	Logged By Checked By	JJB EBD	Driller	GeoEngineers, Inc.	Drilling Method	Hollow-stem Auger	
Surface Elevation (ft) Vertical Datum			Undetermined		Hammer Data		Autohammer 140 (lbs) / 30 (in) Drop		Drilling Equipment		Truck-mounted CME-75
Easting (X) Northing (Y)			2087529 421196		System Datum		WA State Plane North NAD83 (feet)		Groundwater not observed at time of exploration		
Notes:											

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0						AC	Approximately 2 inches of asphalt concrete pavement				Bulk sample 1/2 to 3 1/2 feet
						GP-GM	Approximately 5 inches of brown fine to coarse gravel with silt and sand (medium dense, moist) (aggregate base)				
						ML	Dark brown sandy silt with occasional gravel (very stiff, moist)				
						GP-GM	Brown fine to coarse gravel with silt and sand (medium dense, moist)				
5											

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on USGS topographic map (digitized/estimated).

Log of Boring B-5



Project: CCTDOT Pavement Rehabilitation Projects - Schoolhouse Loop Road
Project Location: Okanogan County, Washington
Project Number: 0589-093-00

Figure A-6
Sheet 1 of 1

Date: 11/1/18 Path: P:\0589093\GINT_08090300.GPJ DBLibrary\Library\GEOENGINEERS_DF_STD_US_JUNE_2017.GLB\GEB_GEO TECH_STANDARD_%F_NO_GW

Drilled	Start 8/6/2018	End 8/6/2018	Total Depth (ft)	5	Logged By Checked By	Job EBD	Driller	GeoEngineers, Inc.	Drilling Method	Hollow-stem Auger					
Surface Elevation (ft) Vertical Datum					Undetermined		Hammer Data		Autohammer 140 (lbs) / 30 (in) Drop		Drilling Equipment		Truck-mounted CME-75		
Easting (X) Northing (Y)					2089381 420364		System Datum		WA State Plane North NAD83 (feet)		Groundwater not observed at time of exploration				
Notes:															

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0						AC	Approximately 2 inches of asphalt concrete pavement				
						GP-GM	Brown fine to coarse gravel with silt and sand (dense, moist) (aggregate base)				
	12	39		1		GM	Brown silty fine to coarse gravel with sand (medium dense to dense, moist)				Bulk sample 1 to 3½ feet
	9	20		2							
5											

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on USGS topographic map (digitized/estimated).

Log of Boring B-6



Project: CCTDOT Pavement Rehabilitation Projects - Columbia River Road
Project Location: Okanogan County, Washington
Project Number: 0589-093-00

Figure A-7
Sheet 1 of 1

Date: 11/1/18 Path: P:\0589093\GINT_08909300.GPJ DBLibrary\Library\GEOENGINEERS_DF_STD_US_JUNE_2017.GLB\GEB_GEO TECH_STANDARD_%F_NO_GW

Drilled	Start 8/6/2018	End 8/6/2018	Total Depth (ft)	5	Logged By Checked By	JJB EBD	Driller	GeoEngineers, Inc.	Drilling Method	Hollow-stem Auger	
Surface Elevation (ft) Vertical Datum			Undetermined		Hammer Data		Autohammer 140 (lbs) / 30 (in) Drop		Drilling Equipment		Truck-mounted CME-75
Easting (X) Northing (Y)			2091741 419727		System Datum		WA State Plane North NAD83 (feet)		Groundwater not observed at time of exploration		
Notes:											

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0						AC	Approximately 2½ inches of asphalt concrete pavement				
						GP-GM	Approximately 10 inches of brown fine to coarse gravel with silt and sand (dense, moist) (aggregate base)				
	18		34		1						Bulk sample 1 to 3½ feet
						SM	Brown silty fine to coarse sand with gravel (dense, moist)				
	12		23		2	SM	Brown silty fine to medium sand with occasional gravel (medium dense, moist)				
5											

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on USGS topographic map (digitized/estimated).

Log of Boring B-7



Project: CCTDOT Pavement Rehabilitation Projects - Columbia River Road
Project Location: Okanogan County, Washington
Project Number: 0589-093-00

Figure A-8
Sheet 1 of 1

Date: 11/1/18 Path: P:\0589093\GINT_08909300.GPJ DBLibrary\Library\GEOENGINEERS_DF_STD_US_JUNE_2017.GLB\GEB_GEO TECH_STANDARD_%F_NO_GW

Drilled	Start 8/7/2018	End 10/7/2018	Total Depth (ft)	4.75	Logged By Checked By	Job EBD	Driller	GeoEngineers, Inc.	Drilling Method	Hollow-stem Auger	
Surface Elevation (ft) Vertical Datum			Undetermined		Hammer Data		Autohammer 140 (lbs) / 30 (in) Drop		Drilling Equipment		Truck-mounted CME-75
Easting (X) Northing (Y)		1974059 532891		System Datum		WA State Plane North NAD83 (feet)		Groundwater not observed at time of exploration			
Notes:											

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0						AC	Approximately 1½ inches of asphalt concrete pavement				
						SP-SM	Approximately 5 inches of brown fine to coarse sand with silt and gravel (medium dense, moist) (aggregate base)				
					Bulk SA	GP-GM	Brown fine to coarse gravel with silt and sand and occasional cobbles (medium dense to dense, moist)	3	12		Bulk sample ½ to 3 feet
	9		50		1						
	12		96/8**		2						Approximate SPT N-value is 50+ *Sampler on apparent cobble, blow counts overstated

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on USGS topographic map (digitized/estimated).

Log of Boring B-8



Project: CCTDOT Pavement Rehabilitation Projects - Rocky River HUD Road
Project Location: Okanogan County, Washington
Project Number: 0589-093-00

Figure A-9
Sheet 1 of 1

Date: 11/1/18 Path: P:\0589093\GINT_08090300.GPJ DBLibrary\Library\GEOENGINEERS_DF_STD_US_JUNE_2017.GLB\GEB_GEO TECH_STANDARD_%F_NO_GW

Drilled	Start 8/7/2018	End 8/7/2018	Total Depth (ft)	5	Logged By Checked By	JJB EBD	Driller	GeoEngineers, Inc.	Drilling Method	Hollow-stem Auger	
Surface Elevation (ft) Vertical Datum			Undetermined		Hammer Data		Autohammer 140 (lbs) / 30 (in) Drop		Drilling Equipment		Truck-mounted CME-75
Easting (X) Northing (Y)		1973435 525729		System Datum		WA State Plane North NAD83 (feet)		Groundwater not observed at time of exploration			
Notes:											

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0						AC GP-GM SM	Approximately 1¼ inches of asphalt concrete pavement Approximately 3 inches of gray fine to coarse gravel with silt and sand (medium dense, moist) (aggregate base) Brown silty fine to medium sand with gravel and occasional cobbles (medium dense, moist)			Bulk sample ½ to 3 feet Approximate SPT N-value is 20	
10		48			1						
3		37			2	GP-GM	Brown fine to coarse gravel with silt, sand and occasional cobbles (dense, moist)				
5											

Note: See Figure A-1 for explanation of symbols.
 Coordinates Data Source: Horizontal approximated based on USGS topographic map (digitized/estimated).

Log of Boring B-10



Project: CCTDOT Pavement Rehabilitation Projects - Mocassin Flat HUD Road
 Project Location: Okanogan County, Washington
 Project Number: 0589-093-00

Figure A-11
 Sheet 1 of 1

Date: 11/1/18 Path: P:\0589093\GINT_08090300.GPJ DBLibrary\Library\GEOENGINEERS_DF_STD_US_JUNE_2017.GLB\GEB_GEO TECH_STANDARD_%F_NO_GW

Drilled	Start 8/7/2018	End 8/7/2018	Total Depth (ft)	5	Logged By Checked By	Job EBD	Driller	GeoEngineers, Inc.	Drilling Method	Hollow-stem Auger	
Surface Elevation (ft) Vertical Datum			Undetermined		Hammer Data		Autohammer 140 (lbs) / 30 (in) Drop		Drilling Equipment		Truck-mounted CME-75
Easting (X) Northing (Y)			1973997 525483		System Datum		WA State Plane North NAD83 (feet)		Groundwater not observed at time of exploration		
Notes:											

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0						AC	Approximately 1 1/4 inches of asphalt concrete pavement				
						GP-GM	Approximately 8 inches of gray fine to coarse gravel with silt and sand (medium dense, moist) (aggregate base)				Bulk sample 1/2 to 3 feet
	14	39			1	SM	Light brown silty fine to medium sand with occasional gravel (medium dense, moist)				Approximate SPT N-value is 16
	1	19			2	GP-GM	Brown fine to coarse gravel with silt, sand and occasional cobbles (medium dense, moist)				
5											

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on USGS topographic map (digitized/estimated).

Log of Boring B-11



Project: CCTDOT Pavement Rehabilitation Projects - Mocassin Flat HUD Road
Project Location: Okanogan County, Washington
Project Number: 0589-093-00

Figure A-12
Sheet 1 of 1

Date: 11/1/18 Path: P:\0589093\GINT_08909300.GPJ DBLibrary\Library\GEOENGINEERS_DF_STD_US_JUNE_2017.GLB\GEB_GEO TECH_STANDARD_%F_NO_GW

Drilled	Start 8/7/2018	End 8/7/2018	Total Depth (ft)	5	Logged By Checked By	Job EBD	Driller	GeoEngineers, Inc.	Drilling Method	Hollow-stem Auger					
Surface Elevation (ft) Vertical Datum					Undetermined		Hammer Data		Autohammer 140 (lbs) / 30 (in) Drop		Drilling Equipment		Truck-mounted CME-75		
Easting (X) Northing (Y)					1975143 525212		System Datum		WA State Plane North NAD83 (feet)		Groundwater not observed at time of exploration				
Notes:															

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0						AC SP-SM	Approximately 1 1/4 inches of asphalt concrete pavement Approximately 8 inches of brown fine to coarse sand with silt and gravel (medium dense, moist) (aggregate base)			Grab sample of base Bulk sample 1/4 to 2 feet	
12	12	13			1	SM	Dark brown silty fine to coarse sand with occasional gravel (medium dense, moist)				
5	12	46			2	GP	Brown-gray fine to coarse gravel with sand, trace silt and occasional cobbles (medium dense, moist)			Approximate SPT N-value is 19	

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on USGS topographic map (digitized/estimated).

Log of Boring B-12



Project: CCTDOT Pavement Rehabilitation Projects - Mocassin Flat HUD Road
Project Location: Okanogan County, Washington
Project Number: 0589-093-00

Figure A-13
Sheet 1 of 1

Date: 11/1/18 Path: P:\0589093\GINT_08090300.GPJ DBLibrary\Library\GEOENGINEERS_DF_STD_US_JUNE_2017.GLB\GEB_GEO TECH_STANDARD_%F_NO_GW

Drilled	Start 8/7/2018	End 8/7/2018	Total Depth (ft)	5	Logged By Checked By	JJB EBD	Driller	GeoEngineers, Inc.	Drilling Method	Hollow-stem Auger
Surface Elevation (ft) Vertical Datum					Undetermined		Hammer Data		Autohammer 140 (lbs) / 30 (in) Drop	
Easting (X) Northing (Y)					1973312 524413		System Datum		WA State Plane North NAD83 (feet)	
Groundwater not observed at time of exploration										
Notes:										

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0							AC CR SM GP-GM	Approximately 1 inch of asphalt concrete pavement Approximately 3 inches of gray fine to coarse sand with silt and gravel (medium dense, moist) (crushed gravel base course) Dark brown silty fine to medium sand with occasional gravel and cobbles (loose, moist) Brown fine to coarse gravel with silt and sand (medium dense, moist)			Grab sample of crushed rock base Bulk sample 1 to 3½ feet Approximate SPT N-value is 10
18		18	7		1						
18		18	24		2						
5											

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on USGS topographic map (digitized/estimated).

Log of Boring B-13



Project: CCTDOT Pavement Rehabilitation Projects - Lone Pine HUD Road
Project Location: Okanogan County, Washington
Project Number: 0589-093-00

Figure A-14
Sheet 1 of 1

Date: 11/1/18 Path: P:\0589093\GINT_08909300.GPJ\DBLibrary\Library\GEOENGINEERS_DF_STD_US_JUNE_2017.GLB\GEB_GEB_TECH_STANDARD_%F_NO_GW

Drilled	Start 8/7/2018	End 8/7/2018	Total Depth (ft)	5	Logged By Checked By	Job EBD	Driller	GeoEngineers, Inc.	Drilling Method	Hollow-stem Auger	
Surface Elevation (ft) Vertical Datum			Undetermined		Hammer Data		Autohammer 140 (lbs) / 30 (in) Drop		Drilling Equipment		Truck-mounted CME-75
Easting (X) Northing (Y)		1973844 524532		System Datum		WA State Plane North NAD83 (feet)		Groundwater not observed at time of exploration			
Notes:											

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0							AC CR SM GP-GM	Approximately 1½ inches of asphalt concrete pavement Approximately 3 inches of gray fine to coarse sand with gravel (medium dense, moist) (crushed gravel base course) Brown-gray silty fine to coarse sand with gravel (medium dense, moist) Gray fine to coarse gravel with silt, sand and occasional cobbles (medium dense, moist)	6	23	Bulk sample ½ to 3½ feet Approximate SPT N-value is 23 Rough to 2½ feet Approximate SPT N-value is 22
13	13	28			1						
13	13	53			2						
5											

Note: See Figure A-1 for explanation of symbols.
 Coordinates Data Source: Horizontal approximated based on USGS topographic map (digitized/estimated).

Log of Boring B-14



Project: CCTDOT Pavement Rehabilitation Projects - Lone Pine HUD Road
 Project Location: Okanogan County, Washington
 Project Number: 0589-093-00

Figure A-15
 Sheet 1 of 1

Date: 11/1/18 Path: P:\0589093\GINT_08909300.GPJ DBLibrary\Library\GEOENGINEERS_DF_STD_US_JUNE_2017.GLB\GEB_GEO TECH_STANDARD_%F_NO_GW

Drilled	Start 8/8/2018	End 8/8/2018	Total Depth (ft)	5	Logged By Checked By	Job EBD	Driller	GeoEngineers, Inc.	Drilling Method	Hollow-stem Auger	
Surface Elevation (ft) Vertical Datum			Undetermined		Hammer Data		Autohammer 140 (lbs) / 30 (in) Drop		Drilling Equipment		Truck-mounted CME-75
Easting (X) Northing (Y)			1915472 468381		System Datum		WA State Plane North NAD83 (feet)		Groundwater not observed at time of exploration		
Notes:											

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0						AC GP-GM SM	Approximately 1¼ inches of asphalt concrete pavement Approximately 4 inches of gray fine to coarse gravel with silt and sand (medium dense, moist) (aggregate base) Dark brown silty fine sand with occasional gravel (loose to medium dense, moist)			Bulk sample ½ to 3½ feet Approximate SPT N-value is 11	
	14		27		1						
	16		5		2						
5											

Note: See Figure A-1 for explanation of symbols.
 Coordinates Data Source: Horizontal approximated based on USGS topographic map (digitized/estimated).

Log of Boring B-15



Project: CCTDOT Pavement Rehabilitation Projects - Malott HUD Road
 Project Location: Okanogan County, Washington
 Project Number: 0589-093-00

Figure A-16
 Sheet 1 of 1

Date: 11/1/18 Path: P:\0589093\GINT_08090300.GPJ DBLibrary\Library\GEOENGINEERS_DF_STD_US_JUNE_2017.GLB\GEB_GEO TECH_STANDARD_%F_NO_GW

Drilled	Start 8/8/2018	End 8/8/2018	Total Depth (ft)	5	Logged By Checked By	JJB EBD	Driller	GeoEngineers, Inc.	Drilling Method	Hollow-stem Auger	
Surface Elevation (ft) Vertical Datum			Undetermined		Hammer Data		Autohammer 140 (lbs) / 30 (in) Drop		Drilling Equipment		Truck-mounted CME-75
Easting (X) Northing (Y)		1915936 468315		System Datum		WA State Plane North NAD83 (feet)		Groundwater not observed at time of exploration			
Notes:											

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0							AC CR SM SM	Approximately 1¼ inches of asphalt concrete pavement Approximately 2 inches of gray fine to coarse sand with gravel and trace silt (medium dense, moist) (crushed aggregate base course) Approximately 3 inches of gray fine to coarse gravel with sand and trace silt (medium dense, moist) aggregate base Dark brown silty fine to coarse sand with gravel and occasional cobbles (loose to medium dense, moist)	4	15	Small grab sample of crushed rock base Bulk sample ½ to 3½ feet Approximate SPT N-value is 8
11	11	21			1		Bulk SA				
5	6	21			2						

Note: See Figure A-1 for explanation of symbols.
 Coordinates Data Source: Horizontal approximated based on USGS topographic map (digitized/estimated).

Log of Boring B-16



Project: CCTDOT Pavement Rehabilitation Projects - Malott HUD Road
 Project Location: Okanogan County, Washington
 Project Number: 0589-093-00

Figure A-17
 Sheet 1 of 1

Date: 11/1/18 Path: P:\0589093\GINT_08909300.GPJ DBLibrary\Library\GEOENGINEERS_DF_STD_US_JUNE_2017.GLB\GEB_GEO TECH_STANDARD_%F_NO_GW

Drilled	Start 8/8/2018	End 8/8/2018	Total Depth (ft)	5	Logged By Checked By	JJB EBD	Driller	GeoEngineers, Inc.	Drilling Method	Hollow-stem Auger	
Surface Elevation (ft) Vertical Datum			Undetermined		Hammer Data		Autohammer 140 (lbs) / 30 (in) Drop		Drilling Equipment		Truck-mounted CME-75
Easting (X) Northing (Y)			1915917 467950		System Datum		WA State Plane North NAD83 (feet)		Groundwater not observed at time of exploration		
Notes:											

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0						AC	Approximately 2 inches of asphalt concrete pavement				
						CR	Approximately 2 inches of gray fine to coarse sand with gravel and trace silt (medium dense, moist) (crushed aggregate surfacing)				
						SP-SM	Approximately 6 inches of brown fine to coarse sand with silt, fine gravel and occasional cobbles (medium dense, moist) (aggregate base)				
	16	41		1		SM	Dark brown silty fine to medium sand with gravel and occasional cobbles (medium dense, moist)				Approximate SPT N-value is 17 Bulk sample 1 to 3½ feet
	11	24		2		SP-SM	Brown fine to medium sand with silt, gravel and occasional cobbles (medium dense, moist)				Approximate SPT N-value is 10
5											

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on USGS topographic map (digitized/estimated).

Log of Boring B-17



Project: CCTDOT Pavement Rehabilitation Projects - Malott HUD Road
Project Location: Okanogan County, Washington
Project Number: 0589-093-00

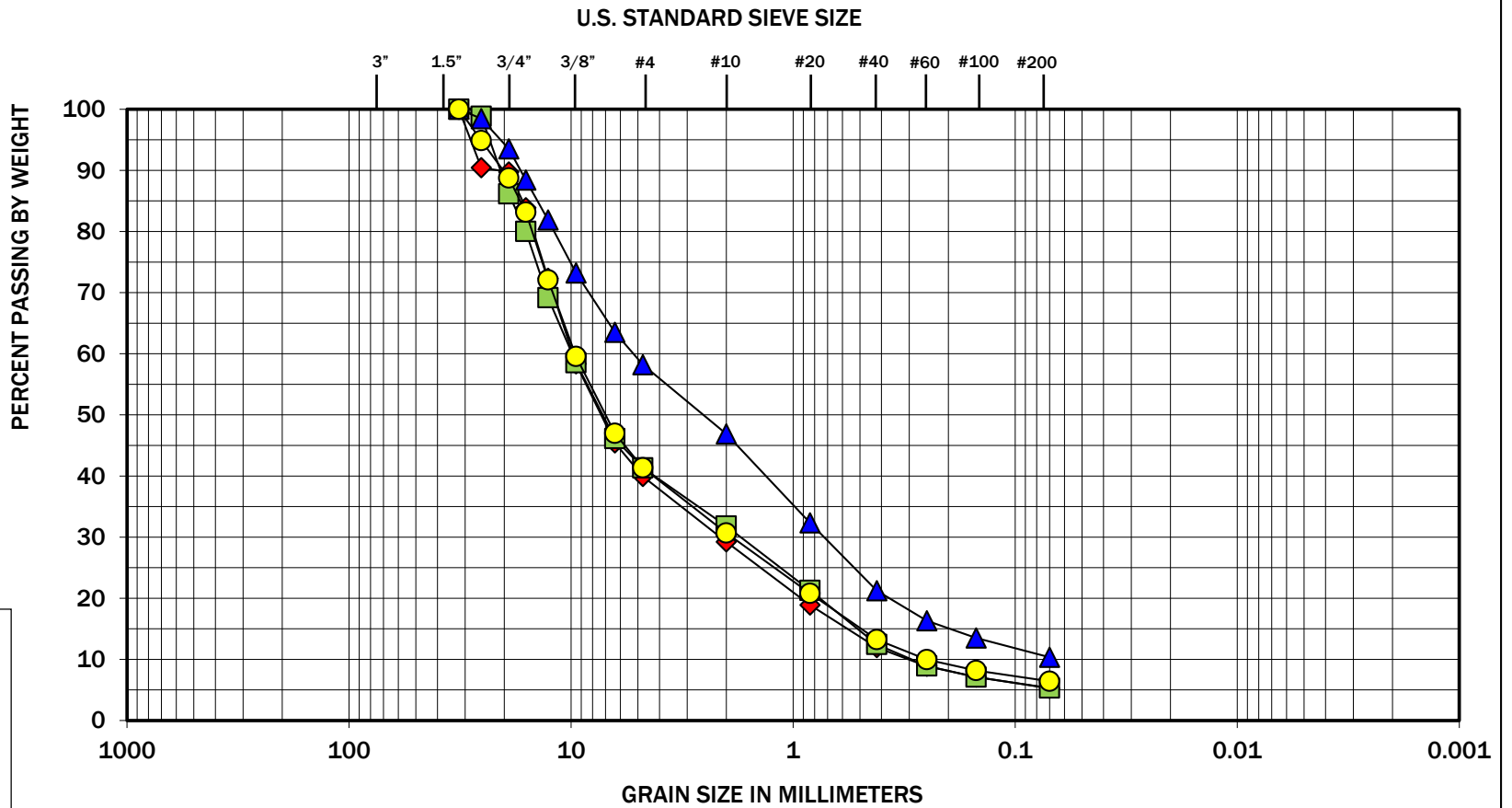
Figure A-18
Sheet 1 of 1

APPENDIX B

Laboratory Testing

APPENDIX B LABORATORY TESTING

Soil samples obtained from the borings were reexamined in our laboratory to confirm field classifications. Representative samples of aggregate base course were selected for grain-size analyses in accordance with ASTM International (ASTM) C 136. Results are presented in Figures B-1 through B-6.



COBBLES	GRAVEL		SAND			SILT OR CLAY
	COARSE	FINE	COARSE	MEDIUM	FINE	

Symbol	Boring Number	Depth (feet)	Moisture (%)	Soil Description
◆	C-1	1½ - 7 inches	2	Fine to coarse gravel with silt and sand
■	C-2	1½ - 7 inches	2	Fine to coarse gravel with silt and sand
▲	C-3	1¾ - 8 inches	3	Fine to coarse sand with silt and gravel
●	C-4	2¾ - 7 inches	4	Fine to coarse gravel with silt and sand

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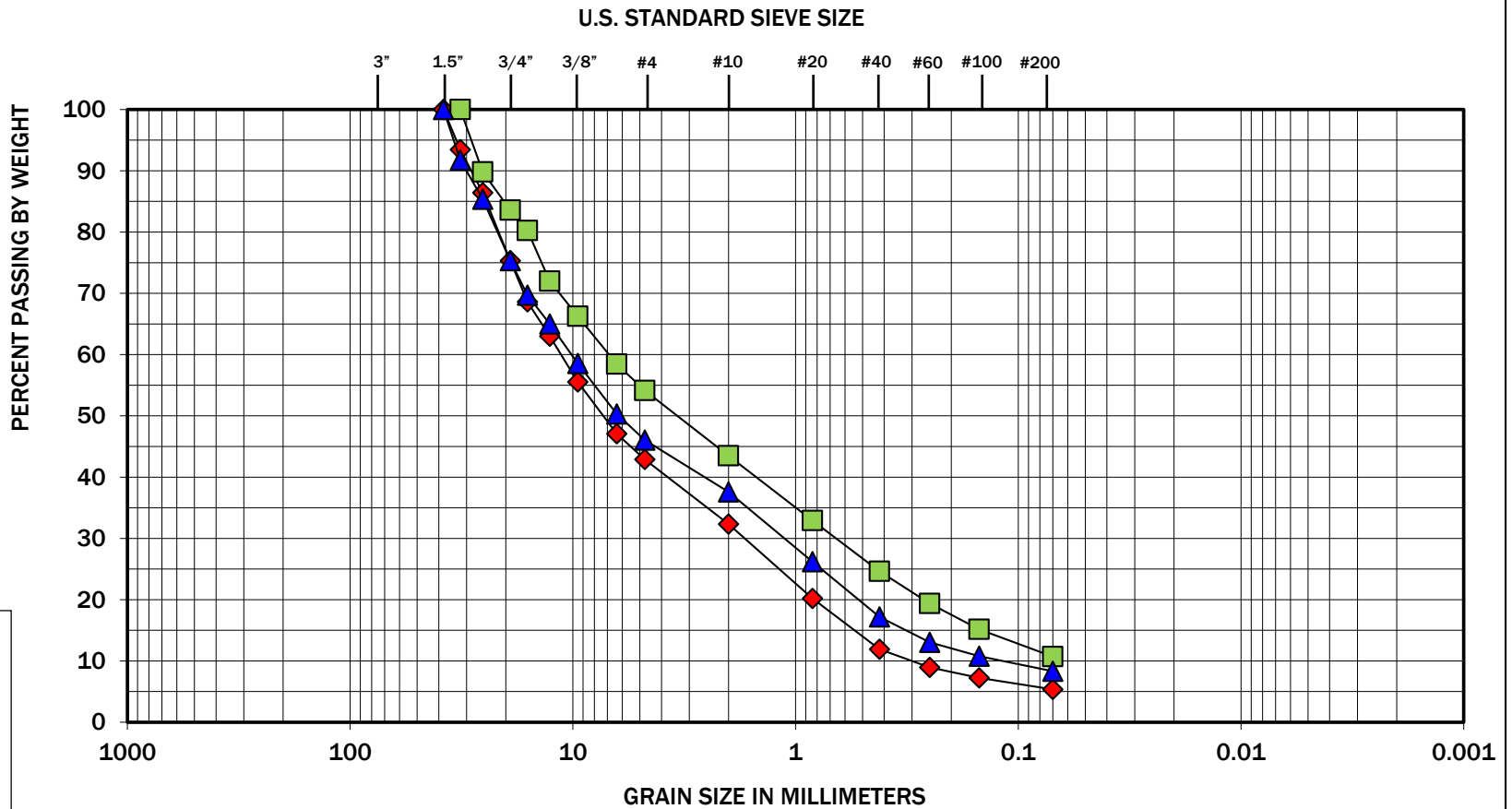
The grain size analysis results were obtained in general accordance with ASTM D 6913.



Sieve Analysis Results

CCTDOT Pavement Rehabilitation Projects -
 Schoolhouse Loop Road
 Okanogan County, Washington

Figure B-1



COBBLES	GRAVEL		SAND			SILT OR CLAY
	COARSE	FINE	COARSE	MEDIUM	FINE	

Symbol	Boring Number	Depth (feet)	Moisture (%)	Soil Description
◆	C-5	2 - 5½ inches	3	Fine to coarse gravel with silt and sand
■	C-6	2 - 8 inches	2	Fine to coarse gravel with silt and sand
▲	C-7	2 - 14 inches	3	Fine to coarse gravel with silt and sand

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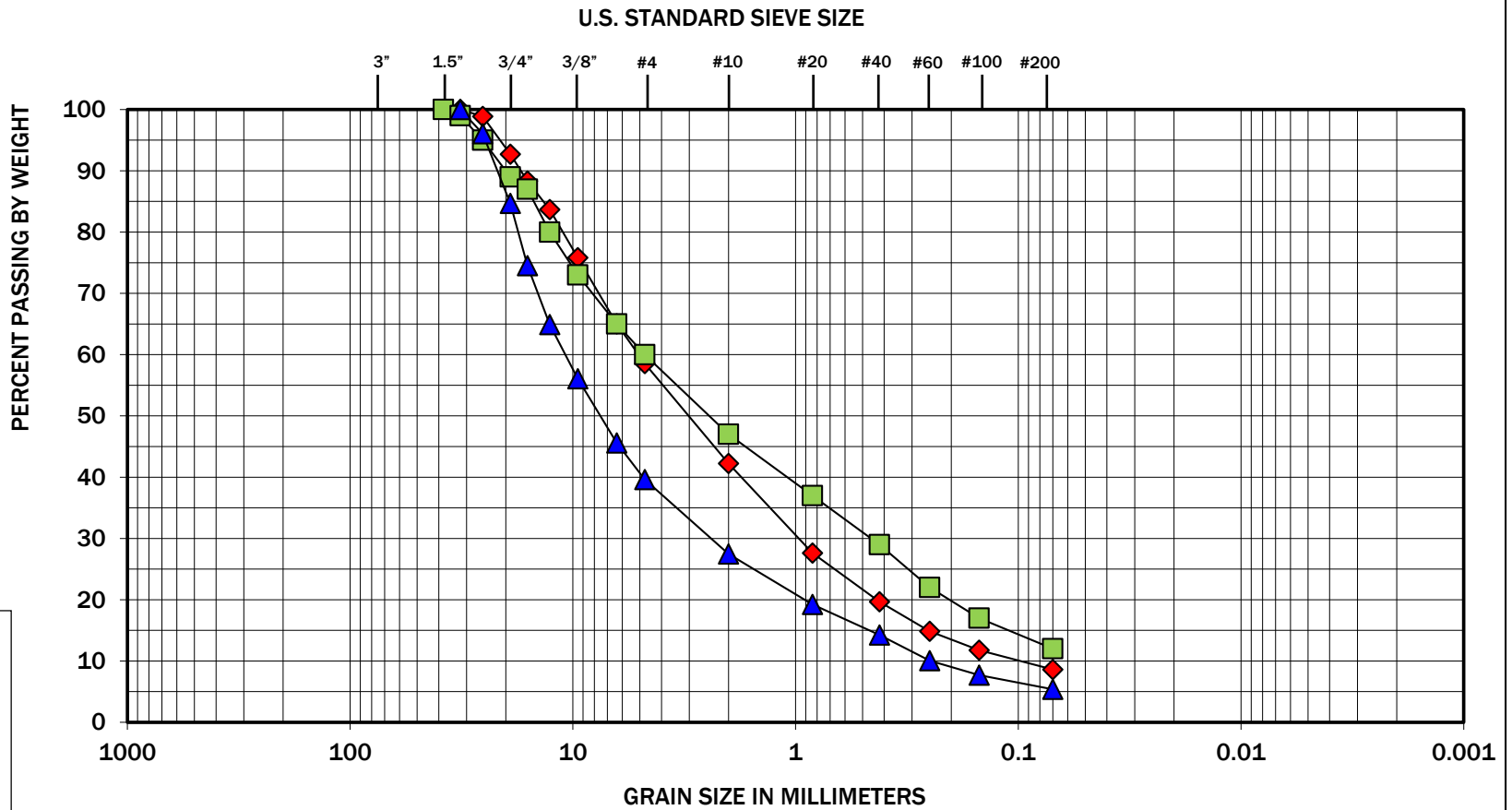
The grain size analysis results were obtained in general accordance with ASTM D 6913.

GEOENGINEERS



Figure B-2

Sieve Analysis Results
 CCTDOT Pavement Rehabilitation Projects -
 Columbia River Road
 Okanogan County, Washington



Symbol	Boring Number	Depth (feet)	Moisture (%)	Soil Description
◆	C-8	½ - 6 inches	4	Fine to coarse sand with silt and gravel
■	B-8	½ - 3	3	Fine to coarse gravel with silt and sand
▲	C-9	3½ - 7 inches	3	Fine to coarse gravel with silt and sand

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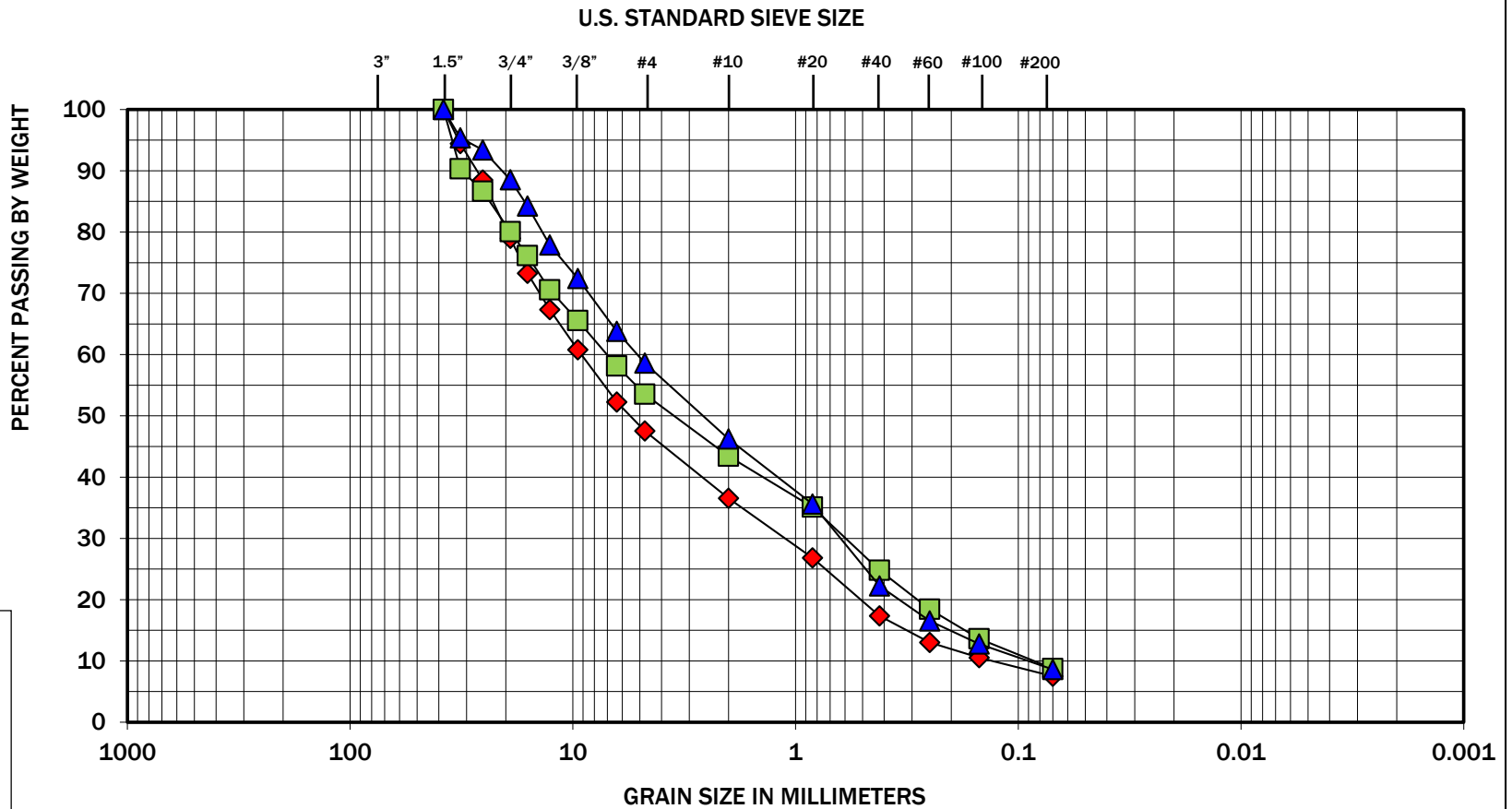
The grain size analysis results were obtained in general accordance with ASTM D 6913.

GEOENGINEERS



Figure B-3

Sieve Analysis Results
 CCTDOT Pavement Rehabilitation Projects -
 Rocky River HUD Road
 Okanogan County, Washington

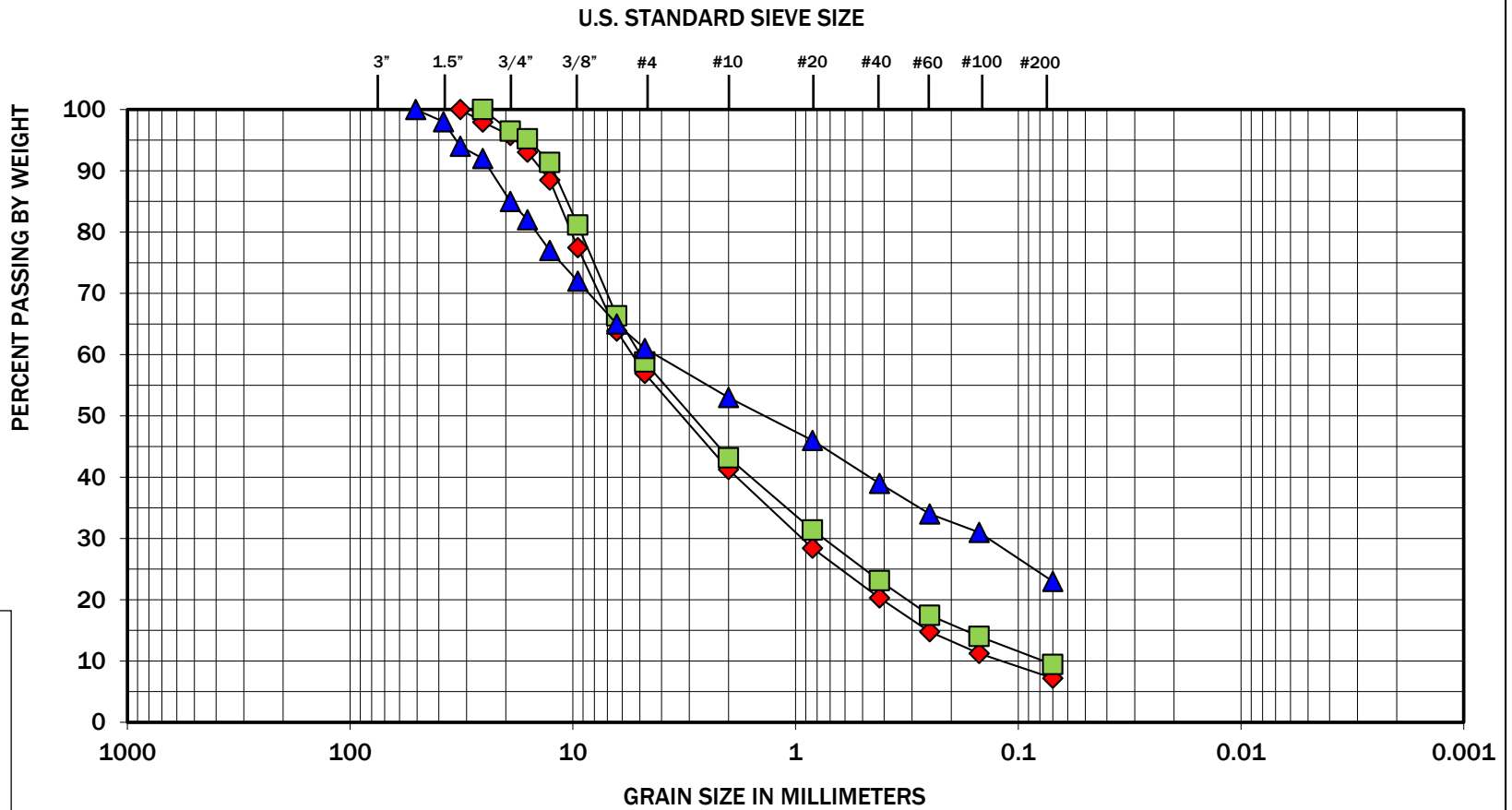


COBBLES	GRAVEL		SAND			SILT OR CLAY
	COARSE	FINE	COARSE	MEDIUM	FINE	

Symbol	Boring Number	Depth (feet)	Moisture (%)	Soil Description
◆	C-10	1 - 5½ inches	2	Fine to coarse gravel with silt and sand
■	C-11	1½ - 6 inches	3	Fine to coarse gravel with silt and sand
▲	C-12	1 - 6½ inches	2	Fine to coarse sand with silt and gravel

Note: This report may not be reproduced, except in full, without written approval of GeoEngineers, Inc. Test results are applicable only to the specific sample on which they were performed, and should not be interpreted as representative of any other samples obtained at other times, depths or locations, or generated by separate operations or processes.

The grain size analysis results were obtained in general accordance with ASTM D 6913.



COBBLES	GRAVEL		SAND			SILT OR CLAY
	COARSE	FINE	COARSE	MEDIUM	FINE	

Symbol	Boring Number	Depth (feet)	Moisture (%)	Soil Description
◆	C-13	1½ - 8 inches	2	Fine to coarse sand with silt and gravel
■	C-14	1½ - 7 inches	2	Fine to coarse sand with silt and gravel
▲	B-14	½ - 3	6	Silty fine to coarse sand with gravel

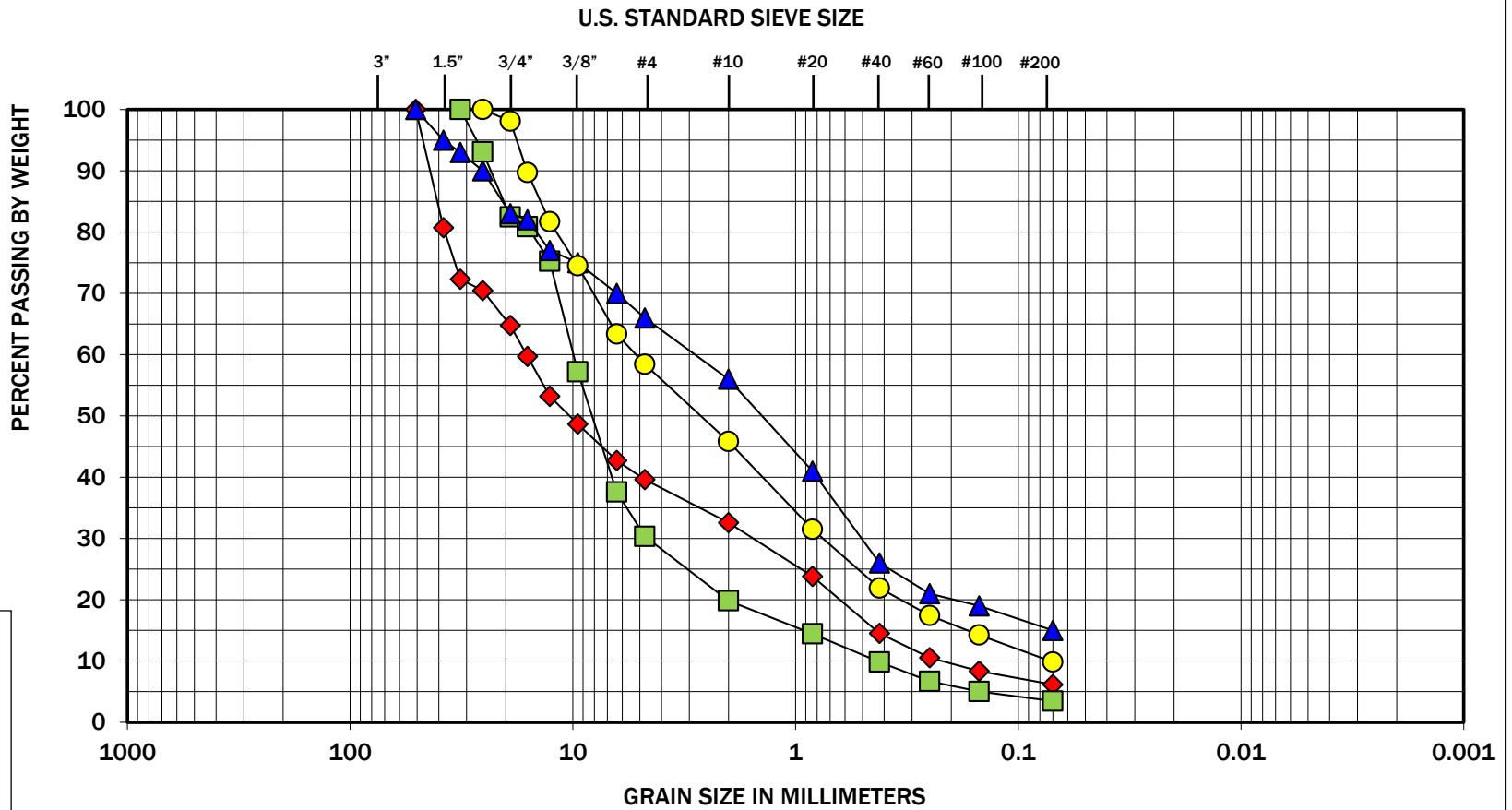
Note: This report may not be reproduced, except in full, without written approval of GeoEngineers, Inc. Test results are applicable only to the specific sample on which they were performed, and should not be interpreted as representative of any other samples obtained at other times, depths or locations, or generated by separate operations or processes.

The grain size analysis results were obtained in general accordance with ASTM D 6913.

Sieve Analysis Results

CCTDOT Pavement Rehabilitation Projects -
Lone Pine HUD Road
Okanogan County, Washington

Figure B-5



COBBLES	GRAVEL		SAND			SILT OR CLAY
	COARSE	FINE	COARSE	MEDIUM	FINE	

Symbol	Boring Number	Depth (feet)	Moisture (%)	Soil Description
◆	C-15	1 - 4½ inches	5	Fine to coarse gravel with silt and sand
■	C-16	1 - 4½ inches	1	Fine to coarse gravel with sand and trace silt
▲	B-16	½ - 3½	4	Silty fine to coarse sand with gravel
●	C-17	4½ - 7 inches	3	Fine to coarse sand with silt and fine gravel

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The grain size analysis results were obtained in general accordance with ASTM D 6913.



Figure B-6

Sieve Analysis Results

CCTDOT Pavement Rehabilitation Projects -

Malott HUD Road

Okanogan County, Washington

APPENDIX C
Dynamic Cone Penetrometer Test Results

APPENDIX C

DYNAMIC CONE PENETROMETER TEST RESULTS

Subsurface conditions at the site were explored below the asphalt core locations using a Kessler Dynamic Cone Penetration (DCP). General soil resistance properties were evaluated by driving a 0.790-inch-diameter disposable steel cone with a 60 degree angle mounted to a 5/8-inch-diameter steel rod and driven with a 17.6 pound-hammer falling approximately 22.6 inches. The penetration depth is observed at selected intervals to a maximum depth of 38 inches below ground surface or refusal; where refusal is defined as 50 blows for 1 inch, or the handle deviates laterally approximately 6 inches or more from the vertical position. The DCP tests were conducted in general accordance with ASTM D 6951.

The number of blows required to penetrate approximately 1-inch intervals is recorded and used for evaluating the stiffness or relative density of the soil. We converted the field-measured blow counts from the DCP program to approximate equivalent California Bearing Ratio (CBR) value based on the manufacturers recommended procedures. The CBR values provide a qualitative stiffness of the on-site soils for use in pavement design.

DCP TEST DATA

C-6

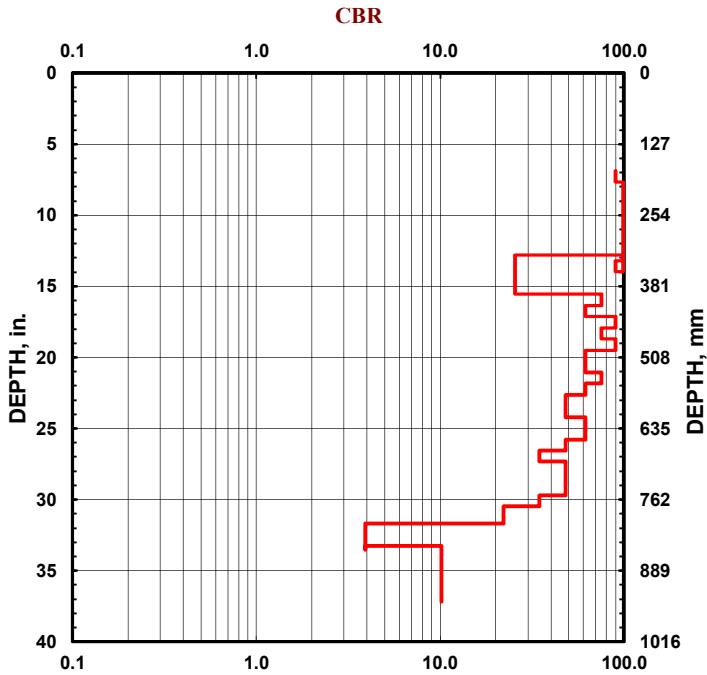
Project: Columbia River Rd
Location: Okanogan County, WA

Date: 6-Aug-18
Soil Type(s): GP-GM / SM

Hammer
 10.1 lbs.
 17.6 lbs.
 Both hammers

Soil Type
 CH
 CL
 All other soils

No. of Blows	Accumulative Penetration (mm)	Type of Hammer
-	175	1
7	195	1
14	215	1
18	235	1
13	255	1
14	275	1
12	295	1
15	315	1
12	335	1
7	355	1
9	325	1
8	395	1
6	415	1
5	435	1
7	455	1
6	475	1
7	495	1
5	515	1
5	535	1
6	555	1
5	575	1
4	595	1
4	615	1
5	635	1
5	655	1
4	675	1
3	695	1
4	715	1
4	735	1
4	755	1
3	775	1
2	795	1
1	805	1
1	852	1
1	845	1
1	865	1
1	885	1
1	905	1
1	925	1
1	945	1
		1
		1
		1



Notes: Test started 6.9 inches below top of pavement

DCP TEST DATA

C-13

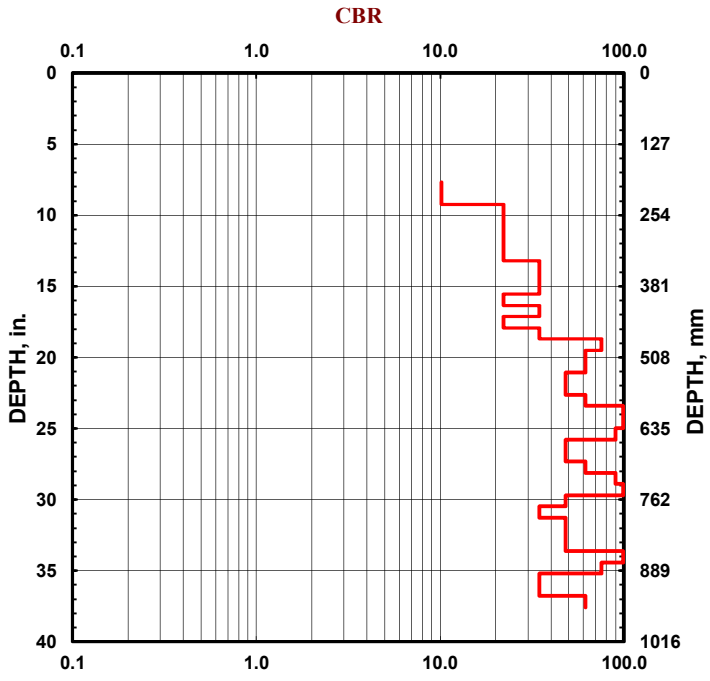
Project: Lone Pine HUD Rd
Location: Okanogan County, WA

Date: 7-Aug-18
Soil Type(s): GP-GM / SM

Hammer
 10.1 lbs.
 17.6 lbs.
 Both hammers

Soil Type
 CH
 CL
 All other soils

No. of Blows	Accumulative Penetration (mm)	Type of Hammer
-	195	1
1	215	1
1	235	1
2	255	1
2	275	1
2	295	1
2	315	1
2	335	1
3	355	1
3	375	1
3	395	1
2	415	1
3	435	1
2	455	1
3	475	1
6	495	1
5	515	1
5	535	1
4	555	1
4	575	1
5	595	1
8	615	1
12	635	1
7	655	1
4	675	1
4	695	1
5	715	1
7	735	1
8	755	1
4	775	1
3	795	1
4	815	1
4	835	1
4	855	1
8	875	1
6	895	1
3	915	1
3	935	1
5	955	1
		1
		1
		1
		1



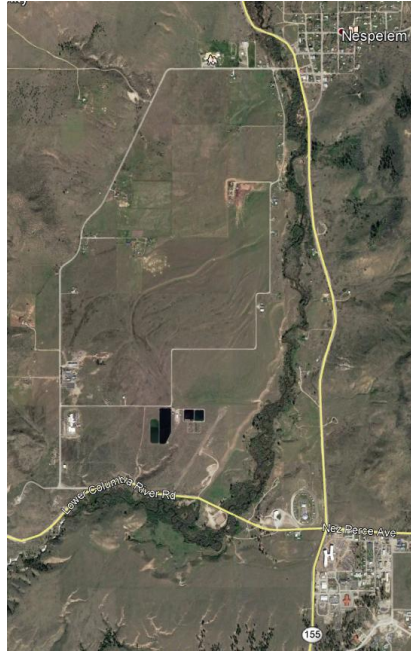
Notes: Test started 7.7 inches below top of pavement

APPENDIX D
Traffic Count and ESAL Calculations

303 East 2nd Avenue
Spokane, WA 99202



509.622.2888
tdhengineering.com



COLVILLE CONFEDERATED TRIBES

TRAFFIC COUNTING SCHOOLHOUSE LOOP & LOWER COLUMBIA RIVER RD

CLIENT

Colville Confederated Tribes
P.O. Box 150
Nespelem, WA 99155

ENGINEER

TD&H Engineering
303 East 2nd Avenue
Spokane, WA 99202
Engineer: Harlan S Engberg, PE

JOB NO. S18-132

OCTOBER 2018

Introduction

This traffic study performed near Nespalem, WA on two roadways which include Lower Columbia River Road and Schoolhouse Loop was conducted from approximately 12 pm on October 7, 2018 through 12 pm on October 12, 2018. Respectively this was Sunday afternoon through Friday morning. Wee Count LLC of Spokane carried out the study in the field and has provided TD&H Engineering with the count data. This study was performed to use in the analysis of the future roadway sections for Lower Columbia River Road and Schoolhouse Loop, which are planned to be reconstructed during the summer of 2019.

Traffic Counting Placement

It was determined that traffic counting would be performed at four locations along the two roadways. Locations on Schoolhouse Loop included placement of traffic counting devices just west of the Nespalem preschool and also immediately west of the intersection with Lower Columbia River Road. The traffic counting devices along Lower Columbia River Road were placed immediately west of Highway 155 and west of the intersection with Schoolhouse Loop. See Appendix A for map of placement for traffic counting.

Summary of Traffic Counts

During traffic counting, west of Highway 155, Lower Columbia River Road received an average of 793 vehicles per 24 hour period with the highest count being 871 vehicles in a day. The traffic counting device situated on Schoolhouse Loop, west of the intersection with Lower Columbia River Road received an average of 403 vehicles every 24 hours, with the highest number of vehicles per day being 460. The charts on the following pages show the traffic counts per types of vehicle from traffic counting locations. See Appendix B for Traffic Counting Results.

Appendix A:

Traffic Counting Locations Map

Schoolhouse Loop, Nespelem, WA

Traffic Counting

Legend

Nespelem Community

Nespelem Nespelem

155

Schoolhouse Loop

Place traffic counting device on Schoolhouse Loop west of Nespelem School.

Place traffic counting device on Schoolhouse Loop west of Intersection with Lower Columbia River Rd.

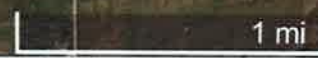
Place traffic counting device on Lower Columbia River Rd west of Intersection with State Route 155 .

Place traffic counting device on Lower Columbia River Rd west of Intersection with Schoolhouse Loop .

Lower Columbia River Rd

Nez Perce Ave

BIA, Re 13

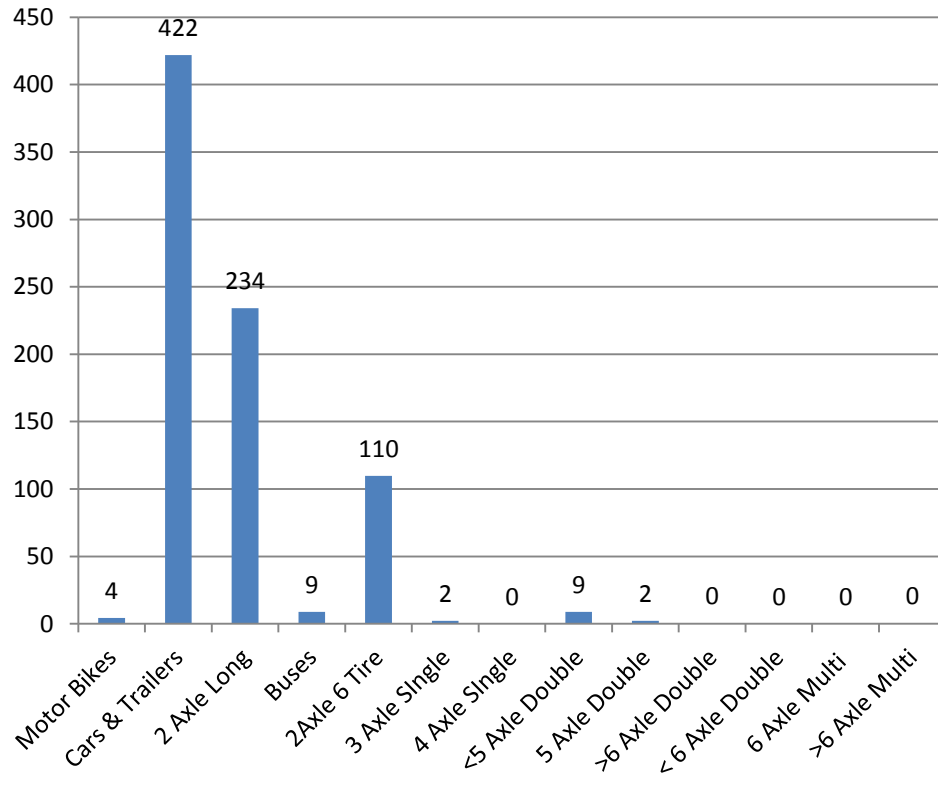


Appendix B:
Traffic Count Data

Lower Columbia River Road W of HWY 155

	Total	Motor Bikes	Cars & Trailers	2 Axle Long	2 Axle Buses	3 Axle 6 Tire	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	< 6 Axle Double	6 Axle Multi	>6 Axle Multi
East Bound													
10/7/2018	212	0	128	68	0	15	0	0	1	0	0	0	0
10/8/2018	354	0	187	98	2	64	1	0	1	1	0	0	0
10/9/2018	441	2	229	130	7	69	0	0	2	1	0	0	1
10/10/2018	395	2	209	120	7	47	2	0	7	1	0	0	0
10/11/2018	425	3	251	107	4	50	3	0	6	0	0	0	1
10/12/2018	171	4	86	52	2	25	0	0	2	0	0	0	0
West Bound													
10/7/2018	163	1	96	50	0	14	0	0	1	1	0	0	0
10/8/2018	362	0	180	112	2	63	1	0	2	2	0	0	0
10/9/2018	430	2	220	130	7	63	1	0	5	2	0	0	0
10/10/2018	407	2	212	125	6	50	2	0	8	2	0	0	0
10/11/2018	432	4	233	126	3	57	1	0	6	1	1	0	0
10/12/2018	173	2	79	53	4	32	0	0	3	0	0	0	0
Total													
10/7/2018	375	1	224	118	0	29	0	0	2	1	0	0	0
10/8/2018	716	0	367	210	4	127	2	0	3	3	0	0	0
10/9/2018	871	4	449	260	14	132	1	0	7	3	0	0	1
10/10/2018	802	4	421	245	13	97	4	0	15	3	0	0	0
10/11/2018	857	7	484	233	7	107	4	0	12	1	1	0	1
10/12/2018	344	6	165	105	6	57	0	0	5	0	0	0	0
Average/24hr	793	4	422	234	9	110	2	0	9	2	0	0	0

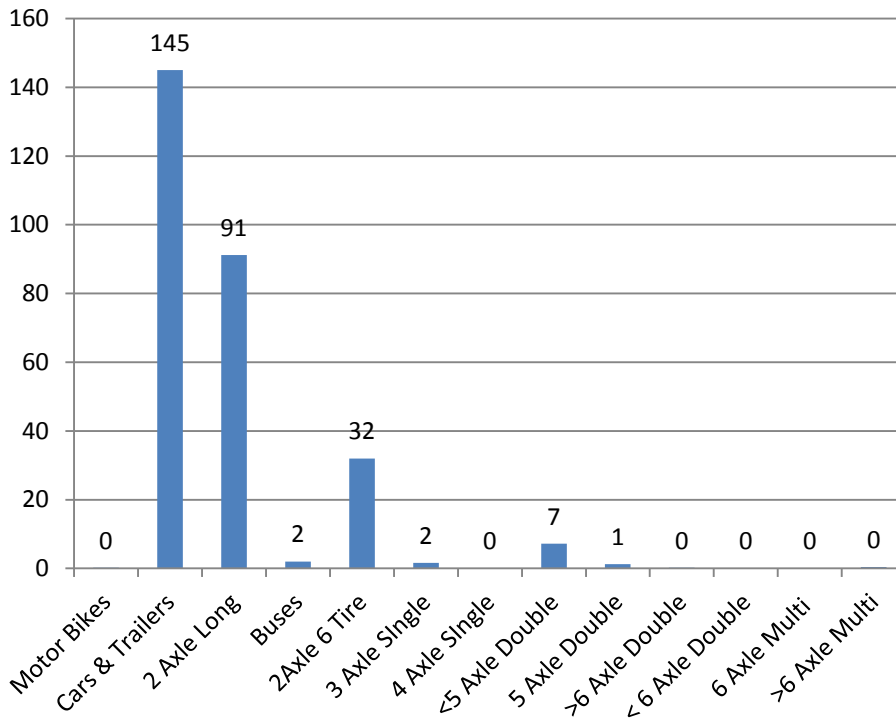
24 hour Average for Lower Columbia River Road west of Hwy 155



Lower Columbia River Road W of Schoolhouse Loop

	Motor Cars & 2 Axle	2 Axle	2Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle	< 6 Axle	6 Axle	>6 Axle			
Total	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Double	Multi	Multi	
North Bound														
10/7/2018	65	0	33	24	0	8	0	0	0	0	0	0	0	0
10/8/2018	141	0	66	50	0	22	1	0	1	1	0	0	0	0
10/9/2018	167	0	79	64	2	19	0	0	2	0	0	0	0	1
10/10/2018	132	0	77	42	1	6	1	0	5	0	0	0	0	0
10/11/2018	137	0	76	40	0	13	2	0	4	1	0	0	0	1
10/12/2018	35	0	14	9	0	10	0	0	2	0	0	0	0	0
South Bound														
10/7/2018	69	1	37	19	0	10	0	0	1	1	0	0	0	0
10/8/2018	148	0	72	48	2	21	1	0	3	1	0	0	0	0
10/9/2018	163	0	90	56	2	12	0	0	3	0	0	0	0	0
10/10/2018	152	0	87	40	0	14	2	0	8	1	0	0	0	0
10/11/2018	148	0	73	50	2	15	1	0	5	1	1	0	0	0
10/12/2018	48	0	21	14	1	10	0	0	2	0	0	0	0	0
Total														
10/7/2018	134	1	70	43	0	18	0	0	1	1	0	0	0	0
10/8/2018	289	0	138	98	2	43	2	0	4	2	0	0	0	0
10/9/2018	330	0	169	120	4	31	0	0	5	0	0	0	0	1
10/10/2018	284	0	164	82	1	20	3	0	13	1	0	0	0	0
10/11/2018	285	0	149	90	2	28	3	0	9	2	1	0	0	1
10/12/2018	83	0	35	23	1	20	0	0	4	0	0	0	0	0
Average/24hr	281	0	145	91	2	32	2	0	7	1	0	0	0	0

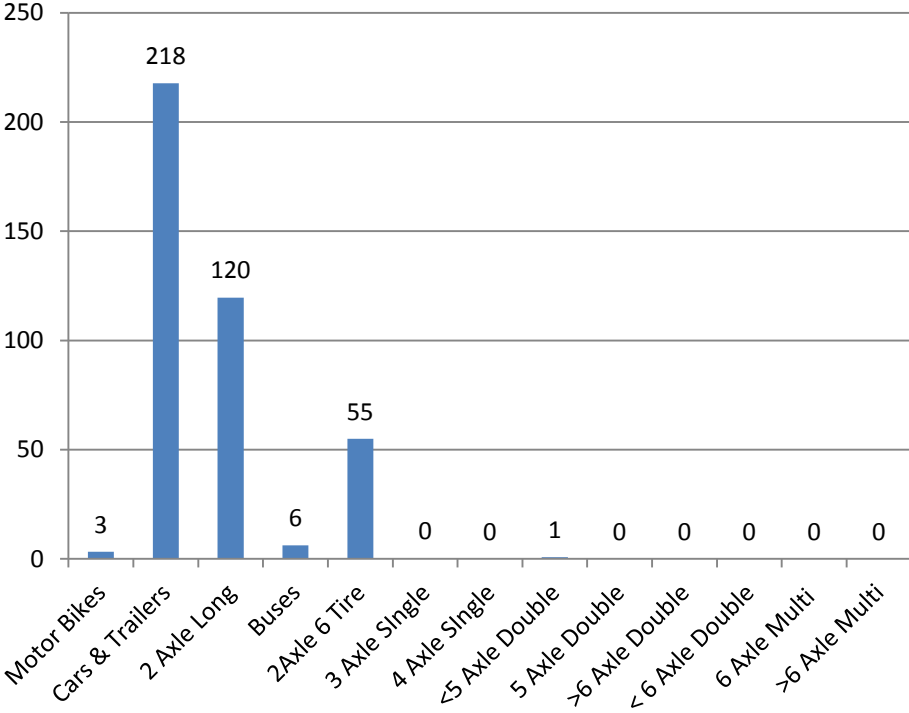
24 hour Average for Lower Columbia River Road west of Schoolhouse Loop



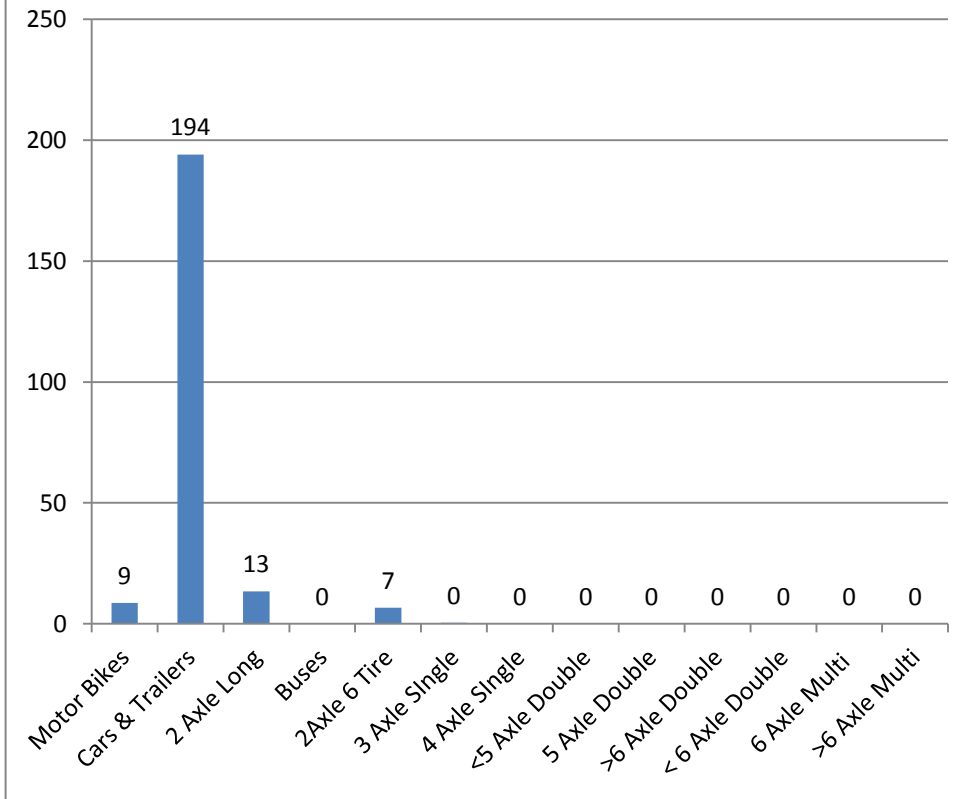
Schoolhouse Loop W of Columbia River Road

	Total	Motor Bikes	Cars & Trailers	2 Axle Long	2Axle Buses	3 Axle 6 Tire	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	< 6 Axle Double	6 Axle Multi	>6 Axle Multi
East Bound													
10/7/2018	62	0	30	27	0	5	0	0	0	0	0	0	0
10/8/2018	160	0	81	44	2	32	1	0	0	0	0	0	0
10/9/2018	225	1	135	57	5	27	0	0	0	0	0	0	0
10/10/2018	231	2	130	63	4	31	0	0	1	0	0	0	0
10/11/2018	231	2	127	70	2	29	0	0	1	0	0	0	0
10/12/2018	106	2	54	31	3	16	0	0	0	0	0	0	0
West Bound													
10/7/2018	51	0	27	19	0	5	0	0	0	0	0	0	0
10/8/2018	167	0	78	55	1	32	1	0	0	0	0	0	0
10/9/2018	217	1	121	62	7	25	0	0	1	0	0	0	0
10/10/2018	225	2	124	70	2	26	0	0	1	0	0	0	0
10/11/2018	229	4	127	67	1	30	0	0	0	0	0	0	0
10/12/2018	111	2	55	33	4	17	0	0	0	0	0	0	0
Total													
10/7/2018	113	0	57	46	0	10	0	0	0	0	0	0	0
10/8/2018	327	0	159	99	3	64	2	0	0	0	0	0	0
10/9/2018	442	2	256	119	12	52	0	0	1	0	0	0	0
10/10/2018	456	4	254	133	6	57	0	0	2	0	0	0	0
10/11/2018	460	6	254	137	3	59	0	0	1	0	0	0	0
10/12/2018	217	4	109	64	7	33	0	0	0	0	0	0	0
Average/24hr	403	3	218	120	6	55	0	0	1	0	0	0	0

24 hour Average for Schoolhouse Loop west of Lower Columbia River Road



24 hour Average for Schoolhouse Loop West of Nespelem School



MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

Site: NESPELEM, WA.
 10/7/2018
 Sunday

L. COL RIVER RD :
 W OF HWY 155 :
 35MPH :

Daily Volume

Interval Start	WB	EB	Combined	Interval Start	WB	EB	Combined			
12:00 AM	-	-	-	12:00 PM	-	-	-			
12:15 AM	-	-	-	12:15 PM	-	-	-			
12:30 AM	-	-	-	12:30 PM	-	-	-			
12:45 AM	-	-	-	12:45 PM	-	-	-			
1:00 AM	-	-	-	1:00 PM	-	24	23	47		
1:15 AM	-	-	-	1:15 PM	9	8	17			
1:30 AM	-	-	-	1:30 PM	5	10	15			
1:45 AM	-	-	-	1:45 PM	10	5	15			
2:00 AM	-	-	-	2:00 PM	5	33	11	38	16	71
2:15 AM	-	-	-	2:15 PM	9	13	22			
2:30 AM	-	-	-	2:30 PM	10	7	17			
2:45 AM	-	-	-	2:45 PM	9	7	16			
3:00 AM	-	-	-	3:00 PM	7	25	14	41	21	66
3:15 AM	-	-	-	3:15 PM	8	11	19			
3:30 AM	-	-	-	3:30 PM	4	8	12			
3:45 AM	-	-	-	3:45 PM	6	8	14			
4:00 AM	-	-	-	4:00 PM	13	33	8	38	21	71
4:15 AM	-	-	-	4:15 PM	7	5	12			
4:30 AM	-	-	-	4:30 PM	5	11	16			
4:45 AM	-	-	-	4:45 PM	8	14	22			
5:00 AM	-	-	-	5:00 PM	11	26	7	18	18	44
5:15 AM	-	-	-	5:15 PM	5	2	7			
5:30 AM	-	-	-	5:30 PM	3	4	7			
5:45 AM	-	-	-	5:45 PM	7	5	12			
6:00 AM	-	-	-	6:00 PM	8	23	14	28	22	51
6:15 AM	-	-	-	6:15 PM	4	9	13			
6:30 AM	-	-	-	6:30 PM	8	2	10			
6:45 AM	-	-	-	6:45 PM	3	3	6			
7:00 AM	-	-	-	7:00 PM	8	14	5	23	13	37
7:15 AM	-	-	-	7:15 PM	4	7	11			
7:30 AM	-	-	-	7:30 PM	2	3	5			
7:45 AM	-	-	-	7:45 PM	0	8	8			
8:00 AM	-	-	-	8:00 PM	1	5	7	18	8	23
8:15 AM	-	-	-	8:15 PM	1	9	10			
8:30 AM	-	-	-	8:30 PM	0	2	2			
8:45 AM	-	-	-	8:45 PM	3	0	3			
9:00 AM	-	-	-	9:00 PM	1	2	5	6	6	8
9:15 AM	-	-	-	9:15 PM	1	0	1			
9:30 AM	-	-	-	9:30 PM	0	1	1			
9:45 AM	-	-	-	9:45 PM	0	0	0			
10:00 AM	-	-	-	10:00 PM	0	1	0	0	0	1
10:15 AM	-	-	-	10:15 PM	0	0	0			
10:30 AM	-	-	-	10:30 PM	0	0	0			
10:45 AM	-	-	-	10:45 PM	1	0	1			
11:00 AM	-	-	-	11:00 PM	0	1	0	2	0	3
11:15 AM	-	-	-	11:15 PM	0	1	1			
11:30 AM	-	-	-	11:30 PM	1	0	1			
11:45 AM	-	-	-	11:45 PM	0	1	1			

Volume Totals

	WB	EB	Combined
12:00 AM - 12:00 PM	0	0	0
12:00 PM - 12:00 AM	187 (44.3%)	235 (55.7%)	422
24 Hours	187 (44.3%)	235 (55.7%)	422

Peak Hours

	WB	EB	Combined
12:00 AM - 12:00 PM	-	-	-
Volume	-	-	-
Factor	-	-	-
12:00 PM - 12:00 AM	2:15 PM	2:15 PM	2:15 PM
Volume	35	41	76
Factor	0.88	0.73	0.86

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

Site: NESPELEM, WA.
 10/8/2018
 Monday

L. COL RIVER RD :
 W OF HWY 155 :
 35MPH :

Daily Volume

Interval Start	WB	EB	Combined	Interval Start	WB	EB	Combined					
12:00 AM	0	0	1	0	1	12:00 PM	12	35	4	27	16	62
12:15 AM	0	0	0	0	0	12:15 PM	8	13	21	13	13	21
12:30 AM	0	0	0	0	0	12:30 PM	6	7	13	13	13	26
12:45 AM	0	1	1	1	1	12:45 PM	9	3	12	12	12	24
1:00 AM	0	3	0	1	0	1:00 PM	6	36	6	32	12	68
1:15 AM	0	0	0	0	0	1:15 PM	12	5	17	17	17	34
1:30 AM	2	0	2	2	2	1:30 PM	8	9	17	17	17	34
1:45 AM	1	1	2	2	2	1:45 PM	10	12	22	22	22	44
2:00 AM	0	1	0	0	0	2:00 PM	9	25	10	33	19	58
2:15 AM	0	0	0	0	0	2:15 PM	3	5	8	8	8	16
2:30 AM	0	0	0	0	0	2:30 PM	6	11	17	17	17	34
2:45 AM	1	0	1	1	1	2:45 PM	7	7	14	14	14	28
3:00 AM	0	0	0	0	0	3:00 PM	4	22	5	39	9	61
3:15 AM	0	0	0	0	0	3:15 PM	5	9	14	14	14	28
3:30 AM	0	0	0	0	0	3:30 PM	4	15	19	19	19	38
3:45 AM	0	0	0	0	0	3:45 PM	9	10	19	19	19	38
4:00 AM	0	0	0	0	0	4:00 PM	13	26	13	31	26	57
4:15 AM	0	0	0	0	0	4:15 PM	5	8	13	13	13	26
4:30 AM	0	0	0	0	0	4:30 PM	4	5	9	9	9	18
4:45 AM	0	0	0	0	0	4:45 PM	4	5	9	9	9	18
5:00 AM	2	10	0	3	2	5:00 PM	3	17	2	6	5	23
5:15 AM	0	0	2	2	2	5:15 PM	3	2	3	3	3	6
5:30 AM	4	1	5	5	5	5:30 PM	8	2	10	10	10	20
5:45 AM	4	0	4	4	4	5:45 PM	3	2	5	5	5	10
6:00 AM	2	17	2	8	4	6:00 PM	4	12	6	15	10	27
6:15 AM	4	0	4	4	4	6:15 PM	4	6	10	10	10	20
6:30 AM	6	3	9	9	9	6:30 PM	1	1	2	2	2	4
6:45 AM	5	3	8	8	8	6:45 PM	3	2	5	5	5	10
7:00 AM	10	41	4	29	14	7:00 PM	1	4	5	9	6	13
7:15 AM	13	13	26	26	26	7:15 PM	0	2	2	2	2	4
7:30 AM	10	5	15	15	15	7:30 PM	2	1	3	3	3	6
7:45 AM	8	7	15	15	15	7:45 PM	1	1	2	2	2	4
8:00 AM	11	26	5	30	16	8:00 PM	0	4	1	6	1	10
8:15 AM	5	11	16	16	16	8:15 PM	1	2	3	3	3	6
8:30 AM	5	13	18	18	18	8:30 PM	2	1	3	3	3	6
8:45 AM	5	1	6	6	6	8:45 PM	1	2	3	3	3	6
9:00 AM	3	17	8	24	11	9:00 PM	1	2	1	1	2	3
9:15 AM	6	8	14	14	14	9:15 PM	0	0	0	0	0	0
9:30 AM	4	2	6	6	6	9:30 PM	0	0	0	0	0	0
9:45 AM	4	6	10	10	10	9:45 PM	1	0	1	1	1	2
10:00 AM	11	31	2	24	13	10:00 PM	1	1	0	1	1	2
10:15 AM	6	5	11	11	11	10:15 PM	0	1	1	1	1	2
10:30 AM	7	9	16	16	16	10:30 PM	0	0	0	0	0	0
10:45 AM	7	8	15	15	15	10:45 PM	0	0	0	0	0	0
11:00 AM	2	32	6	34	8	11:00 PM	0	0	0	0	0	0
11:15 AM	10	6	16	16	16	11:15 PM	0	0	0	0	0	0
11:30 AM	10	14	24	24	24	11:30 PM	0	0	0	0	0	0
11:45 AM	10	8	18	18	18	11:45 PM	0	0	0	0	0	0

Volume Totals

	WB	EB	Combined
12:00 AM - 12:00 PM	178 (53.6%)	154 (46.4%)	332
12:00 PM - 12:00 AM	184 (47.9%)	200 (52.1%)	384
24 Hours	362 (50.6%)	354 (49.4%)	716

Peak Hours

	WB	EB	Combined
12:00 AM - 12:00 PM	7:15 AM	7:45 AM	7:15 AM
Volume	42	36	72
Factor	0.81	0.69	0.69
12:00 PM - 12:00 AM	1:15 PM	3:15 PM	3:15 PM
Volume	39	47	78
Factor	0.81	0.78	0.75

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

Site: NESPELEM, WA.
 10/9/2018
 Tuesday

L. COL RIVER RD :
 W OF HWY 155 :
 35MPH :

Daily Volume

Interval Start	WB	EB	Combined	Interval Start	WB	EB	Combined
12:00 AM	0	0	0	12:00 PM	9	32	41
12:15 AM	0	0	0	12:15 PM	14	8	22
12:30 AM	0	0	0	12:30 PM	4	5	9
12:45 AM	0	0	0	12:45 PM	5	7	12
1:00 AM	0	0	1	1:00 PM	9	36	45
1:15 AM	0	1	1	1:15 PM	8	12	20
1:30 AM	0	0	0	1:30 PM	7	9	16
1:45 AM	0	0	0	1:45 PM	12	8	20
2:00 AM	0	1	0	2:00 PM	6	30	36
2:15 AM	0	0	0	2:15 PM	6	6	12
2:30 AM	0	0	0	2:30 PM	6	12	18
2:45 AM	1	0	1	2:45 PM	12	11	23
3:00 AM	0	0	0	3:00 PM	13	46	59
3:15 AM	0	0	0	3:15 PM	12	8	20
3:30 AM	0	0	0	3:30 PM	8	26	34
3:45 AM	0	0	0	3:45 PM	13	20	33
4:00 AM	0	1	0	4:00 PM	20	47	67
4:15 AM	0	0	0	4:15 PM	8	12	20
4:30 AM	0	0	0	4:30 PM	12	4	16
4:45 AM	1	0	1	4:45 PM	7	4	11
5:00 AM	0	10	0	5:00 PM	8	22	30
5:15 AM	0	1	1	5:15 PM	8	6	14
5:30 AM	4	2	6	5:30 PM	3	0	3
5:45 AM	6	1	7	5:45 PM	3	4	7
6:00 AM	5	20	25	6:00 PM	1	6	7
6:15 AM	0	2	2	6:15 PM	2	3	5
6:30 AM	9	2	11	6:30 PM	1	3	4
6:45 AM	6	6	12	6:45 PM	2	4	6
7:00 AM	11	50	61	7:00 PM	2	3	5
7:15 AM	18	19	37	7:15 PM	0	1	1
7:30 AM	11	13	24	7:30 PM	0	2	2
7:45 AM	10	8	18	7:45 PM	1	2	3
8:00 AM	3	18	21	8:00 PM	4	7	11
8:15 AM	5	4	9	8:15 PM	0	0	0
8:30 AM	7	3	10	8:30 PM	0	1	1
8:45 AM	3	7	10	8:45 PM	3	0	3
9:00 AM	2	22	24	9:00 PM	2	3	5
9:15 AM	6	10	16	9:15 PM	1	1	2
9:30 AM	5	4	9	9:30 PM	0	0	0
9:45 AM	9	10	19	9:45 PM	0	0	0
10:00 AM	10	32	42	10:00 PM	0	4	4
10:15 AM	14	12	26	10:15 PM	2	0	2
10:30 AM	4	9	13	10:30 PM	1	0	1
10:45 AM	4	8	12	10:45 PM	1	1	2
11:00 AM	8	39	47	11:00 PM	0	1	1
11:15 AM	7	7	14	11:15 PM	0	0	0
11:30 AM	14	9	23	11:30 PM	0	0	0
11:45 AM	10	10	20	11:45 PM	1	0	1

Volume Totals

	WB	EB	Combined
12:00 AM - 12:00 PM	193 (50.7%)	188 (49.3%)	381
12:00 PM - 12:00 AM	237 (48.4%)	253 (51.6%)	490
24 Hours	430 (49.4%)	441 (50.6%)	871

Peak Hours

	WB	EB	Combined
12:00 AM - 12:00 PM	7:00 AM	7:15 AM	7:00 AM
Volume	50	46	95
Factor	0.69	0.61	0.64
12:00 PM - 12:00 AM	3:15 PM	3:30 PM	3:15 PM
Volume	53	82	131
Factor	0.66	0.79	0.74

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

L. COL RIVER RD :
 W OF HWY 155 :
 35MPH :

Site: NESPELEM, WA.
 10/10/2018
 Wednesday

Daily Volume

Interval Start	WB	EB	Combined	Interval Start	WB	EB	Combined
12:00 AM	0	1	0	12:00 PM	12	37	9
12:15 AM	1	1	2	12:15 PM	9	4	13
12:30 AM	0	0	0	12:30 PM	7	16	23
12:45 AM	0	0	0	12:45 PM	9	11	20
1:00 AM	0	0	1	1:00 PM	11	36	5
1:15 AM	0	0	0	1:15 PM	9	8	17
1:30 AM	0	0	0	1:30 PM	11	7	18
1:45 AM	0	0	0	1:45 PM	5	7	12
2:00 AM	0	1	0	2:00 PM	10	28	11
2:15 AM	1	1	2	2:15 PM	5	7	12
2:30 AM	0	0	0	2:30 PM	7	7	14
2:45 AM	0	0	0	2:45 PM	6	11	17
3:00 AM	0	0	1	3:00 PM	7	27	7
3:15 AM	0	0	0	3:15 PM	7	6	13
3:30 AM	0	1	1	3:30 PM	3	15	18
3:45 AM	0	0	0	3:45 PM	10	13	23
4:00 AM	0	1	0	4:00 PM	17	42	19
4:15 AM	0	0	0	4:15 PM	8	9	17
4:30 AM	0	0	0	4:30 PM	10	10	20
4:45 AM	1	0	1	4:45 PM	7	5	12
5:00 AM	1	8	0	5:00 PM	6	19	4
5:15 AM	1	1	2	5:15 PM	4	1	5
5:30 AM	4	1	5	5:30 PM	7	6	13
5:45 AM	2	1	3	5:45 PM	2	4	6
6:00 AM	6	23	4	6:00 PM	4	10	3
6:15 AM	5	1	6	6:15 PM	3	1	4
6:30 AM	3	3	6	6:30 PM	1	5	6
6:45 AM	9	5	14	6:45 PM	2	3	5
7:00 AM	9	45	6	7:00 PM	2	6	1
7:15 AM	14	12	26	7:15 PM	2	3	5
7:30 AM	17	11	28	7:30 PM	2	1	3
7:45 AM	5	5	10	7:45 PM	0	1	1
8:00 AM	3	30	6	8:00 PM	1	6	0
8:15 AM	10	5	15	8:15 PM	3	0	3
8:30 AM	11	3	14	8:30 PM	2	3	5
8:45 AM	6	5	11	8:45 PM	0	3	3
9:00 AM	6	17	9	9:00 PM	1	1	0
9:15 AM	3	2	5	9:15 PM	0	2	2
9:30 AM	5	4	9	9:30 PM	0	2	2
9:45 AM	3	6	9	9:45 PM	0	1	1
10:00 AM	4	29	9	10:00 PM	1	4	1
10:15 AM	9	4	13	10:15 PM	2	0	2
10:30 AM	8	8	16	10:30 PM	0	0	0
10:45 AM	8	9	17	10:45 PM	1	0	1
11:00 AM	11	34	11	11:00 PM	0	2	0
11:15 AM	6	13	19	11:15 PM	0	0	0
11:30 AM	7	11	18	11:30 PM	2	0	2
11:45 AM	10	4	14	11:45 PM	0	0	0

Volume Totals

	WB	EB	Combined
12:00 AM - 12:00 PM	189 (53.7%)	163 (46.3%)	352
12:00 PM - 12:00 AM	218 (48.4%)	232 (51.6%)	450
24 Hours	407 (50.7%)	395 (49.3%)	802

Peak Hours

	WB	EB	Combined
12:00 AM - 12:00 PM	6:45 AM	10:45 AM	6:45 AM
Volume	49	44	83
Factor	0.72	0.85	0.74
12:00 PM - 12:00 AM	3:45 PM	3:30 PM	3:45 PM
Volume	45	56	96
Factor	0.66	0.74	0.67

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

Site: NESPELEM, WA.
 10/11/2018
 Thursday

L. COL RIVER RD :
 W OF HWY 155 :
 35MPH :

Daily Volume

Interval Start	WB	EB	Combined	Interval Start	WB	EB	Combined
12:00 AM	0	0	0	12:00 PM	8	36	9
12:15 AM	0	0	0	12:15 PM	12	13	38
12:30 AM	0	0	0	12:30 PM	6	8	17
12:45 AM	0	0	0	12:45 PM	10	8	25
1:00 AM	0	0	1	1:00 PM	6	25	5
1:15 AM	0	1	1	1:15 PM	8	9	21
1:30 AM	0	0	0	1:30 PM	6	5	11
1:45 AM	0	0	0	1:45 PM	5	2	7
2:00 AM	0	0	0	2:00 PM	4	31	9
2:15 AM	0	0	0	2:15 PM	13	6	33
2:30 AM	0	0	0	2:30 PM	7	6	13
2:45 AM	0	0	0	2:45 PM	7	12	19
3:00 AM	0	1	0	3:00 PM	10	42	12
3:15 AM	0	0	0	3:15 PM	8	11	62
3:30 AM	1	0	1	3:30 PM	10	23	22
3:45 AM	0	0	0	3:45 PM	14	16	33
4:00 AM	0	2	0	4:00 PM	17	41	33
4:15 AM	0	0	0	4:15 PM	6	13	58
4:30 AM	0	0	0	4:30 PM	10	5	19
4:45 AM	2	0	2	4:45 PM	8	7	15
5:00 AM	1	4	0	5:00 PM	8	23	7
5:15 AM	0	0	0	5:15 PM	5	0	20
5:30 AM	1	0	1	5:30 PM	8	5	15
5:45 AM	2	2	4	5:45 PM	2	8	13
6:00 AM	4	25	3	6:00 PM	3	7	8
6:15 AM	6	1	7	6:15 PM	2	3	12
6:30 AM	4	2	6	6:30 PM	2	4	6
6:45 AM	11	6	17	6:45 PM	0	2	2
7:00 AM	8	46	5	7:00 PM	3	9	3
7:15 AM	13	13	26	7:15 PM	3	4	9
7:30 AM	12	12	24	7:30 PM	1	2	6
7:45 AM	13	14	27	7:45 PM	2	0	7
8:00 AM	19	32	6	8:00 PM	0	10	1
8:15 AM	3	5	8	8:15 PM	2	0	5
8:30 AM	6	4	10	8:30 PM	3	3	1
8:45 AM	4	6	10	8:45 PM	5	1	6
9:00 AM	4	24	4	9:00 PM	2	7	1
9:15 AM	7	3	10	9:15 PM	0	1	5
9:30 AM	4	5	9	9:30 PM	5	2	3
9:45 AM	9	9	18	9:45 PM	0	1	1
10:00 AM	7	26	5	10:00 PM	1	2	0
10:15 AM	4	10	14	10:15 PM	0	0	0
10:30 AM	8	5	13	10:30 PM	1	0	0
10:45 AM	7	7	14	10:45 PM	0	0	1
11:00 AM	9	37	12	11:00 PM	0	2	0
11:15 AM	7	3	10	11:15 PM	0	0	0
11:30 AM	8	9	17	11:30 PM	1	0	0
11:45 AM	13	10	23	11:45 PM	1	0	1

Volume Totals

	WB	EB	Combined
12:00 AM - 12:00 PM	197 (54.9%)	162 (45.1%)	359
12:00 PM - 12:00 AM	235 (47.2%)	263 (52.8%)	498
24 Hours	432 (50.4%)	425 (49.6%)	857

Peak Hours

	WB	EB	Combined
12:00 AM - 12:00 PM	7:15 AM	7:15 AM	7:15 AM
Volume	57	45	102
Factor	0.75	0.80	0.94
12:00 PM - 12:00 AM	3:15 PM	3:30 PM	3:15 PM
Volume	49	85	132
Factor	0.72	0.64	0.66

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

Site: NESPELEM, WA.
 10/12/2018
 Friday

L. COL RIVER RD :
 W OF HWY 155 :
 35MPH :

Daily Volume

Interval Start	WB	EB	Combined	Interval Start	WB	EB	Combined
12:00 AM	0	1	0	1	0	2	
12:15 AM	1	0	1				
12:30 AM	0	1	1				
12:45 AM	0	0	0				
1:00 AM	0	0	0	0	0	0	
1:15 AM	0	0	0				
1:30 AM	0	0	0				
1:45 AM	0	0	0				
2:00 AM	0	1	0	0	0	1	
2:15 AM	0	0	0				
2:30 AM	0	0	0				
2:45 AM	1	0	1				
3:00 AM	0	0	0	0	0	0	
3:15 AM	0	0	0				
3:30 AM	0	0	0				
3:45 AM	0	0	0				
4:00 AM	0	2	0	1	0	3	
4:15 AM	1	0	1				
4:30 AM	1	0	1				
4:45 AM	0	1	1				
5:00 AM	2	7	0	2	2	9	
5:15 AM	0	0	0				
5:30 AM	1	1	2				
5:45 AM	4	1	5				
6:00 AM	2	18	5	13	7	31	
6:15 AM	6	3	9				
6:30 AM	4	1	5				
6:45 AM	6	4	10				
7:00 AM	3	43	7	43	10	86	
7:15 AM	15	16	31				
7:30 AM	13	10	23				
7:45 AM	12	10	22				
8:00 AM	12	39	9	41	21	80	
8:15 AM	6	7	13				
8:30 AM	6	13	19				
8:45 AM	15	12	27				
9:00 AM	6	23	10	29	16	52	
9:15 AM	8	4	12				
9:30 AM	3	4	7				
9:45 AM	6	11	17				
10:00 AM	10	39	10	41	20	80	
10:15 AM	15	5	20				
10:30 AM	9	12	21				
10:45 AM	5	14	19				
11:00 AM	11	15	6	16	17	31	
11:15 AM	4	10	14				

Volume Totals

	WB	EB	Combined
12:00 AM - 12:00 PM	188 (50.1%)	187 (49.9%)	375
12:00 PM - 12:00 AM	0	0	0
24 Hours	188 (50.1%)	187 (49.9%)	375

Peak Hours

	WB	EB	Combined
12:00 AM - 12:00 PM	7:15 AM	7:15 AM	7:15 AM
Volume	52	45	97
Factor	0.87	0.70	0.78
12:00 PM - 12:00 AM	-	-	-
Volume	-	-	-
Factor	-	-	-

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

Site: NESPELEM, WA.
 10/7/2018
 Sunday

L.COL. RIVER RD. :
 E. OF SCHOUSE LO :
 50 MPH :

Daily Volume

Interval Start	SB	NB	Combined	Interval Start	SB	NB	Combined
12:00 AM	-	-	-	12:00 PM	-	1	3
12:15 AM	-	-	-	12:15 PM	-	-	-
12:30 AM	-	-	-	12:30 PM	-	-	-
12:45 AM	-	-	-	12:45 PM	1	3	4
1:00 AM	-	-	-	1:00 PM	1	9	3
1:15 AM	-	-	-	1:15 PM	3	3	10
1:30 AM	-	-	-	1:30 PM	3	2	4
1:45 AM	-	-	-	1:45 PM	2	2	6
2:00 AM	-	-	-	2:00 PM	2	12	5
2:15 AM	-	-	-	2:15 PM	3	7	15
2:30 AM	-	-	-	2:30 PM	3	2	7
2:45 AM	-	-	-	2:45 PM	4	1	10
3:00 AM	-	-	-	3:00 PM	4	10	3
3:15 AM	-	-	-	3:15 PM	2	7	17
3:30 AM	-	-	-	3:30 PM	2	3	7
3:45 AM	-	-	-	3:45 PM	2	4	9
4:00 AM	-	-	-	4:00 PM	1	11	1
4:15 AM	-	-	-	4:15 PM	5	0	2
4:30 AM	-	-	-	4:30 PM	3	0	5
4:45 AM	-	-	-	4:45 PM	2	1	3
5:00 AM	-	-	-	5:00 PM	1	4	0
5:15 AM	-	-	-	5:15 PM	3	0	3
5:30 AM	-	-	-	5:30 PM	0	2	3
5:45 AM	-	-	-	5:45 PM	0	1	2
6:00 AM	-	-	-	6:00 PM	6	11	1
6:15 AM	-	-	-	6:15 PM	2	1	4
6:30 AM	-	-	-	6:30 PM	2	1	7
6:45 AM	-	-	-	6:45 PM	1	1	3
7:00 AM	-	-	-	7:00 PM	2	5	4
7:15 AM	-	-	-	7:15 PM	3	2	6
7:30 AM	-	-	-	7:30 PM	0	1	5
7:45 AM	-	-	-	7:45 PM	0	0	1
8:00 AM	-	-	-	8:00 PM	2	4	2
8:15 AM	-	-	-	8:15 PM	1	1	3
8:30 AM	-	-	-	8:30 PM	0	0	4
8:45 AM	-	-	-	8:45 PM	1	0	7
9:00 AM	-	-	-	9:00 PM	0	1	1
9:15 AM	-	-	-	9:15 PM	0	0	2
9:30 AM	-	-	-	9:30 PM	1	1	0
9:45 AM	-	-	-	9:45 PM	0	0	2
10:00 AM	-	-	-	10:00 PM	0	1	0
10:15 AM	-	-	-	10:15 PM	0	0	0
10:30 AM	-	-	-	10:30 PM	1	0	0
10:45 AM	-	-	-	10:45 PM	0	0	1
11:00 AM	-	-	-	11:00 PM	0	1	0
11:15 AM	-	-	-	11:15 PM	0	1	2
11:30 AM	-	-	-	11:30 PM	1	0	0
11:45 AM	-	-	-	11:45 PM	0	1	1

Volume Totals

	SB	NB	Combined
12:00 AM - 12:00 PM	0	0	0
12:00 PM - 12:00 AM	70 (50.7%)	68 (49.3%)	138
24 Hours	70 (50.7%)	68 (49.3%)	138

Peak Hours

	SB	NB	Combined
12:00 AM - 12:00 PM	-	-	-
Volume	-	-	-
Factor	-	-	-
12:00 PM - 12:00 AM	2:15 PM	3:00 PM	2:00 PM
Volume	14	17	27
Factor	0.88	0.61	0.68

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

Site: NESPELEM, WA.
 10/8/2018
 Monday

L.COL. RIVER RD. :
 E. OF SCHOUSE LO :
 50 MPH :

Daily Volume

Interval Start	SB	NB	Combined	Interval Start	SB	NB	Combined
12:00 AM	0	0	1	12:00 PM	3	15	4
12:15 AM	0	0	0	12:15 PM	3	5	8
12:30 AM	0	0	0	12:30 PM	5	2	7
12:45 AM	0	1	1	12:45 PM	4	1	5
1:00 AM	0	1	0	1:00 PM	1	7	2
1:15 AM	0	0	0	1:15 PM	2	2	4
1:30 AM	1	0	1	1:30 PM	3	1	4
1:45 AM	0	0	0	1:45 PM	1	6	7
2:00 AM	0	0	0	2:00 PM	4	9	8
2:15 AM	0	0	0	2:15 PM	2	1	3
2:30 AM	0	0	0	2:30 PM	2	1	3
2:45 AM	0	0	0	2:45 PM	1	2	3
3:00 AM	0	0	0	3:00 PM	3	13	4
3:15 AM	0	0	0	3:15 PM	4	3	7
3:30 AM	0	0	0	3:30 PM	2	14	16
3:45 AM	0	0	0	3:45 PM	4	6	10
4:00 AM	0	0	0	4:00 PM	3	10	5
4:15 AM	0	0	0	4:15 PM	4	3	7
4:30 AM	0	0	0	4:30 PM	1	1	2
4:45 AM	0	0	0	4:45 PM	2	3	5
5:00 AM	2	5	3	5:00 PM	2	10	4
5:15 AM	0	2	2	5:15 PM	1	0	1
5:30 AM	1	1	2	5:30 PM	4	2	6
5:45 AM	2	0	2	5:45 PM	3	1	4
6:00 AM	3	17	5	6:00 PM	2	7	8
6:15 AM	3	0	3	6:15 PM	2	0	2
6:30 AM	4	3	7	6:30 PM	0	1	1
6:45 AM	7	2	9	6:45 PM	3	2	5
7:00 AM	4	10	2	7:00 PM	0	1	1
7:15 AM	3	8	11	7:15 PM	0	2	2
7:30 AM	2	1	3	7:30 PM	1	1	2
7:45 AM	1	2	3	7:45 PM	0	1	1
8:00 AM	4	9	2	8:00 PM	0	2	0
8:15 AM	1	5	6	8:15 PM	0	1	1
8:30 AM	0	3	3	8:30 PM	2	1	3
8:45 AM	4	0	4	8:45 PM	0	1	1
9:00 AM	1	11	4	9:00 PM	0	0	0
9:15 AM	4	2	6	9:15 PM	0	0	0
9:30 AM	4	2	6	9:30 PM	0	0	0
9:45 AM	2	2	4	9:45 PM	0	0	0
10:00 AM	1	10	1	10:00 PM	1	1	2
10:15 AM	3	0	3	10:15 PM	0	0	0
10:30 AM	1	3	4	10:30 PM	0	0	0
10:45 AM	5	4	9	10:45 PM	0	0	0
11:00 AM	1	10	4	11:00 PM	0	0	0
11:15 AM	3	4	7	11:15 PM	0	0	0
11:30 AM	5	1	6	11:30 PM	0	0	0
11:45 AM	1	1	2	11:45 PM	0	0	0

Volume Totals

	SB	NB	Combined
12:00 AM - 12:00 PM	73 (54.9%)	60 (45.1%)	133
12:00 PM - 12:00 AM	75 (48.1%)	81 (51.9%)	156
24 Hours	148 (51.2%)	141 (48.8%)	289

Peak Hours

	SB	NB	Combined
12:00 AM - 12:00 PM	6:15 AM	6:30 AM	6:30 AM
Volume	18	15	33
Factor	0.64	0.47	0.75
12:00 PM - 12:00 AM	12:00 PM	3:15 PM	3:15 PM
Volume	15	25	38
Factor	0.75	0.45	0.59

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

Site: NESPELEM, WA.
 10/9/2018
 Tuesday

L.COL. RIVER RD. :
 E. OF SCHOUSE LO :
 50 MPH :

Daily Volume

Interval Start	SB	NB	Combined	Interval Start	SB	NB	Combined
12:00 AM	0	0	0	12:00 PM	6	12	18
12:15 AM	0	0	0	12:15 PM	3	1	4
12:30 AM	0	0	0	12:30 PM	2	0	2
12:45 AM	0	0	0	12:45 PM	1	5	6
1:00 AM	0	0	0	1:00 PM	3	8	11
1:15 AM	0	0	0	1:15 PM	1	3	4
1:30 AM	0	0	0	1:30 PM	3	5	8
1:45 AM	0	0	0	1:45 PM	1	0	1
2:00 AM	0	0	0	2:00 PM	1	9	10
2:15 AM	0	0	0	2:15 PM	2	1	3
2:30 AM	0	0	0	2:30 PM	1	6	7
2:45 AM	0	0	0	2:45 PM	5	4	9
3:00 AM	0	0	0	3:00 PM	4	13	17
3:15 AM	0	0	0	3:15 PM	5	4	9
3:30 AM	0	0	0	3:30 PM	2	10	12
3:45 AM	0	0	0	3:45 PM	2	10	12
4:00 AM	0	0	0	4:00 PM	5	22	27
4:15 AM	0	0	0	4:15 PM	8	2	10
4:30 AM	0	0	0	4:30 PM	5	2	7
4:45 AM	0	0	0	4:45 PM	4	0	4
5:00 AM	1	6	3	5:00 PM	7	16	23
5:15 AM	0	1	1	5:15 PM	3	3	6
5:30 AM	2	1	3	5:30 PM	2	2	4
5:45 AM	3	1	4	5:45 PM	4	2	6
6:00 AM	2	18	9	6:00 PM	1	4	5
6:15 AM	3	2	5	6:15 PM	0	4	4
6:30 AM	8	3	11	6:30 PM	1	0	1
6:45 AM	5	4	9	6:45 PM	2	0	2
7:00 AM	2	10	12	7:00 PM	1	1	2
7:15 AM	6	10	16	7:15 PM	0	0	0
7:30 AM	1	5	6	7:30 PM	0	2	2
7:45 AM	1	3	4	7:45 PM	0	1	1
8:00 AM	0	5	1	8:00 PM	1	1	2
8:15 AM	3	4	7	8:15 PM	0	0	0
8:30 AM	2	1	3	8:30 PM	0	0	0
8:45 AM	0	0	0	8:45 PM	0	0	0
9:00 AM	2	4	5	9:00 PM	0	0	0
9:15 AM	0	1	1	9:15 PM	0	0	0
9:30 AM	0	2	2	9:30 PM	0	0	0
9:45 AM	2	2	4	9:45 PM	0	0	0
10:00 AM	5	10	15	10:00 PM	0	2	2
10:15 AM	2	3	5	10:15 PM	2	0	2
10:30 AM	2	1	3	10:30 PM	0	0	0
10:45 AM	1	6	7	10:45 PM	0	0	0
11:00 AM	5	21	19	11:00 PM	0	1	1
11:15 AM	4	3	7	11:15 PM	0	0	0
11:30 AM	7	4	11	11:30 PM	0	0	0
11:45 AM	5	8	13	11:45 PM	1	0	1

Volume Totals

	SB	NB	Combined
12:00 AM - 12:00 PM	74 (49.0%)	77 (51.0%)	151
12:00 PM - 12:00 AM	89 (49.7%)	90 (50.3%)	179
24 Hours	163 (49.4%)	167 (50.6%)	330

Peak Hours

	SB	NB	Combined
12:00 AM - 12:00 PM	6:30 AM	6:45 AM	6:30 AM
Volume	21	21	40
Factor	0.66	0.53	0.63
12:00 PM - 12:00 AM	4:15 PM	3:15 PM	3:30 PM
Volume	24	30	45
Factor	0.75	0.75	0.94

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

Site: NESPELEM, WA.
 10/10/2018
 Wednesday

L.COL. RIVER RD. :
 E. OF SCHOUSE LO :
 50 MPH :

Daily Volume

Interval Start	SB	NB	Combined	Interval Start	SB	NB	Combined
12:00 AM	0	0	2	12:00 PM	0	6	6
12:15 AM	0	0	0	12:15 PM	1	0	1
12:30 AM	0	1	1	12:30 PM	1	2	3
12:45 AM	0	1	1	12:45 PM	4	0	4
1:00 AM	1	1	0	1:00 PM	2	13	2
1:15 AM	0	0	0	1:15 PM	5	4	9
1:30 AM	0	0	0	1:30 PM	3	2	5
1:45 AM	0	0	0	1:45 PM	3	1	4
2:00 AM	0	0	0	2:00 PM	2	8	3
2:15 AM	0	0	0	2:15 PM	1	1	2
2:30 AM	0	0	0	2:30 PM	2	1	3
2:45 AM	0	0	0	2:45 PM	3	5	8
3:00 AM	0	0	1	3:00 PM	4	7	0
3:15 AM	0	0	0	3:15 PM	1	2	3
3:30 AM	0	1	1	3:30 PM	0	15	15
3:45 AM	0	0	0	3:45 PM	2	5	7
4:00 AM	0	1	0	4:00 PM	6	20	3
4:15 AM	0	0	0	4:15 PM	4	0	6
4:30 AM	0	0	0	4:30 PM	5	1	4
4:45 AM	1	0	1	4:45 PM	5	2	7
5:00 AM	1	3	2	5:00 PM	3	11	1
5:15 AM	1	2	3	5:15 PM	4	0	7
5:30 AM	1	0	1	5:30 PM	2	4	4
5:45 AM	0	0	0	5:45 PM	2	2	6
6:00 AM	5	20	5	6:00 PM	2	5	2
6:15 AM	5	0	5	6:15 PM	2	2	4
6:30 AM	2	3	5	6:30 PM	1	0	4
6:45 AM	8	2	10	6:45 PM	0	0	1
7:00 AM	5	15	3	7:00 PM	0	0	0
7:15 AM	4	7	16	7:15 PM	0	1	2
7:30 AM	4	4	8	7:30 PM	0	0	1
7:45 AM	2	2	4	7:45 PM	0	0	0
8:00 AM	3	10	1	8:00 PM	1	2	0
8:15 AM	4	4	11	8:15 PM	0	0	0
8:30 AM	3	2	8	8:30 PM	1	0	0
8:45 AM	0	4	5	8:45 PM	0	0	1
9:00 AM	1	7	4	9:00 PM	0	1	0
9:15 AM	2	2	2	9:15 PM	1	0	2
9:30 AM	3	0	4	9:30 PM	0	1	1
9:45 AM	1	2	3	9:45 PM	0	0	1
10:00 AM	0	6	5	10:00 PM	0	0	0
10:15 AM	1	1	14	10:15 PM	0	0	0
10:30 AM	3	2	2	10:30 PM	0	0	0
10:45 AM	2	6	8	10:45 PM	0	0	0
11:00 AM	6	15	4	11:00 PM	0	1	0
11:15 AM	3	2	9	11:15 PM	0	0	0
11:30 AM	3	1	5	11:30 PM	1	0	1
11:45 AM	3	2	4	11:45 PM	0	0	0

Volume Totals

	SB	NB	Combined
12:00 AM - 12:00 PM	78 (54.5%)	65 (45.5%)	143
12:00 PM - 12:00 AM	74 (52.5%)	67 (47.5%)	141
24 Hours	152 (53.5%)	132 (46.5%)	284

Peak Hours

	SB	NB	Combined
12:00 AM - 12:00 PM	6:45 AM	6:45 AM	6:45 AM
Volume	21	16	37
Factor	0.66	0.57	0.84
12:00 PM - 12:00 AM	4:00 PM	3:15 PM	3:30 PM
Volume	20	25	35
Factor	0.83	0.42	0.58

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

Site: NESPELEM, WA.
 10/11/2018
 Thursday

L.COL. RIVER RD. :
 E. OF SCHOUSE LO :
 50 MPH :

Daily Volume

Interval Start	SB	NB	Combined	Interval Start	SB	NB	Combined
12:00 AM	0	0	0	12:00 PM	3	10	15
12:15 AM	0	0	0	12:15 PM	3	2	5
12:30 AM	0	0	0	12:30 PM	1	2	3
12:45 AM	0	0	0	12:45 PM	3	2	5
1:00 AM	0	0	1	1:00 PM	2	11	8
1:15 AM	0	1	1	1:15 PM	2	4	6
1:30 AM	0	0	0	1:30 PM	5	0	5
1:45 AM	0	0	0	1:45 PM	2	1	3
2:00 AM	0	0	0	2:00 PM	2	14	3
2:15 AM	0	0	0	2:15 PM	6	2	8
2:30 AM	0	0	0	2:30 PM	3	6	9
2:45 AM	0	0	0	2:45 PM	3	4	7
3:00 AM	0	0	0	3:00 PM	6	17	2
3:15 AM	0	0	0	3:15 PM	4	4	8
3:30 AM	0	0	0	3:30 PM	3	13	16
3:45 AM	0	0	0	3:45 PM	4	8	12
4:00 AM	0	0	0	4:00 PM	6	17	11
4:15 AM	0	0	0	4:15 PM	5	2	7
4:30 AM	0	0	0	4:30 PM	1	5	6
4:45 AM	0	0	0	4:45 PM	5	0	5
5:00 AM	0	0	1	5:00 PM	6	14	2
5:15 AM	0	0	0	5:15 PM	3	0	3
5:30 AM	0	0	0	5:30 PM	4	2	6
5:45 AM	0	1	1	5:45 PM	1	4	5
6:00 AM	0	5	0	6:00 PM	3	5	1
6:15 AM	2	0	2	6:15 PM	1	0	1
6:30 AM	1	0	1	6:30 PM	1	3	4
6:45 AM	2	0	2	6:45 PM	0	2	2
7:00 AM	1	5	2	7:00 PM	0	3	2
7:15 AM	1	1	2	7:15 PM	1	1	2
7:30 AM	1	1	2	7:30 PM	1	0	1
7:45 AM	2	0	2	7:45 PM	1	0	1
8:00 AM	1	3	5	8:00 PM	0	3	0
8:15 AM	0	2	2	8:15 PM	1	0	1
8:30 AM	1	1	2	8:30 PM	1	1	2
8:45 AM	1	2	3	8:45 PM	1	0	1
9:00 AM	3	9	8	9:00 PM	1	1	0
9:15 AM	2	0	2	9:15 PM	0	1	1
9:30 AM	2	3	5	9:30 PM	0	0	0
9:45 AM	2	5	7	9:45 PM	0	1	1
10:00 AM	2	11	8	10:00 PM	0	1	0
10:15 AM	2	2	4	10:15 PM	0	0	0
10:30 AM	4	1	5	10:30 PM	1	0	1
10:45 AM	3	2	5	10:45 PM	0	0	0
11:00 AM	5	18	9	11:00 PM	0	1	0
11:15 AM	4	0	4	11:15 PM	0	0	0
11:30 AM	3	2	5	11:30 PM	0	0	0
11:45 AM	6	4	10	11:45 PM	1	0	1

Volume Totals

	SB	NB	Combined
12:00 AM - 12:00 PM	51 (60.0%)	34 (40.0%)	85
12:00 PM - 12:00 AM	97 (48.5%)	103 (51.5%)	200
24 Hours	148 (51.9%)	137 (48.1%)	285

Peak Hours

	SB	NB	Combined
12:00 AM - 12:00 PM	11:00 AM	9:30 AM	11:00 AM
Volume	18	13	27
Factor	0.75	0.65	0.68
12:00 PM - 12:00 AM	2:15 PM	3:15 PM	3:15 PM
Volume	18	36	53
Factor	0.75	0.69	0.78

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

Site: NESPELEM, WA.
 10/12/2018
 Friday

L.COL. RIVER RD. :
 E. OF SCHOUSE LO :
 50 MPH :

Daily Volume

Interval Start	SB	NB	Combined	Interval Start	SB	NB	Combined
12:00 AM	0	0	0				
12:15 AM	0	0	0				
12:30 AM	0	0	0				
12:45 AM	0	0	0				
1:00 AM	0	0	0				
1:15 AM	0	0	0				
1:30 AM	0	0	0				
1:45 AM	0	0	0				
2:00 AM	0	1	0				
2:15 AM	0	0	0				
2:30 AM	0	0	0				
2:45 AM	1	0	0				
3:00 AM	0	0	0				
3:15 AM	0	0	0				
3:30 AM	0	0	0				
3:45 AM	0	0	0				
4:00 AM	0	1	0				
4:15 AM	0	0	0				
4:30 AM	1	0	0				
4:45 AM	0	0	0				
5:00 AM	0	1	0				
5:15 AM	0	0	0				
5:30 AM	0	0	0				
5:45 AM	1	0	0				
6:00 AM	1	11	2				
6:15 AM	3	0	1				
6:30 AM	3	0	0				
6:45 AM	4	0	0				
7:00 AM	1	8	2				
7:15 AM	3	0	3				
7:30 AM	2	0	0				
7:45 AM	2	0	0				
8:00 AM	1	8	2				
8:15 AM	1	0	4				
8:30 AM	1	0	2				
8:45 AM	5	0	5				
9:00 AM	0	3	1				
9:15 AM	1	0	1				
9:30 AM	1	0	2				
9:45 AM	1	0	5				
10:00 AM	5	15	1				
10:15 AM	4	0	1				
10:30 AM	4	0	1				
10:45 AM	2	0	2				
11:00 AM	3	9	2				
11:15 AM	2	0	3				
11:30 AM	4	0	2				

Volume Totals

	SB	NB	Combined
12:00 AM - 12:00 PM	57 (57.6%)	42 (42.4%)	99
12:00 PM - 12:00 AM	0	0	0
24 Hours	57 (57.6%)	42 (42.4%)	99

Peak Hours

	SB	NB	Combined
12:00 AM - 12:00 PM	10:00 AM	8:00 AM	9:45 AM
Volume	15	13	22
Factor	0.75	0.65	0.92
12:00 PM - 12:00 AM	-	-	-
Volume	-	-	-
Factor	-	-	-

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOUSE LOOP RD :
 W. OF COL. RIVER R :
 20 MPH :

Site: NESPELEM, WA.
 10/7/2018
 Sunday

Daily Volume

Interval Start	WB	EB	Combined	Interval Start	WB	EB	Combined
12:00 AM	-	-	-	12:00 PM	-	4	6
12:15 AM	-	-	-	12:15 PM	0	3	3
12:30 AM	-	-	-	12:30 PM	1	1	2
12:45 AM	-	-	-	12:45 PM	3	2	5
1:00 AM	-	-	-	1:00 PM	2	6	5
1:15 AM	-	-	-	1:15 PM	2	2	4
1:30 AM	-	-	-	1:30 PM	0	4	4
1:45 AM	-	-	-	1:45 PM	2	0	2
2:00 AM	-	-	-	2:00 PM	2	7	2
2:15 AM	-	-	-	2:15 PM	2	1	9
2:30 AM	-	-	-	2:30 PM	2	3	4
2:45 AM	-	-	-	2:45 PM	1	3	5
3:00 AM	-	-	-	3:00 PM	2	8	6
3:15 AM	-	-	-	3:15 PM	2	1	13
3:30 AM	-	-	-	3:30 PM	2	2	8
3:45 AM	-	-	-	3:45 PM	2	4	3
4:00 AM	-	-	-	4:00 PM	5	13	0
4:15 AM	-	-	-	4:15 PM	2	4	11
4:30 AM	-	-	-	4:30 PM	4	3	5
4:45 AM	-	-	-	4:45 PM	2	4	6
5:00 AM	-	-	-	5:00 PM	0	5	2
5:15 AM	-	-	-	5:15 PM	0	0	4
5:30 AM	-	-	-	5:30 PM	1	1	2
5:45 AM	-	-	-	5:45 PM	4	1	5
6:00 AM	-	-	-	6:00 PM	2	3	5
6:15 AM	-	-	-	6:15 PM	0	1	8
6:30 AM	-	-	-	6:30 PM	0	0	7
6:45 AM	-	-	-	6:45 PM	1	2	1
7:00 AM	-	-	-	7:00 PM	3	4	0
7:15 AM	-	-	-	7:15 PM	0	0	1
7:30 AM	-	-	-	7:30 PM	1	0	3
7:45 AM	-	-	-	7:45 PM	0	1	0
8:00 AM	-	-	-	8:00 PM	2	2	1
8:15 AM	-	-	-	8:15 PM	0	1	2
8:30 AM	-	-	-	8:30 PM	0	0	3
8:45 AM	-	-	-	8:45 PM	0	0	1
9:00 AM	-	-	-	9:00 PM	1	2	0
9:15 AM	-	-	-	9:15 PM	1	0	2
9:30 AM	-	-	-	9:30 PM	0	1	2
9:45 AM	-	-	-	9:45 PM	0	0	1
10:00 AM	-	-	-	10:00 PM	0	1	0
10:15 AM	-	-	-	10:15 PM	0	0	1
10:30 AM	-	-	-	10:30 PM	0	1	0
10:45 AM	-	-	-	10:45 PM	1	0	1
11:00 AM	-	-	-	11:00 PM	0	0	0
11:15 AM	-	-	-	11:15 PM	0	0	0
11:30 AM	-	-	-	11:30 PM	0	0	0
11:45 AM	-	-	-	11:45 PM	0	0	0

Volume Totals

	WB	EB	Combined
12:00 AM - 12:00 PM	0	0	0
12:00 PM - 12:00 AM	55 (44.7%)	68 (55.3%)	123
24 Hours	55 (44.7%)	68 (55.3%)	123

Peak Hours

	WB	EB	Combined
12:00 AM - 12:00 PM	-	-	-
Volume	-	-	-
Factor	-	-	-
12:00 PM - 12:00 AM	3:45 PM	12:45 PM	3:45 PM
Volume	13	13	24
Factor	0.65	0.65	0.86

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

Site: NESPELEM, WA.
 10/8/2018
 Monday

SCHOUSE LOOP RD :
 W. OF COL. RIVER R :
 20 MPH :

Daily Volume

Interval Start	WB	EB	Combined	Interval Start	WB	EB	Combined			
12:00 AM	0	0	0	12:00 PM	6	20	3	14	9	34
12:15 AM	0	0	0	12:15 PM	7		4		11	
12:30 AM	0	0	0	12:30 PM	0		5		5	
12:45 AM	0	0	0	12:45 PM	7		2		9	
1:00 AM	0	1	0	1:00 PM	1	19	4	16	5	35
1:15 AM	0	0	0	1:15 PM	8		2		10	
1:30 AM	0	0	0	1:30 PM	2		5		7	
1:45 AM	1	0	1	1:45 PM	8		5		13	
2:00 AM	0	1	0	2:00 PM	4	13	5	19	9	32
2:15 AM	0	0	0	2:15 PM	2		3		5	
2:30 AM	0	0	0	2:30 PM	3		8		11	
2:45 AM	1	0	1	2:45 PM	4		3		7	
3:00 AM	0	0	0	3:00 PM	2	11	5	15	7	26
3:15 AM	0	0	0	3:15 PM	3		4		7	
3:30 AM	0	0	0	3:30 PM	1		4		5	
3:45 AM	0	0	0	3:45 PM	5		2		7	
4:00 AM	0	0	0	4:00 PM	10	16	12	22	22	38
4:15 AM	0	0	0	4:15 PM	1		4		5	
4:30 AM	0	0	0	4:30 PM	2		3		5	
4:45 AM	0	0	0	4:45 PM	3		3		6	
5:00 AM	0	4	0	5:00 PM	0	5	0	1	0	6
5:15 AM	0	0	0	5:15 PM	1		0		1	
5:30 AM	2	0	2	5:30 PM	1		0		1	
5:45 AM	2	0	2	5:45 PM	3		1		4	
6:00 AM	0	2	1	6:00 PM	3	5	5	7	8	12
6:15 AM	1	0	1	6:15 PM	1		1		2	
6:30 AM	1	1	2	6:30 PM	1		1		2	
6:45 AM	0	0	0	6:45 PM	0		0		0	
7:00 AM	2	21	1	7:00 PM	0	2	3	3	3	5
7:15 AM	7		4	7:15 PM	0		0		0	
7:30 AM	7		3	7:30 PM	1		0		1	
7:45 AM	5		4	7:45 PM	1		0		1	
8:00 AM	6	13	2	8:00 PM	1	1	0	1	1	2
8:15 AM	2		5	8:15 PM	0		0		0	
8:30 AM	3		1	8:30 PM	0		0		0	
8:45 AM	2		1	8:45 PM	0		1		1	
9:00 AM	2	6	5	9:00 PM	0	1	0	0	0	1
9:15 AM	1		4	9:15 PM	0		0		0	
9:30 AM	2		2	9:30 PM	0		0		0	
9:45 AM	1		1	9:45 PM	1		0		1	
10:00 AM	7	12	0	10:00 PM	0	0	0	0	0	0
10:15 AM	2		4	10:15 PM	0		0		0	
10:30 AM	3		4	10:30 PM	0		0		0	
10:45 AM	0		4	10:45 PM	0		0		0	
11:00 AM	3	14	1	11:00 PM	0	0	0	0	0	0
11:15 AM	5		5	11:15 PM	0		0		0	
11:30 AM	0		5	11:30 PM	0		0		0	
11:45 AM	6		4	11:45 PM	0		0		0	

Volume Totals

	WB	EB	Combined
12:00 AM - 12:00 PM	74 (54.4%)	62 (45.6%)	136
12:00 PM - 12:00 AM	93 (48.7%)	98 (51.3%)	191
24 Hours	167 (51.1%)	160 (48.9%)	327

Peak Hours

	WB	EB	Combined
12:00 AM - 12:00 PM	7:15 AM	10:45 AM	7:15 AM
Volume	25	15	38
Factor	0.89	0.75	0.86
12:00 PM - 12:00 AM	1:15 PM	3:15 PM	3:15 PM
Volume	22	22	41
Factor	0.69	0.46	0.47

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOUSE LOOP RD :
 W. OF COL. RIVER R :
 20 MPH :

Site: NESPELEM, WA.
 10/9/2018
 Tuesday

Daily Volume

Interval Start	WB	EB	Combined	Interval Start	WB	EB	Combined
12:00 AM	0	0	0	12:00 PM	4	22	26
12:15 AM	0	0	0	12:15 PM	6	5	11
12:30 AM	0	0	0	12:30 PM	6	3	9
12:45 AM	0	0	0	12:45 PM	6	5	11
1:00 AM	0	0	1	1:00 PM	6	21	27
1:15 AM	0	1	1	1:15 PM	4	6	10
1:30 AM	0	0	0	1:30 PM	7	6	13
1:45 AM	0	0	0	1:45 PM	4	4	8
2:00 AM	0	1	0	2:00 PM	5	17	22
2:15 AM	0	0	0	2:15 PM	3	3	6
2:30 AM	0	0	0	2:30 PM	5	4	9
2:45 AM	1	0	1	2:45 PM	4	6	10
3:00 AM	0	0	0	3:00 PM	3	23	26
3:15 AM	0	0	0	3:15 PM	5	5	10
3:30 AM	0	0	0	3:30 PM	5	3	8
3:45 AM	0	0	0	3:45 PM	10	12	22
4:00 AM	0	0	0	4:00 PM	14	21	35
4:15 AM	0	0	0	4:15 PM	1	7	8
4:30 AM	0	0	0	4:30 PM	4	1	5
4:45 AM	0	0	0	4:45 PM	2	3	5
5:00 AM	0	5	1	5:00 PM	2	7	9
5:15 AM	0	0	0	5:15 PM	3	1	4
5:30 AM	1	1	2	5:30 PM	1	1	2
5:45 AM	4	0	4	5:45 PM	1	2	3
6:00 AM	1	4	8	6:00 PM	1	3	4
6:15 AM	0	1	1	6:15 PM	2	1	3
6:30 AM	2	0	2	6:30 PM	0	1	1
6:45 AM	1	3	4	6:45 PM	0	3	3
7:00 AM	5	32	37	7:00 PM	0	1	1
7:15 AM	11	8	19	7:15 PM	0	1	1
7:30 AM	9	5	14	7:30 PM	0	0	0
7:45 AM	7	5	12	7:45 PM	1	0	1
8:00 AM	3	13	16	8:00 PM	1	4	5
8:15 AM	2	2	4	8:15 PM	0	0	0
8:30 AM	2	0	2	8:30 PM	0	1	1
8:45 AM	6	3	9	8:45 PM	3	0	3
9:00 AM	1	13	14	9:00 PM	0	1	1
9:15 AM	2	6	8	9:15 PM	1	0	1
9:30 AM	5	2	7	9:30 PM	0	0	0
9:45 AM	5	6	11	9:45 PM	0	0	0
10:00 AM	3	10	13	10:00 PM	0	2	2
10:15 AM	5	7	12	10:15 PM	0	0	0
10:30 AM	1	4	5	10:30 PM	1	0	1
10:45 AM	1	1	2	10:45 PM	1	1	2
11:00 AM	3	17	20	11:00 PM	0	0	0
11:15 AM	3	2	5	11:15 PM	0	0	0
11:30 AM	7	3	10	11:30 PM	0	0	0
11:45 AM	4	1	5	11:45 PM	0	0	0

Volume Totals

	WB	EB	Combined
12:00 AM - 12:00 PM	95 (52.5%)	86 (47.5%)	181
12:00 PM - 12:00 AM	122 (46.7%)	139 (53.3%)	261
24 Hours	217 (49.1%)	225 (50.9%)	442

Peak Hours

	WB	EB	Combined
12:00 AM - 12:00 PM	7:00 AM	7:15 AM	7:00 AM
Volume	32	21	52
Factor	0.73	0.66	0.68
12:00 PM - 12:00 AM	3:15 PM	3:30 PM	3:15 PM
Volume	34	41	73
Factor	0.61	0.54	0.55

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOUSE LOOP RD :
 W. OF COL. RIVER R :
 20 MPH :

Site: NESPELEM, WA.
 10/10/2018
 Wednesday

Daily Volume

Interval Start	WB	EB	Combined	Interval Start	WB	EB	Combined			
12:00 AM	0	2	0	0	0	2				
12:15 AM	0	0	0	12:00 PM	9	22	6	27	15	49
12:30 AM	1	0	1	12:15 PM	4	4	4	8		
12:45 AM	1	0	1	12:30 PM	3	9	12	12		
1:00 AM	0	0	2	12:45 PM	6	8	14	14		
1:15 AM	0	0	0	1:00 PM	7	22	4	16	11	38
1:30 AM	0	0	0	1:15 PM	2	3	5	5		
1:45 AM	0	0	0	1:30 PM	8	4	12	12		
2:00 AM	0	0	0	1:45 PM	5	5	10	10		
2:15 AM	0	0	0	2:00 PM	5	20	8	28	13	48
2:30 AM	0	0	0	2:15 PM	4	5	9	9		
2:45 AM	0	0	0	2:30 PM	7	7	14	14		
3:00 AM	0	0	0	2:45 PM	4	8	12	12		
3:15 AM	0	0	0	3:00 PM	3	17	5	14	8	31
3:30 AM	0	0	0	3:15 PM	5	1	6	6		
3:45 AM	0	0	0	3:30 PM	3	3	6	6		
4:00 AM	0	0	0	3:45 PM	6	5	11	11		
4:15 AM	0	0	0	4:00 PM	11	21	17	35	28	56
4:30 AM	0	0	0	4:15 PM	5	10	15	15		
4:45 AM	0	0	0	4:30 PM	3	6	9	9		
5:00 AM	0	5	0	4:45 PM	2	2	4	4		
5:15 AM	1	0	1	5:00 PM	0	7	1	4	1	11
5:30 AM	3	1	4	5:15 PM	1	0	1	1		
5:45 AM	1	1	2	5:30 PM	5	2	7	7		
6:00 AM	1	4	3	5:45 PM	1	1	2	2		
6:15 AM	1	1	2	6:00 PM	0	2	3	8	3	10
6:30 AM	2	1	3	6:15 PM	1	0	1	1		
6:45 AM	0	3	3	6:30 PM	0	3	3	3		
7:00 AM	3	29	2	6:45 PM	1	2	3	3		
7:15 AM	12	9	21	7:00 PM	0	2	1	3	1	5
7:30 AM	11	6	17	7:15 PM	1	2	3	3		
7:45 AM	3	2	5	7:30 PM	1	0	1	1		
8:00 AM	0	20	3	7:45 PM	0	0	0	0		
8:15 AM	4	1	5	8:00 PM	0	2	0	4	0	6
8:30 AM	8	2	10	8:15 PM	0	0	0	0		
8:45 AM	8	4	12	8:30 PM	2	4	6	6		
9:00 AM	4	10	5	8:45 PM	0	0	0	0		
9:15 AM	1	1	2	9:00 PM	1	1	0	1	1	2
9:30 AM	0	2	2	9:15 PM	0	1	1	1		
9:45 AM	5	4	9	9:30 PM	0	0	0	0		
10:00 AM	2	19	3	9:45 PM	0	0	0	0		
10:15 AM	6	1	7	10:00 PM	1	1	1	1	2	2
10:30 AM	6	4	10	10:15 PM	0	0	0	0		
10:45 AM	5	4	9	10:30 PM	0	0	0	0		
11:00 AM	4	18	8	10:45 PM	0	0	0	0		
11:15 AM	7	8	15	11:00 PM	0	1	0	0	0	1
11:30 AM	3	7	10	11:15 PM	0	0	0	0		
11:45 AM	4	2	6	11:30 PM	1	0	1	1		
				11:45 PM	0	0	0	0		

Volume Totals

	WB	EB	Combined
12:00 AM - 12:00 PM	107 (54.3%)	90 (45.7%)	197
12:00 PM - 12:00 AM	118 (45.6%)	141 (54.4%)	259
24 Hours	225 (49.3%)	231 (50.7%)	456

Peak Hours

	WB	EB	Combined
12:00 AM - 12:00 PM	7:00 AM	10:45 AM	7:00 AM
Volume	29	27	48
Factor	0.60	0.84	0.57
12:00 PM - 12:00 AM	3:15 PM	3:45 PM	3:45 PM
Volume	25	38	63
Factor	0.57	0.56	0.56

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOUSE LOOP RD :
 W. OF COL. RIVER R :
 20 MPH :

Site: NESPELEM, WA.
 10/11/2018
 Thursday

Daily Volume

Interval Start	WB	EB	Combined	Interval Start	WB	EB	Combined
12:00 AM	0	0	0	12:00 PM	6	21	15
12:15 AM	0	0	0	12:15 PM	6	7	13
12:30 AM	0	0	0	12:30 PM	6	4	10
12:45 AM	0	0	0	12:45 PM	3	3	6
1:00 AM	0	0	0	1:00 PM	7	22	17
1:15 AM	0	0	0	1:15 PM	7	5	12
1:30 AM	0	0	0	1:30 PM	4	7	11
1:45 AM	0	0	0	1:45 PM	4	2	6
2:00 AM	0	0	0	2:00 PM	4	19	8
2:15 AM	0	0	0	2:15 PM	7	3	10
2:30 AM	0	0	0	2:30 PM	5	3	8
2:45 AM	0	0	0	2:45 PM	3	5	8
3:00 AM	0	0	0	3:00 PM	4	21	9
3:15 AM	0	0	0	3:15 PM	1	5	6
3:30 AM	0	0	0	3:30 PM	8	5	13
3:45 AM	0	0	0	3:45 PM	8	14	22
4:00 AM	0	0	0	4:00 PM	13	23	22
4:15 AM	0	0	0	4:15 PM	2	6	8
4:30 AM	0	0	0	4:30 PM	6	4	10
4:45 AM	0	0	0	4:45 PM	2	5	7
5:00 AM	0	1	1	5:00 PM	1	6	2
5:15 AM	0	0	0	5:15 PM	0	1	1
5:30 AM	0	0	0	5:30 PM	2	1	3
5:45 AM	1	1	2	5:45 PM	3	2	5
6:00 AM	0	5	2	6:00 PM	1	1	4
6:15 AM	1	1	2	6:15 PM	0	2	2
6:30 AM	2	0	2	6:30 PM	0	0	0
6:45 AM	2	4	6	6:45 PM	0	0	0
7:00 AM	3	31	1	7:00 PM	1	1	0
7:15 AM	11	8	19	7:15 PM	0	1	1
7:30 AM	8	6	14	7:30 PM	0	1	1
7:45 AM	9	7	16	7:45 PM	0	0	0
8:00 AM	13	25	1	8:00 PM	0	1	0
8:15 AM	3	1	4	8:15 PM	0	1	1
8:30 AM	6	3	9	8:30 PM	0	0	0
8:45 AM	3	3	6	8:45 PM	1	0	1
9:00 AM	0	11	4	9:00 PM	2	6	1
9:15 AM	4	3	7	9:15 PM	0	0	0
9:30 AM	4	3	7	9:30 PM	4	1	5
9:45 AM	3	2	5	9:45 PM	0	1	1
10:00 AM	4	14	4	10:00 PM	1	2	0
10:15 AM	2	4	6	10:15 PM	1	0	1
10:30 AM	3	4	7	10:30 PM	0	0	0
10:45 AM	5	8	13	10:45 PM	0	0	0
11:00 AM	3	18	8	11:00 PM	0	1	0
11:15 AM	2	3	5	11:15 PM	0	0	0
11:30 AM	8	6	14	11:30 PM	1	0	1
11:45 AM	5	5	10	11:45 PM	0	0	0

Volume Totals

	WB	EB	Combined
12:00 AM - 12:00 PM	105 (53.3%)	92 (46.7%)	197
12:00 PM - 12:00 AM	124 (47.1%)	139 (52.9%)	263
24 Hours	229 (49.8%)	231 (50.2%)	460

Peak Hours

	WB	EB	Combined
12:00 AM - 12:00 PM	7:15 AM	10:45 AM	7:15 AM
Volume	41	25	63
Factor	0.79	0.78	0.83
12:00 PM - 12:00 AM	3:30 PM	3:30 PM	3:30 PM
Volume	31	47	78
Factor	0.60	0.53	0.56

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOUSE LOOP RD :
 W. OF COL. RIVER R :
 20 MPH :

Site: NESPELEM, WA.
 10/12/2018
 Friday

Daily Volume

Interval Start	WB	EB	Combined	Interval Start	WB	EB	Combined
12:00 AM	0	0	0				
12:15 AM	0	0	0				
12:30 AM	0	0	0				
12:45 AM	0	0	0				
1:00 AM	0	0	0				
1:15 AM	0	0	0				
1:30 AM	0	0	0				
1:45 AM	0	0	0				
2:00 AM	0	0	0				
2:15 AM	0	0	0				
2:30 AM	0	0	0				
2:45 AM	0	0	0				
3:00 AM	0	0	0				
3:15 AM	0	0	0				
3:30 AM	0	0	0				
3:45 AM	0	0	0				
4:00 AM	0	0	1				
4:15 AM	0	0	0				
4:30 AM	0	0	0				
4:45 AM	0	1	1				
5:00 AM	1	3	2				
5:15 AM	0	1	1				
5:30 AM	0	0	0				
5:45 AM	2	1	3				
6:00 AM	1	6	7				
6:15 AM	1	2	3				
6:30 AM	4	2	6				
6:45 AM	0	1	1				
7:00 AM	2	33	22				
7:15 AM	10	8	18				
7:30 AM	8	6	14				
7:45 AM	13	6	19				
8:00 AM	9	24	5				
8:15 AM	5	1	6				
8:30 AM	2	8	10				
8:45 AM	8	10	18				
9:00 AM	7	15	4				
9:15 AM	4	2	6				
9:30 AM	2	1	3				
9:45 AM	2	4	6				
10:00 AM	5	18	5				
10:15 AM	5	2	7				
10:30 AM	5	8	13				
10:45 AM	3	11	14				
11:00 AM	4	12	3				
11:15 AM	3	4	7				
11:30 AM	1	3	4				
11:45 AM	4	3	7				

Volume Totals

	WB	EB	Combined
12:00 AM - 12:00 PM	111 (51.2%)	106 (48.8%)	217
12:00 PM - 12:00 AM	0	0	0
24 Hours	111 (51.2%)	106 (48.8%)	217

Peak Hours

	WB	EB	Combined
12:00 AM - 12:00 PM	7:15 AM	10:00 AM	7:15 AM
Volume	40	26	65
Factor	0.77	0.59	0.86
12:00 PM - 12:00 AM	-	-	-
Volume	-	-	-
Factor	-	-	-

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOOLHOUSE LOO :
 W. OF SCHOOL :
 30 MPH :

Site: NESPELEM, WA.
 10/7/2018
 Sunday

Daily Volume

Interval Start	EB	WB	Combined	Interval Start	EB	WB	Combined
12:00 AM	-	-	-	12:00 PM	1	3	2
12:15 AM	-	-	-	12:15 PM	0		2
12:30 AM	-	-	-	12:30 PM	0		2
12:45 AM	-	-	-	12:45 PM	2		2
1:00 AM	-	-	-	1:00 PM	0	2	3
1:15 AM	-	-	-	1:15 PM	1	0	0
1:30 AM	-	-	-	1:30 PM	0	1	1
1:45 AM	-	-	-	1:45 PM	1	4	4
2:00 AM	-	-	-	2:00 PM	0	5	2
2:15 AM	-	-	-	2:15 PM	4		2
2:30 AM	-	-	-	2:30 PM	1	2	2
2:45 AM	-	-	-	2:45 PM	0	1	1
3:00 AM	-	-	-	3:00 PM	1	5	3
3:15 AM	-	-	-	3:15 PM	1	1	12
3:30 AM	-	-	-	3:30 PM	0	4	2
3:45 AM	-	-	-	3:45 PM	3	4	4
4:00 AM	-	-	-	4:00 PM	2	9	4
4:15 AM	-	-	-	4:15 PM	1	1	8
4:30 AM	-	-	-	4:30 PM	2	4	3
4:45 AM	-	-	-	4:45 PM	4	2	17
5:00 AM	-	-	-	5:00 PM	3	4	0
5:15 AM	-	-	-	5:15 PM	0	0	1
5:30 AM	-	-	-	5:30 PM	0	0	3
5:45 AM	-	-	-	5:45 PM	1	1	0
6:00 AM	-	-	-	6:00 PM	0	4	1
6:15 AM	-	-	-	6:15 PM	2	2	11
6:30 AM	-	-	-	6:30 PM	2	4	4
6:45 AM	-	-	-	6:45 PM	0	0	6
7:00 AM	-	-	-	7:00 PM	0	3	0
7:15 AM	-	-	-	7:15 PM	3	0	0
7:30 AM	-	-	-	7:30 PM	0	0	3
7:45 AM	-	-	-	7:45 PM	0	0	0
8:00 AM	-	-	-	8:00 PM	0	2	0
8:15 AM	-	-	-	8:15 PM	1	0	2
8:30 AM	-	-	-	8:30 PM	0	0	1
8:45 AM	-	-	-	8:45 PM	1	0	0
9:00 AM	-	-	-	9:00 PM	1	1	0
9:15 AM	-	-	-	9:15 PM	0	0	0
9:30 AM	-	-	-	9:30 PM	0	0	0
9:45 AM	-	-	-	9:45 PM	0	0	0
10:00 AM	-	-	-	10:00 PM	0	0	0
10:15 AM	-	-	-	10:15 PM	0	0	2
10:30 AM	-	-	-	10:30 PM	0	2	0
10:45 AM	-	-	-	10:45 PM	0	0	2
11:00 AM	-	1	3	11:00 PM	0	0	0
11:15 AM	-	-	-	11:15 PM	0	0	0
11:30 AM	-	-	-	11:30 PM	0	0	0
11:45 AM	1	3	4	11:45 PM	0	0	0

Volume Totals

	EB	WB	Combined
12:00 AM - 12:00 PM	1 (25.0%)	3 (75.0%)	4
12:00 PM - 12:00 AM	38 (40.9%)	55 (59.1%)	93
24 Hours	39 (40.2%)	58 (59.8%)	97

Peak Hours

	EB	WB	Combined
12:00 AM - 12:00 PM	-	-	-
Volume	-	-	-
Factor	-	-	-
12:00 PM - 12:00 AM	4:15 PM	3:00 PM	3:45 PM
Volume	10	12	18
Factor	0.63	0.75	0.64

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOOLHOUSE LOO :
 W. OF SCHOOL :
 30 MPH :

Site: NESPELEM, WA.
 10/8/2018
 Monday

Daily Volume

Interval Start	EB	WB	Combined	Interval Start	EB	WB	Combined
12:00 AM	0	0	0	12:00 PM	3	12	6
12:15 AM	0	0	0	12:15 PM	6	2	8
12:30 AM	0	0	0	12:30 PM	3	1	4
12:45 AM	0	0	0	12:45 PM	0	2	2
1:00 AM	0	1	0	1:00 PM	0	2	1
1:15 AM	0	0	0	1:15 PM	0	0	0
1:30 AM	0	0	0	1:30 PM	1	0	1
1:45 AM	1	0	1	1:45 PM	1	5	6
2:00 AM	0	0	0	2:00 PM	0	6	1
2:15 AM	0	0	0	2:15 PM	3	4	7
2:30 AM	0	0	0	2:30 PM	1	3	4
2:45 AM	0	0	0	2:45 PM	2	1	3
3:00 AM	0	0	0	3:00 PM	3	10	5
3:15 AM	0	0	0	3:15 PM	2	0	2
3:30 AM	0	0	0	3:30 PM	3	0	3
3:45 AM	0	0	0	3:45 PM	2	1	3
4:00 AM	0	0	0	4:00 PM	9	22	10
4:15 AM	0	0	0	4:15 PM	8	4	12
4:30 AM	0	0	0	4:30 PM	2	2	4
4:45 AM	0	0	0	4:45 PM	3	0	3
5:00 AM	0	0	0	5:00 PM	0	1	0
5:15 AM	0	0	0	5:15 PM	1	1	2
5:30 AM	0	0	0	5:30 PM	0	0	0
5:45 AM	0	0	0	5:45 PM	0	3	3
6:00 AM	2	3	2	6:00 PM	0	2	0
6:15 AM	1	0	1	6:15 PM	0	1	1
6:30 AM	0	0	0	6:30 PM	0	0	0
6:45 AM	0	0	0	6:45 PM	2	0	2
7:00 AM	1	4	5	7:00 PM	0	2	0
7:15 AM	1	2	3	7:15 PM	0	0	0
7:30 AM	1	3	4	7:30 PM	2	1	3
7:45 AM	1	5	6	7:45 PM	0	0	0
8:00 AM	1	4	5	8:00 PM	0	1	0
8:15 AM	1	4	5	8:15 PM	1	0	1
8:30 AM	1	1	2	8:30 PM	0	1	1
8:45 AM	1	2	3	8:45 PM	0	1	1
9:00 AM	0	2	0	9:00 PM	0	0	0
9:15 AM	1	1	2	9:15 PM	0	0	0
9:30 AM	0	1	1	9:30 PM	0	0	0
9:45 AM	1	1	2	9:45 PM	0	0	0
10:00 AM	2	6	2	10:00 PM	0	0	0
10:15 AM	1	0	1	10:15 PM	0	0	0
10:30 AM	1	2	3	10:30 PM	0	0	0
10:45 AM	2	0	2	10:45 PM	0	0	0
11:00 AM	2	6	3	11:00 PM	0	0	0
11:15 AM	1	2	3	11:15 PM	0	0	0
11:30 AM	1	0	1	11:30 PM	0	0	0
11:45 AM	2	4	6	11:45 PM	0	0	0

Volume Totals

	EB	WB	Combined
12:00 AM - 12:00 PM	26 (44.1%)	33 (55.9%)	59
12:00 PM - 12:00 AM	58 (58.6%)	41 (41.4%)	99
24 Hours	84 (53.2%)	74 (46.8%)	158

Peak Hours

	EB	WB	Combined
12:00 AM - 12:00 PM	10:00 AM	7:00 AM	7:00 AM
Volume	6	14	18
Factor	0.75	0.70	0.75
12:00 PM - 12:00 AM	3:30 PM	1:45 PM	3:45 PM
Volume	22	13	29
Factor	0.61	0.65	0.60

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOOLHOUSE LOO :
 W. OF SCHOOL :
 30 MPH :

Site: NESPELEM, WA.
 10/9/2018
 Tuesday

Daily Volume

Interval Start	EB	WB	Combined	Interval Start	EB	WB	Combined
12:00 AM	0	0	1	12:00 PM	1	8	12
12:15 AM	0	0	0	12:15 PM	2	2	4
12:30 AM	0	0	0	12:30 PM	1	1	2
12:45 AM	0	1	1	12:45 PM	4	4	8
1:00 AM	0	0	0	1:00 PM	1	9	12
1:15 AM	0	0	0	1:15 PM	2	5	7
1:30 AM	0	0	0	1:30 PM	4	2	6
1:45 AM	0	0	0	1:45 PM	2	2	4
2:00 AM	0	0	0	2:00 PM	0	10	11
2:15 AM	0	0	0	2:15 PM	4	2	6
2:30 AM	0	0	0	2:30 PM	2	3	5
2:45 AM	0	0	0	2:45 PM	4	4	8
3:00 AM	0	0	0	3:00 PM	2	10	12
3:15 AM	0	0	0	3:15 PM	1	1	2
3:30 AM	0	0	0	3:30 PM	2	2	4
3:45 AM	0	0	0	3:45 PM	5	3	8
4:00 AM	0	0	0	4:00 PM	9	16	25
4:15 AM	0	0	0	4:15 PM	4	0	4
4:30 AM	0	0	0	4:30 PM	0	0	0
4:45 AM	0	0	0	4:45 PM	3	0	3
5:00 AM	0	0	2	5:00 PM	1	3	4
5:15 AM	0	0	0	5:15 PM	1	0	1
5:30 AM	0	1	1	5:30 PM	1	4	5
5:45 AM	0	0	0	5:45 PM	0	2	2
6:00 AM	5	7	12	6:00 PM	1	6	7
6:15 AM	0	2	2	6:15 PM	2	0	2
6:30 AM	1	1	2	6:30 PM	0	1	1
6:45 AM	1	1	2	6:45 PM	3	3	6
7:00 AM	2	12	14	7:00 PM	1	2	3
7:15 AM	2	5	7	7:15 PM	0	0	0
7:30 AM	5	7	12	7:30 PM	1	0	1
7:45 AM	3	4	7	7:45 PM	0	1	1
8:00 AM	0	5	5	8:00 PM	0	1	1
8:15 AM	1	3	4	8:15 PM	0	0	0
8:30 AM	0	1	1	8:30 PM	0	0	0
8:45 AM	4	4	8	8:45 PM	1	0	1
9:00 AM	2	6	8	9:00 PM	0	1	1
9:15 AM	1	3	4	9:15 PM	0	0	0
9:30 AM	3	2	5	9:30 PM	1	0	1
9:45 AM	0	0	0	9:45 PM	0	0	0
10:00 AM	3	10	13	10:00 PM	0	0	0
10:15 AM	3	2	5	10:15 PM	0	0	0
10:30 AM	2	2	4	10:30 PM	0	0	0
10:45 AM	2	2	4	10:45 PM	0	0	0
11:00 AM	2	7	9	11:00 PM	0	0	0
11:15 AM	4	2	6	11:15 PM	0	0	0
11:30 AM	0	1	1	11:30 PM	0	0	0
11:45 AM	1	2	3	11:45 PM	0	0	0

Volume Totals

	EB	WB	Combined
12:00 AM - 12:00 PM	47 (42.7%)	63 (57.3%)	110
12:00 PM - 12:00 AM	66 (52.4%)	60 (47.6%)	126
24 Hours	113 (47.9%)	123 (52.1%)	236

Peak Hours

	EB	WB	Combined
12:00 AM - 12:00 PM	7:00 AM	7:00 AM	7:00 AM
Volume	12	21	33
Factor	0.60	0.75	0.69
12:00 PM - 12:00 AM	3:30 PM	12:45 PM	3:30 PM
Volume	20	14	29
Factor	0.56	0.70	0.56

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOOLHOUSE LOO :
 W. OF SCHOOL :
 30 MPH :

Site: NESPELEM, WA.
 10/10/2018
 Wednesday

Daily Volume

Interval Start	EB	WB	Combined	Interval Start	EB	WB	Combined
12:00 AM	0	0	0	12:00 PM	5	10	15
12:15 AM	0	0	0	12:15 PM	2	3	5
12:30 AM	0	0	0	12:30 PM	0	4	4
12:45 AM	0	0	0	12:45 PM	3	3	6
1:00 AM	1	1	2	1:00 PM	5	12	17
1:15 AM	0	0	0	1:15 PM	2	3	5
1:30 AM	0	0	0	1:30 PM	1	2	3
1:45 AM	0	1	1	1:45 PM	4	2	6
2:00 AM	1	1	2	2:00 PM	3	10	13
2:15 AM	0	0	0	2:15 PM	0	5	5
2:30 AM	0	0	0	2:30 PM	5	3	8
2:45 AM	0	0	0	2:45 PM	2	5	7
3:00 AM	0	0	0	3:00 PM	2	9	11
3:15 AM	0	0	0	3:15 PM	1	0	1
3:30 AM	0	0	0	3:30 PM	4	3	7
3:45 AM	0	0	0	3:45 PM	2	6	8
4:00 AM	0	0	0	4:00 PM	10	22	32
4:15 AM	0	0	0	4:15 PM	6	4	10
4:30 AM	0	0	0	4:30 PM	4	1	5
4:45 AM	0	0	0	4:45 PM	2	2	4
5:00 AM	0	0	0	5:00 PM	1	5	6
5:15 AM	0	0	0	5:15 PM	0	3	3
5:30 AM	0	1	1	5:30 PM	3	0	3
5:45 AM	0	0	0	5:45 PM	1	0	1
6:00 AM	3	7	10	6:00 PM	1	3	4
6:15 AM	0	0	0	6:15 PM	1	0	1
6:30 AM	2	1	3	6:30 PM	0	1	1
6:45 AM	2	3	5	6:45 PM	1	0	1
7:00 AM	1	10	11	7:00 PM	0	0	0
7:15 AM	1	5	6	7:15 PM	0	1	1
7:30 AM	5	7	12	7:30 PM	0	1	1
7:45 AM	3	3	6	7:45 PM	0	0	0
8:00 AM	0	5	5	8:00 PM	0	0	0
8:15 AM	2	2	4	8:15 PM	0	0	0
8:30 AM	2	0	2	8:30 PM	0	0	0
8:45 AM	1	0	1	8:45 PM	0	0	0
9:00 AM	2	5	7	9:00 PM	0	0	0
9:15 AM	0	0	0	9:15 PM	0	0	0
9:30 AM	1	3	4	9:30 PM	0	0	0
9:45 AM	2	5	7	9:45 PM	0	1	1
10:00 AM	1	10	11	10:00 PM	0	1	1
10:15 AM	3	3	6	10:15 PM	0	0	0
10:30 AM	4	1	5	10:30 PM	0	0	0
10:45 AM	2	2	4	10:45 PM	1	0	1
11:00 AM	4	9	13	11:00 PM	0	0	0
11:15 AM	5	3	8	11:15 PM	0	0	0
11:30 AM	0	1	1	11:30 PM	0	0	0
11:45 AM	0	2	2	11:45 PM	0	0	0

Volume Totals

	EB	WB	Combined
12:00 AM - 12:00 PM	48 (47.5%)	53 (52.5%)	101
12:00 PM - 12:00 AM	72 (48.6%)	76 (51.4%)	148
24 Hours	120 (48.2%)	129 (51.8%)	249

Peak Hours

	EB	WB	Combined
12:00 AM - 12:00 PM	10:30 AM	6:45 AM	7:00 AM
Volume	15	19	29
Factor	0.75	0.68	0.60
12:00 PM - 12:00 AM	3:30 PM	3:30 PM	3:30 PM
Volume	22	21	43
Factor	0.55	0.66	0.60

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOOLHOUSE LOO :
 W. OF SCHOOL :
 30 MPH :

Site: NESPELEM, WA.
 10/11/2018
 Thursday

Daily Volume

Interval Start	EB	WB	Combined	Interval Start	EB	WB	Combined
12:00 AM	0	0	0	12:00 PM	4	14	6
12:15 AM	0	0	0	12:15 PM	2	5	7
12:30 AM	0	0	0	12:30 PM	7	3	10
12:45 AM	0	0	0	12:45 PM	1	4	5
1:00 AM	0	0	0	1:00 PM	4	9	7
1:15 AM	0	0	0	1:15 PM	1	5	6
1:30 AM	0	0	0	1:30 PM	1	2	3
1:45 AM	0	0	0	1:45 PM	3	0	3
2:00 AM	0	0	0	2:00 PM	3	11	6
2:15 AM	0	0	0	2:15 PM	4	2	6
2:30 AM	0	0	0	2:30 PM	3	3	6
2:45 AM	0	0	0	2:45 PM	1	7	8
3:00 AM	0	0	0	3:00 PM	1	11	5
3:15 AM	0	0	0	3:15 PM	3	5	8
3:30 AM	0	0	0	3:30 PM	4	3	7
3:45 AM	0	0	0	3:45 PM	3	2	5
4:00 AM	0	0	0	4:00 PM	10	24	13
4:15 AM	0	0	0	4:15 PM	6	0	6
4:30 AM	0	0	0	4:30 PM	4	5	9
4:45 AM	0	0	0	4:45 PM	4	2	6
5:00 AM	0	0	2	5:00 PM	1	4	1
5:15 AM	0	2	2	5:15 PM	0	0	0
5:30 AM	0	0	0	5:30 PM	1	4	5
5:45 AM	0	0	0	5:45 PM	2	2	4
6:00 AM	1	2	3	6:00 PM	2	3	4
6:15 AM	0	0	0	6:15 PM	0	2	2
6:30 AM	0	1	1	6:30 PM	1	0	1
6:45 AM	1	1	2	6:45 PM	0	2	2
7:00 AM	1	11	3	7:00 PM	1	2	1
7:15 AM	4	7	11	7:15 PM	1	0	1
7:30 AM	3	8	11	7:30 PM	0	0	0
7:45 AM	3	4	7	7:45 PM	0	1	1
8:00 AM	1	3	5	8:00 PM	0	2	0
8:15 AM	2	3	5	8:15 PM	0	0	0
8:30 AM	0	0	0	8:30 PM	1	0	1
8:45 AM	0	3	3	8:45 PM	1	0	1
9:00 AM	1	7	1	9:00 PM	0	1	1
9:15 AM	2	5	7	9:15 PM	0	1	1
9:30 AM	3	1	4	9:30 PM	0	0	0
9:45 AM	1	1	2	9:45 PM	1	0	1
10:00 AM	4	10	4	10:00 PM	0	0	0
10:15 AM	0	2	2	10:15 PM	0	0	0
10:30 AM	1	0	1	10:30 PM	0	0	0
10:45 AM	5	2	7	10:45 PM	0	0	0
11:00 AM	4	13	3	11:00 PM	0	0	1
11:15 AM	5	4	9	11:15 PM	0	0	0
11:30 AM	3	3	6	11:30 PM	0	0	0
11:45 AM	1	2	3	11:45 PM	0	1	1

Volume Totals

	EB	WB	Combined
12:00 AM - 12:00 PM	46 (42.6%)	62 (57.4%)	108
12:00 PM - 12:00 AM	81 (50.6%)	79 (49.4%)	160
24 Hours	127 (47.4%)	141 (52.6%)	268

Peak Hours

	EB	WB	Combined
12:00 AM - 12:00 PM	10:45 AM	7:15 AM	7:15 AM
Volume	17	24	35
Factor	0.85	0.75	0.80
12:00 PM - 12:00 AM	4:00 PM	2:30 PM	4:00 PM
Volume	24	19	34
Factor	0.60	0.68	0.65

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

Site: NESPELEM, WA.
 10/12/2018
 Friday

SCHOOLHOUSE LOO :
 W. OF SCHOOL :
 30 MPH :

Daily Volume

Interval Start	EB	WB	Combined	Interval Start	EB	WB	Combined
12:00 AM	1	1	0	0	1	1	1
12:15 AM	0	0	0	12:00 PM	1	1	2
12:30 AM	0	0	0				
12:45 AM	0	0	0				
1:00 AM	0	0	0				
1:15 AM	0	0	0				
1:30 AM	0	0	0				
1:45 AM	0	0	0				
2:00 AM	0	0	0				
2:15 AM	0	0	0				
2:30 AM	0	0	0				
2:45 AM	0	0	0				
3:00 AM	0	0	0				
3:15 AM	0	0	0				
3:30 AM	0	0	0				
3:45 AM	0	0	0				
4:00 AM	0	0	0				
4:15 AM	0	0	0				
4:30 AM	0	0	0				
4:45 AM	0	0	0				
5:00 AM	0	0	2				2
5:15 AM	0	2	2				
5:30 AM	0	0	0				
5:45 AM	0	0	0				
6:00 AM	1	4	0				7
6:15 AM	0	2	2				
6:30 AM	2	0	2				
6:45 AM	1	1	2				
7:00 AM	1	8	4				28
7:15 AM	1	7	8				
7:30 AM	4	7	11				
7:45 AM	2	2	4				
8:00 AM	1	4	3				22
8:15 AM	2	4	6				
8:30 AM	0	5	5				
8:45 AM	1	6	7				
9:00 AM	3	5	0				10
9:15 AM	1	2	3				
9:30 AM	1	2	3				
9:45 AM	0	1	1				
10:00 AM	0	8	0				16
10:15 AM	1	1	2				
10:30 AM	4	3	7				
10:45 AM	3	4	7				
11:00 AM	5	15	2				25
11:15 AM	4	3	7				
11:30 AM	2	2	4				
11:45 AM	4	3	7				

Volume Totals

	EB	WB	Combined
12:00 AM - 12:00 PM	45 (40.5%)	66 (59.5%)	111
12:00 PM - 12:00 AM	1 (50.0%)	1 (50.0%)	2
24 Hours	46 (40.7%)	67 (59.3%)	113

Peak Hours

	EB	WB	Combined
12:00 AM - 12:00 PM	10:30 AM	7:00 AM	7:00 AM
Volume	16	20	28
Factor	0.80	0.71	0.64
12:00 PM - 12:00 AM	-	-	-
Volume	-	-	-
Factor	-	-	-

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

L. COL RIVER RD :
 W OF HWY 155 :
 35MPH :

Site: NESPELEM, WA.
 10/7/2018
 Sunday

Daily Classification

EB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	38	0	21	15	0	2	0	0	0	0	0	0	0	0
3:00 PM	41	0	26	12	0	2	0	0	1	0	0	0	0	0
4:00 PM	38	0	19	17	0	2	0	0	0	0	0	0	0	0
5:00 PM	18	0	11	5	0	2	0	0	0	0	0	0	0	0
6:00 PM	28	0	15	11	0	2	0	0	0	0	0	0	0	0
7:00 PM	23	0	16	5	0	2	0	0	0	0	0	0	0	0
8:00 PM	18	0	15	2	0	1	0	0	0	0	0	0	0	0
9:00 PM	6	0	4	1	0	1	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
Total	212	0	128	68	0	15	0	0	1	0	0	0	0	0
%		0.0	60.4	32.1	0.0	7.1	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

L. COL RIVER RD :
 W OF HWY 155 :
 35MPH :

Site: NESPELEM, WA.
 10/8/2018
 Monday

Daily Classification

EB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	3	0	2	0	0	0	0	0	0	1	0	0	0	0
6:00 AM	8	0	5	2	0	1	0	0	0	0	0	0	0	0
7:00 AM	29	0	15	11	0	3	0	0	0	0	0	0	0	0
8:00 AM	30	0	11	8	0	10	0	0	1	0	0	0	0	0
9:00 AM	24	0	13	4	1	6	0	0	0	0	0	0	0	0
10:00 AM	24	0	12	7	0	5	0	0	0	0	0	0	0	0
11:00 AM	34	0	17	15	0	2	0	0	0	0	0	0	0	0
12:00 PM	27	0	16	6	0	5	0	0	0	0	0	0	0	0
1:00 PM	32	0	16	8	1	6	1	0	0	0	0	0	0	0
2:00 PM	33	0	18	9	0	6	0	0	0	0	0	0	0	0
3:00 PM	39	0	19	14	0	6	0	0	0	0	0	0	0	0
4:00 PM	31	0	20	3	0	8	0	0	0	0	0	0	0	0
5:00 PM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	15	0	5	7	0	3	0	0	0	0	0	0	0	0
7:00 PM	9	0	5	2	0	2	0	0	0	0	0	0	0	0
8:00 PM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
9:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	354	0	187	98	2	64	1	0	1	1	0	0	0	0
%		0.0	52.8	27.7	0.6	18.1	0.3	0.0	0.3	0.3	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

L. COL RIVER RD :
 W OF HWY 155 :
 35MPH :

Site: NESPELEM, WA.
 10/9/2018
 Tuesday

Daily Classification

EB														
Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
6:00 AM	15	0	10	3	0	2	0	0	0	0	0	0	0	0
7:00 AM	45	1	28	8	1	7	0	0	0	0	0	0	0	0
8:00 AM	20	0	10	4	1	5	0	0	0	0	0	0	0	0
9:00 AM	28	0	13	10	1	4	0	0	0	0	0	0	0	0
10:00 AM	35	0	20	13	0	2	0	0	0	0	0	0	0	0
11:00 AM	40	1	20	11	1	6	0	0	1	0	0	0	0	0
12:00 PM	26	0	16	7	0	3	0	0	0	0	0	0	0	0
1:00 PM	34	0	16	10	1	6	0	0	0	1	0	0	0	0
2:00 PM	36	0	20	10	1	4	0	0	0	0	0	0	0	1
3:00 PM	65	0	24	25	1	15	0	0	0	0	0	0	0	0
4:00 PM	44	0	23	9	0	11	0	0	1	0	0	0	0	0
5:00 PM	16	0	10	6	0	0	0	0	0	0	0	0	0	0
6:00 PM	15	0	8	4	0	3	0	0	0	0	0	0	0	0
7:00 PM	8	0	4	3	0	1	0	0	0	0	0	0	0	0
8:00 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
9:00 PM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
10:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	441	2	229	130	7	69	0	0	2	1	0	0	0	1
%		0.5	51.9	29.5	1.6	15.6	0.0	0.0	0.5	0.2	0.0	0.0	0.0	0.2

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

L. COL RIVER RD :
 W OF HWY 155 :
 35MPH :

Site: NESPELEM, WA.
 10/10/2018
 Wednesday

Daily Classification

EB														
Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6:00 AM	13	0	9	3	0	1	0	0	0	0	0	0	0	0
7:00 AM	34	0	19	9	0	5	1	0	0	0	0	0	0	0
8:00 AM	19	0	14	3	0	2	0	0	0	0	0	0	0	0
9:00 AM	21	0	10	5	1	3	0	0	2	0	0	0	0	0
10:00 AM	30	0	16	9	0	5	0	0	0	0	0	0	0	0
11:00 AM	39	1	17	14	2	5	0	0	0	0	0	0	0	0
12:00 PM	40	0	18	9	2	8	0	0	2	1	0	0	0	0
1:00 PM	27	0	16	8	0	2	0	0	1	0	0	0	0	0
2:00 PM	36	0	14	13	1	7	0	0	1	0	0	0	0	0
3:00 PM	41	0	20	17	1	2	1	0	0	0	0	0	0	0
4:00 PM	43	1	23	14	0	4	0	0	1	0	0	0	0	0
5:00 PM	15	0	9	5	0	1	0	0	0	0	0	0	0	0
6:00 PM	12	0	7	4	0	1	0	0	0	0	0	0	0	0
7:00 PM	6	0	4	1	0	1	0	0	0	0	0	0	0	0
8:00 PM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
9:00 PM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	395	2	209	120	7	47	2	0	7	1	0	0	0	0
%		0.5	52.9	30.4	1.8	11.9	0.5	0.0	1.8	0.3	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

L. COL RIVER RD :
 W OF HWY 155 :
 35MPH :

Site: NESPELEM, WA.
 10/11/2018
 Thursday

Daily Classification

EB														
Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	2	0	0	1	0	1	0	0	0	0	0	0	0	0
6:00 AM	12	0	7	3	0	2	0	0	0	0	0	0	0	0
7:00 AM	44	0	30	11	0	3	0	0	0	0	0	0	0	0
8:00 AM	21	0	11	5	0	5	0	0	0	0	0	0	0	0
9:00 AM	21	0	15	5	0	1	0	0	0	0	0	0	0	0
10:00 AM	27	0	23	1	1	2	0	0	0	0	0	0	0	0
11:00 AM	34	1	13	13	0	5	2	0	0	0	0	0	0	0
12:00 PM	38	0	22	11	0	3	0	0	1	0	0	0	0	1
1:00 PM	21	0	7	8	0	3	1	0	2	0	0	0	0	0
2:00 PM	33	1	13	11	1	6	0	0	1	0	0	0	0	0
3:00 PM	62	0	36	15	2	8	0	0	1	0	0	0	0	0
4:00 PM	58	1	39	13	0	4	0	0	1	0	0	0	0	0
5:00 PM	20	0	16	2	0	2	0	0	0	0	0	0	0	0
6:00 PM	12	0	6	4	0	2	0	0	0	0	0	0	0	0
7:00 PM	9	0	6	2	0	1	0	0	0	0	0	0	0	0
8:00 PM	5	0	3	1	0	1	0	0	0	0	0	0	0	0
9:00 PM	5	0	3	1	0	1	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	425	3	251	107	4	50	3	0	6	0	0	0	0	1
%		0.7	59.1	25.2	0.9	11.8	0.7	0.0	1.4	0.0	0.0	0.0	0.0	0.2

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

L. COL RIVER RD :
 W OF HWY 155 :
 35MPH :

Site: NESPELEM, WA.
 10/12/2018
 Friday

Daily Classification

EB															
Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	
12:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	13	0	10	0	1	2	0	0	0	0	0	0	0	0	
7:00 AM	43	0	26	13	0	4	0	0	0	0	0	0	0	0	
8:00 AM	41	0	20	14	1	6	0	0	0	0	0	0	0	0	
9:00 AM	29	2	10	10	0	5	0	0	2	0	0	0	0	0	
10:00 AM	41	2	17	14	0	8	0	0	0	0	0	0	0	0	
Total	171	4	86	52	2	25	0	0	2	0	0	0	0	0	
%		2.3	50.3	30.4	1.2	14.6	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

L. COL RIVER RD :
 W OF HWY 155 :
 35MPH :

Site: NESPELEM, WA.
 10/7/2018
 Sunday

Daily Classification

WB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	33	0	21	10	0	1	0	0	0	1	0	0	0	0
3:00 PM	25	0	14	10	0	1	0	0	0	0	0	0	0	0
4:00 PM	33	0	18	12	0	3	0	0	0	0	0	0	0	0
5:00 PM	26	0	18	7	0	1	0	0	0	0	0	0	0	0
6:00 PM	23	1	11	6	0	4	0	0	1	0	0	0	0	0
7:00 PM	14	0	9	4	0	1	0	0	0	0	0	0	0	0
8:00 PM	5	0	3	1	0	1	0	0	0	0	0	0	0	0
9:00 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0
10:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	163	1	96	50	0	14	0	0	1	1	0	0	0	0
%		0.6	58.9	30.7	0.0	8.6	0.0	0.0	0.6	0.6	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

L. COL RIVER RD :
 W OF HWY 155 :
 35MPH :

Site: NESPELEM, WA.
 10/8/2018
 Monday

Daily Classification

WB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	10	0	6	4	0	0	0	0	0	0	0	0	0	0
6:00 AM	17	0	7	8	0	2	0	0	0	0	0	0	0	0
7:00 AM	41	0	22	13	0	5	0	0	0	1	0	0	0	0
8:00 AM	26	0	6	10	0	10	0	0	0	0	0	0	0	0
9:00 AM	17	0	7	6	0	4	0	0	0	0	0	0	0	0
10:00 AM	31	0	15	6	1	8	1	0	0	0	0	0	0	0
11:00 AM	32	0	16	12	0	3	0	0	1	0	0	0	0	0
12:00 PM	35	0	20	10	0	5	0	0	0	0	0	0	0	0
1:00 PM	36	0	19	8	1	8	0	0	0	0	0	0	0	0
2:00 PM	25	0	9	11	0	5	0	0	0	0	0	0	0	0
3:00 PM	22	0	11	7	0	3	0	0	1	0	0	0	0	0
4:00 PM	26	0	14	7	0	5	0	0	0	0	0	0	0	0
5:00 PM	17	0	10	5	0	1	0	0	0	1	0	0	0	0
6:00 PM	12	0	5	4	0	3	0	0	0	0	0	0	0	0
7:00 PM	4	0	3	0	0	1	0	0	0	0	0	0	0	0
8:00 PM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
9:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	362	0	180	112	2	63	1	0	2	2	0	0	0	0
%		0.0	49.7	30.9	0.6	17.4	0.3	0.0	0.6	0.6	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

L. COL RIVER RD :
 W OF HWY 155 :
 35MPH :

Site: NESPELEM, WA.
 10/9/2018
 Tuesday

Daily Classification

WB														
Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	10	0	4	5	1	0	0	0	0	0	0	0	0	0
6:00 AM	20	0	11	8	0	1	0	0	0	0	0	0	0	0
7:00 AM	50	1	25	11	0	13	0	0	0	0	0	0	0	0
8:00 AM	18	0	6	7	1	4	0	0	0	0	0	0	0	0
9:00 AM	22	1	9	7	1	3	0	0	0	1	0	0	0	0
10:00 AM	32	0	17	8	0	4	1	0	2	0	0	0	0	0
11:00 AM	39	0	15	19	1	3	0	0	1	0	0	0	0	0
12:00 PM	32	0	17	9	0	5	0	0	1	0	0	0	0	0
1:00 PM	36	0	17	12	1	6	0	0	0	0	0	0	0	0
2:00 PM	30	0	16	6	0	7	0	0	1	0	0	0	0	0
3:00 PM	46	0	22	12	2	10	0	0	0	0	0	0	0	0
4:00 PM	47	0	29	14	0	3	0	0	0	1	0	0	0	0
5:00 PM	22	0	14	6	0	2	0	0	0	0	0	0	0	0
6:00 PM	6	0	3	1	0	2	0	0	0	0	0	0	0	0
7:00 PM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
8:00 PM	7	0	5	2	0	0	0	0	0	0	0	0	0	0
9:00 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	430	2	220	130	7	63	1	0	5	2	0	0	0	0
%		0.5	51.2	30.2	1.6	14.7	0.2	0.0	1.2	0.5	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

L. COL RIVER RD :
 W OF HWY 155 :
 35MPH :

Site: NESPELEM, WA.
 10/10/2018
 Wednesday

Daily Classification

WB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	8	0	4	4	0	0	0	0	0	0	0	0	0	0
6:00 AM	23	0	10	7	0	4	1	0	0	1	0	0	0	0
7:00 AM	45	1	23	13	0	6	0	0	2	0	0	0	0	0
8:00 AM	30	0	18	5	1	6	0	0	0	0	0	0	0	0
9:00 AM	17	0	9	4	0	4	0	0	0	0	0	0	0	0
10:00 AM	29	0	16	9	0	1	0	0	2	1	0	0	0	0
11:00 AM	34	1	16	12	1	3	0	0	1	0	0	0	0	0
12:00 PM	37	0	18	7	2	9	1	0	0	0	0	0	0	0
1:00 PM	36	0	15	11	0	8	0	0	2	0	0	0	0	0
2:00 PM	28	0	17	8	0	3	0	0	0	0	0	0	0	0
3:00 PM	27	0	14	11	0	2	0	0	0	0	0	0	0	0
4:00 PM	42	0	23	16	1	1	0	0	1	0	0	0	0	0
5:00 PM	19	0	13	6	0	0	0	0	0	0	0	0	0	0
6:00 PM	10	0	3	7	0	0	0	0	0	0	0	0	0	0
7:00 PM	6	0	4	1	1	0	0	0	0	0	0	0	0	0
8:00 PM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
9:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
10:00 PM	4	0	0	3	0	1	0	0	0	0	0	0	0	0
11:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
Total	407	2	212	125	6	50	2	0	8	2	0	0	0	0
%		0.5	52.1	30.7	1.5	12.3	0.5	0.0	2.0	0.5	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

L. COL RIVER RD :
 W OF HWY 155 :
 35MPH :

Site: NESPELEM, WA.
 10/11/2018
 Thursday

Daily Classification

WB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
6:00 AM	25	0	12	12	0	1	0	0	0	0	0	0	0	0
7:00 AM	46	1	25	12	0	8	0	0	0	0	0	0	0	0
8:00 AM	32	0	24	4	0	4	0	0	0	0	0	0	0	0
9:00 AM	24	0	12	5	0	4	1	0	1	0	1	0	0	0
10:00 AM	26	0	12	10	1	3	0	0	0	0	0	0	0	0
11:00 AM	37	1	13	14	0	6	0	0	2	1	0	0	0	0
12:00 PM	36	0	20	12	0	4	0	0	0	0	0	0	0	0
1:00 PM	25	2	13	8	0	2	0	0	0	0	0	0	0	0
2:00 PM	31	0	15	7	0	8	0	0	1	0	0	0	0	0
3:00 PM	42	0	21	13	2	6	0	0	0	0	0	0	0	0
4:00 PM	41	0	24	14	0	3	0	0	0	0	0	0	0	0
5:00 PM	23	0	15	4	0	3	0	0	1	0	0	0	0	0
6:00 PM	7	0	5	1	0	1	0	0	0	0	0	0	0	0
7:00 PM	9	0	6	2	0	1	0	0	0	0	0	0	0	0
8:00 PM	10	0	7	2	0	1	0	0	0	0	0	0	0	0
9:00 PM	7	0	2	3	0	1	0	0	1	0	0	0	0	0
10:00 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
Total	432	4	233	126	3	57	1	0	6	1	1	0	0	0
%		0.9	53.9	29.2	0.7	13.2	0.2	0.0	1.4	0.2	0.2	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

L. COL RIVER RD :
 W OF HWY 155 :
 35MPH :

Site: NESPELEM, WA.
 10/12/2018
 Friday

Daily Classification

WB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	2	0	0	1	0	1	0	0	0	0	0	0	0	0
5:00 AM	7	0	5	2	0	0	0	0	0	0	0	0	0	0
6:00 AM	18	0	7	8	3	0	0	0	0	0	0	0	0	0
7:00 AM	43	1	23	11	0	8	0	0	0	0	0	0	0	0
8:00 AM	39	0	19	12	1	6	0	0	1	0	0	0	0	0
9:00 AM	23	0	9	6	0	7	0	0	1	0	0	0	0	0
10:00 AM	39	1	15	13	0	9	0	0	1	0	0	0	0	0
Total	173	2	79	53	4	32	0	0	3	0	0	0	0	0
%		1.2	45.7	30.6	2.3	18.5	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

L.COL. RIVER RD. :
 E. OF SCHOUSE LO :
 50 MPH :

Site: NESPELEM, WA.
 10/7/2018
 Sunday

Daily Classification

NB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	10	0	6	4	0	0	0	0	0	0	0	0	0	0
2:00 PM	15	0	6	6	0	3	0	0	0	0	0	0	0	0
3:00 PM	17	0	10	6	0	1	0	0	0	0	0	0	0	0
4:00 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	3	0	1	1	0	1	0	0	0	0	0	0	0	0
6:00 PM	4	0	2	1	0	1	0	0	0	0	0	0	0	0
7:00 PM	7	0	3	3	0	1	0	0	0	0	0	0	0	0
8:00 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
Total	65	0	33	24	0	8	0	0	0	0	0	0	0	0
%		0.0	50.8	36.9	0.0	12.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

L.COL. RIVER RD. :
 E. OF SCHOUSE LO :
 50 MPH :

Site: NESPELEM, WA.
 10/8/2018
 Monday

Daily Classification

NB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	3	0	2	0	0	0	0	0	0	1	0	0	0	0
6:00 AM	5	0	3	1	0	1	0	0	0	0	0	0	0	0
7:00 AM	13	0	8	4	0	1	0	0	0	0	0	0	0	0
8:00 AM	10	0	5	3	0	1	0	0	1	0	0	0	0	0
9:00 AM	10	0	5	2	0	3	0	0	0	0	0	0	0	0
10:00 AM	8	0	3	4	0	1	0	0	0	0	0	0	0	0
11:00 AM	10	0	3	5	0	2	0	0	0	0	0	0	0	0
12:00 PM	9	0	4	2	0	3	0	0	0	0	0	0	0	0
1:00 PM	10	0	5	3	0	1	1	0	0	0	0	0	0	0
2:00 PM	8	0	2	4	0	2	0	0	0	0	0	0	0	0
3:00 PM	24	0	9	12	0	3	0	0	0	0	0	0	0	0
4:00 PM	9	0	6	2	0	1	0	0	0	0	0	0	0	0
5:00 PM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	8	0	3	5	0	0	0	0	0	0	0	0	0	0
7:00 PM	5	0	2	1	0	2	0	0	0	0	0	0	0	0
8:00 PM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	141	0	66	50	0	22	1	0	1	1	0	0	0	0
%		0.0	46.8	35.5	0.0	15.6	0.7	0.0	0.7	0.7	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

L.COL. RIVER RD. :
 E. OF SCHOUSE LO :
 50 MPH :

Site: NESPELEM, WA.
 10/9/2018
 Tuesday

Daily Classification

NB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6:00 AM	9	0	7	2	0	0	0	0	0	0	0	0	0	0
7:00 AM	20	0	14	3	1	2	0	0	0	0	0	0	0	0
8:00 AM	6	0	3	0	0	3	0	0	0	0	0	0	0	0
9:00 AM	5	0	0	5	0	0	0	0	0	0	0	0	0	0
10:00 AM	15	0	9	6	0	0	0	0	0	0	0	0	0	0
11:00 AM	19	0	7	8	1	3	0	0	0	0	0	0	0	0
12:00 PM	8	0	3	3	0	2	0	0	0	0	0	0	0	0
1:00 PM	9	0	3	5	0	1	0	0	0	0	0	0	0	0
2:00 PM	13	0	6	5	0	1	0	0	0	0	0	0	0	1
3:00 PM	27	0	9	15	0	3	0	0	0	0	0	0	0	0
4:00 PM	10	0	5	2	0	2	0	0	1	0	0	0	0	0
5:00 PM	8	0	4	4	0	0	0	0	0	0	0	0	0	0
6:00 PM	7	0	3	2	0	1	0	0	1	0	0	0	0	0
7:00 PM	5	0	2	2	0	1	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	167	0	79	64	2	19	0	0	2	0	0	0	0	1
%		0.0	47.3	38.3	1.2	11.4	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.6

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

Site: NESPELEM, WA.
 10/10/2018
 Wednesday

L.COL. RIVER RD. :
 E. OF SCHOUSE LO :
 50 MPH :

Daily Classification

NB														
Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6:00 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	16	0	12	4	0	0	0	0	0	0	0	0	0	0
8:00 AM	11	0	9	2	0	0	0	0	0	0	0	0	0	0
9:00 AM	5	0	1	2	0	0	0	0	2	0	0	0	0	0
10:00 AM	14	0	8	5	0	1	0	0	0	0	0	0	0	0
11:00 AM	9	0	4	4	1	0	0	0	0	0	0	0	0	0
12:00 PM	6	0	3	0	0	2	0	0	0	0	0	0	0	0
1:00 PM	9	0	4	3	0	2	0	0	1	0	0	0	0	0
2:00 PM	10	0	5	4	0	0	0	0	0	0	0	0	0	0
3:00 PM	22	0	11	10	0	0	1	0	0	0	0	0	0	0
4:00 PM	6	0	4	1	0	0	0	0	1	0	0	0	0	0
5:00 PM	7	0	5	2	0	0	0	0	0	0	0	0	0	0
6:00 PM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
7:00 PM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	132	0	77	42	1	6	1	0	5	0	0	0	0	0
%		0.0	58.3	31.8	0.8	4.5	0.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

Site: NESPELEM, WA.
 10/11/2018
 Thursday

L.COL. RIVER RD. :
 E. OF SCHOUSE LO :
 50 MPH :

Daily Classification

NB															
Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	2	0	1	0	0	1	0	0	0	0	0	0	0	0	
8:00 AM	5	0	1	1	0	3	0	0	0	0	0	0	0	0	
9:00 AM	8	0	5	3	0	0	0	0	0	0	0	0	0	0	
10:00 AM	8	0	7	1	0	0	0	0	0	0	0	0	0	0	
11:00 AM	9	0	2	4	0	1	2	0	0	0	0	0	0	0	
12:00 PM	15	0	9	3	0	1	0	0	1	1	0	0	0	0	
1:00 PM	8	0	2	3	0	1	0	0	1	1	0	0	0	0	
2:00 PM	15	0	10	4	0	0	0	0	1	0	0	0	0	0	
3:00 PM	27	0	16	11	0	0	0	0	0	0	0	0	0	0	
4:00 PM	18	0	12	5	0	0	0	0	1	0	0	0	0	0	
5:00 PM	8	0	6	1	0	1	0	0	0	0	0	0	0	0	
6:00 PM	6	0	3	2	0	1	0	0	0	0	0	0	0	0	
7:00 PM	3	0	0	2	0	1	0	0	0	0	0	0	0	0	
8:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	
9:00 PM	2	0	1	0	0	1	0	0	0	0	0	0	0	0	
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	137	0	76	40	0	13	2	0	4	1	0	0	0	1	
%		0.0	55.5	29.2	0.0	9.5	1.5	0.0	2.9	0.7	0.0	0.0	0.0	0.7	

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

Site: NESPELEM, WA.
 10/12/2018
 Friday

L.COL. RIVER RD. :
 E. OF SCHOUSE LO :
 50 MPH :

Daily Classification

NB															
Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	3	0	1	0	0	2	0	0	0	0	0	0	0	0	
7:00 AM	5	0	2	2	0	1	0	0	0	0	0	0	0	0	
8:00 AM	13	0	8	3	0	2	0	0	0	0	0	0	0	0	
9:00 AM	9	0	1	3	0	3	0	0	2	0	0	0	0	0	
10:00 AM	5	0	2	1	0	2	0	0	0	0	0	0	0	0	
Total	35	0	14	9	0	10	0	0	2	0	0	0	0	0	
%		0.0	40.0	25.7	0.0	28.6	0.0	0.0	5.7	0.0	0.0	0.0	0.0	0.0	

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

L.COL. RIVER RD. :
 E. OF SCHOUSE LO :
 50 MPH :

Site: NESPELEM, WA.
 10/7/2018
 Sunday

Daily Classification

SB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	9	0	5	4	0	0	0	0	0	0	0	0	0	0
2:00 PM	12	0	7	3	0	1	0	0	0	1	0	0	0	0
3:00 PM	10	0	5	4	0	1	0	0	0	0	0	0	0	0
4:00 PM	11	0	5	3	0	3	0	0	0	0	0	0	0	0
5:00 PM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	11	1	6	1	0	2	0	0	1	0	0	0	0	0
7:00 PM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
8:00 PM	4	0	1	1	0	2	0	0	0	0	0	0	0	0
9:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
10:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	69	1	37	19	0	10	0	0	1	1	0	0	0	0
%		1.4	53.6	27.5	0.0	14.5	0.0	0.0	1.4	1.4	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

L.COL. RIVER RD. :
 E. OF SCHOUSE LO :
 50 MPH :

Site: NESPELEM, WA.
 10/8/2018
 Monday

Daily Classification

SB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tlr	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6:00 AM	17	0	7	8	0	2	0	0	0	0	0	0	0	0
7:00 AM	10	0	4	5	0	1	0	0	0	0	0	0	0	0
8:00 AM	9	0	0	5	0	3	0	0	0	1	0	0	0	0
9:00 AM	11	0	2	7	0	2	0	0	0	0	0	0	0	0
10:00 AM	10	0	5	1	1	2	1	0	0	0	0	0	0	0
11:00 AM	10	0	5	4	0	0	0	0	1	0	0	0	0	0
12:00 PM	15	0	8	4	0	3	0	0	0	0	0	0	0	0
1:00 PM	7	0	3	1	0	3	0	0	0	0	0	0	0	0
2:00 PM	9	0	5	4	0	0	0	0	0	0	0	0	0	0
3:00 PM	13	0	10	1	0	1	0	0	1	0	0	0	0	0
4:00 PM	10	0	5	3	0	2	0	0	0	0	0	0	0	0
5:00 PM	10	0	5	3	1	0	0	0	1	0	0	0	0	0
6:00 PM	7	0	4	1	0	2	0	0	0	0	0	0	0	0
7:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	148	0	72	48	2	21	1	0	3	1	0	0	0	0
%		0.0	48.6	32.4	1.4	14.2	0.7	0.0	2.0	0.7	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

L.COL. RIVER RD. :
 E. OF SCHOUSE LO :
 50 MPH :

Site: NESPELEM, WA.
 10/9/2018
 Tuesday

Daily Classification

SB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	6	0	3	3	0	0	0	0	0	0	0	0	0	0
6:00 AM	18	0	10	7	0	1	0	0	0	0	0	0	0	0
7:00 AM	10	0	4	4	0	2	0	0	0	0	0	0	0	0
8:00 AM	5	0	0	5	0	0	0	0	0	0	0	0	0	0
9:00 AM	4	0	2	0	1	1	0	0	0	0	0	0	0	0
10:00 AM	10	0	5	3	0	2	0	0	0	0	0	0	0	0
11:00 AM	21	0	8	10	1	1	0	0	1	0	0	0	0	0
12:00 PM	12	0	6	3	0	2	0	0	1	0	0	0	0	0
1:00 PM	8	0	2	6	0	0	0	0	0	0	0	0	0	0
2:00 PM	9	0	8	1	0	0	0	0	0	0	0	0	0	0
3:00 PM	13	0	8	5	0	0	0	0	0	0	0	0	0	0
4:00 PM	22	0	15	5	0	1	0	0	1	0	0	0	0	0
5:00 PM	16	0	12	2	0	2	0	0	0	0	0	0	0	0
6:00 PM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
7:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	163	0	90	56	2	12	0	0	3	0	0	0	0	0
%		0.0	55.2	34.4	1.2	7.4	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

Site: NESPELEM, WA.
 10/10/2018
 Wednesday

Daily Classification

SB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
6:00 AM	20	0	10	5	0	2	1	0	1	1	0	0	0	0
7:00 AM	15	0	7	6	0	0	0	0	2	0	0	0	0	0
8:00 AM	10	0	6	0	0	2	0	0	2	0	0	0	0	0
9:00 AM	7	0	4	1	0	2	0	0	0	0	0	0	0	0
10:00 AM	6	0	2	2	0	0	0	0	2	0	0	0	0	0
11:00 AM	15	0	8	5	0	1	0	0	1	0	0	0	0	0
12:00 PM	6	0	3	1	0	1	1	0	0	0	0	0	0	0
1:00 PM	13	0	5	4	0	4	0	0	0	0	0	0	0	0
2:00 PM	8	0	4	4	0	0	0	0	0	0	0	0	0	0
3:00 PM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
4:00 PM	20	0	16	4	0	0	0	0	0	0	0	0	0	0
5:00 PM	11	0	9	2	0	0	0	0	0	0	0	0	0	0
6:00 PM	5	0	2	3	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
9:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	152	0	87	40	0	14	2	0	8	1	0	0	0	0
%		0.0	57.2	26.3	0.0	9.2	1.3	0.0	5.3	0.7	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

Site: NESPELEM, WA.
 10/11/2018
 Thursday

L.COL. RIVER RD. :
 E. OF SCHOUSE LO :
 50 MPH :

Daily Classification

SB															
Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	5	0	3	1	1	0	0	0	0	0	0	0	0	0	
7:00 AM	5	0	3	1	0	1	0	0	0	0	0	0	0	0	
8:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	
9:00 AM	9	0	1	5	0	0	1	0	1	0	1	0	0	0	
10:00 AM	11	0	4	6	0	1	0	0	0	0	0	0	0	0	
11:00 AM	18	0	7	8	0	0	0	0	2	1	0	0	0	0	
12:00 PM	10	0	5	3	0	2	0	0	0	0	0	0	0	0	
1:00 PM	11	0	7	2	0	2	0	0	0	0	0	0	0	0	
2:00 PM	14	0	9	2	0	2	0	0	1	0	0	0	0	0	
3:00 PM	17	0	9	6	0	2	0	0	0	0	0	0	0	0	
4:00 PM	17	0	11	5	0	1	0	0	0	0	0	0	0	0	
5:00 PM	14	0	9	4	0	1	0	0	0	0	0	0	0	0	
6:00 PM	5	0	3	2	0	0	0	0	0	0	0	0	0	0	
7:00 PM	3	0	1	1	0	1	0	0	0	0	0	0	0	0	
8:00 PM	3	0	1	0	1	1	0	0	0	0	0	0	0	0	
9:00 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	
10:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
11:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	
Total	148	0	73	50	2	15	1	0	5	1	1	0	0	0	
%		0.0	49.3	33.8	1.4	10.1	0.7	0.0	3.4	0.7	0.7	0.0	0.0	0.0	

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

L.COL. RIVER RD. :
 E. OF SCHOUSE LO :
 50 MPH :

Site: NESPELEM, WA.
 10/12/2018
 Friday

Daily Classification

SB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
5:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	11	0	6	4	1	0	0	0	0	0	0	0	0	0
7:00 AM	8	0	4	2	0	2	0	0	0	0	0	0	0	0
8:00 AM	8	0	6	1	0	1	0	0	0	0	0	0	0	0
9:00 AM	3	0	0	2	0	0	0	0	1	0	0	0	0	0
10:00 AM	15	0	4	5	0	5	0	0	1	0	0	0	0	0
Total	48	0	21	14	1	10	0	0	2	0	0	0	0	0
%		0.0	43.8	29.2	2.1	20.8	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOUSE LOOP RD :
 W. OF COL. RIVER R :
 20 MPH :

Site: NESPELEM, WA.
 10/7/2018
 Sunday

Daily Classification

EB														
Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	11	0	7	4	0	0	0	0	0	0	0	0	0	0
2:00 PM	9	0	5	4	0	0	0	0	0	0	0	0	0	0
3:00 PM	13	0	8	4	0	1	0	0	0	0	0	0	0	0
4:00 PM	11	0	0	9	0	2	0	0	0	0	0	0	0	0
5:00 PM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6:00 PM	8	0	5	3	0	0	0	0	0	0	0	0	0	0
7:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 PM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
9:00 PM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
10:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	62	0	30	27	0	5	0	0	0	0	0	0	0	0
%		0.0	48.4	43.5	0.0	8.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOUSE LOOP RD :
 W. OF COL. RIVER R :
 20 MPH :

Site: NESPELEM, WA.
 10/8/2018
 Monday

Daily Classification

EB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	12	0	6	4	0	2	0	0	0	0	0	0	0	0
8:00 AM	9	0	2	4	0	3	0	0	0	0	0	0	0	0
9:00 AM	12	0	6	3	1	2	0	0	0	0	0	0	0	0
10:00 AM	12	0	4	5	0	3	0	0	0	0	0	0	0	0
11:00 AM	15	0	7	7	0	1	0	0	0	0	0	0	0	0
12:00 PM	14	0	9	4	0	1	0	0	0	0	0	0	0	0
1:00 PM	16	0	7	3	1	4	1	0	0	0	0	0	0	0
2:00 PM	19	0	12	3	0	4	0	0	0	0	0	0	0	0
3:00 PM	15	0	8	3	0	4	0	0	0	0	0	0	0	0
4:00 PM	22	0	13	3	0	6	0	0	0	0	0	0	0	0
5:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	7	0	1	4	0	2	0	0	0	0	0	0	0	0
7:00 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	160	0	81	44	2	32	1	0	0	0	0	0	0	0
%		0.0	50.6	27.5	1.3	20.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOUSE LOOP RD :
 W. OF COL. RIVER R :
 20 MPH :

Site: NESPELEM, WA.
 10/9/2018
 Tuesday

Daily Classification

EB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6:00 AM	8	0	4	1	0	3	0	0	0	0	0	0	0	0
7:00 AM	20	0	13	4	0	3	0	0	0	0	0	0	0	0
8:00 AM	8	0	6	1	1	0	0	0	0	0	0	0	0	0
9:00 AM	20	0	11	5	1	3	0	0	0	0	0	0	0	0
10:00 AM	13	0	9	4	0	0	0	0	0	0	0	0	0	0
11:00 AM	15	1	10	2	1	1	0	0	0	0	0	0	0	0
12:00 PM	20	0	13	5	0	2	0	0	0	0	0	0	0	0
1:00 PM	22	0	11	5	1	5	0	0	0	0	0	0	0	0
2:00 PM	18	0	14	3	1	0	0	0	0	0	0	0	0	0
3:00 PM	29	0	17	9	0	3	0	0	0	0	0	0	0	0
4:00 PM	30	0	16	8	0	6	0	0	0	0	0	0	0	0
5:00 PM	9	0	6	3	0	0	0	0	0	0	0	0	0	0
6:00 PM	6	0	3	2	0	1	0	0	0	0	0	0	0	0
7:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
9:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	225	1	135	57	5	27	0	0	0	0	0	0	0	0
%		0.4	60.0	25.3	2.2	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOUSE LOOP RD :
 W. OF COL. RIVER R :
 20 MPH :

Site: NESPELEM, WA.
 10/10/2018
 Wednesday

Daily Classification

EB															
Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
6:00 AM	8	0	5	1	0	2	0	0	0	0	0	0	0	0	
7:00 AM	19	0	10	6	0	3	0	0	0	0	0	0	0	0	
8:00 AM	10	0	7	2	0	1	0	0	0	0	0	0	0	0	
9:00 AM	12	0	5	3	0	4	0	0	0	0	0	0	0	0	
10:00 AM	12	1	8	2	0	1	0	0	0	0	0	0	0	0	
11:00 AM	25	0	13	8	2	2	0	0	0	0	0	0	0	0	
12:00 PM	27	0	16	7	0	4	0	0	0	0	0	0	0	0	
1:00 PM	16	0	9	4	0	3	0	0	0	0	0	0	0	0	
2:00 PM	28	0	11	9	2	5	0	0	1	0	0	0	0	0	
3:00 PM	14	0	7	6	0	1	0	0	0	0	0	0	0	0	
4:00 PM	35	1	22	9	0	3	0	0	0	0	0	0	0	0	
5:00 PM	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	8	0	5	2	0	1	0	0	0	0	0	0	0	0	
7:00 PM	3	0	1	2	0	0	0	0	0	0	0	0	0	0	
8:00 PM	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
9:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	
10:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	231	2	130	63	4	31	0	0	1	0	0	0	0	0	
%		0.9	56.3	27.3	1.7	13.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOUSE LOOP RD :
 W. OF COL. RIVER R :
 20 MPH :

Site: NESPELEM, WA.
 10/11/2018
 Thursday

Daily Classification

EB														
Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	7	0	3	2	0	2	0	0	0	0	0	0	0	0
7:00 AM	22	0	12	8	0	2	0	0	0	0	0	0	0	0
8:00 AM	8	0	4	4	0	0	0	0	0	0	0	0	0	0
9:00 AM	12	0	10	1	0	1	0	0	0	0	0	0	0	0
10:00 AM	20	0	16	2	0	2	0	0	0	0	0	0	0	0
11:00 AM	22	1	10	8	0	3	0	0	0	0	0	0	0	0
12:00 PM	15	0	8	7	0	0	0	0	0	0	0	0	0	0
1:00 PM	17	0	6	7	0	3	0	0	1	0	0	0	0	0
2:00 PM	19	1	7	5	2	4	0	0	0	0	0	0	0	0
3:00 PM	33	0	17	10	0	6	0	0	0	0	0	0	0	0
4:00 PM	37	0	23	10	0	4	0	0	0	0	0	0	0	0
5:00 PM	6	0	4	1	0	1	0	0	0	0	0	0	0	0
6:00 PM	6	0	3	3	0	0	0	0	0	0	0	0	0	0
7:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
9:00 PM	3	0	1	1	0	1	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	231	2	127	70	2	29	0	0	1	0	0	0	0	0
%		0.9	55.0	30.3	0.9	12.6	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOUSE LOOP RD :
 W. OF COL. RIVER R :
 20 MPH :

Site: NESPELEM, WA.
 10/12/2018
 Friday

Daily Classification

EB														
Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	7	0	4	1	2	0	0	0	0	0	0	0	0	0
7:00 AM	22	0	12	7	0	3	0	0	0	0	0	0	0	0
8:00 AM	24	0	11	6	1	6	0	0	0	0	0	0	0	0
9:00 AM	11	0	6	4	0	1	0	0	0	0	0	0	0	0
10:00 AM	26	2	9	11	0	4	0	0	0	0	0	0	0	0
11:00 AM	13	0	9	2	0	2	0	0	0	0	0	0	0	0
Total	106	2	54	31	3	16	0	0	0	0	0	0	0	0
%		1.9	50.9	29.2	2.8	15.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

Site: NESPELEM, WA.
 10/7/2018
 Sunday

SCHOUSE LOOP RD :
 W. OF COL. RIVER R :
 20 MPH :

Daily Classification

WB														
Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	6	0	3	2	0	1	0	0	0	0	0	0	0	0
2:00 PM	7	0	3	4	0	0	0	0	0	0	0	0	0	0
3:00 PM	8	0	5	3	0	0	0	0	0	0	0	0	0	0
4:00 PM	13	0	6	6	0	1	0	0	0	0	0	0	0	0
5:00 PM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6:00 PM	3	0	1	1	0	1	0	0	0	0	0	0	0	0
7:00 PM	4	0	2	1	0	1	0	0	0	0	0	0	0	0
8:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	2	0	0	1	0	1	0	0	0	0	0	0	0	0
10:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	51	0	27	19	0	5	0	0	0	0	0	0	0	0
%		0.0	52.9	37.3	0.0	9.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOUSE LOOP RD :
 W. OF COL. RIVER R :
 20 MPH :

Site: NESPELEM, WA.
 10/8/2018
 Monday

Daily Classification

WB														
Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
6:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
7:00 AM	21	0	13	5	0	3	0	0	0	0	0	0	0	0
8:00 AM	13	0	5	6	0	2	0	0	0	0	0	0	0	0
9:00 AM	6	0	3	2	0	1	0	0	0	0	0	0	0	0
10:00 AM	12	0	5	4	0	3	0	0	0	0	0	0	0	0
11:00 AM	14	0	5	5	0	4	0	0	0	0	0	0	0	0
12:00 PM	20	0	11	7	0	2	0	0	0	0	0	0	0	0
1:00 PM	19	0	10	4	1	4	0	0	0	0	0	0	0	0
2:00 PM	13	0	2	6	0	4	1	0	0	0	0	0	0	0
3:00 PM	11	0	3	4	0	4	0	0	0	0	0	0	0	0
4:00 PM	16	0	8	5	0	3	0	0	0	0	0	0	0	0
5:00 PM	5	0	3	1	0	1	0	0	0	0	0	0	0	0
6:00 PM	5	0	2	3	0	0	0	0	0	0	0	0	0	0
7:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
9:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	167	0	78	55	1	32	1	0	0	0	0	0	0	0
%		0.0	46.7	32.9	0.6	19.2	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOUSE LOOP RD :
 W. OF COL. RIVER R :
 20 MPH :

Site: NESPELEM, WA.
 10/9/2018
 Tuesday

Daily Classification

WB															
Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	5	0	2	2	1	0	0	0	0	0	0	0	0	0	
6:00 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
7:00 AM	32	1	20	6	1	4	0	0	0	0	0	0	0	0	
8:00 AM	13	0	6	2	1	4	0	0	0	0	0	0	0	0	
9:00 AM	13	0	6	4	1	2	0	0	0	0	0	0	0	0	
10:00 AM	10	0	8	2	0	0	0	0	0	0	0	0	0	0	
11:00 AM	17	0	7	7	1	2	0	0	0	0	0	0	0	0	
12:00 PM	22	0	13	7	0	2	0	0	0	0	0	0	0	0	
1:00 PM	21	0	10	6	1	4	0	0	0	0	0	0	0	0	
2:00 PM	17	0	11	3	0	2	0	0	1	0	0	0	0	0	
3:00 PM	23	0	13	7	1	2	0	0	0	0	0	0	0	0	
4:00 PM	21	0	12	7	0	2	0	0	0	0	0	0	0	0	
5:00 PM	7	0	2	5	0	0	0	0	0	0	0	0	0	0	
6:00 PM	3	0	1	1	0	1	0	0	0	0	0	0	0	0	
7:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
9:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	217	1	121	62	7	25	0	0	1	0	0	0	0	0	
%		0.5	55.8	28.6	3.2	11.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

Site: NESPELEM, WA.
 10/10/2018
 Wednesday

SCHOUSE LOOP RD :
 W. OF COL. RIVER R :
 20 MPH :

Daily Classification

WB														
Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
6:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	29	1	19	7	0	2	0	0	0	0	0	0	0	0
8:00 AM	20	0	13	4	0	3	0	0	0	0	0	0	0	0
9:00 AM	10	0	5	3	0	2	0	0	0	0	0	0	0	0
10:00 AM	19	0	13	5	0	1	0	0	0	0	0	0	0	0
11:00 AM	18	1	7	8	1	1	0	0	0	0	0	0	0	0
12:00 PM	22	0	12	5	1	4	0	0	0	0	0	0	0	0
1:00 PM	22	0	9	6	0	6	0	0	1	0	0	0	0	0
2:00 PM	20	0	11	7	0	2	0	0	0	0	0	0	0	0
3:00 PM	17	0	7	8	0	2	0	0	0	0	0	0	0	0
4:00 PM	21	0	10	10	0	1	0	0	0	0	0	0	0	0
5:00 PM	7	0	3	4	0	0	0	0	0	0	0	0	0	0
6:00 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
7:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
10:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
11:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	225	2	124	70	2	26	0	0	1	0	0	0	0	0
%		0.9	55.1	31.1	0.9	11.6	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOUSE LOOP RD :
 W. OF COL. RIVER R :
 20 MPH :

Site: NESPELEM, WA.
 10/11/2018
 Thursday

Daily Classification

WB															
Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
6:00 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0	
7:00 AM	31	1	17	10	0	3	0	0	0	0	0	0	0	0	
8:00 AM	25	0	21	2	0	2	0	0	0	0	0	0	0	0	
9:00 AM	11	0	5	3	0	3	0	0	0	0	0	0	0	0	
10:00 AM	14	0	6	7	0	1	0	0	0	0	0	0	0	0	
11:00 AM	18	1	6	5	0	6	0	0	0	0	0	0	0	0	
12:00 PM	21	0	14	4	0	3	0	0	0	0	0	0	0	0	
1:00 PM	22	2	9	9	0	2	0	0	0	0	0	0	0	0	
2:00 PM	19	0	12	4	0	3	0	0	0	0	0	0	0	0	
3:00 PM	21	0	11	7	1	2	0	0	0	0	0	0	0	0	
4:00 PM	23	0	13	8	0	2	0	0	0	0	0	0	0	0	
5:00 PM	6	0	2	2	0	2	0	0	0	0	0	0	0	0	
6:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
7:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	6	0	3	2	0	1	0	0	0	0	0	0	0	0	
10:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
Total	229	4	127	67	1	30	0	0	0	0	0	0	0	0	
%		1.7	55.5	29.3	0.4	13.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOUSE LOOP RD :
 W. OF COL. RIVER R :
 20 MPH :

Site: NESPELEM, WA.
 10/12/2018
 Friday

Daily Classification

WB															
Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0	
6:00 AM	6	0	2	1	3	0	0	0	0	0	0	0	0	0	
7:00 AM	33	1	21	6	0	5	0	0	0	0	0	0	0	0	
8:00 AM	24	0	10	9	1	4	0	0	0	0	0	0	0	0	
9:00 AM	15	0	8	3	0	4	0	0	0	0	0	0	0	0	
10:00 AM	18	1	8	7	0	2	0	0	0	0	0	0	0	0	
11:00 AM	12	0	4	6	0	2	0	0	0	0	0	0	0	0	
Total	111	2	55	33	4	17	0	0	0	0	0	0	0	0	
%		1.8	49.5	29.7	3.6	15.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOOLHOUSE LOO :
 W. OF SCHOOL :
 30 MPH :

Site: NESPELEM, WA.
 10/7/2018
 Sunday

Daily Classification

EB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	5	2	3	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	9	0	9	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6:00 PM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
7:00 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
9:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	38	2	33	3	0	0	0	0	0	0	0	0	0	0
%		5.3	86.8	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOOLHOUSE LOO :
 W. OF SCHOOL :
 30 MPH :

Site: NESPELEM, WA.
 10/8/2018
 Monday

Daily Classification

EB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	3	1	2	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
10:00 AM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	12	0	9	3	0	0	0	0	0	0	0	0	0	0
1:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	10	0	8	2	0	0	0	0	0	0	0	0	0	0
4:00 PM	22	0	22	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	84	1	77	6	0	0	0	0	0	0	0	0	0	0
%		1.2	91.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOOLHOUSE LOO :
 W. OF SCHOOL :
 30 MPH :

Site: NESPELEM, WA.
 10/9/2018
 Tuesday

Daily Classification

EB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	7	1	5	0	0	1	0	0	0	0	0	0	0	0
7:00 AM	12	0	10	1	0	1	0	0	0	0	0	0	0	0
8:00 AM	5	0	4	0	0	1	0	0	0	0	0	0	0	0
9:00 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
10:00 AM	10	0	9	1	0	0	0	0	0	0	0	0	0	0
11:00 AM	7	0	6	0	0	1	0	0	0	0	0	0	0	0
12:00 PM	8	0	8	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	9	0	9	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	10	0	10	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	10	1	7	0	0	2	0	0	0	0	0	0	0	0
4:00 PM	16	1	15	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	113	3	101	3	0	6	0	0	0	0	0	0	0	0
%		2.7	89.4	2.7	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOOLHOUSE LOO :
 W. OF SCHOOL :
 30 MPH :

Site: NESPELEM, WA.
 10/10/2018
 Wednesday

Daily Classification

EB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	7	2	5	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	10	1	7	1	0	1	0	0	0	0	0	0	0	0
8:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
9:00 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	10	1	9	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	9	0	8	0	0	1	0	0	0	0	0	0	0	0
12:00 PM	10	0	9	0	0	1	0	0	0	0	0	0	0	0
1:00 PM	12	0	12	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	10	0	10	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	9	0	9	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	22	1	21	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6:00 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	5	109	3	0	3	0	0	0	0	0	0	0	0
%		4.2	90.8	2.5	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOOLHOUSE LOO :
 W. OF SCHOOL :
 30 MPH :

Site: NESPELEM, WA.
 10/11/2018
 Thursday

Daily Classification

EB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	11	1	7	2	0	1	0	0	0	0	0	0	0	0
8:00 AM	3	1	1	1	0	0	0	0	0	0	0	0	0	0
9:00 AM	7	0	4	2	0	1	0	0	0	0	0	0	0	0
10:00 AM	10	0	9	1	0	0	0	0	0	0	0	0	0	0
11:00 AM	13	0	12	0	0	1	0	0	0	0	0	0	0	0
12:00 PM	14	0	13	1	0	0	0	0	0	0	0	0	0	0
1:00 PM	9	0	9	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	11	1	10	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	11	0	11	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	24	1	22	0	0	1	0	0	0	0	0	0	0	0
5:00 PM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
9:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	127	4	111	8	0	4	0	0	0	0	0	0	0	0
%		3.1	87.4	6.3	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOOLHOUSE LOO :
 W. OF SCHOOL :
 30 MPH :

Site: NESPELEM, WA.
 10/12/2018
 Friday

Daily Classification

EB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	4	1	2	0	0	1	0	0	0	0	0	0	0	0
7:00 AM	8	0	5	2	0	1	0	0	0	0	0	0	0	0
8:00 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
9:00 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	8	1	7	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	15	2	10	1	0	1	1	0	0	0	0	0	0	0
Total	45	4	33	4	0	3	1	0	0	0	0	0	0	0
%		8.9	73.3	8.9	0.0	6.7	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOOLHOUSE LOO :
 W. OF SCHOOL :
 30 MPH :

Site: NESPELEM, WA.
 10/7/2018
 Sunday

Daily Classification

WB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	8	0	8	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	8	1	7	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	7	0	7	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	12	1	11	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	8	1	6	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	55	4	48	3	0	0	0	0	0	0	0	0	0	0
%		7.3	87.3	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
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 SPOKANE WA. 99224
 (509) 979-3331

SCHOOLHOUSE LOO :
 W. OF SCHOOL :
 30 MPH :

Site: NESPELEM, WA.
 10/8/2018
 Monday

Daily Classification

WB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	14	0	14	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	7	0	5	2	0	0	0	0	0	0	0	0	0	0
9:00 AM	3	0	2	0	0	1	0	0	0	0	0	0	0	0
10:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	7	0	5	2	0	0	0	0	0	0	0	0	0	0
12:00 PM	8	0	8	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	6	1	4	1	0	0	0	0	0	0	0	0	0	0
2:00 PM	9	1	8	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	7	0	7	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	4	1	3	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	74	3	64	6	0	1	0	0	0	0	0	0	0	0
%		4.1	86.5	8.1	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOOLHOUSE LOO :
 W. OF SCHOOL :
 30 MPH :

Site: NESPELEM, WA.
 10/9/2018
 Tuesday

Daily Classification

WB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
7:00 AM	21	2	17	1	0	1	0	0	0	0	0	0	0	0
8:00 AM	10	0	10	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	10	1	8	1	0	0	0	0	0	0	0	0	0	0
10:00 AM	7	1	6	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	7	0	6	0	0	1	0	0	0	0	0	0	0	0
12:00 PM	12	1	9	2	0	0	0	0	0	0	0	0	0	0
1:00 PM	12	1	10	0	0	1	0	0	0	0	0	0	0	0
2:00 PM	11	0	9	1	0	1	0	0	0	0	0	0	0	0
3:00 PM	8	0	8	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	7	1	6	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	123	7	104	8	0	4	0	0	0	0	0	0	0	0
%		5.7	84.6	6.5	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOOLHOUSE LOO :
 W. OF SCHOOL :
 30 MPH :

Site: NESPELEM, WA.
 10/10/2018
 Wednesday

Daily Classification

WB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	19	0	16	2	0	1	0	0	0	0	0	0	0	0
8:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	8	0	8	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	6	0	5	0	0	1	0	0	0	0	0	0	0	0
11:00 AM	8	0	6	1	0	1	0	0	0	0	0	0	0	0
12:00 PM	16	0	15	1	0	0	0	0	0	0	0	0	0	0
1:00 PM	10	1	8	0	0	1	0	0	0	0	0	0	0	0
2:00 PM	17	0	15	1	0	1	0	0	0	0	0	0	0	0
3:00 PM	9	0	8	1	0	0	0	0	0	0	0	0	0	0
4:00 PM	15	1	13	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7:00 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	129	3	112	9	0	5	0	0	0	0	0	0	0	0
%		2.3	86.8	7.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOOLHOUSE LOO :
 W. OF SCHOOL :
 30 MPH :

Site: NESPELEM, WA.
 10/11/2018
 Thursday

Daily Classification

WB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	22	0	20	1	0	1	0	0	0	0	0	0	0	0
8:00 AM	11	2	9	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	8	0	7	0	0	1	0	0	0	0	0	0	0	0
10:00 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
11:00 AM	12	0	10	1	0	1	0	0	0	0	0	0	0	0
12:00 PM	14	0	14	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	10	0	10	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	15	0	10	3	0	2	0	0	0	0	0	0	0	0
3:00 PM	14	0	12	2	0	0	0	0	0	0	0	0	0	0
4:00 PM	10	0	9	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	6	1	5	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	141	3	123	10	0	5	0	0	0	0	0	0	0	0
%		2.1	87.2	7.1	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

SCHOOLHOUSE LOO :
 W. OF SCHOOL :
 30 MPH :

Site: NESPELEM, WA.
 10/12/2018
 Friday

Daily Classification

WB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	20	1	17	1	0	1	0	0	0	0	0	0	0	0
8:00 AM	18	1	16	1	0	0	0	0	0	0	0	0	0	0
9:00 AM	5	1	4	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	8	0	6	2	0	0	0	0	0	0	0	0	0	0
11:00 AM	10	1	7	0	0	1	1	0	0	0	0	0	0	0
Total	66	4	55	4	0	2	1	0	0	0	0	0	0	0
%		6.1	83.3	6.1	0.0	3.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project # 589-093-00
 Project Colville Pavement Rehab - Columbia River Road
 Engineer EBD
 Date 10/29/2018

Truck Type	Trucks Per Day	Truck Factor	Directional Distribution Factor	Lane Distribution Factor	Design Lane ESALS per day
Single Units	50	0.4	1	1	20
Double Units	6	1.0	1	1	6
Trains	0	1.75	1	1	0

26 ESALS per day
 9,490 ESALS per year

Annual Traffic Growth Rate **2**%
 Design Life **20** Years
 Design Flexible ESALS **230,582**

Notes

1) Truck Factors provided by WSDOT Pavement group

Project # 589-093-00
 Project Schoolhouse Loop Rd
 Engineer EBD
 Date 10/29/2018

Truck Type	Trucks Per Day	Truck Factor	Directional Distribution Factor	Lane Distribution Factor	Design Lane ESALS per day
Single Units	24	0.4	1	1	9.6
Double Units	1	1.0	1	1	1
Trains	0	1.75	1	1	0

10.6 ESALS per day
 3,869 ESALS per year

Annual Traffic Growth Rate **2**%
 Design Life **20** Years
 Design Flexible ESALS **94,007**

Notes

1) Truck Factors provided by WSDOT Pavement group

APPENDIX E
Report Limitations and Guidelines for Use

APPENDIX E REPORT LIMITATIONS AND GUIDELINES FOR USE¹

This appendix provides information to help you manage your risks with respect to the use of this report.

Read These Provisions Closely

It is important to recognize that the geoscience practices (geotechnical engineering, geology and environmental science) rely on professional judgment and opinion to a greater extent than other engineering and natural science disciplines, where more precise and/or readily observable data may exist. To help clients better understand how this difference pertains to our services, GeoEngineers includes the following explanatory “limitations” provisions in its reports. Please confer with GeoEngineers if you need to know more how these “Report Limitations and Guidelines for Use” apply to your project or site.

Geotechnical Services are Performed for Specific Purposes, Persons and Projects

This report has been prepared for TD&H Engineering and for the Project(s) specifically identified in the report. The information contained herein is not applicable to other sites or projects.

GeoEngineers structures its services to meet the specific needs of its clients. No party other than the party to whom this report is addressed may rely on the product of our services unless we agree to such reliance in advance and in writing. Within the limitations of the agreed scope of services for the Project, and its schedule and budget, our services have been executed in accordance with our Agreement with TD&H Engineering dated May 30, 2018 and generally accepted geotechnical practices in this area at the time this report was prepared. We do not authorize, and will not be responsible for, the use of this report for any purposes or projects other than those identified in the report.

A Geotechnical Engineering or Geologic Report is based on a Unique Set of Project-Specific Factors

This report has been prepared for the Colville Confederated Tribes Department of Transportation. GeoEngineers considered a number of unique, project-specific factors when establishing the scope of services for this project and report. Unless GeoEngineers specifically indicates otherwise, it is important not to rely on this report if it was:

- not prepared for you,
- not prepared for your project,
- not prepared for the specific site explored, or
- completed before important project changes were made.

For example, changes that can affect the applicability of this report include those that affect:

¹ Developed based on material provided by ASFE, Professional Firms Practicing in the Geosciences; www.asfe.org.

- the function of the proposed structure;
- elevation, configuration, location, orientation or weight of the proposed structure;

If changes occur after the date of this report, GeoEngineers cannot be responsible for any consequences of such changes in relation to this report unless we have been given the opportunity to review our interpretations and recommendations. Based on that review, we can provide written modifications or confirmation, as appropriate.

Environmental Concerns are Not Covered

Unless environmental services were specifically included in our scope of services, this report does not provide any environmental findings, conclusions, or recommendations, including but not limited to, the likelihood of encountering underground storage tanks or regulated contaminants.

Subsurface Conditions Can Change

This geotechnical or geologic report is based on conditions that existed at the time the study was performed. The findings and conclusions of this report may be affected by the passage of time, by man-made events such as construction on or adjacent to the site, new information or technology that becomes available subsequent to the report date, or by natural events such as floods, earthquakes, slope instability or groundwater fluctuations. If more than a few months have passed since issuance of our report or work product, or if any of the described events may have occurred, please contact GeoEngineers before applying this report for its intended purpose so that we may evaluate whether changed conditions affect the continued reliability or applicability of our conclusions and recommendations.

Geotechnical and Geologic Findings are Professional Opinions

Our interpretations of subsurface conditions are based on field observations from widely spaced sampling locations at the site. Site exploration identifies the specific subsurface conditions only at those points where subsurface tests are conducted or samples are taken. GeoEngineers reviewed field and laboratory data and then applied its professional judgment to render an informed opinion about subsurface conditions at other locations. Actual subsurface conditions may differ, sometimes significantly, from the opinions presented in this report. Our report, conclusions and interpretations are not a warranty of the actual subsurface conditions.

Geotechnical Engineering Report Recommendations are Not Final

We have developed the following recommendations based on data gathered from subsurface investigation(s). These investigations sample just a small percentage of a site to create a snapshot of the subsurface conditions elsewhere on the site. Such sampling on its own cannot provide a complete and accurate view of subsurface conditions for the entire site. Therefore, the recommendations included in this report are preliminary and should not be considered final. GeoEngineers' recommendations can be finalized only by observing actual subsurface conditions revealed during construction. GeoEngineers cannot assume responsibility or liability for the recommendations in this report if we do not perform construction observation.

We recommend that you allow sufficient monitoring, testing and consultation during construction by GeoEngineers to confirm that the conditions encountered are consistent with those indicated by the explorations, to provide recommendations for design changes if the conditions revealed during the work

differ from those anticipated, and to evaluate whether earthwork activities are completed in accordance with our recommendations. Retaining GeoEngineers for construction observation for this project is the most effective means of managing the risks associated with unanticipated conditions. If another party performs field observation and confirms our expectations, the other party must take full responsibility for both the observations and recommendations. Please note, however, that another party would lack our project-specific knowledge and resources.

A Geotechnical Engineering or Geologic Report Could Be Subject to Misinterpretation

Misinterpretation of this report by members of the design team or by contractors can result in costly problems. GeoEngineers can help reduce the risks of misinterpretation by conferring with appropriate members of the design team after submitting the report, reviewing pertinent elements of the design team's plans and specifications, participating in pre-bid and preconstruction conferences, and providing construction observation.

Do Not Redraw the Exploration Logs

Geotechnical engineers and geologists prepare final boring and testing logs based upon their interpretation of field logs and laboratory data. The logs included in a geotechnical engineering or geologic report should never be redrawn for inclusion in architectural or other design drawings. Photographic or electronic reproduction is acceptable, but separating logs from the report can create a risk of misinterpretation.

Give Contractors a Complete Report and Guidance

To help reduce the risk of problems associated with unanticipated subsurface conditions, GeoEngineers recommends giving contractors the complete geotechnical engineering or geologic report, including these "Report Limitations and Guidelines for Use." When providing the report, you should preface it with a clearly written letter of transmittal that:

- advises contractors that the report was not prepared for purposes of bid development and that its accuracy is limited; and
- encourages contractors to conduct additional study to obtain the specific types of information they need or prefer.

Contractors are Responsible for Site Safety on Their Own Construction Projects

Our geotechnical recommendations are not intended to direct the contractor's procedures, methods, schedule or management of the work site. The contractor is solely responsible for job site safety and for managing construction operations to minimize risks to on-site personnel and adjacent properties.

Biological Pollutants

GeoEngineers' Scope of Work specifically excludes the investigation, detection, prevention or assessment of the presence of Biological Pollutants. Accordingly, this report does not include any interpretations, recommendations, findings or conclusions regarding the detecting, assessing, preventing or abating of Biological Pollutants, and no conclusions or inferences should be drawn regarding Biological Pollutants as they may relate to this project. The term "Biological Pollutants" includes, but is not limited to, molds, fungi, spores, bacteria and viruses, and/or any of their byproducts.

A Client that desires these specialized services is advised to obtain them from a consultant who offers services in this specialized field.

Information Provided by Others

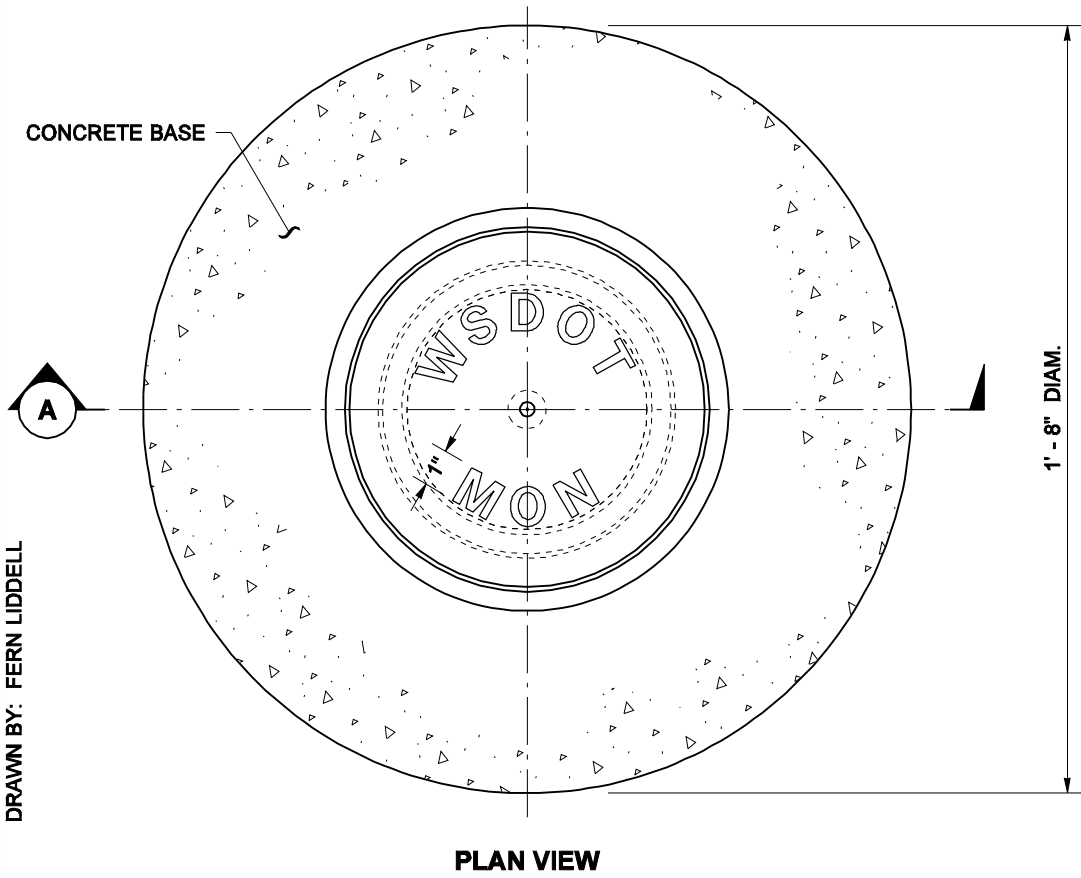
GeoEngineers has relied upon certain data or information provided or compiled by others in the performance of our services. Although we use sources that we reasonably believe to be trustworthy, GeoEngineers cannot warrant or guarantee the accuracy or completeness of information provided or compiled by others.

SECTION VI

APPENDIX D:

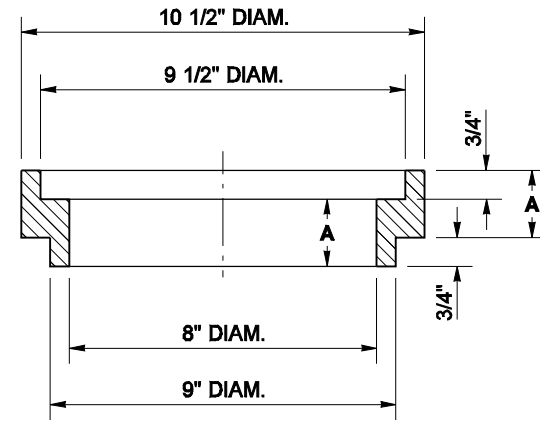
WSDOT STANDARD PLANS

DRAWN BY: FERN LIDDELL

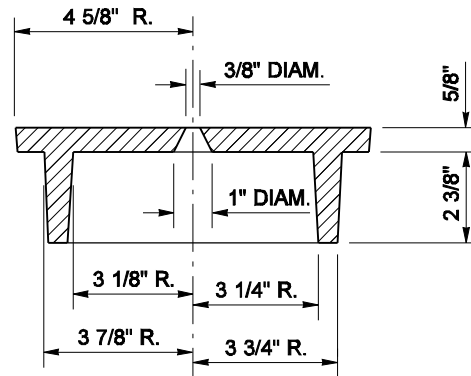


PLAN VIEW

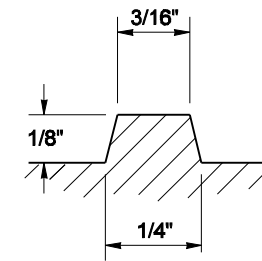
RISER RING DIMENSIONS			
A (SIZE)	1 1/2"	2"	3"



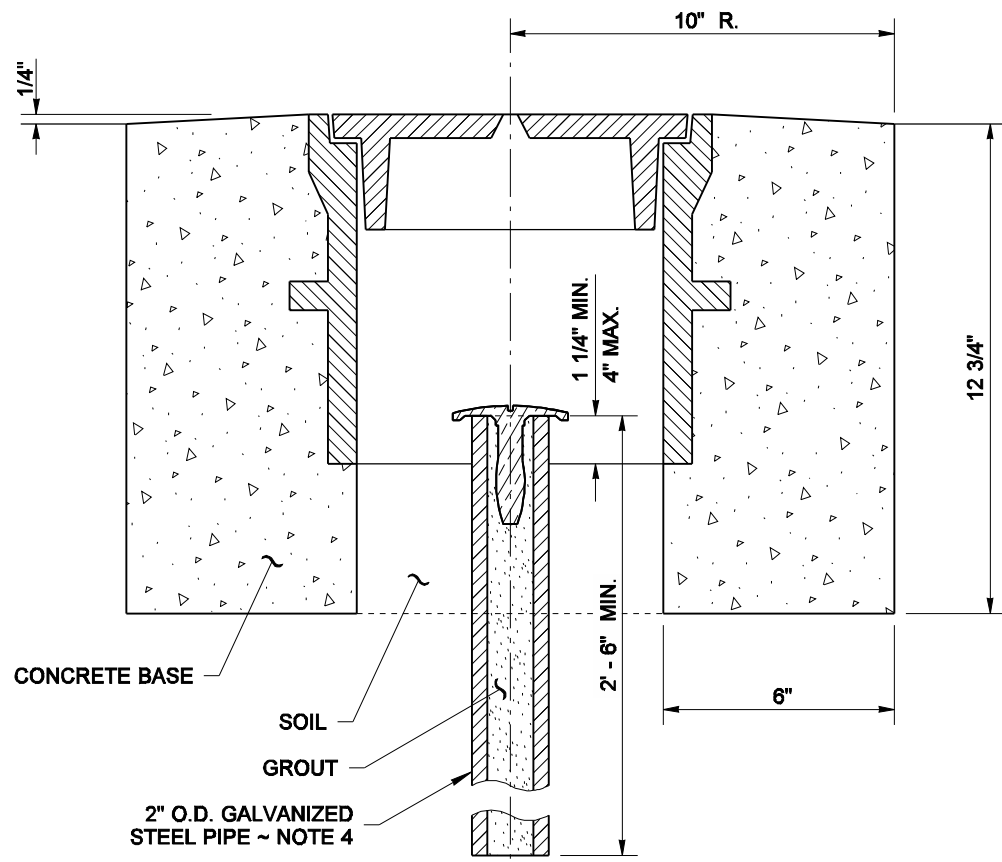
**SECTION
RISER RING**



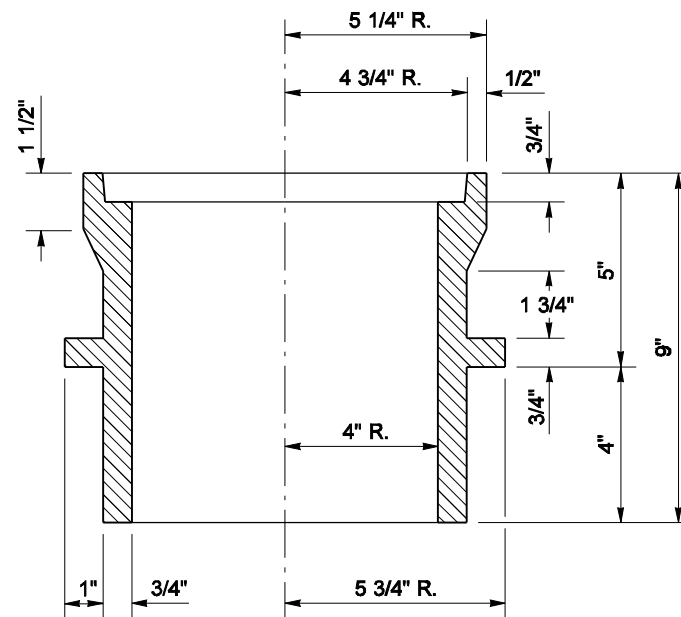
**SECTION
COVER**



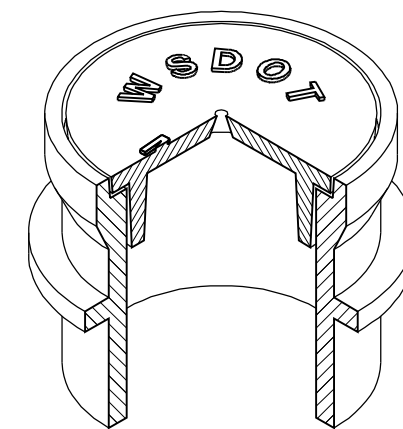
SECTION OF LETTER



**SECTION A
INSTALLATION**



**SECTION
CASE**



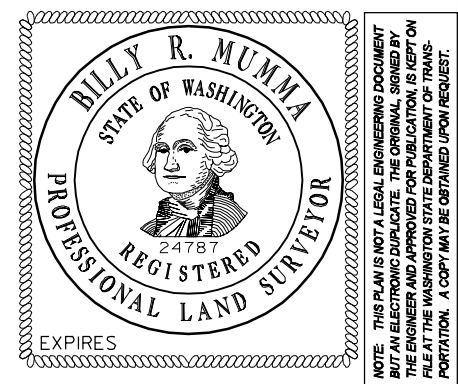
ISOMETRIC

NOTES

1. Dimensions may vary according to manufacturer.
2. Base to be placed on a well compacted foundation.
3. Monument case to be installed by contractor.
4. See Standard Plan A-10.20 for Monument (brass disc) type to place in 2" O.D. galvanized pipe.

APPROXIMATE WEIGHTS

CASE	60 LBS
COVER	19 LBS
TOTAL	79 LBS



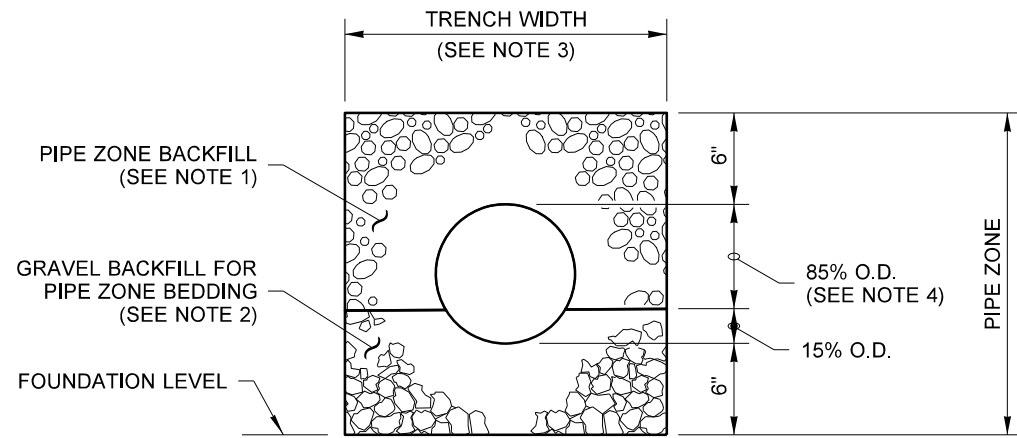
**MONUMENT CASE
AND COVER
STANDARD PLAN A-10.30-00**

SHEET 1 OF 1 SHEET

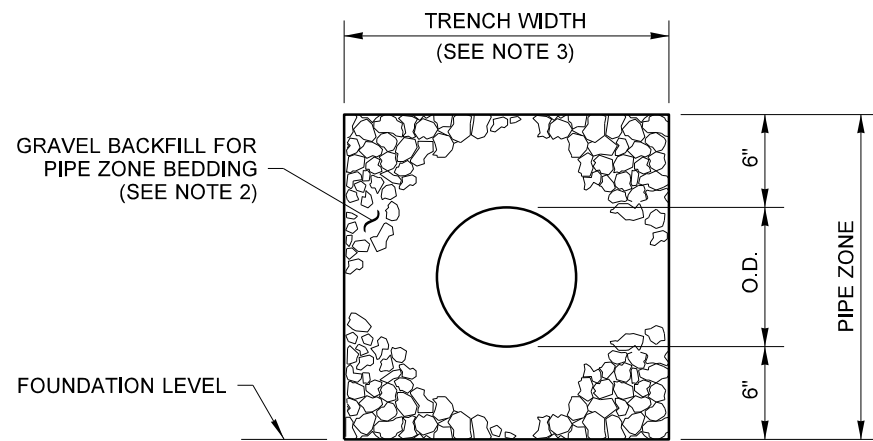
APPROVED FOR PUBLICATION

Pasco Bakotich III 10-05-07
STATE DESIGN ENGINEER DATE

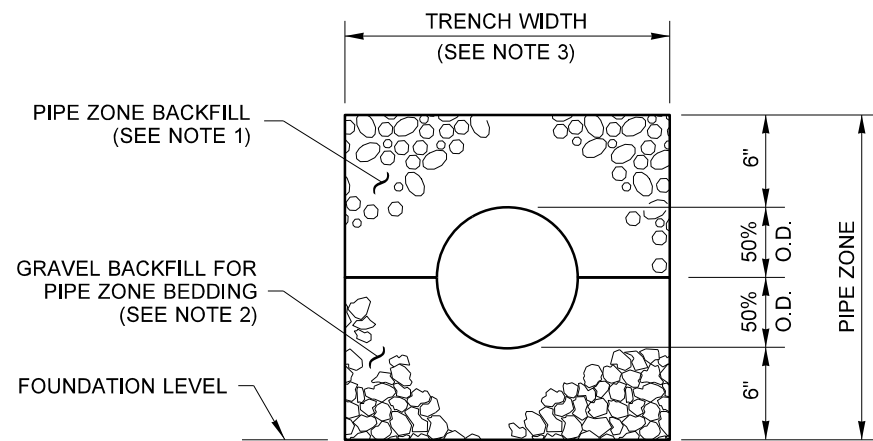




CONCRETE AND DUCTILE IRON PIPE



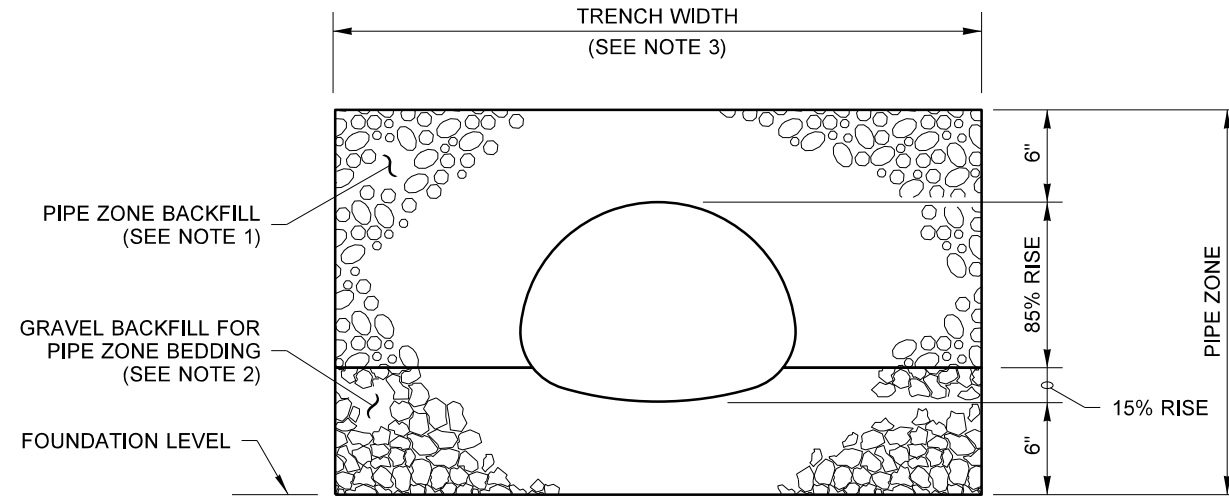
THERMOPLASTIC PIPE



METAL AND STEEL RIB REINFORCED POLYETHYLENE PIPE

NOTES

1. See **Standard Specifications Section 7-08.3(3)** for Pipe Zone Backfill.
2. See **Standard Specifications Section 9-03.12(3)** for Gravel Backfill for Pipe Zone Bedding.
3. See **Standard Specifications Section 2-09.4** for Measurement of Trench Width.
4. For sanitary sewer installation, concrete pipe shall be bedded to spring line.



PIPE ARCHES

CLEARANCE BETWEEN PIPES FOR MULTIPLE INSTALLATIONS		
PIPE	SIZE	MINIMUM DISTANCE BETWEEN BARRELS
CIRCULAR PIPE (DIAMETER)	UP TO 48"	24"
METAL PIPE ARCH (SPAN)	48" AND LARGER	DIAMETER/2 OR 36" WHICHEVER IS LESS



Heilman, Julie
Feb 20 2018 12:56 PM

PIPE ZONE BEDDING AND BACKFILL
STANDARD PLAN B-55.20-02

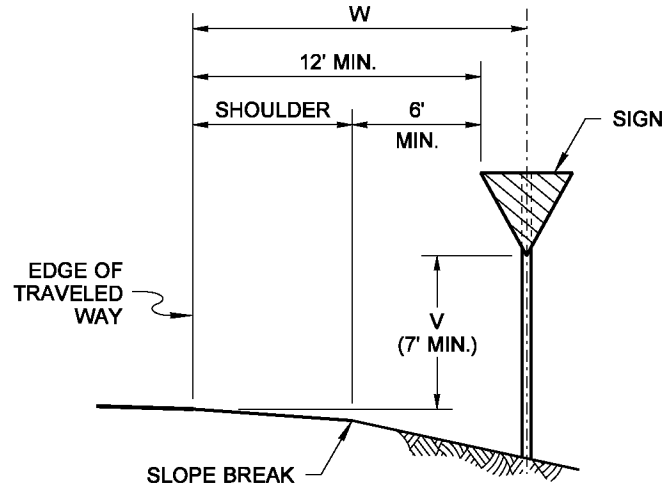
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

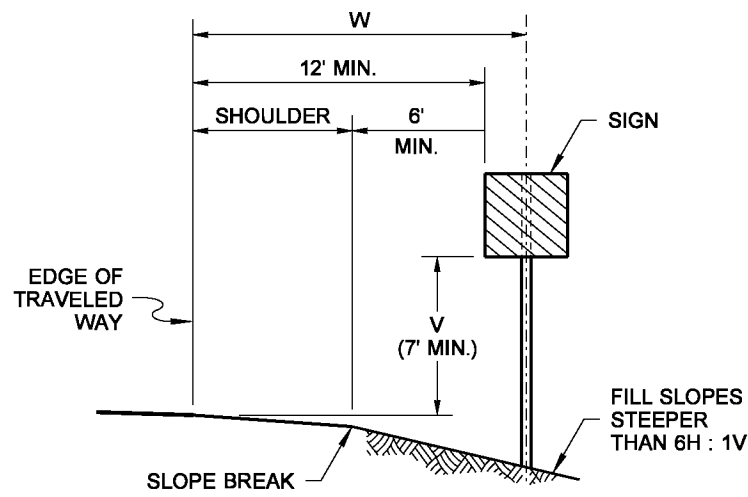
Carpenter, Jeff
Feb 27 2018 8:01 AM

STATE DESIGN ENGINEER

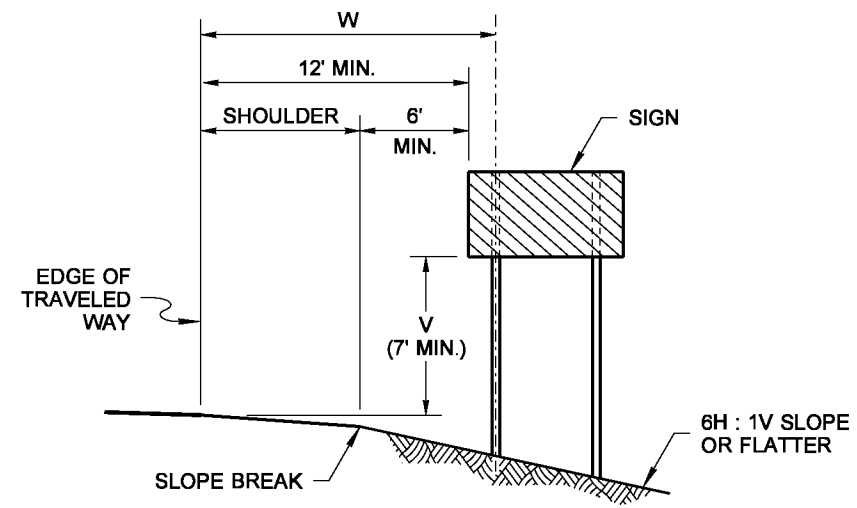
Washington State Department of Transportation



SIGN INSTALLATION IN FILL SECTION

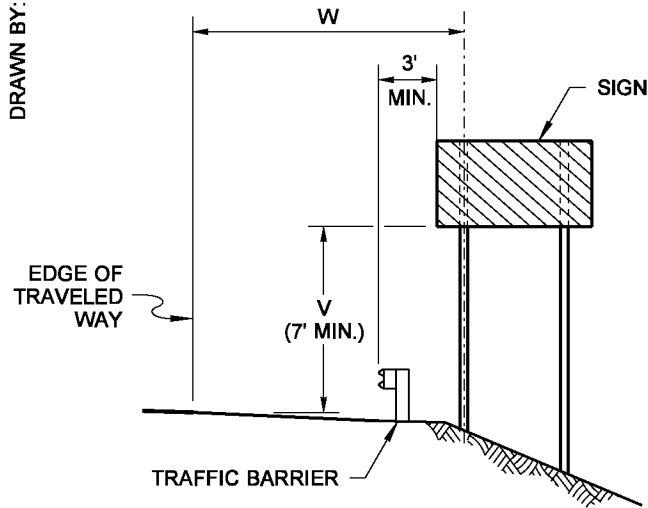


SIGN INSTALLATION ON STEEP FILL SLOPES

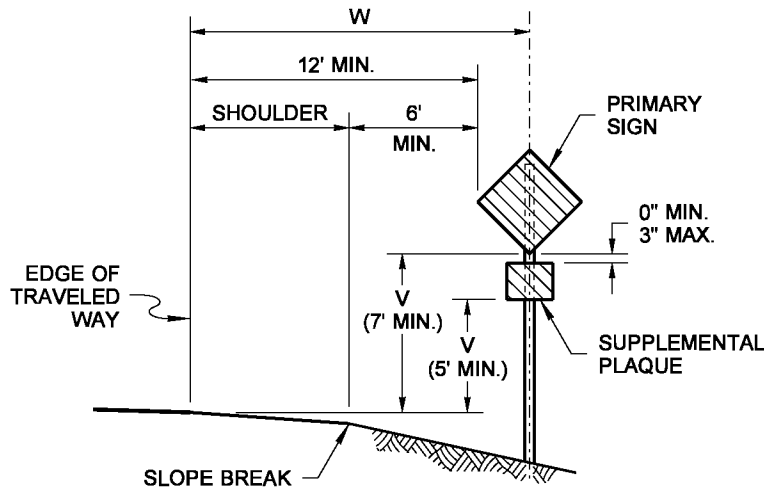


MULTIPLE SIGN POST INSTALLATION IN FILL SECTION

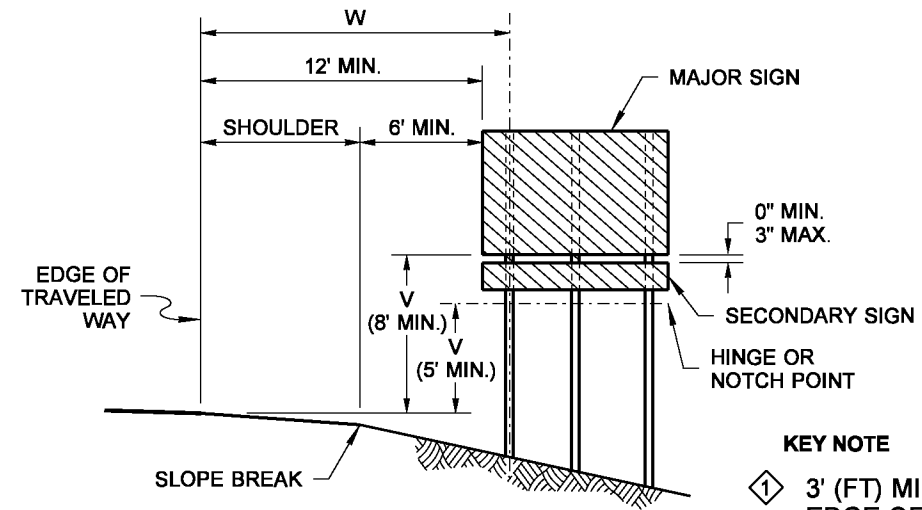
DRAWN BY: FERN LIDDELL



SIGN INSTALLATION BEHIND TRAFFIC BARRIER

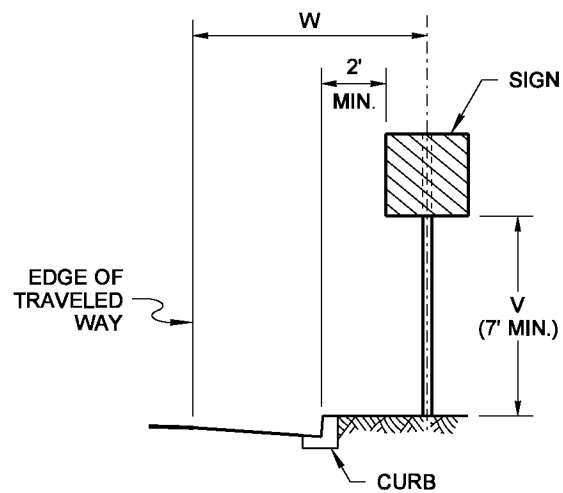


SIGN WITH SUPPLEMENTAL PLAQUE INSTALLATION IN FILL SECTION

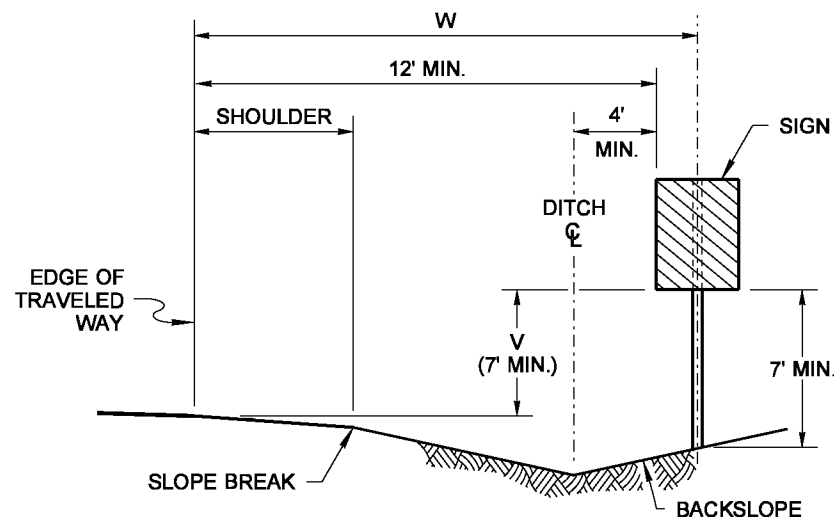


GUIDE OR DIRECTIONAL SIGN WITH SECONDARY SIGN INSTALLATION ON EXPRESSWAYS AND FREEWAYS

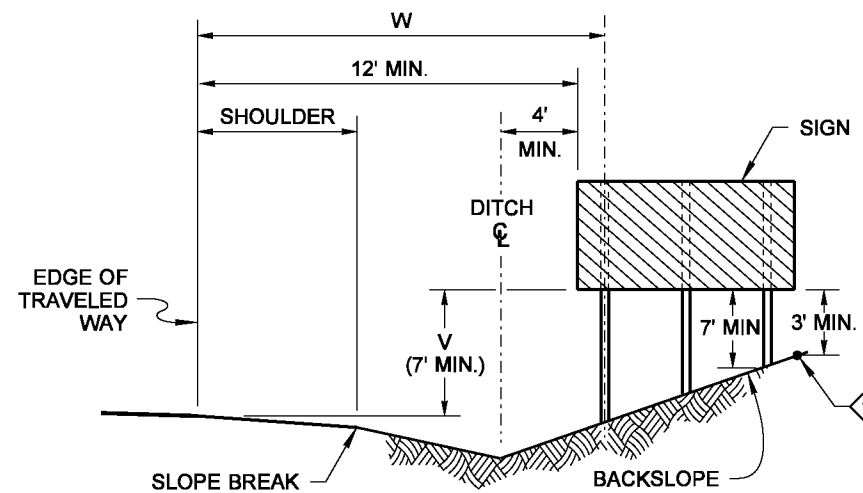
KEY NOTE
 1 3' (FT) MIN. FROM ANY POINT ALONG BOTTOM EDGE OF SIGN PANEL TO THE GROUND



SIGN INSTALLATION IN CURB SECTION



SIGN INSTALLATION IN DITCH SECTION



MULTIPLE SIGN POST INSTALLATION IN DITCH SECTION

NOTES

1. Refer to the Sign Specification Sheet of the Contract for the 'V' and 'W' distances.
2. The minimum vertical distance from the bottom of the sign to the ground shall not be less than 7' (ft) for signs located within the Design Clear Zone.

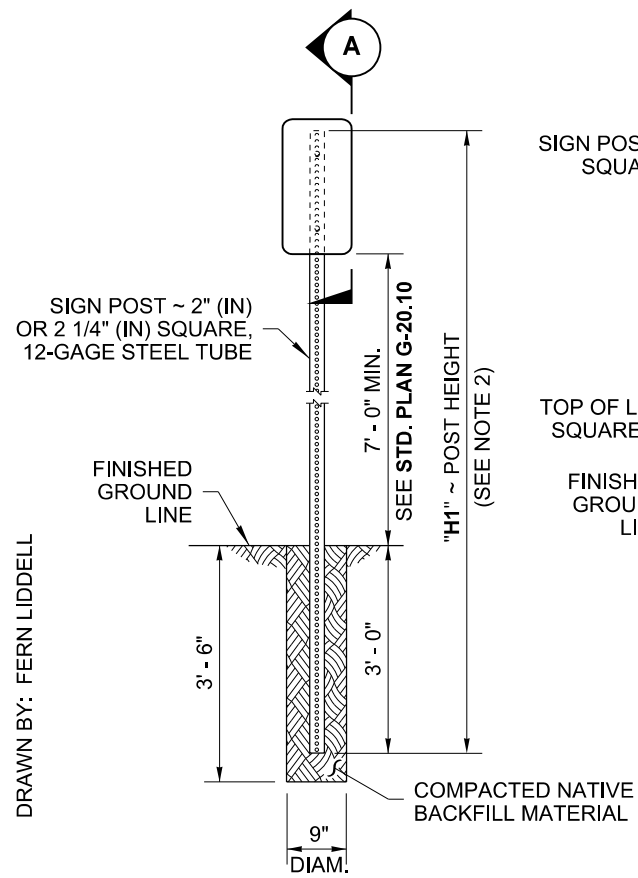


Nisbet, John
 Jun 22 2015 9:43 AM
 cosign

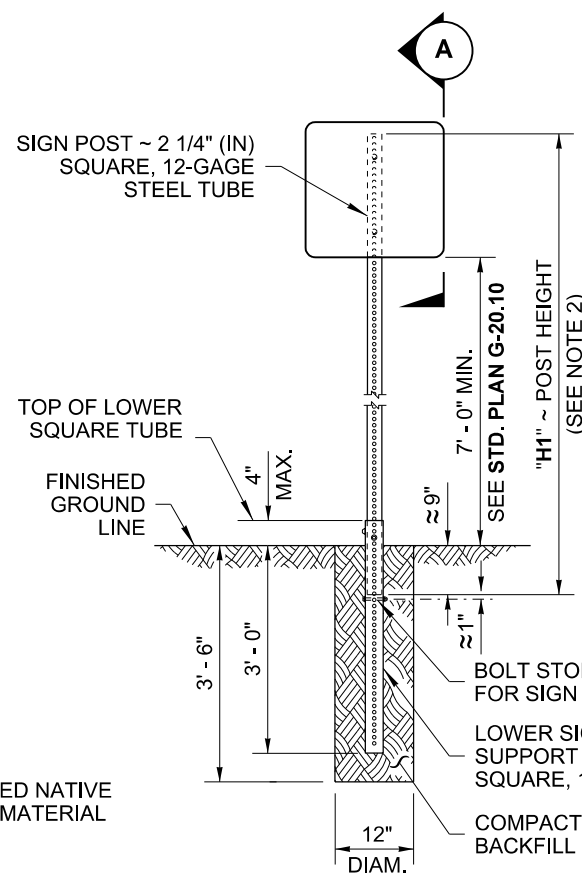
GROUND-MOUNTED SIGN PLACEMENT
STANDARD PLAN G-20.10-02
 SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
 Jun 23 2015 7:35 AM
 STATE DESIGN ENGINEER
 Washington State Department of Transportation

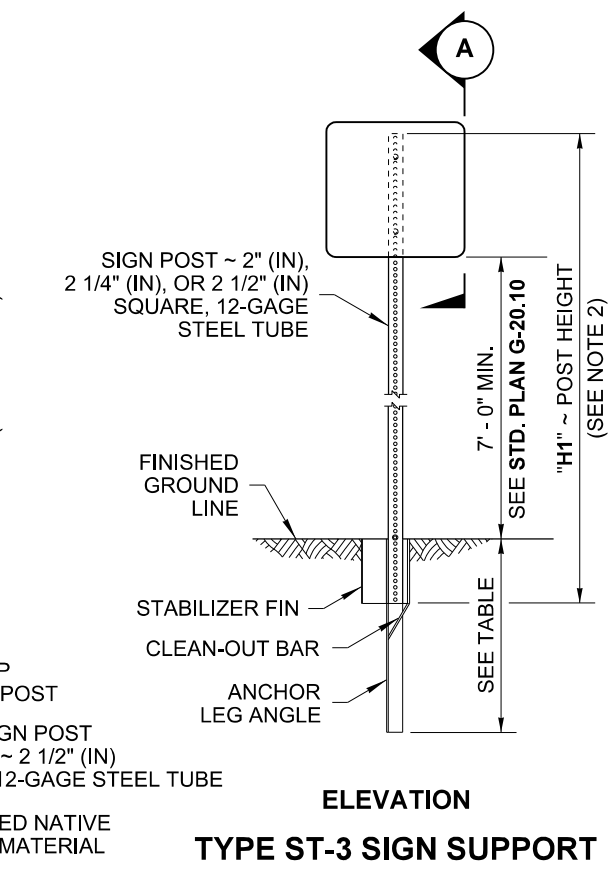
DRAWN BY: FERN LIDDELL



ELEVATION
TYPE ST-1 SIGN SUPPORT

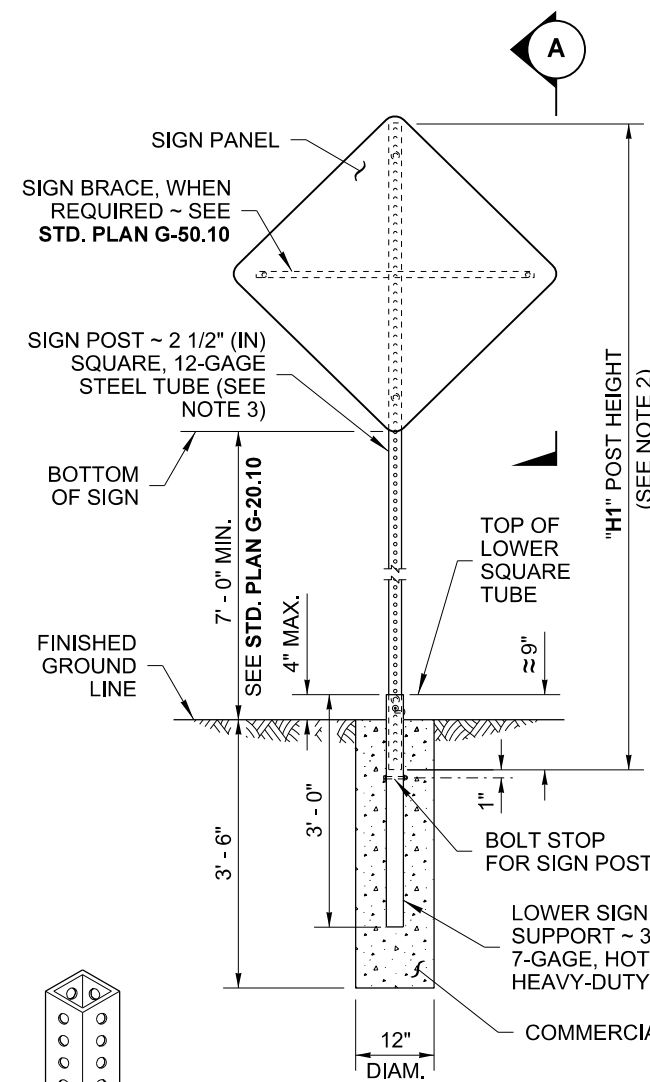


ELEVATION
TYPE ST-2 SIGN SUPPORT



ELEVATION
TYPE ST-3 SIGN SUPPORT

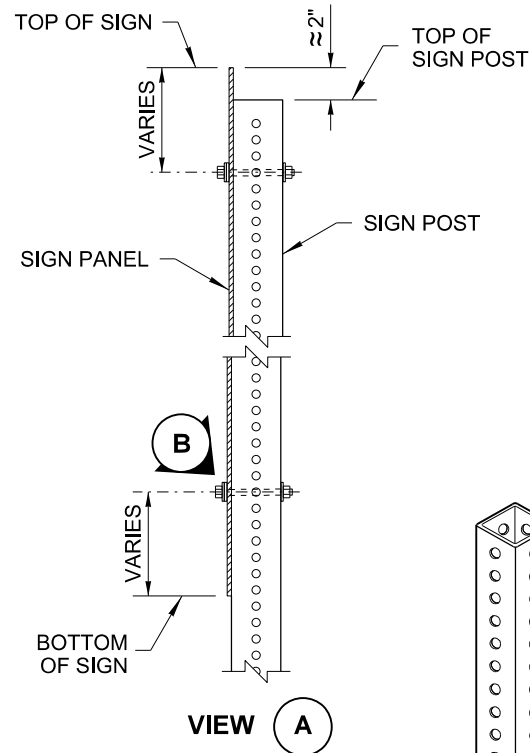
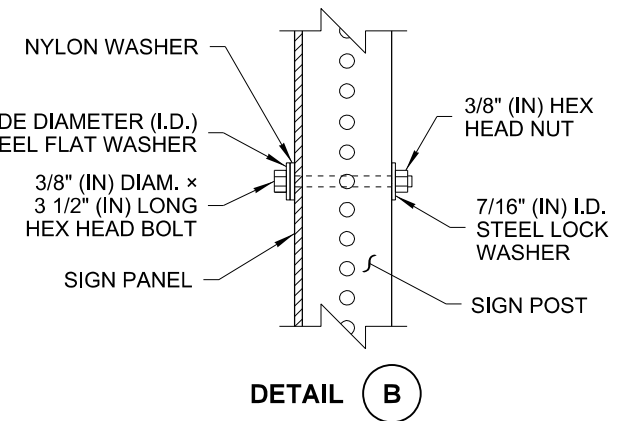
BURIED DEPTH	POST SIZE
2' - 6"	2", 2 1/4"
3' - 0"	2 1/2"



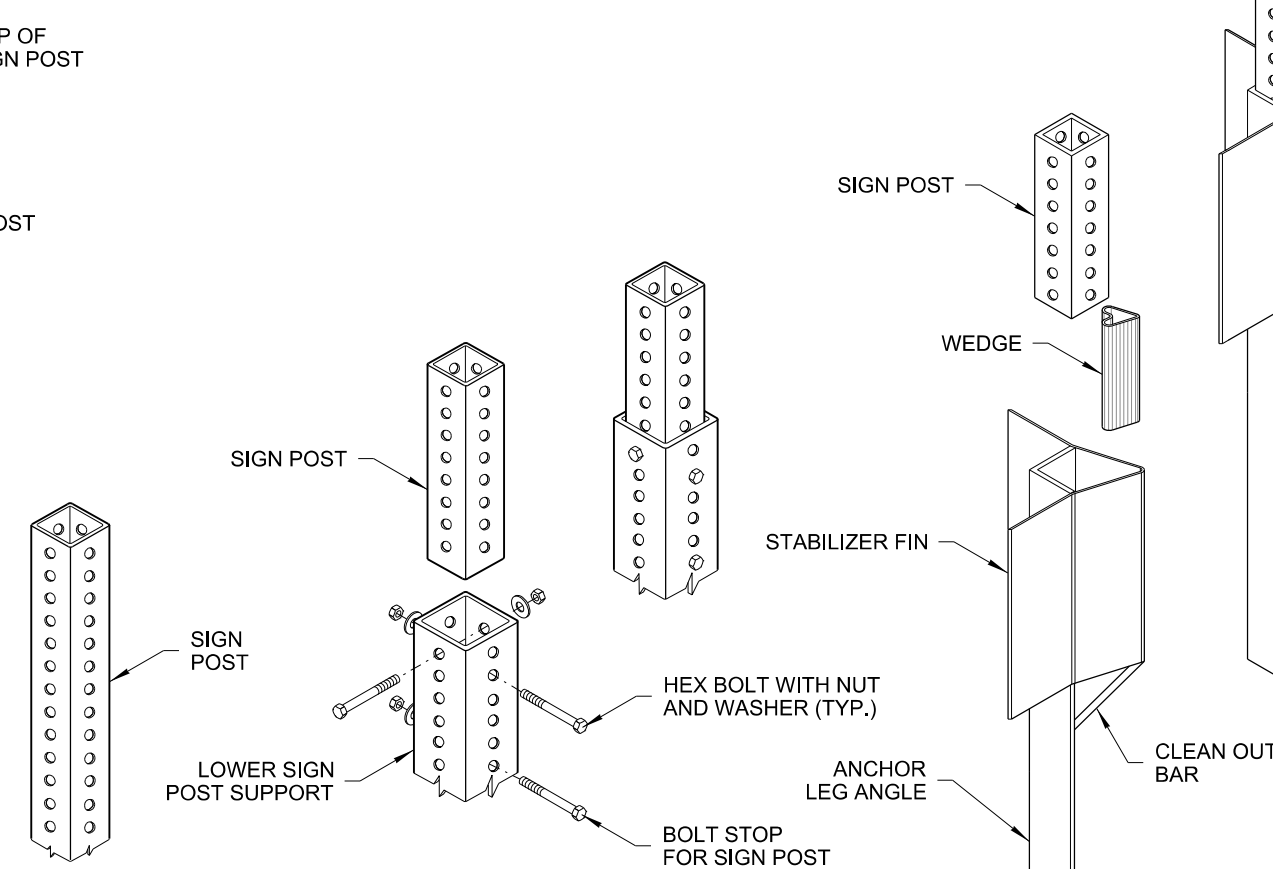
ELEVATION
TYPE ST-4 SIGN SUPPORT

NOTES

- Dimensions for the parts used to assemble the base connections are intentionally not shown. Base connections are patented, manufactured products that are in compliance with NCHRP 350 crash test criteria. The base connection details are shown on this plan only to illustrate how the parts are assembled.
- For "H1", refer to the Sign Specification Sheet in the Contract.
- A 2" (in) post with a 2 1/4" (in) PSST anchor or a 2 1/4" (in) post with a 2 1/2" (in) PSST anchor may be substituted. See Contract Plans.
- Perforated square steel post shall meet the requirements of **Standard Specification, Section 9-06**.
- Use only base connection manufacturer supplied hardware that meets the requirements of **Standard Specification, Sections 9-06 and 9-28**.



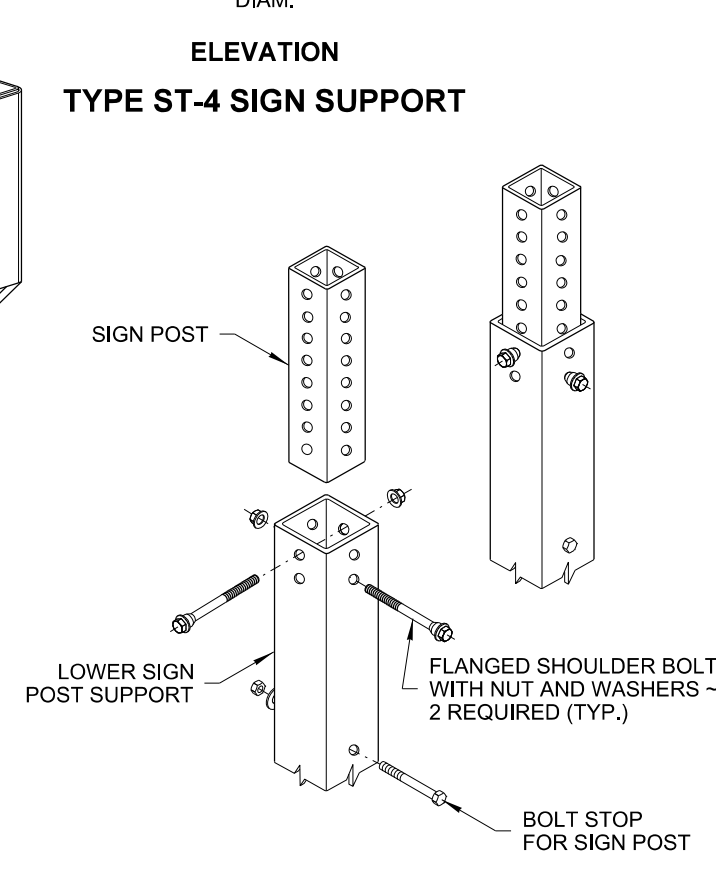
VIEW A



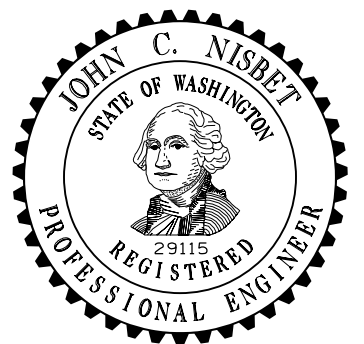
TYPE ST-1

TYPE ST-2

TYPE ST-3



TYPE ST-4



STEEL SIGN SUPPORT
TYPES ST-1 - ST-4
INSTALLATION DETAILS
STANDARD PLAN G-24.50-05

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

SECTION VI

APPENDIX E:

**CCTDOT – CONTRACTOR PROPOSAL
EVALUATION FORM**



Proposal Scoring Sheet

Please use this form to score the Proposals

Use the attached Proposal Scoring Guide to assist in assigning relative points.

Firm Name: _____

Reviewer Name: _____

Date of Review: _____

- Previous Project Experience and Performance on similar types of work _____ pts/20 Points
- Knowledge and expertise of key staff who will work on the project _____ pts/20 Points
- Firms Approach to Project Management and Product Delivery _____ pts/20 Points
- TERO/MBE/DBE Preference _____ pts/20 Points
- Price/Fee (Refer to Proposal Scoring Guide) _____ pts/20 Points

TOTAL POINTS _____ pts/100 Points

TOTAL FEE \$ _____

Reviewer Signature

Date