



Study of Unauthorized Tire Piles (ESHB 2085)

Prepared for the Department of Ecology

By

**G-Logics, Inc.
Cascadia Law Group
Walker & Associates
Blue Sage Environmental**

November 2005

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WASHINGTON STATE
DEPARTMENT OF
E C O L O G Y

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Environmental Assessment Program
Olympia, Washington 98504-7710

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Abstract

Engrossed Substitute House Bill 2085, passed in the 2005 legislative session, directed the Washington Department of Ecology (Ecology) to conduct a study of unauthorized tire piles in Washington. The legislature required this study to be completed and submitted by Ecology to the appropriate standing committees of the legislature by November 15, 2005. The report and appendices present a detailed discussion of how this information was collected and assembled.

This study identified 54 sites statewide with unauthorized accumulations of scrap tires. Site mapping was completed and the number of scrap tires was estimated. One site (Goldendale-Tire Shredders) accounts for more than two-thirds of the calculated scrap tires and more than half of the total estimated cleanup costs. Of the 54 sites, only five require more than 10 estimated on-site days to complete the individual cleanups.

Based on projected funds generated by ESHB 2085, a \$0.40 funding level should be sufficient to finance the identified cleanups within a five-year period. This assumes smaller sites can be bundled into one contract, with several contracts managed concurrently. Higher funding rates will allow for faster cleanup completions.

Information identified by this study indicates the Department of Ecology should be recognized as the lead agency responsible for the management and completion of the site cleanups, adopting the outlined plan presented in this report.

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1.0 Summary

Engrossed Substitute House Bill 2085, passed in the 2005 legislative session, directed the Washington Department of Ecology (Ecology) to conduct a study of unauthorized tire piles in Washington. The legislature required this study to be completed and submitted by Ecology to the appropriate standing committees of the legislature by November 15, 2005. The report and appendices present a detailed discussion of how this information was collected and assembled. A summary of the information requested by the Legislature is presented below.

1.1 Identify Existing Tire Pile Cleanup Sites

This study initially identified 70 sites with unauthorized accumulations of scrap tires. Subsequent review reduced the number of sites to 54, located in 19 counties. A summary map showing the location of the 54 identified sites is attached as Figure 1. The identified 54 sites also are summarized on Table 1, listed by county. A brief listing of the identified sites is presented below.

County	City	Site Name	Site ID
Benton	Prosser	Highway Auto	63
Benton	Kennewick	Autoscraps	58
Benton	Prosser	Trejo	60
Benton	West Richland	West Richland Auto Wrecking	61
Benton	Prosser	Savage	59
Chelan	Monitor	Fairview Canyon	15
Cowlitz	Kelso	Rhinehart	16
Franklin	Pasco	Pasco Auto Wrecking	86
Franklin	Basin City	Ben's Basin City Tire	80
Franklin	Pasco	Tommy's Steel	62
Franklin	Pasco	Bradley's Towing	84
Grant	Royal City	B&G Headquarters	12
Grant	Royal City	B&G Farms Missile Site	11
Jefferson	Port Hadlock	Port Hadlock	39
King	Kent	Japanese Auto Wrecking	17
King	Seattle	Beacon Coal Mine Road	72
King	Duvall	C&F Auto Wrecking	32
King	Auburn	Federal Way Auto Wrecking	76
King	Maple Valley	Four Corners Auto Wrecking	18
King	Federal Way	Astro Auto Wrecking	75
King	Vashon	Island Auto Wrecking	73
King	Woodinville	Sparks Property, aka Johnnies Auto Wrecking	53
King	Burien	Marty's Used Tires	74

Kitsap	Port Orchard	Airport Auto Wrecking	41
Kitsap	Poulsbo	Triebenbach	43
Kittitas	Kittitas	Shale Pit Road	49
Klickitat	Goldendale	Goldendale - Tire Shredders	19
Klickitat	Goldendale	Baehm	47
Lewis	Napavine	Napavine Tires, aka Sommerville Road	21
Lewis	Chehalis	Avron	23
Lewis	Chehalis	Levine Property	26
Lewis	Chehalis	Donahoe Road	25
Lewis	Toledo	Petty	20
Lewis	Onalaska	Denton Tire Pile	22
Lewis	Adna	Goff Road	24
Lewis	Centralia	Radical Radials Used Tire Store	33
Lincoln	Lamona	Lamona	40
Mason	Shelton	Highway 3 Auto Wrecking	51
Mason	Shelton	All West Coast Auto	52
Mason	Shelton	Big Jakes	50
Pierce	Puyallup	Tires Cost Less	77
Skagit	Sedro Woolley	Art's Auto Wrecking	65
Skagit	Burlington	Salinas	68
Skagit	Mount Vernon	Bolser	69
Skagit	Conway	Johnson	67
Snohomish	Everett	Japanese Gulch	35
Snohomish	Everett	Ray's Auto Wrecking	71
Snohomish	Snohomish	Monroe Auto Salvage	57
Stevens	Addy	Marble Valley	37
Thurston	Rochester	Sargent Road	38
Thurston	Olympia	John's Auto Wrecking	28
Yakima	Yakima	Weber's Imports	83
Yakima	Outlook	Tee Pee Auto Wrecking	82
Yakima	Yakima	Central Recycling	31

1.2 Photograph Each Tire Pile

The unauthorized tire pile locations were photographed using advanced low altitude, aerial photography methods, yielding high-resolution stereo color photography for each site. Aerial photographs were taken between late August and early September 2005.

1.3 Create a Map Identifying the Location of Each Tire Pile

A summary map showing the location of the 54 identified sites is attached as Figure 1. Electronic scans of the aerial photography were used as the basis for scaled mapping prepared for each of the 54 identified sites. Individual tire piles were identified on site maps prepared for each site. The type of pile (random, laced, or barrel) was noted. Additionally, the locations of tires stored for “resale” and tires compressed into “bales” were noted (resale tire are often barrel stacked for customer viewing while bales are compressed and strapped, rectangular blocks of tires). This information was recorded into the project database.

1.4 Estimate the Number of Tires at Each Site

The number of tires at each site were estimated based on calculation of approximate tire volumes, then converting the volumes into the number of “passenger tire equivalent” (PTE) units. Essentially, one PTE equals one passenger/light truck tire, weighing approximately 20 pounds. Tires stored for resale or compressed into bales were not included in the calculations of scrap tires, but were recorded in the total calculation of PTEs for each identified site.

The identified sites and the number of scrap PTEs, listed by county, are summarized on Table 1. The 54 identified sites contain an estimated 3.0 million scrap PTEs. Figure 2 presents quantity distribution of scrap PTEs by County.

Including tires stored for “resale” and tires compressed into “bales” at these 54 sites, the total number of PTEs is approximately 3.2 million. Table 2 of this report presents the estimated PTEs (scrap and total) for each of the identified sites.

1.5 Estimate the Cost to Cleanup Identified Tire Pile Sites

Most of the sites have piles on the ground surface, allowing for an uncomplicated cleanup. However, some piles were found to be overgrown with trees, mixed with debris, and/or buried by stream sediments. These issues will complicate the cleanup of these sites, increasing costs and schedules.

To estimate costs for each site, a base amount of \$1.25 per PTE was used, based on information discovered by the study. Consideration of the following variables, with their cost-increase factors, also was noted for each site. Please note that cost-percentage increases are different from schedule increases (presented below in Section 1.11).

Factors	Cost Increase
Semi-truck tires	0%
Tires with rims	75%
Erosion/surfacewater concerns	200%
Site access problems	50%
Tires mixed with solid wastes	15%

These evaluated variables and their associated costs were added to the estimated base PTE cost, yielding a technical cleanup-cost estimate for each site. In addition to the estimated technical costs, project-administrative costs also have been considered in order to provide a planning level budget for each site. For each site, we have included a 75% cost increase to estimate the cost of managing the site cleanups (administrative overhead, contingency, specific engineering study of each site as part of the bid documents, and contract negotiations).

These combined costs present a more complete estimate of total project costs (technical and administrative). Estimated cleanup costs for each site, organized by County, are presented on Table 3. The estimated costs for the identified site cleanups total \$7,134,934.

1.6 Estimate Reimbursements That Could Be Recovered

All costs of cleaning up unauthorized tires piles, including administrative and legal costs associated with cleanup and enforcement efforts are potentially recoverable. However, in many cases these costs are likely to exceed the responsible persons' ability to pay. Experience in other states suggests that actual reimbursements will probably be only a fraction – possibly 10% or less – of the total amount spent.

1.7 Identify Type of Reimbursements

Cleanup costs may be reimbursed in several ways. The responsible person could pay back these costs in cash, either in a lump sum or in installments over time. If the responsible person does not have cash, but owns the land where the unauthorized tire pile was cleaned up, then a lien could be attached to the property. Civil penalties also can be assessed for violating state or local laws

prohibiting unauthorized tire piles, although the penalty amounts are fairly low. Finally, if the tire pile has operated as a licensed storage facility, the facility's \$10,000 performance bond may be available to help defray cleanup costs.

1.8 Local Government Functions

In Washington, solid waste primarily is regulated at the local health-jurisdiction level. State law requires all counties to adopt ordinances that prohibit dumping or accumulation of waste tires, except at permitted facilities. All local ordinances are required to be at least as stringent as chapter 173-350 WAC, which prohibits the dumping or accumulation of more than 800 without a solid-waste permit. In many cases, counties have several tools to enforce these prohibitions, including issuing cleanup orders and civil penalties. If cleanup orders are ignored, many counties have authority to enter onto the property, cleanup the unauthorized tire pile, and recover the costs from the responsible person.

However, some counties have significantly less authority to address unauthorized tire piles. For example, not all county codes provide authority for county representatives to enter onto private property to investigate or clean up a pile.

1.9 Identify Local Needs for Each County

In the 19 Washington counties where unauthorized tire piles were identified, tire-pile cleanups need to be conducted. The cleanup plan outlined in this report recommends that the Department of Ecology be assigned responsibility for managing the cleanups. If tire-pile cleanups are handled at the state level, local needs should be minimal. However, if cleanup is to be implemented at the local level, then some counties will need to adopt new ordinances providing necessary authority. Most counties also would need financial and technical assistance with contracts for cleanup. Finally, all counties would need to create or continue education programs to encourage proper disposal of waste tires.

1.10 Develop Statewide Cleanup Plan

The statewide cleanup plan is to consider multiple funding options based on the state collecting between twenty cents and sixty cents for each new tire sold at retail, beginning on July 1, 2005. The Department of Revenue has estimated the projected revenue for the life of the fee to be \$22,502,000. Based on a conservative estimate of \$4,000,000 each fiscal year, the lowest funding level (twenty cents), it would take approximately 9 years to distribute sufficient funds to match the estimated on-site cleanup costs for the currently identified tire piles, at today's

estimates. It would take approximately 3 years to match the estimated on-site cleanup costs at the highest funding level (sixty cents). Given these understandings and information identified by the study, the Department of Ecology should be identified as the lead agency responsible for management of tire pile cleanups throughout the state. With this authority, Ecology should manage the site cleanups considering the following issues.

- Consider changes to site priority rankings.
- Consider state or local laws to perform cleanup.
- Consider if additional state or county agencies should assist with the cleanups.
- Consider cost recovery methods to be used.
- Allocate funding for the cleanup program.
- Increase enforcement of existing laws.
- Solicit and retain cleanup contractors.
- Document the completion of each site cleanup.
- Maintain the project database as sites are removed and as new sites are added.
- Consider future enforcement, licensing, financial responsibility, cleanup, and funding needs.
- Consider future education programs, permitting requirements, and provide additional solid-waste alternatives.

1.11 Identify Estimated Cleanup Timeframe

In addition to concerns regarding the number of tires at each site, this report also considered information regarding land features near the identified sites, including proximity to surfacewater, schools, and population centers. This information was recorded to help provide some basis for the prioritization of possible site cleanups, beyond only consideration of the volume of scrap tires. Accordingly, each site was identified with a cleanup-priority number. The Goldendale Property (Site 19) was not included in this priority ranking, as tires at this site are to be removed under a state-funded pilot-cleanup project. However, although this site is a pilot project, it will use the same funding as the other identified sites. Table 4 presents a listing of the identified tire pile sites, sorted by cleanup priority.

Given these suggested priorities, cleanup time frames were estimated, assuming that all scrap tires will be shredded (one pass through the shredder) and submitted for landfill disposal. Although used for estimating purposes, this report does not recommend landfill disposal, but encourages consideration and review of cleanup alternatives for the identified scrap tires. These alternatives include recycling, tire derived fuel, pyrolysis, and/or other technologies.

Research completed for this project indicated that tire-shredding operations can consistently process 20 to 40 tons per day, with a maximum of approximately 100 tons per day. Using this information, this report assumes 40 tons per day as the base amount for estimating on-site cleanup days.

Project delays due to site access, solid waste, and/or soil erosion were considered and added to the estimated base cleanup schedules, yielding estimates of on-site days for each site. The table below presents a summary of the percentage increases used for the project database. Please note that schedule-percentage increases are different from cost increases (as presented in Section 1.5).

Factors	Schedule Increases
Semi-truck tires	0%
Tires with rims	0%
Erosion/surfacewater concerns	50%
Site access problems	10%
Tires mixed with solid wastes	10%

Including these factors, estimated on-site days are summarized on Table 5 of this report. In addition to the on-site days, Table 5 presents estimates of the number of administrative and logistics days required to manage the site cleanup. As can be seen on Table 5, the on-site days are a small portion of the actual cleanup timeframe.

1.12 Identify Cleanup Contractor Selection Process

As stated above, the Washington Department of Ecology should be identified as the lead agency for managing tire cleanups. As such, state-standard, public works contracting procedures should be followed. Based on information collected during this study, several issues should be considered during the contractor-selection process, with intent to allow cleanups to be conducted in a cost-effective and efficient manner. Proper selection of contractors and cleanup methods also will result in permanent cleanup results.

In evaluating contractor bids, consideration of cost should not be the only deciding factor. In addition to cost estimates, contractor qualifications, experience, bonding, licensing, insurance, safety awareness, and other factors also should be considered. The contractors also should be able to demonstrate a proven end use for the removed tires. For recycling alternatives, the

contractors should include proof of market needs and current demands, such that piles are not simply transferred to another location. Information identified during the study indicated lower project costs and better results could be achieved when contractors are allowed to submit bids on a per ton basis. Lower project costs also can be achieved when smaller sites are assembled into larger bid-submittal packages.

1.13 Summary

This study identified 54 sites statewide with unauthorized accumulations of scrap tires. Site mapping was completed and the number of scrap tires was estimated. One site (Goldendale-Tire Shredders) accounts for more than two-thirds of the calculated scrap tires and more than half of the total estimated cleanup costs. Of the 54 sites, only five require more than 10 estimated on-site days to complete the individual cleanups.

Based on projected funds generated by ESHB 2085, a \$0.40 funding level should be sufficient to finance the identified cleanups within a five-year period. This assumes smaller sites can be bundled into one contract, with several contracts managed concurrently. Higher funding rates will allow for faster cleanup completions.

Information identified by this study indicates the Department of Ecology should be recognized as the lead agency responsible for the management and completion of the site cleanups, adopting the outlined plan presented in this report.

2.0 Introduction

The following report is a summary of work performed under Work Request Number 1728 and Convenience Contract 30700-Environmental Consulting Services, with the Department of General Administration, Office of State Procurement. Substitute House Bill 2085, passed in the 2005 legislative session, directing the Washington Department of Ecology (Ecology) to conduct a study of unauthorized tire piles in Washington.

In ESHB 2085, the legislature found that unauthorized tire piles pose a health and safety risk to the public, and that they present a continuing challenge to state and local officials. The bill established a one dollar (\$1.00) per tire fee to be levied on retail sales of all new vehicle tires for a five-year period beginning on July 1, 2005. The fees collected are intended to be used, among other purposes, to clean up unauthorized tire piles and to accomplish the other purposes of RCW 70.95.020 as they relate to scrap-tire cleanups.

The legislature required this study to be completed and submitted by Ecology to the appropriate standing committees of the legislature by November 15, 2005. The requested information is described below.

3.0 Identify Sites, Estimate Tires, and Map Piles

The following sections briefly describe the work performed to identify unauthorized tire pile sites, estimate the number of tires, and to map each identified site. The findings of this work also are summarized below. A more detailed explanation of the procedures followed to identify, photograph, map, and estimate the number of tires is presented in Appendix A.

3.1 Identify Existing Tire Pile Sites

The legislation required this study to identify known unauthorized tire pile sites statewide. Given the project schedule and budget, the team members and Ecology determined that the most efficient way to identify tire sites was to request information from knowledgeable individuals throughout the state. Over 500 individuals (primarily county and state agencies) were contacted by e-mail and follow-up telephone calls. Information provided by the contacted individuals allowed for the identification of 70 sites for further screening. Collected information was maintained in a relational database.

3.2 Tire Pile Photographs

As the available information was collected and assembled, each identified site was reviewed using existing available satellite imagery (e.g., Google Maps and Terraserver) to verify locations and approximate areas. Aerial-photography route maps (missions) were subsequently prepared and low altitude, high quality stereo photographs were obtained for each site. Photograph negatives subsequently were scanned to provide digital image files for each site, at an approximate scale of 1 inch to 425 feet. Photographing each site using this method provided a high degree of accuracy and consistency for mapping tire piles and identifying tire volumes. This method also eliminated site-access problems and safety concerns, as it was not necessary to enter private property. Aerial photography is included on the prepared site maps, as described in Section 3.3 below.

3.3 Map of Tire Pile Locations

The aerial photographs were scanned, with the enlarged images incorporated into mapping prepared for each site. On each site map, identified tire piles were delineated with a red perimeter (dashed where approximate, often due to ground cover). As stated above, approximately 20 of the identified sites were visited to corroborate the location and height of the identified tire piles. Identified piles on each site map were entered into the site database, as was additional site information (see Section 4.0 of this report). Visited sites also were photographed. Several local Health Departments also provided site photographs, taken before the study began.

3.4 Estimate Tires at Each Site

In order to estimate the number of tires at each site, the identified areas of tire piles presented on the individual site maps were each given approximated average heights, based on our review of the stereo aerial photographs. Combined, this information allowed for the calculation of approximate tire volumes.

As seen on the site maps that follow this report, each identified tire pile was delineated with a red border, the area calculated, and the type of pile (random, laced, or barrel) noted. Locations of tires stored for “resale” and tires compressed into “bales” also were noted. Collected information was recorded into the project database.

Using simplified conversion factors developed by the State of California, as described in Appendix A, the number of “passenger tire equivalent” (PTE) units were identified for each site. Essentially, one PTE equals one waste tire (passenger/light truck tire). One PTE also equals approximately 20 pounds of waste-tire material. For purposes of this study, one semi-truck tire is counted as 5 PTEs.

Given these conversions of estimated tire volumes into PTEs (again regardless of tire size), the number of PTEs was calculated for each site (as of the date of the aerial photography/site visit). Since state law does not require a storage license or a solid waste permit for sites containing less than 800 waste tires, identified sites with less than 800 tires were retained in the database but were not further considered in this report.

3.5 Permitted Facilities and Sites Located on Native American Lands

During this project, one of the identified sites subsequently was identified by Ecology to have a tire-storage state license, effective until 6-30-2006. Two sites also were identified to be on located on Native American lands and/or owned by tribal members (no distinction was made regarding reservation, fee lands, or public-domain allotment). These three sites are listed below.

Name	County	Qualifier	Site #
Larry's Auto & Truck Parts	Skagit	Permitted	27
Foothills Landfill	Whatcom	Native American	29
Pump House Road	Yakima	Native American	30

These sites were retained in the project database, but tires located at the three properties were not included in database reports prepared for this study (in accordance with the project assumptions). However, if these sites are later identified to be no longer permitted or are to be included as part of the tire cleanup program, the following information should be added to the site reports.

Name	Scrap PTE	Total On-Site Cleanup Days	Technical Cleanup Estimate	Planning Level Estimate
Larry's Auto & Truck Parts	21,931	6.5	\$28,561	\$49,982
Foothills Landfill	39,273	18.4	\$180,401	\$315,702
Pump House Road	159,688	40.9	\$199,624	\$349,341

Additional information about these three sites is retained in the project database.

3.6 Sites Retained for Further Consideration

Based on the information described above, the number of sites retained for further consideration was reduced from 70 to 54, as presented on Figure 1. These remaining 54 sites contain an estimated 3.0 million scrap PTEs. The identified sites and the number of scrap PTEs, listed by county, are summarized on Table 1. Figure 2 presents quantity distribution of scrap PTEs by County.

Including tires stored for resale and tires compressed into bales at these 54 sites, the total number of PTEs is approximately 3.2 million. Table 2 of this report (sorted by the quantity of scrap PTEs) presents estimates of scrap and total tires for each identified site.

4.0 Estimate Cleanup Costs

Research completed for this project, as described in Appendix A, indicated a \$1.25 cost per PTE as the base amount for estimating cleanup costs (reported costs varied from a low of \$0.35 per PTE to a high of \$2.00 per PTE). Larger sites likely would allow for lower PTE base-cleanup costs, while smaller sites likely will be more than the assumed \$1.25 per PTE.

Estimating costs of cleanup for each tire pile site also included some consideration of variables other than the number of estimated PTEs. These variables include, but were not limited to, the presence of other solid waste, site access, distance from treatment/disposal facilities, surface terrain, the actual cleanup method chosen, the availability of markets for scrap tires, the presence of oversized tires, etc. For this project, several variables that could be noted and numerically considered were recorded, as listed below.

4.1 Cleanup Costs, Considering Semi-Truck Tires

For this project, we attempted to note the percentage of the semi-truck tires compared to passenger and light truck tires. However, based on our discussions with several tire recyclers, we later found that there was not a significant cost difference for handling one (1) semi-truck tire when compared to its conversion factor of five (5) PTEs (one semi truck tire weighs approximately 100 pounds, while one passenger tire weighs approximate 20 pounds). As such, no increased costs were identified for semi-truck tires.

4.2 Cleanup Costs, Considering Tires on Rims

We also noted the approximate percentage of tires remaining on rims, based on tires with visible rims as seen in the aerial photographs. PTE cleanup costs increase if tires remain on rims, reportedly between \$0.25 and \$1.00 per tire (information provided by several tire disposal companies). As such, we included an increased-cost factor of 75% for cleanup of tires with rims.

4.3 Cleanup Costs, Site Access Difficulty

Some sites were identified where cleanup equipment and personnel would have difficulty in accessing the tire piles (thick brush, trees, steep slopes, and/or soft soils). Accordingly, we are allowed for an increased-cost factor of 50% for sites with access difficulties.

4.4 Cleanup Costs, Tires Mixed with Solid Waste

For sites where solid wastes were mixed with the tire piles, also complicating cleanups, an increased-cost factor of 15% was noted. The possible presence of contaminated soils or hazardous wastes is not included in this cost consideration.

4.5 Cleanup Costs, Sites with Erosion Concerns

Significant additional costs are expected for sites where tires had been buried along stream banks or had been dumped into ravines and subsequently covered with sediments. Cleanup projects on these sites likely would include erosion control, turbidity monitoring, permitting, stream restoration, etc. As such, we noted an increased-cost factor of 200% for these sites (based on information provided by Mr. Mark Hope of Tire Disposal & Recovery, Inc.).

4.6 Cleanup Cost Estimates, Additional Qualifiers

In addition to the estimated technical costs, project-administrative costs also have been considered in order to provide a planning level budget for each site. These administrative costs include engineering, contract documents, project management, contingencies, inflation, etc. For each site, we have included a 75% cost increase to estimate the cost of managing the site cleanups (administrative overhead - 25%; contingency - 10%; specific engineering study of each site as part of the bid documents -10%; and contract negotiations - 30%).

These combined costs present a more complete estimate of total project costs (technical and administrative). Estimated cleanup costs for each site, organized by County, are presented on Table 3. The estimated costs for the identified site cleanups total \$7,134,934. PTEs classified as “resale” and tires compressed into “bales” at these sites are not included in the calculations of “scrap” tires and the associated cost estimates.

While these estimates are believed to be adequate for comparison against other tire-pile sites and for project-planning purposes, cost estimates identified for each site should not be relied upon for awarding specific site-cleanup contracts. This is due to numerous additional variables that have not been considered by this analysis, including travel distances, weather conditions, bundling of adjacent smaller projects for cost efficiencies, available scrap-tire markets, and/or other numerous variables not considered. Additionally, larger sites likely would allow for lower cleanup costs per PTE, while smaller sites likely would have higher cleanup costs per PTE.

5.0 Estimate Reimbursements, Review County Needs, and Prepare Cleanup Plan

The following sections describe the work performed to estimate reimbursements, review county needs, and discuss a statewide cleanup plan.

5.1 Estimate Cost Reimbursements

The legislation required an estimate of the costs that could be recovered from persons or entities that created or have responsibility for each unauthorized tire pile site. The estimated total cost of cleaning up the identified unauthorized tire piles is \$7,134,934. This amount includes administrative expenses that will be incurred to negotiate with the responsible person for cleanup, establish contracts, oversee tire removal, and other project-management responsibilities. Finally, there also may be legal costs if lawsuits are filed seeking cost recovery.

Appendix B includes a discussion of the existing state and local laws that could be used to pursue reimbursement of cleanup costs. These state laws include the Solid Waste Management Act, the Waste Reduction, Recycling, and Model Litter Control Act, the Model Toxics Control Act (MTCA), and RCW 7.48, the nuisance statute. At the local level, the laws that could be used to seek cost reimbursement are based on nuisance, littering, and solid waste disposal. Depending on which of these legal authorities is used to seek reimbursement, all of the amounts discussed above are potentially recoverable.

Appendix C briefly describes the regulatory framework for reimbursement that other states with established waste-tire cleanup programs have used. However, even with strong laws that authorize them to recover all costs associated with cleaning up unauthorized tire piles, these other states have found that they are able to recover only a small fraction of the total amount spent. For example, the State of Iowa has obtained court judgments in cost recovery cases totaling more than \$5 million, but has collected only about \$250,000 of that amount. The State of Maryland has had a similar experience. As of 2004, Maryland had sued to recover nearly \$4 million in tire-pile cleanup costs, but had collected only about \$285,000. The State of Missouri found that it recovered only 10% of its cleanup costs, despite significant investment in reimbursement efforts.

There is no reason to expect that a cost recovery program in Washington would produce significantly better returns than other states have seen. In many cases, persons responsible for creating or maintaining unauthorized tire piles simply lack the resources to pay for cleanup.

Others may be able to contribute toward but not fully fund a cleanup. Therefore, it is important to use existing enforcement capabilities to prevent new unauthorized tire piles.

5.2 Identify Type of Reimbursements

This section presents the type of reimbursements that may be recovered for tire pile cleanups. Again, Appendix B describes existing state and local laws that provide for the types of reimbursements summarized below. Appendix D contains the full text of relevant county ordinances.

Cash is the most obvious type of reimbursement potentially recoverable. Amendments to the Solid Waste Management Act in 2005 make persons who store 800 or more waste tires without a license liable for the costs of cleanup. However, since cleanups can cost many thousands of dollars, responsible persons may be unable to pay the full amount, at least not immediately. Other states have allowed responsible persons to reimburse cleanup costs over a period of months or years. They have entered into repayment agreements that require responsible persons to reimburse the state's cleanup costs according to their anticipated income and ability to pay.

If the responsible person does not have cash, but owns the property where the unauthorized tire pile is located, then reimbursement also may be available by placing a lien on the property. Anecdotal information from other states suggests that, in most cases, the property owner is responsible for creating and maintaining an unauthorized tire pile. If the same proves to be true in Washington, liens may be an important tool for seeking reimbursement. However, in some instances, the site operator (property lessee) created the tire piles, without the knowledge or consent of the property owner.

Several counties in Washington have ordinances authorizing them to recapture the costs of cleaning up a nuisance by attaching a lien to the responsible person's property. Ecology also has newly enacted authority under MTCA that allows it to attach a lien to property that has been cleaned up with public money. Liens probably will not result in immediate reimbursement, since the debt often is not paid until the property is sold.

In addition to reimbursement for actual costs of cleanup, responsible persons may be liable for penalties for having created or maintained an unauthorized tire pile. Under the Solid Waste Management Act, it is illegal to dump or store tires at an unauthorized site. Violators are subject to civil penalties ranging from \$200 to \$2,000 per offense. Most counties also have authority to impose civil penalties on persons responsible for unauthorized tire piles. The penalties for these

violations range from \$25 to \$1,000. Because these amounts are relatively low, civil penalties are not likely to contribute significantly to cleanup funds.

Finally, operators of licensed tire storage facilities are required to post a performance bond. Until January 1, 2006, the amount of the bond is set at \$10,000. After January 1, 2006, however, the amount of the bond will vary from site to site, depending on the anticipated costs of cleanup.

Since none of the unauthorized tire piles retained for discussion in this study are licensed, none have posted a bond. However, if a licensed storage facility became unauthorized in the future, there performance bond should be used toward tire cleanup.

5.3 Local Government Functions

This section presents a summary of identified local government functions relating to unauthorized tire piles, including cleanup, enforcement, and public health.

5.3.1 County Ordinances Related to Public Health and Solid Waste

The ordinances relating to unauthorized tire piles in the 19 counties where such piles are currently known to exist are discussed below. The full text of relevant portions of each county's code, including enforcement authorities, access provisions, and definitions of key terms, is presented in Appendix B.

As discussed above, all counties are required to prohibit dumping or disposal of waste tires, except at permitted facilities. Most local governments regulate unauthorized waste accumulations through their solid waste ordinances, their nuisance ordinances, or both. The specific terms of the ordinances vary considerably from county to county. As a result, some codes may be more difficult to enforce.

The provisions that are easiest to enforce are those that ban accumulations of more than a specified quantity of tires, regardless of their potential use or their demonstrated effect on others. Ordinances that create exceptions based on possible future reuse of the accumulated materials may be harder to enforce. In addition, it may be more challenging to enforce ordinances that prohibit nuisances, but do not describe the specific conditions that are banned.

5.3.2 Enforcement Tools

Most county codes allow the county either to issue a cleanup order to the responsible person, or to seek a court order requiring cleanup. In most counties, if a responsible person fails to comply with a cleanup order, the county itself can cleanup the unauthorized tire pile. The county can

then charge the responsible person for the costs of cleanup – or, in at least one county, twice the actual cost of cleanup.

None of the county codes specify what to do with waste tires after they have been removed from an unauthorized pile. Codes in a number of counties allow a lien to be attached to the responsible person’s property to secure payment of the cleanup costs.

Finally, in most counties persons who create or maintain unauthorized tire piles are subject to civil or criminal monetary penalties. These monetary penalties may be in addition to jail time.

5.3.3 Access for Site Inspection and Cleanup

To investigate and, if necessary, clean up unauthorized tire piles, local government officials must have authority to enter onto property where piles exist. If a property owner refuses to grant access, then the local government also must have separate legal authority to seek a search warrant. Recent rulings from the Washington Supreme Court make clear that unless local government has specific authority to request a warrant, a court cannot issue one. Thus, if counties are to enforce prohibitions on unauthorized tire piles, it is important that they have both types of authority: authority to enter private property, and authority to ask a judge to issue a search warrant in case the owner refuses entry.

Access provisions in county codes vary widely. A number of counties have no authority to enter onto private property, even if they know or suspect that waste tires are being accumulated unlawfully. Some counties allow access only if the property owner consents. In these counties, it may be difficult to gain entry if the owner is uncooperative.

At the other end of the spectrum, several codes provide that county representatives may freely enter onto property to investigate a potential nuisance – including an unauthorized tire pile – or to clean up a confirmed nuisance. If the owner refuses access, the county may go to court to request a warrant.

5.3.4 Waste Tire Collection Programs

Some counties have developed programs to collect waste tires in an effort to prevent creation of unauthorized tire piles. These programs make it cheaper and more convenient to get rid of unwanted tires. For example, Jefferson County and Thurston County sponsor special collection events twice a year, during which residents may dispose of waste tires for a small fee. Grays Harbor County holds a “Spring Clean-Up” event each year. It accepts up to four car tires from each resident, free of charge. King County also accepts up to four tires during each visit to one of

its transfer stations. Waste tire collection programs usually are not available to commercial operations, such as tire shops.

5.4 Local County Needs

ESHB 2085 required that the local needs for each county be identified. For the 19 counties where unauthorized tire piles are currently known to exist, the most pressing need is to cleanup the tire piles. The relevant provisions of existing county ordinances are set out in Appendix D.

Based on information identified by this study, the cleanup plan outlined in this report recommends that the Department of Ecology manage tire pile cleanups. Local needs should be minimal if cleanups are handled at the state level. However, if the counties themselves will be responsible for cleanup, many will need financial assistance from the state. Many also will need technical assistance to develop bid documents and award cleanup contracts. In addition, some would need to adopt new ordinances providing legal authority to seek access to the property, do the work, and recover costs from the responsible person.

All counties, whether or not they currently have unauthorized tire piles, need to educate their residents about proper disposal of waste tires to prevent new piles in the future. Publicity regarding the cleanups may help provide this education.

5.5 Suggested Statewide Cleanup Plan

The legislation required the development of a statewide cleanup plan based upon multiple funding options between \$0.20 and \$0.60 for each new tire sold at retail in the state starting July 1, 2005. Several issues to be considered for the statewide cleanup plan are presented below.

5.5.1 Considerations for Site Cleanup Priority

In addition to concerns regarding the number of tires at each site, this report also considered information regarding land features near the identified sites, including proximity to surfacewater, schools, and population centers. This information was recorded to help provide some basis for the prioritization of possible site cleanups, beyond only consideration of the volume of scrap tires.

These parameters were assigned numeric rankings, as described in Appendix A. The number of scrap PTEs at each site also were given numerical rankings. PTEs classified as “resale” and tires compressed into “bales” at these sites are not included in the calculations of “scrap” tires. The sites then were sorted by their total ranking and then secondarily sorted by their scrap PTE

quantities. As such, each site was identified with a cleanup-priority number. The Goldendale Property (Site 19) was not included in this priority ranking, as tires at this site are to be removed under a state-funded pilot-cleanup project. However, although this site is a pilot project, it will use the same funding as the other identified sites. Table 4 presents a listing of the identified tire pile sites, sorted by suggested cleanup priority.

5.5.2 Cleanup Timeframes

The legislation required the identification of cleanup time frames, including beginning and completion dates for each site. In order to provide estimates of this information, a common cleanup approach was assumed for the identified sites. Specifically, this project assumes that all scrap tires will be shredded (one pass through the shredder) and disposed into a permitted landfill. Please note that this report does not recommend landfill disposal, but encourages consideration and review of cleanup alternatives for the identified scrap tires, including recycling, tire derived fuel, pyrolysis, and/or other technologies.

For sites with less than 100,000 PTEs, we understand most contractors will remove tires from these properties and transport them to a central processing location. At this location, rims will be removed as necessary and the tire shredded. For sites with more than 100,000 PTEs, tires will be de-rimmed and shredded on site, then transported directly to landfill facilities. Information collected by this project indicated that tire-shredding operations can consistently process 20 to 40 tons per day, with a maximum of approximately 100 tons per day. Using this information, this report assumes 40 tons per day as the base amount for estimating on-site cleanup days. Larger sites could allow for higher production rates, while smaller sites likely will result in fewer tons processed per day.

Several sites also were identified where problems relating to site access, solid waste, and/or soil erosion could impact schedules. As such, these variables were noted and numerically considered during the review of each identified site, with the results included in the project database. Where personnel, trucks, and other equipment would have difficulty in accessing the tire piles (thick brush, trees, steep slopes, and/or soft soils), an increased-schedule factor of 10% was calculated. Where solid wastes were mixed with the tire piles, complicating cleanup, an increased-schedule factor of 10% was calculated.

Significant product delays would be expected for sites where tires had been buried along stream banks or had been dumped into ravines and subsequently covered with sediments. Cleanup projects on these sites likely would include significant effort for erosion control, turbidity

monitoring, permitting, stream restoration, etc. As such, an increased-schedule factor of 50% was calculated for these sites.

Estimated on-site days are summarized on Table 5 of this report. Based on information identified by the study, 818 on-site days are estimated to be required for the site cleanups. Once start dates have been identified for individual sites, estimated on-site days can be added to the site-work start date, yielding an estimated completion date.

In addition to the on-site days, Table 5 presents estimates of the number of days required to manage the site cleanup. For example, creating and printing bid documents are expected to require at least 30 days, the public-bidding process could take 45 to 60 days (public notice, review of bids, and bid award), with another expected 30 days to execute the contract. If required, local or state permits could require another 60 days. Accordingly, the database includes 100 administrative days for the management of each site cleanup. A total of 6,218 days (approximately 17 years) are estimated to be required if each site cleanup is conducted and managed individually and consecutively. As can be seen on Table 5, the days on site are a small portion of the cleanup timeframe.

To expedite site cleanups, several cleanup contracts should be managed concurrently. If most of the site cleanup contracts were run concurrently, site cleanups could be completed significantly sooner than the estimated 17 years.

While these estimates are believed to be adequate for comparison against other tire-pile sites and for project-planning purposes, estimates of on-site days identified for each site should not be relied upon for awarding specific site-cleanup contracts. This is due to numerous additional variables that have not been considered by this analysis, such as travel distances, weather conditions, bundling of adjacent projects for schedule efficiencies, available scrap-tire markets, and inflation. PTEs classified as “resale” and tires compressed into “bales” at these sites are not included in the calculations of “scrap” tires or the respective schedules.

5.5.3 Cleanup Contractor Selection Process

This study required the identification of a process to be followed in selecting entities to perform the tire site cleanups. Presuming the Washington Department of Ecology will be managing the site cleanups, we understand that state-standard, public works contracting procedures would be followed. However, based on information collected during this study, particularly the recent experience of other states, the following issues should be considered during contractor selection.

The selection of appropriate contractors should allow cleanups to be conducted in a cost-effective and efficient manner, yielding permanent cleanups.

Issues	Contractor Selection Considerations
Contractor Qualifications	Contractors be able to demonstrate qualifications, capabilities, and related experience of at least one year.
Bonding and Insurance	Contractors have adequate bonding (up to 50% of the project cost) and insurance coverages. The state should be identified as an additional insured.
Licensing	Contractors be properly licensed by the state of Washington.
Capacity Assessment	Contractors be able to demonstrate adequate capacity for the planned work.
Past Performance On Similar Projects	Review Contractor's past performance on similar projects.
Past Performance for Washington	Review Contractor's past performance working for the state of Washington.
Safety Awareness	Contractor demonstrates capabilities managing site projects with respect to safety, fire prevention, and accident avoidance.
Pollution Prevention	Contractor demonstrates experience incorporating pollution prevention requirements.
Proven End Use	Contractor demonstrates a proven and final end use for the remove tires. For recycling, include proof of market needs and current demand.
Site Visit	Require contractors to conduct a site visit before bid submittal to verify project understandings and requirements
Employees	Contractor describe how local labor force may be used to assist site cleanups
Wages	Contractor describe how prevailing wages may or may not apply to the site cleanups
Cost per Ton Basis	Consider allowing the contractors to bid on a per ton basis of tire materials free from excess soils or water.

5.5.4 Seek Reimbursement of Cleanup Costs

As discussed above, existing local laws could be used to seek reimbursement for the costs of cleaning up unauthorized tire piles. In addition, Appendix B discusses existing state laws that also might be used for this purpose.

However, there are drawbacks to relying on existing local authorities. Some counties have adequate legal authority to clean up tire piles and seek cost recovery. However, some do not have authority to gain access to property if the owner refuses entry. Others may have all the legal authority they need, but lack sufficient resources to manage the cleanup.

In 2005, the Solid Waste Management Act was amended to make any person who transports or stores waste tires without a license liable for the costs of cleanup. However, the law does not provide authority to enter onto private property to investigate or cleanup unauthorized tire piles. It also does not provide authority to attach liens to property that has been cleaned up. Other laws, such as MTCA, provide both types of authority and could be used to supplement the new cost recovery provision of the Solid Waste Management Act. However, reliance on both laws might make recovery efforts more complicated than necessary.

For these reasons, it may be helpful to add access and lien authority to the Solid Waste Management Act. Other states with successful tire-pile cleanup programs generally have these authorities in their laws. Waste tire cleanup laws in these other states also provide authority to recover costs through a variety of means, ranging from negotiated agreements that are signed before tire pile removal begins, to lawsuits filed after the cleanup is complete. This flexibility enables them to use the reimbursement approach best suited to each situation. If the Solid Waste Management Act is amended, it could specify which of these cost recovery mechanisms may be used in Washington.

5.5.5 Fund the Cleanup Program

ESHB 2085 required that the statewide cleanup plan be based on multiple funding options between twenty cents and sixty cents for each new tire sold at retail in the state, beginning on July 1, 2005. This report discusses the funding options available in ten-cent increments (twenty cents, thirty cents, forty cents, fifty cents, and sixty cents).

The Department of Revenue has estimated the projected revenue for the life of the fee (\$1.00 per tire for 5 years). The following is a breakdown of their projection.

Fiscal Year	Projected Revenue
2006	\$3,973,000
2007	\$4,421,000
2008	\$4,509,000
2009	\$4,509,000
2010	\$4,691,000
2011	\$399,000
Total	\$22,502,000

We understand the reason for available funding in FY 2011 (when the fee ends in FY 2010) is that revenues collected in June of FY 2010 are not available until July of FY 2011.

Section 4.0 of this report discusses the estimated cost of cleaning up the unauthorized tire piles currently known to exist in Washington. The estimated total cost for all 54 identified scrap piles is \$7,134,934. Presented estimates include costs (75%) for inflation, administrative, project management, contracting, and other management/logistics tasks. As stated above, PTEs classified as “resale” and tires compressed into “bales” at these sites are not included in the cost calculations for “scrap” tires.

To evaluate how long it may take to fund the identified cleanups, a conservative estimate of \$4 million per year was divided by the identified funding levels. The total cleanup estimate then was divided by the calculated available funds, yielding estimated years to fund the identified cleanups. As would be expected, the higher the funding level, the faster the cleanups could be funded.

The table below shows the calculated number of years required to fund cleanups of the 54 identified piles for each of the presented funding levels.

Funding Level	Available Funds	Years for Cleanup Funding
\$0.20	\$800,000	8.9
\$0.30	\$1,200,000	5.9
\$0.40	\$1,600,000	4.4
\$0.50	\$2,000,000	3.6
\$0.60	\$2,400,000	3.0

5.5.6 Site Cleanups, Additional Comments

Other states with successful waste tire programs have emphasized how important it is to make sure that when tires are cleaned up, their disposition is final. Tires should be beneficially reused, if possible. However, other states recommend that if tires cannot be reused quickly, they should be placed into a landfill. These states strongly caution against removing tires from one site and then stockpiling them elsewhere in anticipation that a new market might develop for reuse. In many cases, new markets have not developed, and the states have had to clean the same tires up a second time. However, if recycling is planned, cleanups should be conducted to meter the additional scrap tire stock into the market. This should be performed to avoid a market glut and damage to normal existing industry operators and their profitability.

Based on a recent experience of other states, Washington should require that anyone bidding for a tire removal contract identify how the tires will be beneficially reused or finally disposed. A statewide standard for conducting these cleanups, or uniform county standards, also should be instituted to better provide for consistent statewide cleanups.

5.6 Outline of Statewide Cleanup Plan

An outline of the recommended steps for the State to follow in cleaning up the scrap tire sites identified by this study is presented below. This cleanup plan, based on the information presented in this report, is intended to allow for the efficient and cost-effective cleanup of the identified sites. It includes an estimated time frame for the cleanup of each tire pile site, and a process to be followed in selecting entities to perform the cleanups. This plan also identifies the recommended approach for managing the cleanups.

5.6.1 Identify Statewide Agency to Oversee Cleanup

For several reasons as discussed below, it would be advantageous for the Department of Ecology to assume responsibility for cleaning up the scrap tire sites identified in this report.

First, contracting and overseeing cleanup of scrap tire sites will require development of expertise. Since there are only a few scrap tire sites in each of the 19 counties that currently have such sites, it would be inefficient for each of those 19 counties to develop the necessary expertise. It would make more sense for a state agency to develop this expertise and to use it statewide.

Second, a state agency could manage the cleanups in a more cost-effective manner than individual counties could. For example, it may be cheaper to award a single contract to clean up two scrap tire sites that are located close to one other. However, if these close sites were located in different counties, then it would be much easier for a state agency than for two local governments to coordinate the cleanups.

Third, if a state agency handles the cleanups, it will be able to control the pace at which scrap tires are introduced into the market for possible recycling. Most other states that were interviewed for this report handle scrap tire cleanups at the state level, rather than at the local level. Other states caution against flooding the market with too many scrap tires at once.

5.6.2 Consider Changes to Site Priority Rankings

The agency responsible for overseeing scrap-tire site cleanups may recommend changes to the priority ranking for the sites identified by this study. Ranking changes may be required due to public concerns, emergency conditions, or for budgeting/schedule considerations. For example, three sites are located in Mason County, all located in close proximity to each another. As such, cleanup of these three sites would be more efficient and cost-effective if bundled together under one cleanup Project, regardless of their differing priority rankings.

5.6.3 Fund and Organize Cleanups

Table 3 of this report presents estimates of cleanup costs for each site, presenting technical cleanup and administration costs. Section 5.5.5 of this report identifies the amount of revenue that is projected to be available each fiscal year, with a corresponding analysis of possible cleanup-funding level chosen by the Legislature. This funding amount ranges from \$800,000 to \$2,400,000, based on a conservative estimate of \$4,000,000 available per year. Table 4 suggests the order in which the scrap tire sites should be addressed (in addition to the number of tires at each site, this report also considered site proximity to surfacewater, schools, and population

centers). Again, it may be advantageous to perform site cleanups in an order different from that presented in Table 4. In addition, Table 5 summarizes the approximate timeframe needed to cleanup each of the 54 scrap-tire sites identified in this report, presenting both on-site days and administrative days.

If site cleanups are conducted consecutively, project costs will be higher due to overlapping administration tasks. Completing all of the site cleanups also will require more time. As such, to the extent that the funding is made available, we recommend that multiple sites be bundled under individual contracts and that the cleanup contracts be managed concurrently (obviously with some overlapping).

Based on the information presented in this report and this recommendation, the Department of Ecology should verify funding levels, evaluate site-cleanup priorities, and consolidate site cleanups into bundled projects. Ecology also should review available state-hiring requirements available for selection of cleanup contractors, planning for most work to occur during the spring, summer, and autumn months. Reducing the amount of work conducted during the wetter winter months will expedite cleanups (fewer weather delays) and will reduce disposal tonnage (less water and mud).

The large Goldendale-Tire Shredders site (site 19), with an estimated 2.1 million scrap PTEs, will be cleaned up as a pilot project. However, cleanup at this property will be financed using that same funding as the other identified sites. Assuming a \$0.40 funding level, approximately \$1.6 million is expected to be available each Fiscal Year. Given an estimated total cost of \$4.9 million for this site (technical and administrative) and this identified funding level, approximately 3 years of funding will be required to pay for this site cleanup.

Upon completion of the Goldendale-Tire Shredders site, the estimated annual amount of \$1.6 million is expected to be sufficient to fund the cleanup for all but the remaining four largest sites in the state. This could be accomplished by using concurrent schedules and bundled projects for these 49 smaller sites, as each of these small sites require less than 10 estimated on-site days). Bundling several sites under a single contract also would increase project efficiency and reduce total project costs. The amount of tires generated from these small sites also should not significantly impact the recycling market, as most would be landfilled given, for the most part, their expected poor quality. Additionally, the information contained in this report (study database, site mapping, and aerial photographs) should be sufficient for contractor bidding purposes. Specifically individual site-engineering estimates may not be required for many of the smaller sites, assuming the contractors will be compensated on a per ton basis.

For cleanup of the smaller sites, the information could be organized in table such as presented below.

Site Name	Start Date	End Date
Eastern Washington Cleanup Bundle 1, Project Startup Administration	Day 1	Day 90
Site 1	Day 91	Day 93
Site 2	Day 94	Day 99
Site 3	Day 100	Day 105
Site 4	Day 106	Day 107
Site 5, 6, and 7 (adjacent locations)	Day 108	Day 117
Site 8	Day 118	Day 119
Site 9	Day 120	Day 124
Eastern Washington Cleanup Bundle 1, Project Closeout Administration	Day 125	Day 180

With these issues identified and the information contained in this report, Ecology can assemble a scheduling table that considers the priorities, timeframes, and available funding for the smaller sites. Depending upon the available funding, site locations, and contractor availability, several cleanup bundles should be organized and started at staggered intervals (approximately 15 to 30 days from one another). For this example, it would be prudent to schedule administrative tasks during the wetter winter months.

The remaining four larger and more complicated sites may require individual engineering estimates, state and local permits, and/or individual contracts. However, the estimated annual funding of \$1.6 million per year should be sufficient to address these four remaining sites within the last year of this program.

5.6.4 Establish Administrative Procedures and Retain Cleanup Contractors

Using the examples above, Ecology should establish the specific administrative and performance procedures necessary to manage the site cleanups. These procedures would establish the requirements for individual site engineering, permitting, project bidding, contract management, documentation, project management, and contingencies.

Based on the established procedures, Ecology should solicit and retain cleanup contractors, based on the considerations identified in Section 5.5.3 above and state-hiring requirements. The agency

then should work with the contractor to establish site-cleanup schedules, specific project requirements, and cost estimates. The agency also would identify site-specific contractor performance standards and documentation requirements. The site cleanups then should be conducted in accordance with the identified bundle schedules and managed by Ecology or their designee. Completed cleanups should be documented by written reports and by database updates.

5.6.5 Seek Reimbursements

If responsible parties who are financially viable can be identified, cost reimbursements should be pursued. Responsible parties should first be given the opportunity to cooperate in reimbursing the state's cleanup costs. Other states usually offer to enter into repayment agreements with responsible parties before beginning the cleanup, and this appears to be a good approach. If responsible parties are unwilling or unable to cooperate, then additional steps to recover costs should be considered, including filing lawsuits.

5.6.6 Identify Requirements to Prevent Future Scrap-Tire Sites

The agency responsible for managing site cleanups should identify additional requirements necessary to prevent the future formation of scrap-tire sites. This could include increased enforcement of existing laws, better management of auto scrap yards, increased education, additional licensing requirements, increased financial responsibility, expanding recycling opportunities, etc. In theory, any funds not expended for tire cleanups could be used to fund measures to prevent future accumulation of unauthorized tire piles. Prevention policies should be instituted simultaneously with the cleanup efforts.

5.6.7 Plan Timeline

With the examples described above and given the assumed \$0.40 funding level, the Goldendale-Tire Shredders site would require approximately three years of funding, the 49 smaller sites would require approximately one year of funding, and the remaining four larger sites would require approximately one year of funding. It is expected that the actual cleanup schedules could match these funding schedules, assuming the smaller sites are assembled into bundled contracts, with the contracts managed and scheduled concurrently. If funding levels are increased, additional funds could be used to expedite cleanup schedules.

As stated above, if responsible parties who are financially viable can be identified, cost reimbursements should be pursued before, during, and after the cleanups. Responsible parties should first be given the opportunity to cooperate in reimbursing the state's cleanup costs before additional steps to recover costs are considered, including filing lawsuits. If all responsible

parties signed reimbursement agreements before the cleanup began, the timeline described above would not change.

However, it is likely that some responsible parties will not cooperate. If lawsuits are filed to recover cleanup costs from one or more of these parties, it is likely to extend the overall schedule for implementing the cleanup plan. It could take two to three years after a lawsuit is filed before money is actually recovered. This period could be shorter or longer, depending on the individual case, but this is a reasonable figure for planning purposes. Thus, any lawsuits that are filed while cleanups are ongoing should proceed concurrently with the cleanups. If lawsuits are not filed until most or all of the cleanups are completed, then the reimbursement period would probably extend the total cleanup plan timeline by two to three years.

6.0 Conclusions

Engrossed Substitute House Bill 2085, passed in the 2005 legislative session, directing the Washington Department of Ecology (Ecology) to conduct a study of unauthorized tire piles in Washington. This study identified 54 sites containing approximately 3 million unauthorized scrap tires that require cleanup. One site (Goldendale-Tire Shredders) accounts for more than two-thirds of the calculated scrap tires and more than half of the total estimated cleanup costs. Of the 54 sites, only five require more than 10 estimated on-site days to complete the individual cleanups.

Available revenue generated by this bill is expected to be sufficient to fund the cleanup of these sites. At a \$0.40 funding level, sufficient funds should be available to finance the identified cleanups within a five-year period. This assumes smaller sites can be bundled into one contract, with several contracts managed concurrently. Higher funding rates will allow for faster cleanup completions.

Based on the information identified by this study, the Department of Ecology should be recognized as the lead agency responsible for the management and completion of the site cleanups, adopting the outlined plan presented in this report.

7.0 References

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 Scrap Tire Site (800 PTE or greater)

PTE = Passenger Tire Equivalent (one 20-pound car or light truck tire)

Mapping reduced to 8.5 x 11 for report production.
Original 11 x 17 mapping available at Ecology offices.

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates and cleanup schedule estimates.

Project File: 01-0377-A-RT-F1.vsd



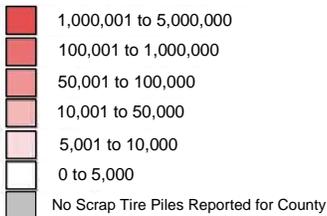
Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.

Unauthorized Scrap Tire Site Locations
August 2005

Figure
1



**Scrap Tires By County
(in PTEs)**



PTE = Passenger Tire Equivalent (one 20-pound car or light truck tire)

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Project File: 01-0377-A-RT-F2.vsd

Mapping reduced to 8.5 x 11 for report production.
Original 11 x 17 mapping available at Ecology offices.



Important Note: This figure contains information in color.
Black & white photocopies may not be suitable for review.

**Scrap Tire Quantity
Distribution by County
August 2005**

**Figure
2**

Table 1 - Counties, Sites, and Tires

Benton

Cleanup Priority	Scrap PTEs	Site ID	Site Name	Comments
1	23,962	58	Autoscraps	Autoscraps is a large auto wrecking yard located in a commercial and residential area. Several large tire piles are present. Thousands of tires are also used as parking curbs.
15	13,404	61	West Richland Auto Wrecking	A relatively small wrecking yard located near residential neighborhoods.
28	5,596	63	Highway Auto	A small wrecking yard using barrel-stacked or laced tires as fences.
29	5,324	59	Savage	The site is a large wrecking yard containing several medium to small tire piles throughout the site. One small pile is located on the hill above the yard.
51	3,481	60	Trejo	The site is a medium-sized wrecking yard containing several small-to-medium tire piles. Most of the tires are located along the fence lines. The site is located in an agricultural area.

Chelan

Cleanup Priority	Scrap PTEs	Site ID	Site Name	Comments
36	24,161	15	Fairview Canyon	The site is located in a remote area in Fairview Canyon, about one mile south of Monitor. The site contains trash, old vehicles, scrap metal, and tire piles. The owner, Earl Burts, has been in trouble for burning garbage in the past. Mr. Burts has reportedly plowed many tires into the ground.

Cowlitz

Cleanup Priority	Scrap PTEs	Site ID	Site Name	Comments
31	3,567	16	Rhinehart	Tires were dumped at this location by a Kelso businessman Clarence Rhinehart approximately 30 years ago. The tires were reportedly placed on the river bank for erosion control as part of a marina development. Many tires were filled with dirt and buried. The estimated total tire quantity given in this report is for those that are currently visible (Pile A). An unknown number are buried and could require considerably more effort and cost to remove than Pile A.

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Franklin

Cleanup Priority	Scrap PTEs	Site ID	Site Name	Comments
6	53,427	62	Tommy's Steel	The site is a storage yard for Tommy's auto wrecking yard located one mile to the east. According to the county health department, approximately 3,000 tires will be removed and used as part of an experimental dairy farm digester. Some tires have been baled. Otherwise, large tire piles are present.
26	11,983	86	Pasco Auto Wrecking	The site was not covered by the 2005 Walker air survey, and was accessible for a site visit . A pile taller than the 10-foot high perimeter fence was visible from the road during a September 2005 drive-by. Pile sizes were approximated using a September 2004 Google Earth air photo.
27	7,264	84	Bradley's Towing	A wrecking yard containing several large tire piles. A residential neighborhood is locate nearby.
50	4,665	80	Ben's Basin City Tire	This site is a former Les Schwab store. Most of the tires present are used as obstacles for a paint ball court.

Grant

Cleanup Priority	Scrap PTEs	Site ID	Site Name	Comments
22	25,033	11	B&G Farms Missile Site	The property is a former Titan missile site. B & G Farms uses the property for storage of farm equipment, vehicles, and scrap metals. The surrounding area is farmland.
43	1,491	12	B&G Headquarters	The site is located a few thousand feet north of the B&G missile site tire pile. According to B&G, Les Schwab is currently removing tires from this site.

Jefferson

Cleanup Priority	Scrap PTEs	Site ID	Site Name	Comments
33	2,156	39	Port Hadlock	This site is a wrecking yard. A pile outside of the fenced yard is reportedly caused by illegal dumping.

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

King

Cleanup Priority	Scrap PTEs	Site ID	Site Name	Comments
2	10,007	53	Sparks Property, formerly Johnnies Auto Wrecking	A former auto wrecking yard located in a residential area. King County DDES visited the site in August 2005, estimating 8,000 to 12,000 tires.
5	81,105	17	Japanese Auto Wrecking	Tires were dumped on the site by a former tenant (Japanese Auto Wrecking) in the late 1990s and early 2000s. There is an Agreed Order on Consent (AOC) from King County to remove 2,000 tires per month. The property owners have been removing tires since December of 2004, with total of approximately 21,000 removed as of September 2005.
10	13,361	72	Beacon Coal Mine Road	A fire occurred at this site in early 2005 with many tires burned. The site is a wrecking yard with residential areas located adjacent to the north.
17	13,003	75	Astro Auto Wrecking	Large tire piles are present at the center of this medium-sized urban wrecking yard. Some of the piles cover shipping containers that may also contain tires.
18	10,357	18	Four Corners Auto Wrecking	The site is located in a commercial and residential area at "Four Corners", located south of Maple Valley. Aerial photographs indicate that this site had significantly more tires present in 2002. As of September 2005, tires were reportedly being removed from the site by L&S Tires. L&S was reportedly shipping them to a concrete manufacturer to be burned.
20	5,200	76	Federal Way Auto Wrecking	Wrecking yard employees state that they are in the process of removing tires from the site. However, a large pile remains under the trees on the south edge of the site. Much of the pile is covered with vegetation. Federal Way Auto Wrecking also reportedly owns Four Corners Auto Wrecking (Site 18).
23	21,073	73	Island Auto Wrecking	A large, mostly vacant auto-wrecking site that is no longer in business. A large pile is located near the center of the site. More tires may be concealed under a dense low-lying vegetative cover.
25	12,045	32	C&F Auto Wrecking	C&F Auto Wrecking went out of business in approximately 2003. However, wrecked cars and scrap tires remain.
35	822	74	Marty's Used Tires	The site is occupied by a used tire retailer in an urban setting. Some of the tire stacks appear too close to allow for proper inspection of the resale tires. A scrap tire pile is present near the street, and other small quantities of scrap tires are scattered in various areas of the yard.

Scrap tire quantities are given in Passenger Tire Equivalent (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Kitsap

Cleanup Priority	Scrap PTEs	Site ID	Site Name	Comments
24	20,259	41	Airport Auto Wrecking	According to the front counter person at Airport Auto, they are removing 9,000 tires a month as of September 2005. The tires are picked up by L&S Tires.
34	1,037	43	Triebenbach	The site reportedly has approximately 1,000 tires. Tire piles could not be seen in the aerial photographs. A site visit was attempted, but access was denied.

Kittitas

Cleanup Priority	Scrap PTEs	Site ID	Site Name	Comments
53	2,048	49	Shale Pit Road	The site contains a horse corral using barrel-stacked truck tires as a fence. Approximately 100 tires are also scattered in a yard southeast of the main barn.

Klickitat

Cleanup Priority	Scrap PTEs	Site ID	Site Name	Comments
	2,143,445	19	Goldendale - Tire Shredders	The tires at the site originated from various tire pile cleanups conducted in Washington State during the mid-1990s. The site, operated by Tire Shredders, is no longer a permitted storage facility. The permit reportedly lapsed on August 14, 2005. Department of Ecology is planning a pilot study cleanup for the site.
52	3,179	47	Baehm	Tire piles are located at a residence in a lightly wooded remote area.

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Lewis

Cleanup Priority	Scrap PTEs	Site ID	Site Name	Comments
3	172,150	20	Petty	Numerous large tire piles are situated on a 7.2 acre parcel owned by John P. Petty. Lewis county issued Mr. Petty a solid waste permit for tire storage at the site in 1982. Tires were deposited at the site from 1982 to 1991. SCS Engineers studied the pile in 1995 for Lewis County, estimating 166,000 tires.
4	120,552	21	Napavine Tires, AKA Sommerville Road Site	The tires were deposited on the property between 1978 and 1988 by then-owner Rubber Resources Incorporated. The property was purchased in 1990 by Sharon Ross. The piles are located in an area that is now densely overgrown. In 1995, SCS Engineers estimated 16,400 truck tires, 20,500 off road tires, and 45,100 passenger tires. Current site observations indicate that the tire piles have remained unchanged since 1995.
32	2,188	33	Radical Radials Used Tire Store	This business is a used tire retailer. However, the county has conducted frequent monitoring and prompting to remove tires.
39	2,156	24	Goff Road	The tires located at the Goff Road site have been used for erosion control on the Chehalis River bank during spring flooding. Numerous tires have been washed downstream and have been deposited on the northern banks. Considerable vegetative cover is present.
40	2,145	25	Donahoe Road	Tires were placed at this location as part of a bank shoring project on the Chehalis River.
41	2,103	23	Avron	The owner of this property is attempting to construct a house and other buildings out of earth and refuse including pop cans and scrap tires. According to Lewis County, the number of tires spread out on the property are getting out of hand.
45	889	22	Denton Tire Pile	The piles are located on a tree farm owned by Jeff Denton. Mr. Denton was fined \$2,000 early this year by Lewis County, and has since spent \$5,000 with L&S Tire Disposal of Tacoma. L&S would not take oversized tires, or tires with the cords exposed. Lewis County estimated 8,000 tires were present in August 2005. G-Logics site visit in September 2005 identified approximately 900 tires.
48	2,667	26	Levine Property	This is a small farm property. The property owner has been difficult to deal with and has warned Lewis County Health representatives to stay away. An enforcement activity has been initiated by the county.

Scrap tire quantities are given in Passenger Tire Equivalent (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Lincoln

Cleanup Priority	Scrap PTEs	Site ID	Site Name	Comments
49	4,698	40	Lamona	The pile is located in a pit with other garbage and has been present for more than 15 years. According to the county, no one "owns" the tires, they were just dumped there long ago.

Mason

Cleanup Priority	Scrap PTEs	Site ID	Site Name	Comments
14	22,596	51	Highway 3 Auto Wrecking	The site is a large wrecking yard and contains two large tire piles and several smaller piles intermingled with garbage. One of the large piles is in woods.
30	5,273	50	Big Jakes	The site is a large auto wrecking yard and contains with several piles of tires intermingled with scrap metal. Additional piles may be present beneath vegetation.
37	2,404	52	All West Coast Auto	The site is a large wrecking yard. Tire piles are located together near the northwest corner of the yard. All West Coast Auto neighbors Highway 3 Auto Wrecking and Big Jakes (Sites 51 and 50).

Pierce

Cleanup Priority	Scrap PTEs	Site ID	Site Name	Comments
42	1,781	77	Tires Cost Less	The site is a wrecking yard that was formerly on Ecology's list of licensed tire haulers. Most of the tires on site are stacked for resale.

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Skagit

Cleanup Priority	Scrap PTEs	Site ID	Site Name	Comments
12	10,907	65	Art's Auto Wrecking	A wrecking yard containing areas of thick overgrowth. Many additional tires maybe present beneath vegetation.
19	7,794	69	Bolser	The site contains very large truck tires and earth-moving equipment tires. Most tires at this site are stacked for resale. The site is on the banks of the Skagit River.
44	1,136	67	Johnson	The site is a wrecking yard containing a private residence. Several small piles are located throughout the property.
46	889	68	Salinas	The site is a wrecking yard with dense low lying vegetation. Several small piles are visible at the property. However, additional tire piles may be obscured by vegetation. Tires also appear to be stored inside truck beds.

Snohomish

Cleanup Priority	Scrap PTEs	Site ID	Site Name	Comments
11	11,218	57	Monroe Auto Salvage	The Walker aerial photograph indicates that most of the wrecking yard is vacant, and that some tires are being loaded into containers and are being transported off-site.
13	2,875	35	Japanese Gulch	The property includes three parcels near the border of Everett and Mukilteo, The pile began approximately 20-30 years ago when tires were rolled into the gulch from an adjacent auto wrecking yard. The site is heavily wooded and steep.
21	3,355	71	Ray's Auto Wrecking	The site is a wrecking yard located in a residential area. Tire Disposal and Recycling Inc. is reportedly doing a tire removal operation.

Stevens

Cleanup Priority	Scrap PTEs	Site ID	Site Name	Comments
16	13,156	37	Marble Valley	Tire piles at this farm site are neatly stacked and covered with blue tarps.

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Thurston

Cleanup Priority	Scrap PTEs	Site ID	Site Name	Comments
7	33,828	28	John's Auto Wrecking	John's Auto Wrecking is a large auto wrecking yard located in a residential area. The wrecking business closed in approximately 2002.
38	2,159	38	Sargent Road	The tire piles are covered with blackberries and scotch-broom. The exact dimensions are difficult to estimate. The pile was formerly known as the Flores pile, and prior to that the Sage pile.

Yakima

Cleanup Priority	Scrap PTEs	Site ID	Site Name	Comments
8	21,237	31	Central Recycling	The site is also known as Central Salvage. The tires are located in a scrap yard located in the downtown area of Yakima. Many of the tires are located in a storage building.
9	13,507	83	Weber's Imports	A large wrecking yard containing several large tire piles. Over one thousand tire bales are also present. The bales are used as fencing.
47	9,012	82	Tee Pee Auto Wrecking	According to Ted Silvestri, the site is not on the Yakima Reservation. It is well north of the Yakima River (the northern boundary of the reservation). A very large auto wrecking yard, with several thousand cars present. Tires have been used for fencing and have been baled. A few tire piles are present near the office. Many thousands of tires appear to have been placed into truck beds and engine compartments. Many more tires may be present inside and beneath cars.
Total PTEs	2,995,131			

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Table 2 - Tires, Sites, and County

Scrap PTEs	Total Tires	Site ID	Site Name	County
2,143,445	2,143,445	19	Goldendale - Tire Shredders	Klickitat
172,150	172,150	20	Petty	Lewis
120,552	120,552	21	Napavine Tires, AKA Sommerville Road Site	Lewis
81,105	81,105	17	Japanese Auto Wrecking	King
53,427	62,745	62	Tommy's Steel	Franklin
33,828	33,828	28	John's Auto Wrecking	Thurston
25,033	25,033	11	B&G Farms Missile Site	Grant
24,161	24,161	15	Fairview Canyon	Chelan
23,962	23,962	58	Autoscraps	Benton
22,596	22,596	51	Highway 3 Auto Wrecking	Mason
21,237	21,237	31	Central Recycling	Yakima
21,073	21,073	73	Island Auto Wrecking	King
20,259	20,259	41	Airport Auto Wrecking	Kitsap
13,507	156,636	83	Weber's Imports	Yakima
13,404	13,404	61	West Richland Auto Wrecking	Benton
13,361	13,883	72	Beacon Coal Mine Road	King
13,156	13,156	37	Marble Valley	Stevens
13,003	13,003	75	Astro Auto Wrecking	King
12,045	12,045	32	C&F Auto Wrecking	King
11,983	11,983	86	Pasco Auto Wrecking	Franklin
11,218	11,218	57	Monroe Auto Salvage	Snohomish
10,907	10,907	65	Art's Auto Wrecking	Skagit
10,357	10,848	18	Four Corners Auto Wrecking	King
10,007	10,007	53	Sparks Property, formerly Johnnies Auto Wrecking	King
9,012	25,456	82	Tee Pee Auto Wrecking	Yakima
7,794	19,423	69	Bolser	Skagit
7,264	7,264	84	Bradley's Towing	Franklin

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates. Total Tires include additional tires (as PTEs) stored for resale or baled.

Scrap PTEs	Total Tires	Site ID	Site Name	County
5,596	5,596	63	Highway Auto	Benton
5,324	5,324	59	Savage	Benton
5,273	5,273	50	Big Jakes	Mason
5,200	5,200	76	Federal Way Auto Wrecking	King
4,698	4,698	40	Lamona	Lincoln
4,665	4,665	80	Ben's Basin City Tire	Franklin
3,567	3,567	16	Rhinehart	Cowlitz
3,481	3,481	60	Trejo	Benton
3,355	3,355	71	Ray's Auto Wrecking	Snohomish
3,179	3,179	47	Baehm	Klickitat
2,875	2,875	35	Japanese Gulch	Snohomish
2,667	2,667	26	Levine Property	Lewis
2,404	2,404	52	All West Coast Auto	Mason
2,188	3,703	33	Radical Radials Used Tire Store	Lewis
2,156	2,156	39	Port Hadlock	Jefferson
2,159	2,159	38	Sargent Road	Thurston
2,156	2,156	24	Goff Road	Lewis
2,145	2,145	25	Donahoe Road	Lewis
2,103	2,103	23	Avron	Lewis
2,048	2,048	49	Shale Pit Road	Kittitas
1,781	5,979	77	Tires Cost Less	Pierce
1,491	1,491	12	B&G Headquarters	Grant
1,136	1,136	67	Johnson	Skagit
1,037	1,037	43	Triebenbach	Kitsap
889	889	22	Denton Tire Pile	Lewis
889	889	68	Salinas	Skagit
822	4,450	74	Marty's Used Tires	King
2,995,131	3,186,005			

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates. Total Tires include additional tires (as PTEs) stored for resale or baled.

Table 3 - Sites and Cleanup Estimates, by County

Benton

Priority	Site	Site Name			
1	58	Autoscraps			
		Scrap PTE Quantity:	23,962	<input type="checkbox"/>	Site Access Difficulty (Factor +50%) \$0
		Scrap PTEs Tons:	240	<input checked="" type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%) \$4,901
		Scrap PTE Base Cleanup Estimate:	\$29,952	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%) \$0
		Truck Tire Factor:	\$0		Total Technical Cleanup Estimate: \$37,575
		Rim Factor:	\$2,722		Project Administration Costs (+75%) \$28,181
		Pile Totals:	\$32,674		* Planning Level Cost Estimate: \$65,756
15	61	West Richland Auto Wrecking			
		Scrap PTE Quantity:	13,404	<input type="checkbox"/>	Site Access Difficulty (Factor +50%) \$0
		Scrap PTEs Tons:	134	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%) \$0
		Scrap PTE Base Cleanup Estimate:	\$16,755	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%) \$0
		Truck Tire Factor:	\$0		Total Technical Cleanup Estimate: \$17,256
		Rim Factor:	\$501		Project Administration Costs (+75%) \$12,942
		Pile Totals:	\$17,256		* Planning Level Cost Estimate: \$30,199
28	63	Highway Auto			
		Scrap PTE Quantity:	5,596	<input type="checkbox"/>	Site Access Difficulty (Factor +50%) \$0
		Scrap PTEs Tons:	56	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%) \$0
		Scrap PTE Base Cleanup Estimate:	\$6,995	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%) \$0
		Truck Tire Factor:	\$0		Total Technical Cleanup Estimate: \$7,205
		Rim Factor:	\$210		Project Administration Costs (+75%) \$5,404
		Pile Totals:	\$7,205		* Planning Level Cost Estimate: \$12,609
29	59	Savage			
		Scrap PTE Quantity:	5,324	<input type="checkbox"/>	Site Access Difficulty (Factor +50%) \$0
		Scrap PTEs Tons:	53	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%) \$0
		Scrap PTE Base Cleanup Estimate:	\$6,655	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%) \$0
		Truck Tire Factor:	\$0		Total Technical Cleanup Estimate: \$6,923
		Rim Factor:	\$267		Project Administration Costs (+75%) \$5,192
		Pile Totals:	\$6,923		* Planning Level Cost Estimate: \$12,115

* Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. Base cost calculated by multiplying the number of Scrap PTEs by \$1.25, with additional costs for tires on rims. Total cleanup estimates include increases due to access, solid waste, and/or erosion difficulties. Rounding errors are not corrected. Cleanup estimates also include estimates for administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), and contract negotiations (30%). Weather conditions, travel distances, and other site-specific variables are not considered/included. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

51 60 Trejo

Scrap PTE Quantity:	3,481	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
Scrap PTEs Tons:	35	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
Scrap PTE Base Cleanup Estimate:	\$4,351	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$4,480
Rim Factor:	\$128		Project Administration Costs (+75%)	\$3,360
Pile Totals:	\$4,480		* Planning Level Cost Estimate:	\$7,840

Chelan

Priority Site Site Name

36 15 Fairview Canyon

Scrap PTE Quantity:	24,161	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
Scrap PTEs Tons:	242	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
Scrap PTE Base Cleanup Estimate:	\$30,202	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$31,859
Rim Factor:	\$1,657		Project Administration Costs (+75%)	\$23,894
Pile Totals:	\$31,859		* Planning Level Cost Estimate:	\$55,753

Cowlitz

Priority Site Site Name

31 16 Rhinehart

Scrap PTE Quantity:	3,567	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
Scrap PTEs Tons:	36	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
Scrap PTE Base Cleanup Estimate:	\$4,458	<input checked="" type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$8,917
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$13,375
Rim Factor:	\$0		Project Administration Costs (+75%)	\$10,031
Pile Totals:	\$4,458		* Planning Level Cost Estimate:	\$23,406

* Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. Base cost calculated by multiplying the number of Scrap PTEs by \$1.25, with additional costs for tires on rims. Total cleanup estimates include increases due to access, solid waste, and/or erosion difficulties. Rounding errors are not corrected. Cleanup estimates also include estimates for administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), and contract negotiations (30%). Weather conditions, travel distances, and other site-specific variables are not considered/included. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Franklin

Priority	Site	Site Name			
6	62	Tommy's Steel	Scrap PTE Quantity: 53,427	<input type="checkbox"/>	Site Access Difficulty (Factor +50%) \$0
			Scrap PTEs Tons: 534	<input checked="" type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%) \$10,663
			Scrap PTE Base Cleanup Estimate: \$66,783	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%) \$0
			Truck Tire Factor: \$0		Total Technical Cleanup Estimate: \$81,753
			Rim Factor: \$4,306		Project Administration Costs (+75%) \$61,315
			Pile Totals: \$71,090		* Planning Level Cost Estimate: \$143,068
26	86	Pasco Auto Wrecking	Scrap PTE Quantity: 11,983	<input type="checkbox"/>	Site Access Difficulty (Factor +50%) \$0
			Scrap PTEs Tons: 120	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%) \$0
			Scrap PTE Base Cleanup Estimate: \$14,979	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%) \$0
			Truck Tire Factor: \$0		Total Technical Cleanup Estimate: \$16,748
			Rim Factor: \$1,769		Project Administration Costs (+75%) \$12,561
			Pile Totals: \$16,748		* Planning Level Cost Estimate: \$29,309
27	84	Bradley's Towing	Scrap PTE Quantity: 7,264	<input type="checkbox"/>	Site Access Difficulty (Factor +50%) \$0
			Scrap PTEs Tons: 73	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%) \$0
			Scrap PTE Base Cleanup Estimate: \$9,080	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%) \$0
			Truck Tire Factor: \$0		Total Technical Cleanup Estimate: \$9,353
			Rim Factor: \$272		Project Administration Costs (+75%) \$7,015
			Pile Totals: \$9,353		* Planning Level Cost Estimate: \$16,367
50	80	Ben's Basin City Tire	Scrap PTE Quantity: 4,665	<input type="checkbox"/>	Site Access Difficulty (Factor +50%) \$0
			Scrap PTEs Tons: 47	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%) \$0
			Scrap PTE Base Cleanup Estimate: \$5,831	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%) \$0
			Truck Tire Factor: \$0		Total Technical Cleanup Estimate: \$5,831
			Rim Factor: \$0		Project Administration Costs (+75%) \$4,373
			Pile Totals: \$5,831		* Planning Level Cost Estimate: \$10,204

* Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. Base cost calculated by multiplying the number of Scrap PTEs by \$1.25, with additional costs for tires on rims. Total cleanup estimates include increases due to access, solid waste, and/or erosion difficulties. Rounding errors are not corrected. Cleanup estimates also include estimates for administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), and contract negotiations (30%). Weather conditions, travel distances, and other site-specific variables are not considered/included. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Grant

Priority Site Site Name

22 11 B&G Farms Missile Site

Scrap PTE Quantity:	25,033	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
Scrap PTEs Tons:	250	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
Scrap PTE Base Cleanup Estimate:	\$31,292	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$31,590
Rim Factor:	\$299		Project Administration Costs (+75%)	\$23,693
Pile Totals:	\$31,590		* Planning Level Cost Estimate:	\$55,283

43 12 B&G Headquarters

Scrap PTE Quantity:	1,491	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
Scrap PTEs Tons:	15	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
Scrap PTE Base Cleanup Estimate:	\$1,864	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$1,864
Rim Factor:	\$0		Project Administration Costs (+75%)	\$1,398
Pile Totals:	\$1,864		* Planning Level Cost Estimate:	\$3,262

Jefferson

Priority Site Site Name

33 39 Port Hadlock

Scrap PTE Quantity:	2,156	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
Scrap PTEs Tons:	22	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
Scrap PTE Base Cleanup Estimate:	\$2,695	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$2,834
Rim Factor:	\$139		Project Administration Costs (+75%)	\$2,125
Pile Totals:	\$2,834		* Planning Level Cost Estimate:	\$4,959

* Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. Base cost calculated by multiplying the number of Scrap PTEs by \$1.25, with additional costs for tires on rims. Total cleanup estimates include increases due to access, solid waste, and/or erosion difficulties. Rounding errors are not corrected. Cleanup estimates also include estimates for administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), and contract negotiations (30%). Weather conditions, travel distances, and other site-specific variables are not considered/included. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

King

Priority	Site	Site Name			
2	53	Sparks Property, formerly Johnnies Auto Wrecking			
		Scrap PTE Quantity:	10,007	<input type="checkbox"/>	Site Access Difficulty (Factor +50%) \$0
		Scrap PTEs Tons:	100	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%) \$0
		Scrap PTE Base Cleanup Estimate:	\$12,508	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%) \$0
		Truck Tire Factor:	\$0		Total Technical Cleanup Estimate: \$12,508
		Rim Factor:	\$0		Project Administration Costs (+75%) \$9,381
		Pile Totals:	\$12,508		* Planning Level Cost Estimate: \$21,890
5	17	Japanese Auto Wrecking			
		Scrap PTE Quantity:	81,105	<input type="checkbox"/>	Site Access Difficulty (Factor +50%) \$0
		Scrap PTEs Tons:	811	<input checked="" type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%) \$16,015
		Scrap PTE Base Cleanup Estimate:	\$101,381	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%) \$0
		Truck Tire Factor:	\$0		Total Technical Cleanup Estimate: \$122,785
		Rim Factor:	\$5,389		Project Administration Costs (+75%) \$92,089
		Pile Totals:	\$106,769		* Planning Level Cost Estimate: \$214,873
10	72	Beacon Coal Mine Road			
		Scrap PTE Quantity:	13,361	<input type="checkbox"/>	Site Access Difficulty (Factor +50%) \$0
		Scrap PTEs Tons:	134	<input checked="" type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%) \$2,634
		Scrap PTE Base Cleanup Estimate:	\$16,701	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%) \$0
		Truck Tire Factor:	\$0		Total Technical Cleanup Estimate: \$20,196
		Rim Factor:	\$861		Project Administration Costs (+75%) \$15,147
		Pile Totals:	\$17,562		* Planning Level Cost Estimate: \$35,344
17	75	Astro Auto Wrecking			
		Scrap PTE Quantity:	13,003	<input type="checkbox"/>	Site Access Difficulty (Factor +50%) \$0
		Scrap PTEs Tons:	130	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%) \$0
		Scrap PTE Base Cleanup Estimate:	\$16,254	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%) \$0
		Truck Tire Factor:	\$0		Total Technical Cleanup Estimate: \$16,611
		Rim Factor:	\$357		Project Administration Costs (+75%) \$12,458
		Pile Totals:	\$16,611		* Planning Level Cost Estimate: \$29,069

* Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. Base cost calculated by multiplying the number of Scrap PTEs by \$1.25, with additional costs for tires on rims. Total cleanup estimates include increases due to access, solid waste, and/or erosion difficulties. Rounding errors are not corrected. Cleanup estimates also include estimates for administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), and contract negotiations (30%). Weather conditions, travel distances, and other site-specific variables are not considered/included. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

18 18 Four Corners Auto Wrecking

Scrap PTE Quantity: 10,357
 Scrap PTEs Tons: 104
 Scrap PTE Base Cleanup Estimate: \$12,947
 Truck Tire Factor: \$0
 Rim Factor: \$1,180
 Pile Totals: **\$14,127**

Site Access Difficulty (Factor +50%) \$0
 Site Solid Waste Difficulty (Factor +15%) \$0
 Site Erosion Difficulty (Factor +200%) \$0
 Total Technical Cleanup Estimate: **\$14,127**
 Project Administration Costs (+75%) \$10,595
 * Planning Level Cost Estimate: **\$24,722**

20 76 Federal Way Auto Wrecking

Scrap PTE Quantity: 5,200
 Scrap PTEs Tons: 52
 Scrap PTE Base Cleanup Estimate: \$6,500
 Truck Tire Factor: \$0
 Rim Factor: \$390
 Pile Totals: **\$6,890**

Site Access Difficulty (Factor +50%) \$0
 Site Solid Waste Difficulty (Factor +15%) \$0
 Site Erosion Difficulty (Factor +200%) \$0
 Total Technical Cleanup Estimate: **\$6,890**
 Project Administration Costs (+75%) \$5,168
 * Planning Level Cost Estimate: **\$12,058**

23 73 Island Auto Wrecking

Scrap PTE Quantity: 21,073
 Scrap PTEs Tons: 211
 Scrap PTE Base Cleanup Estimate: \$26,341
 Truck Tire Factor: \$0
 Rim Factor: \$3,098
 Pile Totals: **\$29,439**

Site Access Difficulty (Factor +50%) \$0
 Site Solid Waste Difficulty (Factor +15%) \$0
 Site Erosion Difficulty (Factor +200%) \$0
 Total Technical Cleanup Estimate: **\$29,439**
 Project Administration Costs (+75%) \$22,079
 * Planning Level Cost Estimate: **\$51,518**

25 32 C&F Auto Wrecking

Scrap PTE Quantity: 12,045
 Scrap PTEs Tons: 120
 Scrap PTE Base Cleanup Estimate: \$15,056
 Truck Tire Factor: \$0
 Rim Factor: \$2,492
 Pile Totals: **\$17,548**

Site Access Difficulty (Factor +50%) \$0
 Site Solid Waste Difficulty (Factor +15%) \$2,632
 Site Erosion Difficulty (Factor +200%) \$0
 Total Technical Cleanup Estimate: **\$20,180**
 Project Administration Costs (+75%) \$15,135
 * Planning Level Cost Estimate: **\$35,316**

* Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. Base cost calculated by multiplying the number of Scrap PTEs by \$1.25, with additional costs for tires on rims. Total cleanup estimates include increases due to access, solid waste, and/or erosion difficulties. Rounding errors are not corrected. Cleanup estimates also include estimates for administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), and contract negotiations (30%). Weather conditions, travel distances, and other site-specific variables are not considered/included. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

35 74 Marty's Used Tires

Scrap PTE Quantity:	822	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
Scrap PTEs Tons:	8	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
Scrap PTE Base Cleanup Estimate:	\$1,028	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$1,059
Rim Factor:	\$31		Project Administration Costs (+75%)	\$794
Pile Totals:	\$1,059		* Planning Level Cost Estimate:	\$1,853

Kitsap

Priority Site Site Name

24 41 Airport Auto Wrecking

Scrap PTE Quantity:	20,259	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
Scrap PTEs Tons:	203	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
Scrap PTE Base Cleanup Estimate:	\$25,324	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$33,055
Rim Factor:	\$7,731		Project Administration Costs (+75%)	\$24,791
Pile Totals:	\$33,055		* Planning Level Cost Estimate:	\$57,846

34 43 Triebenbach

Scrap PTE Quantity:	1,037	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
Scrap PTEs Tons:	10	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
Scrap PTE Base Cleanup Estimate:	\$1,296	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$1,296
Rim Factor:	\$0		Project Administration Costs (+75%)	\$972
Pile Totals:	\$1,296		* Planning Level Cost Estimate:	\$2,269

* Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. Base cost calculated by multiplying the number of Scrap PTEs by \$1.25, with additional costs for tires on rims. Total cleanup estimates include increases due to access, solid waste, and/or erosion difficulties. Rounding errors are not corrected. Cleanup estimates also include estimates for administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), and contract negotiations (30%). Weather conditions, travel distances, and other site-specific variables are not considered/included. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Kittitas

Priority Site Site Name

53 49 Shale Pit Road

Scrap PTE Quantity:	2,048	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
Scrap PTEs Tons:	20	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
Scrap PTE Base Cleanup Estimate:	\$2,560	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$2,560
Rim Factor:	\$0		Project Administration Costs (+75%)	\$1,920
Pile Totals:	\$2,560		* Planning Level Cost Estimate:	\$4,480

Klickitat

Priority Site Site Name

19 Goldendale - Tire Shredders

Scrap PTE Quantity:	2,143,445	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
Scrap PTEs Tons:	21,434	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
Scrap PTE Base Cleanup Estimate:	\$2,679,306	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$2,775,366
Rim Factor:	\$96,060		Project Administration Costs (+75%)	\$2,081,525
Pile Totals:	\$2,775,366		* Planning Level Cost Estimate:	\$4,856,891

52 47 Baehm

Scrap PTE Quantity:	3,179	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
Scrap PTEs Tons:	32	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
Scrap PTE Base Cleanup Estimate:	\$3,974	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$4,451
Rim Factor:	\$477		Project Administration Costs (+75%)	\$3,338
Pile Totals:	\$4,451		* Planning Level Cost Estimate:	\$7,789

* Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. Base cost calculated by multiplying the number of Scrap PTEs by \$1.25, with additional costs for tires on rims. Total cleanup estimates include increases due to access, solid waste, and/or erosion difficulties. Rounding errors are not corrected. Cleanup estimates also include estimates for administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), and contract negotiations (30%). Weather conditions, travel distances, and other site-specific variables are not considered/included. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Lewis

Priority	Site	Site Name				
3	20	Petty				
		Scrap PTE Quantity:	172,150	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
		Scrap PTEs Tons:	1,722	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
		Scrap PTE Base Cleanup Estimate:	\$215,188	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
		Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$215,188
		Rim Factor:	\$0		Project Administration Costs (+75%)	\$161,391
		Pile Totals:	\$215,188		* Planning Level Cost Estimate:	\$376,579
4	21	Napavine Tires, AKA Sommerville Road Site				
		Scrap PTE Quantity:	120,552	<input checked="" type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$75,345
		Scrap PTEs Tons:	1,206	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
		Scrap PTE Base Cleanup Estimate:	\$150,690	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
		Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$226,035
		Rim Factor:	\$0		Project Administration Costs (+75%)	\$169,526
		Pile Totals:	\$150,690		* Planning Level Cost Estimate:	\$395,561
32	33	Radical Radials Used Tire Store				
		Scrap PTE Quantity:	2,188	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
		Scrap PTEs Tons:	22	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
		Scrap PTE Base Cleanup Estimate:	\$2,735	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
		Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$2,735
		Rim Factor:	\$0		Project Administration Costs (+75%)	\$2,051
		Pile Totals:	\$2,735		* Planning Level Cost Estimate:	\$4,786
39	24	Goff Road				
		Scrap PTE Quantity:	2,156	<input checked="" type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$1,347
		Scrap PTEs Tons:	22	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
		Scrap PTE Base Cleanup Estimate:	\$2,694	<input checked="" type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$5,389
		Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$9,431
		Rim Factor:	\$0		Project Administration Costs (+75%)	\$7,073
		Pile Totals:	\$2,694		* Planning Level Cost Estimate:	\$16,503

* Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. Base cost calculated by multiplying the number of Scrap PTEs by \$1.25, with additional costs for tires on rims. Total cleanup estimates include increases due to access, solid waste, and/or erosion difficulties. Rounding errors are not corrected. Cleanup estimates also include estimates for administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), and contract negotiations (30%). Weather conditions, travel distances, and other site-specific variables are not considered/included. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

40 25 Donahoe Road

Scrap PTE Quantity:	2,145	<input checked="" type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$1,381
Scrap PTEs Tons:	21	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
Scrap PTE Base Cleanup Estimate:	\$2,681	<input checked="" type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$5,524
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$9,667
Rim Factor:	\$80		Project Administration Costs (+75%)	\$7,250
Pile Totals:	\$2,762		* Planning Level Cost Estimate:	\$16,917

41 23 Avron

Scrap PTE Quantity:	2,103	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
Scrap PTEs Tons:	21	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
Scrap PTE Base Cleanup Estimate:	\$2,629	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$2,708
Rim Factor:	\$79		Project Administration Costs (+75%)	\$2,031
Pile Totals:	\$2,708		* Planning Level Cost Estimate:	\$4,738

45 22 Denton Tire Pile

Scrap PTE Quantity:	889	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
Scrap PTEs Tons:	9	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
Scrap PTE Base Cleanup Estimate:	\$1,111	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$1,168
Rim Factor:	\$57		Project Administration Costs (+75%)	\$876
Pile Totals:	\$1,168		* Planning Level Cost Estimate:	\$2,044

48 26 Levine Property

Scrap PTE Quantity:	2,667	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
Scrap PTEs Tons:	27	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
Scrap PTE Base Cleanup Estimate:	\$3,333	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$3,333
Rim Factor:	\$0		Project Administration Costs (+75%)	\$2,500
Pile Totals:	\$3,333		* Planning Level Cost Estimate:	\$5,833

* Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. Base cost calculated by multiplying the number of Scrap PTEs by \$1.25, with additional costs for tires on rims. Total cleanup estimates include increases due to access, solid waste, and/or erosion difficulties. Rounding errors are not corrected. Cleanup estimates also include estimates for administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), and contract negotiations (30%). Weather conditions, travel distances, and other site-specific variables are not considered/included. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Lincoln

Priority Site Site Name

49 40 Lamona

Scrap PTE Quantity:	4,698	<input checked="" type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$3,109
Scrap PTEs Tons:	47	<input checked="" type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$933
Scrap PTE Base Cleanup Estimate:	\$5,873	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$10,261
Rim Factor:	\$345		Project Administration Costs (+75%)	\$7,695
Pile Totals:	\$6,219		* Planning Level Cost Estimate:	\$17,956

* Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. Base cost calculated by multiplying the number of Scrap PTEs by \$1.25, with additional costs for tires on rims. Total cleanup estimates include increases due to access, solid waste, and/or erosion difficulties. Rounding errors are not corrected. Cleanup estimates also include estimates for administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), and contract negotiations (30%). Weather conditions, travel distances, and other site-specific variables are not considered/included. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Mason

Priority Site Site Name

14 51 Highway 3 Auto Wrecking

Scrap PTE Quantity:	22,596	<input checked="" type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$17,816
Scrap PTEs Tons:	226	<input checked="" type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$5,345
Scrap PTE Base Cleanup Estimate:	\$28,245	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$58,794
Rim Factor:	\$7,388		Project Administration Costs (+75%)	\$44,096
Pile Totals:	\$35,633		* Planning Level Cost Estimate:	\$102,890

30 50 Big Jakes

Scrap PTE Quantity:	5,273	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
Scrap PTEs Tons:	53	<input checked="" type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$1,017
Scrap PTE Base Cleanup Estimate:	\$6,591	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$7,794
Rim Factor:	\$186		Project Administration Costs (+75%)	\$5,845
Pile Totals:	\$6,777		* Planning Level Cost Estimate:	\$13,639

37 52 All West Coast Auto

Scrap PTE Quantity:	2,404	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
Scrap PTEs Tons:	24	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
Scrap PTE Base Cleanup Estimate:	\$3,005	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$3,095
Rim Factor:	\$90		Project Administration Costs (+75%)	\$2,321
Pile Totals:	\$3,095		* Planning Level Cost Estimate:	\$5,416

* Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. Base cost calculated by multiplying the number of Scrap PTEs by \$1.25, with additional costs for tires on rims. Total cleanup estimates include increases due to access, solid waste, and/or erosion difficulties. Rounding errors are not corrected. Cleanup estimates also include estimates for administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), and contract negotiations (30%). Weather conditions, travel distances, and other site-specific variables are not considered/included. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Pierce

Priority Site Site Name

42 77 Tires Cost Less

Scrap PTE Quantity:	1,781	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
Scrap PTEs Tons:	18	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
Scrap PTE Base Cleanup Estimate:	\$2,227	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$2,293
Rim Factor:	\$67		Project Administration Costs (+75%)	\$1,720
Pile Totals:	\$2,293		* Planning Level Cost Estimate:	\$4,013

* Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. Base cost calculated by multiplying the number of Scrap PTEs by \$1.25, with additional costs for tires on rims. Total cleanup estimates include increases due to access, solid waste, and/or erosion difficulties. Rounding errors are not corrected. Cleanup estimates also include estimates for administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), and contract negotiations (30%). Weather conditions, travel distances, and other site-specific variables are not considered/included. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Skagit

Priority	Site	Site Name				
12	65	Art's Auto Wrecking				
		Scrap PTE Quantity:	10,907	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
		Scrap PTEs Tons:	109	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
		Scrap PTE Base Cleanup Estimate:	\$13,634	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
		Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$16,236
		Rim Factor:	\$2,602		Project Administration Costs (+75%)	\$12,177
		Pile Totals:	\$16,236		* Planning Level Cost Estimate:	\$28,414
19	69	Bolser				
		Scrap PTE Quantity:	7,794	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
		Scrap PTEs Tons:	78	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
		Scrap PTE Base Cleanup Estimate:	\$9,743	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
		Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$9,793
		Rim Factor:	\$51		Project Administration Costs (+75%)	\$7,345
		Pile Totals:	\$9,793		* Planning Level Cost Estimate:	\$17,139
44	67	Johnson				
		Scrap PTE Quantity:	1,136	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
		Scrap PTEs Tons:	11	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
		Scrap PTE Base Cleanup Estimate:	\$1,420	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
		Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$1,775
		Rim Factor:	\$355		Project Administration Costs (+75%)	\$1,331
		Pile Totals:	\$1,775		* Planning Level Cost Estimate:	\$3,106
46	68	Salinas				
		Scrap PTE Quantity:	889	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
		Scrap PTEs Tons:	9	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
		Scrap PTE Base Cleanup Estimate:	\$1,111	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
		Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$1,111
		Rim Factor:	\$0		Project Administration Costs (+75%)	\$833
		Pile Totals:	\$1,111		* Planning Level Cost Estimate:	\$1,944

* Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. Base cost calculated by multiplying the number of Scrap PTEs by \$1.25, with additional costs for tires on rims. Total cleanup estimates include increases due to access, solid waste, and/or erosion difficulties. Rounding errors are not corrected. Cleanup estimates also include estimates for administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), and contract negotiations (30%). Weather conditions, travel distances, and other site-specific variables are not considered/included. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Snohomish

Priority Site Site Name

11 57 Monroe Auto Salvage

Scrap PTE Quantity:	11,218	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
Scrap PTEs Tons:	112	<input checked="" type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$2,196
Scrap PTE Base Cleanup Estimate:	\$14,023	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$16,834
Rim Factor:	\$616		Project Administration Costs (+75%)	\$12,625
Pile Totals:	\$14,638		* Planning Level Cost Estimate:	\$29,459

13 35 Japanese Gulch

Scrap PTE Quantity:	2,875	<input checked="" type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$1,797
Scrap PTEs Tons:	29	<input checked="" type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$539
Scrap PTE Base Cleanup Estimate:	\$3,594	<input checked="" type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$7,187
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$13,116
Rim Factor:	\$0		Project Administration Costs (+75%)	\$9,837
Pile Totals:	\$3,594		* Planning Level Cost Estimate:	\$22,954

21 71 Ray's Auto Wrecking

Scrap PTE Quantity:	3,355	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
Scrap PTEs Tons:	34	<input checked="" type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$682
Scrap PTE Base Cleanup Estimate:	\$4,194	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$5,228
Rim Factor:	\$352		Project Administration Costs (+75%)	\$3,921
Pile Totals:	\$4,546		* Planning Level Cost Estimate:	\$9,148

* Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. Base cost calculated by multiplying the number of Scrap PTEs by \$1.25, with additional costs for tires on rims. Total cleanup estimates include increases due to access, solid waste, and/or erosion difficulties. Rounding errors are not corrected. Cleanup estimates also include estimates for administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), and contract negotiations (30%). Weather conditions, travel distances, and other site-specific variables are not considered/included. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Stevens

Priority Site Site Name

16 37 Marble Valley

Scrap PTE Quantity:	13,156	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
Scrap PTEs Tons:	132	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
Scrap PTE Base Cleanup Estimate:	\$16,445	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$17,104
Rim Factor:	\$658		Project Administration Costs (+75%)	\$12,828
Pile Totals:	\$17,104		* Planning Level Cost Estimate:	\$29,931

Thurston

Priority Site Site Name

7 28 John's Auto Wrecking

Scrap PTE Quantity:	33,828	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
Scrap PTEs Tons:	338	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
Scrap PTE Base Cleanup Estimate:	\$42,285	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$47,167
Rim Factor:	\$4,882		Project Administration Costs (+75%)	\$35,375
Pile Totals:	\$47,167		* Planning Level Cost Estimate:	\$82,543

38 38 Sargent Road

Scrap PTE Quantity:	2,159	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
Scrap PTEs Tons:	22	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
Scrap PTE Base Cleanup Estimate:	\$2,699	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$2,699
Rim Factor:	\$0		Project Administration Costs (+75%)	\$2,024
Pile Totals:	\$2,699		* Planning Level Cost Estimate:	\$4,723

* Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. Base cost calculated by multiplying the number of Scrap PTEs by \$1.25, with additional costs for tires on rims. Total cleanup estimates include increases due to access, solid waste, and/or erosion difficulties. Rounding errors are not corrected. Cleanup estimates also include estimates for administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), and contract negotiations (30%). Weather conditions, travel distances, and other site-specific variables are not considered/included. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Yakima

Priority Site Site Name

8 31 Central Recycling

Scrap PTE Quantity:	21,237	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
Scrap PTEs Tons:	212	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
Scrap PTE Base Cleanup Estimate:	\$26,547	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$27,889
Rim Factor:	\$1,342		Project Administration Costs (+75%)	\$20,917
Pile Totals:	\$27,889		* Planning Level Cost Estimate:	\$48,805

9 83 Weber's Imports

Scrap PTE Quantity:	13,507	<input type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$0
Scrap PTEs Tons:	135	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$0
Scrap PTE Base Cleanup Estimate:	\$16,883	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$17,896
Rim Factor:	\$1,013		Project Administration Costs (+75%)	\$13,422
Pile Totals:	\$17,896		* Planning Level Cost Estimate:	\$31,318

47 82 Tee Pee Auto Wrecking

Scrap PTE Quantity:	9,012	<input checked="" type="checkbox"/>	Site Access Difficulty (Factor +50%)	\$5,632
Scrap PTEs Tons:	90	<input checked="" type="checkbox"/>	Site Solid Waste Difficulty (Factor +15%)	\$1,690
Scrap PTE Base Cleanup Estimate:	\$11,265	<input type="checkbox"/>	Site Erosion Difficulty (Factor +200%)	\$0
Truck Tire Factor:	\$0		Total Technical Cleanup Estimate:	\$18,587
Rim Factor:	\$0		Project Administration Costs (+75%)	\$13,940
Pile Totals:	\$11,265		* Planning Level Cost Estimate:	\$32,527

* Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. Base cost calculated by multiplying the number of Scrap PTEs by \$1.25, with additional costs for tires on rims. Total cleanup estimates include increases due to access, solid waste, and/or erosion difficulties. Rounding errors are not corrected. Cleanup estimates also include estimates for administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), and contract negotiations (30%). Weather conditions, travel distances, and other site-specific variables are not considered/included. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Table 4 - Cleanup Priority, Tires, Sites, and County

Cleanup Priority	Scrap PTEs	Site ID	Site Name	County
	2,143,445	19	Goldendale - Tire Shredders	Klickitat
1	23,962	58	Autoscraps	Benton
2	10,007	53	Sparks Property, formerly Johnnies Auto Wrecking	King
3	172,150	20	Petty	Lewis
4	120,552	21	Napavine Tires, AKA Sommerville Road Site	Lewis
5	81,105	17	Japanese Auto Wrecking	King
6	53,427	62	Tommy's Steel	Franklin
7	33,828	28	John's Auto Wrecking	Thurston
8	21,237	31	Central Recycling	Yakima
9	13,507	83	Weber's Imports	Yakima
10	13,361	72	Beacon Coal Mine Road	King
11	11,218	57	Monroe Auto Salvage	Snohomish
12	10,907	65	Art's Auto Wrecking	Skagit
13	2,875	35	Japanese Gulch	Snohomish
14	22,596	51	Highway 3 Auto Wrecking	Mason
15	13,404	61	West Richland Auto Wrecking	Benton
16	13,156	37	Marble Valley	Stevens
17	13,003	75	Astro Auto Wrecking	King
18	10,357	18	Four Corners Auto Wrecking	King
19	7,794	69	Bolser	Skagit
20	5,200	76	Federal Way Auto Wrecking	King
21	3,355	71	Ray's Auto Wrecking	Snohomish
22	25,033	11	B&G Farms Missile Site	Grant
23	21,073	73	Island Auto Wrecking	King
24	20,259	41	Airport Auto Wrecking	Kitsap
25	12,045	32	C&F Auto Wrecking	King
26	11,983	86	Pasco Auto Wrecking	Franklin

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Cleanup Priority	Scrap PTEs	Site ID	Site Name	County
27	7,264	84	Bradley's Towing	Franklin
28	5,596	63	Highway Auto	Benton
29	5,324	59	Savage	Benton
30	5,273	50	Big Jakes	Mason
31	3,567	16	Rhinehart	Cowlitz
32	2,188	33	Radical Radials Used Tire Store	Lewis
33	2,156	39	Port Hadlock	Jefferson
34	1,037	43	Triebenbach	Kitsap
35	822	74	Marty's Used Tires	King
36	24,161	15	Fairview Canyon	Chelan
37	2,404	52	All West Coast Auto	Mason
38	2,159	38	Sargent Road	Thurston
39	2,156	24	Goff Road	Lewis
40	2,145	25	Donahoe Road	Lewis
41	2,103	23	Avron	Lewis
42	1,781	77	Tires Cost Less	Pierce
43	1,491	12	B&G Headquarters	Grant
44	1,136	67	Johnson	Skagit
45	889	22	Denton Tire Pile	Lewis
46	889	68	Salinas	Skagit
47	9,012	82	Tee Pee Auto Wrecking	Yakima
48	2,667	26	Levine Property	Lewis
49	4,698	40	Lamona	Lincoln
50	4,665	80	Ben's Basin City Tire	Franklin
51	3,481	60	Trejo	Benton
52	3,179	47	Baehm	Klickitat
53	2,048	49	Shale Pit Road	Kittitas

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Table 5 - Sites and Estimated Cleanup Days, by County

Benton

Priority	Site	Site Name			
1	58	Autoscraps			
		Scrap PTEs Tons:	240	<input type="checkbox"/>	Site Access Difficulty (Factor +10%) 0.0
		Scrap PTE Quantity:	23,962	<input checked="" type="checkbox"/>	Site Solid Waste Difficulty (Factor +10%) 0.7
		* Base Estimated On-site Cleanup Days:	7.0	<input type="checkbox"/>	Site Erosion Difficulty (Factor +50%) 0.0
					*Total Estimated On-site Days: 7.7
					Project Administration Days (+ 100 days) 100
					* Planning Level Estimated Days: 107.7
15	61	West Richland Auto Wrecking			
		Scrap PTEs Tons:	134	<input type="checkbox"/>	Site Access Difficulty (Factor +10%) 0.0
		Scrap PTE Quantity:	13,404	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +10%) 0.0
		* Base Estimated On-site Cleanup Days:	4.4	<input type="checkbox"/>	Site Erosion Difficulty (Factor +50%) 0.0
					*Total Estimated On-site Days: 4.4
					Project Administration Days (+ 100 days) 100
					* Planning Level Estimated Days: 104.4
28	63	Highway Auto			
		Scrap PTEs Tons:	56	<input type="checkbox"/>	Site Access Difficulty (Factor +10%) 0.0
		Scrap PTE Quantity:	5,596	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +10%) 0.0
		* Base Estimated On-site Cleanup Days:	2.4	<input type="checkbox"/>	Site Erosion Difficulty (Factor +50%) 0.0
					*Total Estimated On-site Days: 2.4
					Project Administration Days (+ 100 days) 100
					* Planning Level Estimated Days: 102.4
29	59	Savage			
		Scrap PTEs Tons:	53	<input type="checkbox"/>	Site Access Difficulty (Factor +10%) 0.0
		Scrap PTE Quantity:	5,324	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +10%) 0.0
		* Base Estimated On-site Cleanup Days:	2.3	<input type="checkbox"/>	Site Erosion Difficulty (Factor +50%) 0.0
					*Total Estimated On-site Days: 2.3
					Project Administration Days (+ 100 days) 100
					* Planning Level Estimated Days: 102.3

* Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredder and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solidwaste, and/or erosion difficulties. Rounding errors are not corrected. Planning level estimated days also include an additional 100 days for administrative overhead, contingency, preparation of bid documents, and contract negotiations. Weather conditions, travel distances, and other site-specific variables are not considered/included.

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

51 60 Trejo

Scrap PTEs Tons: 35
 Scrap PTE Quantity: 3,481
 * Base Estimated On-site Cleanup Days: **1.9**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0
 *Total Estimated On-site Days: **1.9**
 Project Administration Days (+ 100 days) 100
 * Planning Level Estimated Days: **101.9**

Chelan

Priority Site Site Name

36 15 Fairview Canyon

Scrap PTEs Tons: 242
 Scrap PTE Quantity: 24,161
 * Base Estimated On-site Cleanup Days: **7.0**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0
 *Total Estimated On-site Days: **7.0**
 Project Administration Days (+ 100 days) 100
 * Planning Level Estimated Days: **107.0**

Cowlitz

Priority Site Site Name

31 16 Rhinehart

Scrap PTEs Tons: 36
 Scrap PTE Quantity: 3,567
 * Base Estimated On-site Cleanup Days: **1.9**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.9
 *Total Estimated On-site Days: **2.8**
 Project Administration Days (+ 100 days) 100
 * Planning Level Estimated Days: **102.8**

* Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solidwaste, and/or erosion difficulties. Rounding errors are not corrected. Planning level estimated days also include an additional 100 days for administrative overhead, contingency, preparation of bid documents, and contract negotiations. Weather conditions, travel distances, and other site-specific variables are not considered/included.

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Franklin

Priority Site Site Name

6 62 Tommy's Steel

Scrap PTEs Tons: 534
 Scrap PTE Quantity: 53,427

* Base Estimated On-site Cleanup Days: **14.4**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 1.4
 Site Erosion Difficulty (Factor +50%) 0.0
***Total Estimated On-site Days: 15.8**

Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days: 115.8**

26 86 Pasco Auto Wrecking

Scrap PTEs Tons: 120
 Scrap PTE Quantity: 11,983

* Base Estimated On-site Cleanup Days: **4.0**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0
***Total Estimated On-site Days: 4.0**

Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days: 104.0**

27 84 Bradley's Towing

Scrap PTEs Tons: 73
 Scrap PTE Quantity: 7,264

* Base Estimated On-site Cleanup Days: **2.8**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0
***Total Estimated On-site Days: 2.8**

Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days: 102.8**

50 80 Ben's Basin City Tire

Scrap PTEs Tons: 47
 Scrap PTE Quantity: 4,665

* Base Estimated On-site Cleanup Days: **2.2**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0
***Total Estimated On-site Days: 2.2**

Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days: 102.2**

* Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredder and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solidwaste, and/or erosion difficulties. Rounding errors are not corrected. Planning level estimated days also include an additional 100 days for administrative overhead, contingency, preparation of bid documents, and contract negotiations. Weather conditions, travel distances, and other site-specific variables are not considered/included.

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Grant

Priority Site Site Name

22 11 B&G Farms Missile Site

Scrap PTEs Tons: 250
 Scrap PTE Quantity: 25,033

* Base Estimated On-site Cleanup Days: **7.3**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0

*Total Estimated On-site Days: **7.3**

Project Administration Days (+ 100 days) 100

* Planning Level Estimated Days: **107.3**

43 12 B&G Headquarters

Scrap PTEs Tons: 15
 Scrap PTE Quantity: 1,491

* Base Estimated On-site Cleanup Days: **1.4**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0

*Total Estimated On-site Days: **1.4**

Project Administration Days (+ 100 days) 100

* Planning Level Estimated Days: **101.4**

Jefferson

Priority Site Site Name

33 39 Port Hadlock

Scrap PTEs Tons: 22
 Scrap PTE Quantity: 2,156

* Base Estimated On-site Cleanup Days: **1.5**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0

*Total Estimated On-site Days: **1.5**

Project Administration Days (+ 100 days) 100

* Planning Level Estimated Days: **101.5**

* Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solidwaste, and/or erosion difficulties. Rounding errors are not corrected. Planning level estimated days also include an additional 100 days for administrative overhead, contingency, preparation of bid documents, and contract negotiations. Weather conditions, travel distances, and other site-specific variables are not considered/included.

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

King

Priority	Site	Site Name			
2	53	Sparks Property, formerly Johnnies Auto Wrecking	Scrap PTEs Tons: 100	<input type="checkbox"/>	Site Access Difficulty (Factor +10%) 0.0
			Scrap PTE Quantity: 10,007	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +10%) 0.0
			* Base Estimated On-site Cleanup Days: 3.5	<input type="checkbox"/>	Site Erosion Difficulty (Factor +50%) 0.0
					*Total Estimated On-site Days: 3.5
					Project Administration Days (+ 100 days) 100
					* Planning Level Estimated Days: 103.5
5	17	Japanese Auto Wrecking	Scrap PTEs Tons: 811	<input type="checkbox"/>	Site Access Difficulty (Factor +10%) 0.0
			Scrap PTE Quantity: 81,105	<input checked="" type="checkbox"/>	Site Solid Waste Difficulty (Factor +10%) 2.1
			* Base Estimated On-site Cleanup Days: 21.3	<input type="checkbox"/>	Site Erosion Difficulty (Factor +50%) 0.0
					*Total Estimated On-site Days: 23.4
					Project Administration Days (+ 100 days) 100
					* Planning Level Estimated Days: 123.4
10	72	Beacon Coal Mine Road	Scrap PTEs Tons: 134	<input type="checkbox"/>	Site Access Difficulty (Factor +10%) 0.0
			Scrap PTE Quantity: 13,361	<input checked="" type="checkbox"/>	Site Solid Waste Difficulty (Factor +10%) 0.4
			* Base Estimated On-site Cleanup Days: 4.3	<input type="checkbox"/>	Site Erosion Difficulty (Factor +50%) 0.0
					*Total Estimated On-site Days: 4.8
					Project Administration Days (+ 100 days) 100
					* Planning Level Estimated Days: 104.8
17	75	Astro Auto Wrecking	Scrap PTEs Tons: 130	<input type="checkbox"/>	Site Access Difficulty (Factor +10%) 0.0
			Scrap PTE Quantity: 13,003	<input type="checkbox"/>	Site Solid Waste Difficulty (Factor +10%) 0.0
			* Base Estimated On-site Cleanup Days: 4.3	<input type="checkbox"/>	Site Erosion Difficulty (Factor +50%) 0.0
					*Total Estimated On-site Days: 4.3
					Project Administration Days (+ 100 days) 100
					* Planning Level Estimated Days: 104.3

* Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredder and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solidwaste, and/or erosion difficulties. Rounding errors are not corrected. Planning level estimated days also include an additional 100 days for administrative overhead, contingency, preparation of bid documents, and contract negotiations. Weather conditions, travel distances, and other site-specific variables are not considered/included.

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

18 18 Four Corners Auto Wrecking

Scrap PTEs Tons: 104
 Scrap PTE Quantity: 10,357
 * Base Estimated On-site Cleanup Days: **3.6**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0
 *Total Estimated On-site Days: **3.6**
 Project Administration Days (+ 100 days) 100
 * Planning Level Estimated Days: **103.6**

20 76 Federal Way Auto Wrecking

Scrap PTEs Tons: 52
 Scrap PTE Quantity: 5,200
 * Base Estimated On-site Cleanup Days: **2.3**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0
 *Total Estimated On-site Days: **2.3**
 Project Administration Days (+ 100 days) 100
 * Planning Level Estimated Days: **102.3**

23 73 Island Auto Wrecking

Scrap PTEs Tons: 211
 Scrap PTE Quantity: 21,073
 * Base Estimated On-site Cleanup Days: **6.3**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0
 *Total Estimated On-site Days: **6.3**
 Project Administration Days (+ 100 days) 100
 * Planning Level Estimated Days: **106.3**

25 32 C&F Auto Wrecking

Scrap PTEs Tons: 120
 Scrap PTE Quantity: 12,045
 * Base Estimated On-site Cleanup Days: **4.0**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.4
 Site Erosion Difficulty (Factor +50%) 0.0
 *Total Estimated On-site Days: **4.4**
 Project Administration Days (+ 100 days) 100
 * Planning Level Estimated Days: **104.4**

* Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solidwaste, and/or erosion difficulties. Rounding errors are not corrected. Planning level estimated days also include an additional 100 days for administrative overhead, contingency, preparation of bid documents, and contract negotiations. Weather conditions, travel distances, and other site-specific variables are not considered/included.

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

35 74 Marty's Used Tires

Scrap PTEs Tons: 8
 Scrap PTE Quantity: 822
 * Base Estimated On-site Cleanup Days: **1.2**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0
 *Total Estimated On-site Days: 1.2
 Project Administration Days (+ 100 days) 100
 * Planning Level Estimated Days: **101.2**

Kitsap

Priority Site Site Name

24 41 Airport Auto Wrecking

Scrap PTEs Tons: 203
 Scrap PTE Quantity: 20,259
 * Base Estimated On-site Cleanup Days: **6.1**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0
 *Total Estimated On-site Days: 6.1
 Project Administration Days (+ 100 days) 100
 * Planning Level Estimated Days: **106.1**

34 43 Triebenbach

Scrap PTEs Tons: 10
 Scrap PTE Quantity: 1,037
 * Base Estimated On-site Cleanup Days: **1.3**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0
 *Total Estimated On-site Days: 1.3
 Project Administration Days (+ 100 days) 100
 * Planning Level Estimated Days: **101.3**

* Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredder and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solidwaste, and/or erosion difficulties. Rounding errors are not corrected. Planning level estimated days also include an additional 100 days for administrative overhead, contingency, preparation of bid documents, and contract negotiations. Weather conditions, travel distances, and other site-specific variables are not considered/included.

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Kittitas

Priority Site Site Name

53 49 Shale Pit Road

Scrap PTEs Tons: 20
 Scrap PTE Quantity: 2,048

* Base Estimated On-site Cleanup Days: **1.5**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0

*Total Estimated On-site Days: **1.5**

Project Administration Days (+ 100 days) 100

* Planning Level Estimated Days: **101.5**

Klickitat

Priority Site Site Name

19 Goldendale - Tire Shredders

Scrap PTEs Tons: 21,434
 Scrap PTE Quantity: 2,143,445

* Base Estimated On-site Cleanup Days: **536.9**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0

*Total Estimated On-site Days: **536.9**

Project Administration Days (+ 100 days) 100

* Planning Level Estimated Days: **636.9**

52 47 Baehm

Scrap PTEs Tons: 32
 Scrap PTE Quantity: 3,179

* Base Estimated On-site Cleanup Days: **1.8**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0

*Total Estimated On-site Days: **1.8**

Project Administration Days (+ 100 days) 100

* Planning Level Estimated Days: **101.8**

* Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solidwaste, and/or erosion difficulties. Rounding errors are not corrected. Planning level estimated days also include an additional 100 days for administrative overhead, contingency, preparation of bid documents, and contract negotiations. Weather conditions, travel distances, and other site-specific variables are not considered/included.

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Lewis

Priority Site Site Name

3 20 Petty

Scrap PTEs Tons: 1,722
 Scrap PTE Quantity: 172,150

* Base Estimated On-site Cleanup Days: **44.0**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0

*Total Estimated On-site Days: **44.0**

Project Administration Days (+ 100 days) 100

* Planning Level Estimated Days: **144.0**

4 21 Napavine Tires, AKA Sommerville Road Site

Scrap PTEs Tons: 1,206
 Scrap PTE Quantity: 120,552

* Base Estimated On-site Cleanup Days: **31.1**

Site Access Difficulty (Factor +10%) 3.1
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0

*Total Estimated On-site Days: **34.3**

Project Administration Days (+ 100 days) 100

* Planning Level Estimated Days: **134.3**

32 33 Radical Radials Used Tire Store

Scrap PTEs Tons: 22
 Scrap PTE Quantity: 2,188

* Base Estimated On-site Cleanup Days: **1.5**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0

*Total Estimated On-site Days: **1.5**

Project Administration Days (+ 100 days) 100

* Planning Level Estimated Days: **101.5**

39 24 Goff Road

Scrap PTEs Tons: 22
 Scrap PTE Quantity: 2,156

* Base Estimated On-site Cleanup Days: **1.5**

Site Access Difficulty (Factor +10%) 0.2
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.8

*Total Estimated On-site Days: **2.5**

Project Administration Days (+ 100 days) 100

* Planning Level Estimated Days: **102.5**

* Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredder and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solidwaste, and/or erosion difficulties. Rounding errors are not corrected. Planning level estimated days also include an additional 100 days for administrative overhead, contingency, preparation of bid documents, and contract negotiations. Weather conditions, travel distances, and other site-specific variables are not considered/included.

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

40 25 Donahoe Road

Scrap PTEs Tons: 21
 Scrap PTE Quantity: 2,145
 * Base Estimated On-site Cleanup Days: 1.5

Site Access Difficulty (Factor +10%) 0.2
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.8
 *Total Estimated On-site Days: 2.5
 Project Administration Days (+ 100 days) 100
 * Planning Level Estimated Days: 102.5

41 23 Avron

Scrap PTEs Tons: 21
 Scrap PTE Quantity: 2,103
 * Base Estimated On-site Cleanup Days: 1.5

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0
 *Total Estimated On-site Days: 1.5
 Project Administration Days (+ 100 days) 100
 * Planning Level Estimated Days: 101.5

45 22 Denton Tire Pile

Scrap PTEs Tons: 9
 Scrap PTE Quantity: 889
 * Base Estimated On-site Cleanup Days: 1.2

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0
 *Total Estimated On-site Days: 1.2
 Project Administration Days (+ 100 days) 100
 * Planning Level Estimated Days: 101.2

48 26 Levine Property

Scrap PTEs Tons: 27
 Scrap PTE Quantity: 2,667
 * Base Estimated On-site Cleanup Days: 1.7

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0
 *Total Estimated On-site Days: 1.7
 Project Administration Days (+ 100 days) 100
 * Planning Level Estimated Days: 101.7

* Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solidwaste, and/or erosion difficulties. Rounding errors are not corrected. Planning level estimated days also include an additional 100 days for administrative overhead, contingency, preparation of bid documents, and contract negotiations. Weather conditions, travel distances, and other site-specific variables are not considered/included.

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Lincoln

Priority Site Site Name

49 40 Lamona

Scrap PTEs Tons: 47
 Scrap PTE Quantity: 4,698

* Base Estimated On-site Cleanup Days: **2.2**

Site Access Difficulty (Factor +10%) 0.2
 Site Solid Waste Difficulty (Factor +10%) 0.2
 Site Erosion Difficulty (Factor +50%) 0.0

*Total Estimated On-site Days: **2.6**

Project Administration Days (+ 100 days) 100

* Planning Level Estimated Days: **102.6**

* Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solidwaste, and/or erosion difficulties. Rounding errors are not corrected. Planning level estimated days also include an additional 100 days for administrative overhead, contingency, preparation of bid documents, and contract negotiations. Weather conditions, travel distances, and other site-specific variables are not considered/included.

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Mason

Priority Site Site Name

14 51 Highway 3 Auto Wrecking

Scrap PTEs Tons: 226
 Scrap PTE Quantity: 22,596

* Base Estimated On-site Cleanup Days: **6.6**

Site Access Difficulty (Factor +10%) 0.7
 Site Solid Waste Difficulty (Factor +10%) 0.7
 Site Erosion Difficulty (Factor +50%) 0.0

*Total Estimated On-site Days: **8.0**

Project Administration Days (+ 100 days) 100

* Planning Level Estimated Days: **108.0**

30 50 Big Jakes

Scrap PTEs Tons: 53
 Scrap PTE Quantity: 5,273

* Base Estimated On-site Cleanup Days: **2.3**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.2
 Site Erosion Difficulty (Factor +50%) 0.0

*Total Estimated On-site Days: **2.6**

Project Administration Days (+ 100 days) 100

* Planning Level Estimated Days: **102.6**

37 52 All West Coast Auto

Scrap PTEs Tons: 24
 Scrap PTE Quantity: 2,404

* Base Estimated On-site Cleanup Days: **1.6**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0

*Total Estimated On-site Days: **1.6**

Project Administration Days (+ 100 days) 100

* Planning Level Estimated Days: **101.6**

* Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solidwaste, and/or erosion difficulties. Rounding errors are not corrected. Planning level estimated days also include an additional 100 days for administrative overhead, contingency, preparation of bid documents, and contract negotiations. Weather conditions, travel distances, and other site-specific variables are not considered/included.

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Pierce

Priority Site Site Name

42 77 Tires Cost Less

Scrap PTEs Tons: 18
 Scrap PTE Quantity: 1,781

* Base Estimated On-site Cleanup Days: 1.4

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0

*Total Estimated On-site Days: 1.4

Project Administration Days (+ 100 days) 100

* Planning Level Estimated Days: 101.4

* Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solidwaste, and/or erosion difficulties. Rounding errors are not corrected. Planning level estimated days also include an additional 100 days for administrative overhead, contingency, preparation of bid documents, and contract negotiations. Weather conditions, travel distances, and other site-specific variables are not considered/included.

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Skagit

Priority Site Site Name

12 65 Art's Auto Wrecking

Scrap PTEs Tons: 109
 Scrap PTE Quantity: 10,907

* Base Estimated On-site Cleanup Days: **3.7**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0

*Total Estimated On-site Days: **3.7**

Project Administration Days (+ 100 days) 100

* Planning Level Estimated Days: **103.7**

19 69 Bolser

Scrap PTEs Tons: 78
 Scrap PTE Quantity: 7,794

* Base Estimated On-site Cleanup Days: **2.9**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0

*Total Estimated On-site Days: **2.9**

Project Administration Days (+ 100 days) 100

* Planning Level Estimated Days: **102.9**

44 67 Johnson

Scrap PTEs Tons: 11
 Scrap PTE Quantity: 1,136

* Base Estimated On-site Cleanup Days: **1.3**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0

*Total Estimated On-site Days: **1.3**

Project Administration Days (+ 100 days) 100

* Planning Level Estimated Days: **101.3**

46 68 Salinas

Scrap PTEs Tons: 9
 Scrap PTE Quantity: 889

* Base Estimated On-site Cleanup Days: **1.2**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0

*Total Estimated On-site Days: **1.2**

Project Administration Days (+ 100 days) 100

* Planning Level Estimated Days: **101.2**

* Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solidwaste, and/or erosion difficulties. Rounding errors are not corrected. Planning level estimated days also include an additional 100 days for administrative overhead, contingency, preparation of bid documents, and contract negotiations. Weather conditions, travel distances, and other site-specific variables are not considered/included.

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Snohomish

Priority Site Site Name

11 57 Monroe Auto Salvage

Scrap PTEs Tons: 112
 Scrap PTE Quantity: 11,218

* Base Estimated On-site Cleanup Days: **3.8**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.4
 Site Erosion Difficulty (Factor +50%) 0.0
***Total Estimated On-site Days: 4.2**

Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days: 104.2**

13 35 Japanese Gulch

Scrap PTEs Tons: 29
 Scrap PTE Quantity: 2,875

* Base Estimated On-site Cleanup Days: **1.7**

Site Access Difficulty (Factor +10%) 0.2
 Site Solid Waste Difficulty (Factor +10%) 0.2
 Site Erosion Difficulty (Factor +50%) 0.9
***Total Estimated On-site Days: 2.9**

Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days: 102.9**

21 71 Ray's Auto Wrecking

Scrap PTEs Tons: 34
 Scrap PTE Quantity: 3,355

* Base Estimated On-site Cleanup Days: **1.8**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.2
 Site Erosion Difficulty (Factor +50%) 0.0
***Total Estimated On-site Days: 2.0**

Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days: 102.0**

* Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solidwaste, and/or erosion difficulties. Rounding errors are not corrected. Planning level estimated days also include an additional 100 days for administrative overhead, contingency, preparation of bid documents, and contract negotiations. Weather conditions, travel distances, and other site-specific variables are not considered/included.

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Stevens

Priority Site Site Name

16 37 Marble Valley

Scrap PTEs Tons: 132
 Scrap PTE Quantity: 13,156

* Base Estimated On-site Cleanup Days: **4.3**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0

*Total Estimated On-site Days: **4.3**

Project Administration Days (+ 100 days) 100

* Planning Level Estimated Days: **104.3**

Thurston

Priority Site Site Name

7 28 John's Auto Wrecking

Scrap PTEs Tons: 338
 Scrap PTE Quantity: 33,828

* Base Estimated On-site Cleanup Days: **9.5**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0

*Total Estimated On-site Days: **9.5**

Project Administration Days (+ 100 days) 100

* Planning Level Estimated Days: **109.5**

38 38 Sargent Road

Scrap PTEs Tons: 22
 Scrap PTE Quantity: 2,159

* Base Estimated On-site Cleanup Days: **1.5**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0

*Total Estimated On-site Days: **1.5**

Project Administration Days (+ 100 days) 100

* Planning Level Estimated Days: **101.5**

* Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solidwaste, and/or erosion difficulties. Rounding errors are not corrected. Planning level estimated days also include an additional 100 days for administrative overhead, contingency, preparation of bid documents, and contract negotiations. Weather conditions, travel distances, and other site-specific variables are not considered/included.

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Yakima

Priority Site Site Name

8 31 Central Recycling

Scrap PTEs Tons: 212
 Scrap PTE Quantity: 21,237

* Base Estimated On-site Cleanup Days: **6.3**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0

*Total Estimated On-site Days: **6.3**

Project Administration Days (+ 100 days) 100

* Planning Level Estimated Days: **106.3**

9 83 Weber's Imports

Scrap PTEs Tons: 135
 Scrap PTE Quantity: 13,507

* Base Estimated On-site Cleanup Days: **4.4**

Site Access Difficulty (Factor +10%) 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.0
 Site Erosion Difficulty (Factor +50%) 0.0

*Total Estimated On-site Days: **4.4**

Project Administration Days (+ 100 days) 100

* Planning Level Estimated Days: **104.4**

47 82 Tee Pee Auto Wrecking

Scrap PTEs Tons: 90
 Scrap PTE Quantity: 9,012

* Base Estimated On-site Cleanup Days: **3.3**

Site Access Difficulty (Factor +10%) 0.3
 Site Solid Waste Difficulty (Factor +10%) 0.3
 Site Erosion Difficulty (Factor +50%) 0.0

*Total Estimated On-site Days: **3.9**

Project Administration Days (+ 100 days) 100

* Planning Level Estimated Days: **103.9**

* Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solidwaste, and/or erosion difficulties. Rounding errors are not corrected. Planning level estimated days also include an additional 100 days for administrative overhead, contingency, preparation of bid documents, and contract negotiations. Weather conditions, travel distances, and other site-specific variables are not considered/included.

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Site: **B&G Farms Missile Site**
Street: 12306 Rd. 12.5 SW **City:** Royal City **Tire Quantity (PTE):** 3
State: WA **Lat:** 46.90638 **Record Entry:** Aug 2, 2005 **Surface Water:** 2
Zip: **Long:** -119.75555 **Record Edit:** Nov 4, 2005 **Population:** 1
County: Grant **Tax Parcel Number:** **Schools:** 1
Existing Report Info: **Total Rank:** 7 **Internet Photo Name:** photo29 **Cleanup Priority:** 22
SiteID: 11 **Summary Comment:**
 The property is a former Titan missile site. B & G Farms uses the property for storage of farm equipment, vehicles, and scrap metals. The surrounding area is farmland.

800-5K = 1	5K-10K = 2	10K-50K = 3
50K-100K = 4	100K-1M = 5	>1M = 6
>1/2 mi = 1	1/8 - 1/2 mi = 2	<1/8 mi =
Remote = 1	Rural = 2	Urban =
>1/2 mi = 1	1/4 to 1/2 mi = 2	<1/4 mi =

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires
				Random	Laced	Barrel	Baled	Resale	Truck	Rims						
A	669	2	9,292	1.00	0.00	0.00	0.00	0.00	0.00	0.00	496	0	0	0	0	496
B	1,080	2	15,000	1.00	0.00	0.00	0.00	0.00	0.00	0.00	800	0	0	0	0	800
C	7,100	5	98,611	1.00	0.00	0.00	0.00	0.00	0.90	0.00	13,148	0	0	0	0	13,148
D	5,070	4	70,417	0.80	0.10	0.10	0.00	0.00	0.90	0.05	6,009	1,052	901	0	0	7,962
E	2,210	3	30,694	1.00	0.00	0.00	0.00	0.00	0.90	0.00	2,456	0	0	0	0	2,456
F	465	1	6,458	1.00	0.00	0.00	0.00	0.00	1.00	0.00	172	0	0	0	0	172
Scrap PTE Tires (Random, Laced, and Barrel):												25,033	Total PTE Tires		25,033	
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):												\$31,292				
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):												\$0				
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):												\$299				
Pile Total Estimate												\$31,590	Scrap PTE Tons:		250	

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate:	\$31,292
Truck Tire Factor:	\$0
Scrap PTE Tons:	250
Rim Factor:	\$299
Pile Totals:	\$31,590
<input type="checkbox"/> Site Access Difficulty (Factor +50%)	0.00 \$0
<input type="checkbox"/> Site Solid Waste Difficulty (Factor +15%)	0.00 \$0
<input type="checkbox"/> Site Erosion Difficulty (Factor +200%)	0.00 \$0
Total Cost Estimate:	\$31,590
Project Administration Costs (+75%)	\$23,693
* Planning Level Cost Estimate:	\$55,283

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

* Base Estimated On-site Cleanup Days:	7.3
Site Access Difficulty (Factor +10%)	0.00 0.0
Site Solid Waste Difficulty (Factor +10%)	0.00 0.0
Site Erosion Difficulty (Factor +50%)	0.00 0.0

*Total Estimated On-site Days:	7.3
Project Administration Days (+ 100 days)	100
* Planning Level Estimated Days:	107.3

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **B&G Headquarters**
Street: 12088 Rd 11 SW **City:** Royal City **Tire Quantity (PTE):** 1
State: WA **Lat:** 46.92944 **Record Entry:** Aug 3, 2005 **Surface Water:** 3
Zip: **Long:** -119.75138 **Record Edit:** Nov 4, 2005 **Population:** 1
County: Grant **Tax Parcel Number:** **Schools:** 1
Existing Report Info: **Total Rank:** 6

800-5K = 1	5K-10K = 2	10K-50K = 3
50K-100K = 4	100K-1M = 5	>1M = 6
>1/2 mi = 1	1/8 - 1/2 mi = 2	<1/8 mi =
Remote = 1	Rural = 2	Urban =
>1/2 mi = 1	1/4 to 1/2 mi = 2	<1/4 mi =

SiteID: 12
Summary Comment:
 The site is located a few thousand feet north of the B&G missile site tire pile. According to B&G, Les Schwab is currently removing tires from this site.

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires		
				Random	Laced	Barrel	Baled	Resale	Truck	Rims								
A	1,220	3	16,944	0.50	0.00	0.50	0.00	0.00	1.00	0.00	678	0	813	0	0	1,491		
Scrap PTE Tires (Random, Laced, and Barrel):											1,491	Total PTE Tires					1,491	
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$1,864							
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0							
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$0							
Pile Total Estimate											\$1,864						Scrap PTE Tons:	15

Non Tire Site (<800 tires)
 Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile
 Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.
 * Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$1,864
 Truck Tire Factor: \$0
 Rim Factor: \$0
 Pile Totals: \$1,864
 Scrap PTE Tons: 15
 Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.00 \$0
 Site Erosion Difficulty (Factor +200%) 0.00 \$0
Total Cost Estimate: \$1,864
Project Administration Costs (+75%) \$1,398
*** Planning Level Cost Estimate: \$3,262**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.
 * Base Estimated On-site Cleanup Days: 1.4
 Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.00 0.0
 Site Erosion Difficulty (Factor +50%) 0.00 0.0
***Total Estimated On-site Days: 1.4**
Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days: 101.4**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Fairview Canyon**

Street: Unknown Street Address City: Monitor

State: WA Lat: 47.46138 Record Entry: Aug 4, 2005

Zip: Long: -120.42795 Record Edit: Nov 4, 2005

County: Chelan Tax Parcel Number:

Existing Report Info:

Tire Quantity (PTE): 3

Surface Water: 1

Population: 1

Schools: 1

Total Rank: 6

Internet Photo Name: Photo 38, Photo 48

Cleanup Priority: 36

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6

>1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

SiteID: 15

Summary Comment:
 The site is located in a remote area in Fairview Canyon, about one mile south of Monitor. The site contains trash, old vehicles, scrap metal, and tire piles. The owner, Earl Burts, has been in trouble for burning garbage in the past. Mr. Burts has reportedly plowed many tires into the ground.

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires
				Random	Laced	Barrel	Baled	Resale	Truck	Rims						
A	2,140	4	29,722	1.00	0.00	0.00	0.00	0.00	0.40	0.05	3,170	0	0	0	0	3,170
B	436	3	6,056	1.00	0.00	0.00	0.00	0.00	0.80	0.05	484	0	0	0	0	484
C	436	3	6,056	1.00	0.00	0.00	0.00	0.00	0.40	0.05	484	0	0	0	0	484
D	9,010	6	125,139	1.00	0.00	0.00	0.00	0.00	0.30	0.10	20,022	0	0	0	0	20,022
Scrap PTE Tires (Random, Laced, and Barrel):												24,161	Total PTE Tires		24,161	
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):												\$30,202				
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):												\$0				
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):												\$1,657				
Pile Total Estimate												\$31,859	Scrap PTE Tons:		242	

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$30,202

Truck Tire Factor: \$0

Rim Factor: \$1,657

Pile Totals: \$31,859

Scrap PTE Tons: 242

Site Access Difficulty (Factor +50%) 0.00 \$0

Site Solid Waste Difficulty (Factor +15%) 0.00 \$0

Site Erosion Difficulty (Factor +200%) 0.00 \$0

Total Cost Estimate: \$31,859

Project Administration Costs (+75%) \$23,894

*** Planning Level Cost Estimate: \$55,753**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

* Base Estimated On-site Cleanup Days: 7.0

Site Access Difficulty (Factor +10%) 0.00 0.0

Site Solid Waste Difficulty (Factor +10%) 0.00 0.0

Site Erosion Difficulty (Factor +50%) 0.00 0.0

***Total Estimated On-site Days: 7.0**

Project Administration Days (+ 100 days) 100

*** Planning Level Estimated Days: 107.0**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: Rhinehart
Street: 101 Haussler Road **City:** Kelso **Tire Quantity (PTE):** 1
State: WA **Lat:** 46.12778 **Record Entry:** Aug 4, 2005 **Surface Water:** 3
Zip: 98626 **Long:** -122.89400 **Record Edit:** Nov 4, 2005 **Population:** 2
County: Cowlitz **Tax Parcel Number:** **Schools:** 1
Existing Report Info: **Total Rank:** 7

800-5K = 1	5K-10K = 2	10K-50K = 3
50K-100K = 4	100K-1M = 5	>1M = 6
>1/2 mi = 1	1/8 - 1/2 mi = 2	<1/8 mi =
Remote = 1	Rural = 2	Urban =
>1/2 mi = 1	1/4 to 1/2 mi = 2	<1/4 mi =

SiteID: 16
Summary Comment: Tires were dumped at this location by a Kelso businessman Clarence Rhinehart approximately 30 years ago. The tires were reportedly placed on the river bank for erosion control as part of a marina development. Many tires were filled with dirt and buried. The estimated total tire quantity given in this report is for those that are currently visible (Pile A). An unknown number are buried and could require considerably more effort and cost to remove than Pile A.
Internet Photo Name: Photo 40 **Cleanup Priority:** 31

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires		
				Random	Laced	Barrel	Baled	Resale	Truck	Rims								
A	3,210	3	44,583	1.00	0.00	0.00	0.00	0.00	0.80	0.00	3,567	0	0	0	0	3,567		
Scrap PTE Tires (Random, Laced, and Barrel):											3,567	Total PTE Tires					3,567	
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$4,458							
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0							
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$0							
Pile Total Estimate											\$4,458						Scrap PTE Tons:	36

Non Tire Site (<800 tires)
 Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile
 Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.
 * Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$4,458
 Truck Tire Factor: \$0
 Rim Factor: \$0
 Pile Totals: \$4,458
 Scrap PTE Tons: 36
 Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.00 \$0
 Site Erosion Difficulty (Factor +200%) 2.00 \$8,917
Total Cost Estimate: \$13,375
Project Administration Costs (+75%) \$10,031
*** Planning Level Cost Estimate: \$23,406**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.
 * Base Estimated On-site Cleanup Days: 1.9
 Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.00 0.0
 Site Erosion Difficulty (Factor +50%) 0.50 0.9
***Total Estimated On-site Days: 2.8**
Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days: 102.8**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: Japanese Auto Wrecking
Street: 26133 78th Ave South **City:** Kent
State: WA **Lat:** 47.36833 **Record Entry:** Aug 4, 2005
Zip: **Long:** -122.23861 **Record Edit:** Nov 4, 2005
County: King **Tax Parcel Number:**

Tire Quantity (PTE): 4
Surface Water: 3
Population: 2
Schools: 1
Total Rank: 10

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6
 >1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

Existing Report Info:
SiteID: 17 **Summary Comment:** Tires were dumped on the site by a former tenant (Japanese Auto Wrecking) in the late 1990s and early 2000s. There is an Agreed Order on Consent (AOC) from King County to remove 2,000 tires per month. The property owners have been removing tires since December of 2004, with total of approximately 21,000 removed as of September 2005.
Internet Photo Name: photo 75 **Cleanup Priority:** 5

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires	
				Random	Laced	Barrel	Baled	Resale	Truck	Rims							
A	9,219	7	128,042	1.00	0.00	0.00	0.00	0.00	0.05	0.05	23,901	0	0	0	0	23,901	
B	261	3	3,625	1.00	0.00	0.00	0.00	0.00	0.50	0.10	290	0	0	0	0	290	
C	6,070	6	84,306	1.00	0.00	0.00	0.00	0.00	0.00	0.15	13,489	0	0	0	0	13,489	
D	1,750	6	24,306	1.00	0.00	0.00	0.00	0.00	0.00	0.10	3,889	0	0	0	0	3,889	
E	464	3	6,444	1.00	0.00	0.00	0.00	0.00	0.05	0.10	516	0	0	0	0	516	
F	1,120	5	15,556	1.00	0.00	0.00	0.00	0.00	0.05	0.10	2,074	0	0	0	0	2,074	
G	3,720	8	51,667	1.00	0.00	0.00	0.00	0.00	0.05	0.10	12,124	0	0	0	0	12,124	
H	353	6	4,903	1.00	0.00	0.00	0.00	0.00	0.50	0.00	784	0	0	0	0	784	
I	968	5	13,444	0.20	0.00	0.80	0.00	0.00	0.05	0.00	359	0	1,721	0	0	2,079	
J	5,350	9	74,306	1.00	0.00	0.00	0.00	0.00	0.05	0.10	19,617	0	0	0	0	19,617	
K	323	3	4,486	1.00	0.00	0.00	0.00	0.00	0.05	0.10	359	0	0	0	0	359	
L	353	3	4,903	1.00	0.00	0.00	0.00	0.00	0.00	0.00	392	0	0	0	0	392	
M	1,431	3	19,875	1.00	0.00	0.00	0.00	0.00	0.00	0.05	1,590	0	0	0	0	1,590	
Scrap PTE Tires (Random, Laced, and Barrel):											81,105	Total PTE Tires					81,105
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$101,381						
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0						
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$5,389						
Pile Total Estimate											\$106,769						Scrap PTE Tons: 811

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: **\$101,381**

Truck Tire Factor: **\$0**

Scrap PTE Tons:

811

Rim Factor: **\$5,389**

Pile Totals: **\$106,769**

Site Access Difficulty (Factor +50%) **0.00** **\$0**

Site Solid Waste Difficulty (Factor +15%) **0.15** **\$16,015**

Site Erosion Difficulty (Factor +200%) **0.00** **\$0**

Total Cost Estimate: \$122,785

Project Administration Costs (+75%) \$92,089

*** Planning Level Cost Estimate: \$214,873**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

* Base Estimated On-site Cleanup Days: **21.3**

Site Access Difficulty (Factor +10%) **0.00** **0.0**

Site Solid Waste Difficulty (Factor +10%) **0.10** **2.1**

Site Erosion Difficulty (Factor +50%) **0.00** **0.0**

***Total Estimated On-site Days: 23.4**

Project Administration Days (+ 100 days) 100

*** Planning Level Estimated Days: 123.4**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Four Corners Auto Wrecking**
Street: 26615 Maple Valley Highway SE **City:** Maple Valley
State: WA **Lat:** 47.36333 **Record Entry:** Aug 4, 2005
Zip: 98038 **Long:** -122.02333 **Record Edit:** Nov 4, 2005
County: King **Tax Parcel Number:**

Tire Quantity (PTE): 3
Surface Water: 1
Population: 3
Schools: 1
Total Rank: 8

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6
 >1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

Existing Report Info: _____
SiteID: 18 **Summary Comment:** The site is located in a commercial and residential area at "Four Corners", located south of Maple Valley. Aerial photographs indicate that this site had significantly more tires present in 2002. As of September 2005, tires were reportedly being removed from the site by L&S Tires. L&S was reportedly shipping them to a concrete manufacturer to be burned.
Internet Photo Name: Photo 1 **Cleanup Priority:** 18

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires	
				Random	Laced	Barrel	Baled	Resale	Truck	Rims							
A	787	1	10,931	0.00	0.70	0.30	0.00	0.00	0.05	0.20	0	286	105	0	0	391	
B	997	1	13,847	1.00	0.00	0.00	0.00	0.00	0.05	0.20	369	0	0	0	0	369	
C	1,710	1	23,750	1.00	0.00	0.00	0.00	0.00	0.05	0.05	633	0	0	0	0	633	
D	1,360	5	18,889	1.00	0.00	0.00	0.00	0.00	0.20	0.20	2,519	0	0	0	0	2,519	
E	425	4	5,903	1.00	0.00	0.00	0.00	0.00	0.05	0.20	630	0	0	0	0	630	
F	3,640	2	50,556	1.00	0.00	0.00	0.00	0.00	0.05	0.20	2,696	0	0	0	0	2,696	
H	456	1	6,333	1.00	0.00	0.00	0.00	0.00	0.05	0.05	169	0	0	0	0	169	
I	557	3	7,736	1.00	0.00	0.00	0.00	0.00	0.05	0.05	619	0	0	0	0	619	
J	622	3	8,639	1.00	0.00	0.00	0.00	0.00	0.05	0.05	691	0	0	0	0	691	
K	589	2	8,181	1.00	0.00	0.00	0.00	0.00	0.05	0.20	436	0	0	0	0	436	
L	368	3	5,111	0.00	0.00	0.00	0.00	1.00	0.05	0.20	0	0	0	0	491	491	
G	446	2	6,194	1.00	0.00	0.00	0.00	0.00	0.05	0.05	330	0	0	0	0	330	
M	1,180	2	16,389	1.00	0.00	0.00	0.00	0.00	0.05	0.05	874	0	0	0	0	874	
Scrap PTE Tires (Random, Laced, and Barrel):											10,357	Total PTE Tires					10,848
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$12,947						
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0						
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$1,180						
Pile Total Estimate											\$14,127						Scrap PTE Tons: 104

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate:

Truck Tire Factor:

Scrap PTE Tons:

Rim Factor:

Pile Totals:

Site Access Difficulty (Factor +50%)

Site Solid Waste Difficulty (Factor +15%)

Site Erosion Difficulty (Factor +200%)

Total Cost Estimate:

Project Administration Costs (+75%)

*** Planning Level Cost Estimate:**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

* Base Estimated On-site Cleanup Days:

Site Access Difficulty (Factor +10%)

Site Solid Waste Difficulty (Factor +10%)

Site Erosion Difficulty (Factor +50%)

***Total Estimated On-site Days:**

Project Administration Days (+ 100 days)

*** Planning Level Estimated Days:**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Goldendale - Tire Shredders**
 Street: 925 Fairgrounds Road City: Goldendale
 State: WA Lat: 45.79845 Record Entry: Aug 4, 2005
 Zip: Long: -120.84808 Record Edit: Oct 9, 2005
 County: Klickitat Tax Parcel Number:
 Existing Report Info:

Tire Quantity (PTE): 6
 Surface Water: 1
 Population: 2
 Schools: 1
 Total Rank: 10
 Internet Photo Name: Photo 8
 Cleanup Priority:

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6
 >1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

SiteID: 19
 Summary Comment:
 The tires at the site originated from various tire pile cleanups conducted in Washington State during the mid-1990s. The site, operated by Tire Shredders, is no longer a permitted storage facility. The permit reportedly lapsed on August 14, 2005. Department of Ecology is planning a pilot study cleanup for the site.

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires	
				Random	Laced	Barrel	Baled	Resale	Truck	Rims							
A	5,120	1	71,111	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1,896	0	0	0	0	1,896	
B	28,600	18	397,222	0.90	0.10	0.00	0.00	0.00	0.20	0.05	257,400	40,040	0	0	0	297,440	
C	21,700	18	301,389	0.90	0.10	0.00	0.00	0.00	0.20	0.05	195,300	30,380	0	0	0	225,680	
D	22,900	18	318,056	0.90	0.10	0.00	0.00	0.00	0.20	0.05	206,100	32,060	0	0	0	238,160	
E	22,500	18	312,500	0.90	0.10	0.00	0.00	0.00	0.20	0.05	202,500	31,500	0	0	0	234,000	
F	666	10	9,250	1.00	0.00	0.00	0.00	0.00	0.20	0.05	2,713	0	0	0	0	2,713	
N	884	1	12,278	1.00	0.00	0.00	0.00	0.00	0.20	0.05	327	0	0	0	0	327	
G	39,500	18	548,611	0.90	0.10	0.00	0.00	0.00	0.20	0.05	355,500	55,300	0	0	0	410,800	
H	3,690	10	51,250	1.00	0.00	0.00	0.00	0.00	0.50	0.05	15,033	0	0	0	0	15,033	
I	6,010	18	83,472	1.00	0.00	0.00	0.00	0.00	0.20	0.40	60,100	0	0	0	0	60,100	
J	25,000	18	347,222	0.90	0.10	0.00	0.00	0.00	0.20	0.05	225,000	35,000	0	0	0	260,000	
K	16,100	18	223,611	1.00	0.00	0.00	0.00	0.00	0.40	0.05	161,000	0	0	0	0	161,000	
L	7,850	18	109,028	0.80	0.00	0.20	0.00	0.00	0.40	0.05	62,800	0	18,840	0	0	81,640	
M	15,400	18	213,889	1.00	0.00	0.00	0.00	0.00	0.20	0.05	154,000	0	0	0	0	154,000	
N	884	2	12,278	1.00	0.00	0.00	0.00	0.00	0.05	0.00	655	0	0	0	0	655	
Scrap PTE Tires (Random, Laced, and Barrel):											2,143,445	Total PTE Tires					2,143,445
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$2,679,306						
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0						
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$96,060						
Pile Total Estimate											\$2,775,366						Scrap PTE Tons: 21,434

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.

- Pile height less than 8 feet, no compression factor
- 8 to 10 feet, 10% increase for the entire pile
- 11 to 15 feet, 25% increase for the entire pile
- Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: **\$2,679,306**

Truck Tire Factor: **\$0**

Scrap PTE Tons:

21,434

Rim Factor: **\$96,060**

Pile Totals: **\$2,775,366**

Site Access Difficulty (Factor +50%) **0.00** **\$0**

Site Solid Waste Difficulty (Factor +15%) **0.00** **\$0**

Site Erosion Difficulty (Factor +200%) **0.00** **\$0**

Total Cost Estimate: \$2,775,366

Project Administration Costs (+75%) \$2,081,525

*** Planning Level Cost Estimate: \$4,856,891**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

* Base Estimated On-site Cleanup Days: **536.9**

Site Access Difficulty (Factor +10%) **0.00** **0.0**

Site Solid Waste Difficulty (Factor +10%) **0.00** **0.0**

Site Erosion Difficulty (Factor +50%) **0.00** **0.0**

***Total Estimated On-site Days: 536.9**

Project Administration Days (+ 100 days) 100

*** Planning Level Estimated Days: 636.9**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: Petty
Street: 136 Rogers Road **City:** Toledo
State: WA **Lat:** 46.39194 **Record Entry:** Aug 4, 2005
Zip: **Long:** -122.91138 **Record Edit:** Oct 9, 2005
County: Lewis **Tax Parcel Number:**

Tire Quantity (PTE): 5
Surface Water: 2
Population: 2
Schools: 1
Total Rank: 10

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6
 >1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

Existing Report Info: Lewis County Tire Pile Survey - Known/Reported Sites

SiteID: 20
Summary Comment:
 Numerous large tire piles are situated on a 7.2 acre parcel owned by John P. Petty. Lewis county issued Mr. Petty a solid waste permit for tire storage at the site in 1982. Tires were deposited at the site from 1982 to 1991. SCS Engineers studied the pile in 1995 for Lewis County, estimating 166,000 tires.

Internet Photo Name: Photo 31
Cleanup Priority: 3

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires		
				Random	Laced	Barrel	Baled	Resale	Truck	Rims								
A	25,440	5	353,333	0.10	0.90	0.00	0.00	0.00	0.05	0.00	4,711	59,360	0	0	0	64,071		
B	8,360	6	116,111	0.30	0.70	0.00	0.00	0.00	0.05	0.00	5,573	18,206	0	0	0	23,780		
C	16,180	7	224,722	0.60	0.40	0.00	0.00	0.00	0.05	0.00	25,169	23,491	0	0	0	48,660		
D	6,950	6	96,528	1.00	0.00	0.00	0.00	0.00	0.05	0.00	15,444	0	0	0	0	15,444		
E	4,700	6	65,278	1.00	0.00	0.00	0.00	0.00	0.05	0.00	10,444	0	0	0	0	10,444		
F	1,540	3	21,389	1.00	0.00	0.00	0.00	0.00	0.05	0.00	1,711	0	0	0	0	1,711		
G	878	2	12,194	1.00	0.00	0.00	0.00	0.00	0.05	0.00	650	0	0	0	0	650		
H	818	4	11,361	1.00	0.00	0.00	0.00	0.00	0.05	0.00	1,212	0	0	0	0	1,212		
I	824	4	11,444	1.00	0.00	0.00	0.00	0.00	0.20	0.00	1,221	0	0	0	0	1,221		
J	786	4	10,917	1.00	0.00	0.00	0.00	0.00	0.05	0.00	1,164	0	0	0	0	1,164		
K	832	5	11,556	0.90	0.10	0.00	0.00	0.00	0.05	0.00	1,387	216	0	0	0	1,602		
L	1,050	4	14,583	1.00	0.00	0.00	0.00	0.00	0.20	0.00	1,556	0	0	0	0	1,556		
M	571	3	7,931	1.00	0.00	0.00	0.00	0.00	0.05	0.00	634	0	0	0	0	634		
Scrap PTE Tires (Random, Laced, and Barrel):											172,150	Total PTE Tires					172,150	
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$215,188							
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0							
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$0							
Pile Total Estimate											\$215,188						Scrap PTE Tons:	1,722

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.

- Pile height less than 8 feet, no compression factor
- 8 to 10 feet, 10% increase for the entire pile
- 11 to 15 feet, 25% increase for the entire pile
- Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate:

Truck Tire Factor:

Scrap PTE Tons:

Rim Factor:

Pile Totals:

Site Access Difficulty (Factor +50%)

Site Solid Waste Difficulty (Factor +15%)

Site Erosion Difficulty (Factor +200%)

Total Cost Estimate:

Project Administration Costs (+75%)

*** Planning Level Cost Estimate:**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

* Base Estimated On-site Cleanup Days:

Site Access Difficulty (Factor +10%)

Site Solid Waste Difficulty (Factor +10%)

Site Erosion Difficulty (Factor +50%)

***Total Estimated On-site Days:**

Project Administration Days (+ 100 days)

*** Planning Level Estimated Days:**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Napavine Tires, AKA Sommerville Road Site**
Street: 245 Somerville Road **City:** Napavine
State: WA **Lat:** 46.59639 **Record Entry:** Aug 4, 2005
Zip: **Long:** -122.91667 **Record Edit:** Nov 4, 2005
County: Lewis **Tax Parcel Number:**

Tire Quantity (PTE): 5
Surface Water: 2
Population: 2
Schools: 1
Total Rank: 10

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6
 >1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

Existing Report Info: Lewis County Tire Pile Survey - Known/Reported Sites

SiteID: 21

Summary Comment:
 The tires were deposited on the property between 1978 and 1988 by then-owner Rubber Resources Incorporated. The property was purchased in 1990 by Sharon Ross. The piles are located in an area that is now densely overgrown. In 1995, SCS Engineers estimated 16,400 truck tires, 20,500 off road tires, and 45,100 passenger tires. Current site observations indicate that the tire piles have remained unchanged since 1995.

Internet Photo Name: Photo 32
Cleanup Priority: 4

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires
				Random	Laced	Barrel	Baled	Resale	Truck	Rims						
A	1,338	3	18,583	1.00	0.00	0.00	0.00	0.00	0.50	0.00	1,487	0	0	0	0	1,487
B	594	3	8,250	1.00	0.00	0.00	0.00	0.00	0.50	0.00	660	0	0	0	0	660
C	2,544	3	35,333	1.00	0.00	0.00	0.00	0.00	0.25	0.00	2,827	0	0	0	0	2,827
D	2,804	4	38,944	1.00	0.00	0.00	0.00	0.00	0.30	0.00	4,154	0	0	0	0	4,154
E	5,187	3	72,042	1.00	0.00	0.00	0.00	0.00	0.20	0.00	5,763	0	0	0	0	5,763
F	396	2	5,500	1.00	0.00	0.00	0.00	0.00	0.50	0.00	293	0	0	0	0	293
G	1,056	4	14,667	1.00	0.00	0.00	0.00	0.00	0.50	0.00	1,564	0	0	0	0	1,564
H	1,123	2	15,597	1.00	0.00	0.00	0.00	0.00	0.75	0.00	832	0	0	0	0	832
I	629	3	8,736	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0	0	839	0	0	839
J	12,426	4	172,583	1.00	0.00	0.00	0.00	0.00	0.50	0.00	18,409	0	0	0	0	18,409
K	622	3	8,639	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0	0	829	0	0	829
L	1,619	4	22,486	1.00	0.00	0.00	0.00	0.00	0.20	0.00	2,399	0	0	0	0	2,399
M	9,552	4	132,667	1.00	0.00	0.00	0.00	0.00	0.60	0.00	14,151	0	0	0	0	14,151
N	794	4	11,028	1.00	0.00	0.00	0.00	0.00	0.30	0.00	1,176	0	0	0	0	1,176
O	1,652	4	22,944	1.00	0.00	0.00	0.00	0.00	0.30	0.00	2,447	0	0	0	0	2,447
P	13,747	4	190,931	1.00	0.00	0.00	0.00	0.00	0.50	0.00	20,366	0	0	0	0	20,366
Q	11,402	4	158,361	1.00	0.00	0.00	0.00	0.00	0.40	0.00	16,892	0	0	0	0	16,892
R	4,627	4	64,264	1.00	0.00	0.00	0.00	0.00	0.30	0.00	6,855	0	0	0	0	6,855

S	3,767	4	44,646	1.00	0.00	0.00	0.00	0.00	0.35	0.00	5,581	0	0	0	0	5,581
T	3,471	5	48,208	1.00	0.00	0.00	0.00	0.00	0.20	0.00	6,428	0	0	0	0	6,428
U	4,282	4	59,472	1.00	0.00	0.00	0.00	0.00	0.25	0.00	6,344	0	0	0	0	6,344
V	231	3	3,208	1.00	0.00	0.00	0.00	0.00	1.00	0.00	257	0	0	0	0	257
Scrap PTE Tires (Random, Laced, and Barrel):											120,552	Total PTE Tires		120,552		
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$150,690					
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0					
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$0					
Pile Total Estimate											\$150,690	Scrap PTE Tons:		1,206		

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$150,690

Truck Tire Factor: \$0

Scrap PTE Tons:

1,206

Rim Factor: \$0

Pile Totals: \$150,690

Site Access Difficulty (Factor +50%) 0.50 \$75,345

Site Solid Waste Difficulty (Factor +15%) 0.00 \$0

Site Erosion Difficulty (Factor +200%) 0.00 \$0

Total Cost Estimate: \$226,035

Project Administration Costs (+75%) \$169,526

*** Planning Level Cost Estimate: \$395,561**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

* Base Estimated On-site Cleanup Days: 31.1

Site Access Difficulty (Factor +10%) 0.10 3.1

Site Solid Waste Difficulty (Factor +10%) 0.00 0.0

Site Erosion Difficulty (Factor +50%) 0.00 0.0

***Total Estimated On-site Days: 34.3**

Project Administration Days (+ 100 days) 100

*** Planning Level Estimated Days: 134.3**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Denton Tire Pile**
 Street: 3510 State Route 508 City: Onalaska
 State: WA Lat: 46.60722 Record Entry: Aug 4, 2005
 Zip: Long: -122.55944 Record Edit: Nov 4, 2005
 County: Lewis Tax Parcel Number:
 Existing Report Info: Lewis County Tire Pile Survey - Known/Reported Sites

Tire Quantity (PTE): 1
 Surface Water: 2
 Population: 2
 Schools: 1
 Total Rank: 6

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6

>1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

SiteID: 22
 Summary Comment:
 The piles are located on a tree farm owned by Jeff Denton. Mr. Denton was fined \$2,000 early this year by Lewis County, and has since spent \$5,000 with L&S Tire Disposal of Tacoma. L&S would not take oversized tires, or tires with the cords exposed. Lewis County estimated 8,000 tires were present in August 2005. G-Logics site visit in September 2005 identified approximately 900 tires.

Internet Photo Name: Photo 33
 Cleanup Priority: 45

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires	
				Random	Laced	Barrel	Baled	Resale	Truck	Rims							
A	485	1	6,736	1.00	0.00	0.00	0.00	0.00	0.05	0.05	180	0	0	0	0	180	
B	223	1	3,097	1.00	0.00	0.00	0.00	0.00	0.05	0.05	83	0	0	0	0	83	
C	489	1	6,792	1.00	0.00	0.00	0.00	0.00	0.40	0.10	181	0	0	0	0	181	
D	235	1	3,264	1.00	0.00	0.00	0.00	0.00	0.20	0.10	87	0	0	0	0	87	
E	800	1	11,111	1.00	0.00	0.00	0.00	0.00	0.40	0.10	296	0	0	0	0	296	
F	168	1	2,333	1.00	0.00	0.00	0.00	0.00	0.40	0.10	62	0	0	0	0	62	
Scrap PTE Tires (Random, Laced, and Barrel):											889	Total PTE Tires					889
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$1,111						
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0						
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$57						
Pile Total Estimate											\$1,168						Scrap PTE Tons: 9

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$1,111
 Truck Tire Factor: \$0
 Rim Factor: \$57
 Pile Totals: \$1,168

Scrap PTE Tons: 9

Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.00 \$0
 Site Erosion Difficulty (Factor +200%) 0.00 \$0

Total Cost Estimate: \$1,168

Project Administration Costs (+75%) \$876
*** Planning Level Cost Estimate: \$2,044**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

* Base Estimated On-site Cleanup Days: 1.2

Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.00 0.0
 Site Erosion Difficulty (Factor +50%) 0.00 0.0

***Total Estimated On-site Days: 1.2**

Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days: 101.2**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Avron**
Street: 113 Earthship Drive **City:** Chehalis
State: WA **Lat:** 46.68111 **Record Entry:** Aug 4, 2005
Zip: **Long:** -122.76472 **Record Edit:** Nov 4, 2005
County: Lewis **Tax Parcel Number:**

Tire Quantity (PTE): 1
Surface Water: 3
Population: 1
Schools: 1
Total Rank: 6
Internet Photo Name: photo 62
Cleanup Priority: 41

800-5K = 1	5K-10K = 2	10K-50K = 3
50K-100K = 4	100K-1M = 5	>1M = 6
>1/2 mi = 1	1/8 - 1/2 mi = 2	<1/8 mi =
Remote = 1	Rural = 2	Urban =
>1/2 mi = 1	1/4 to 1/2 mi = 2	<1/4 mi =

Existing Report Info: Lewis County Tire Pile Survey - Known/Reported Sites
SiteID: 23
Summary Comment:
 The owner of this property is attempting to construct a house and other buildings out of earth and refuse including pop cans and scrap tires. According to Lewis County, the number of tires spread out on the property are getting out of hand.

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires		
				Random	Laced	Barrel	Baled	Resale	Truck	Rims								
A	293	2	4,069	0.00	1.00	0.00	0.00	0.00	0.40	0.05	0	304	0	0	0	304		
B	283	3	3,931	0.00	0.00	1.00	0.00	0.00	0.60	0.05	0	0	377	0	0	377		
C	1,015	3	14,097	0.80	0.00	0.20	0.00	0.00	0.20	0.05	902	0	271	0	0	1,173		
D	336	2	4,667	1.00	0.00	0.00	0.00	0.00	0.80	0.05	249	0	0	0	0	249		
Scrap PTE Tires (Random, Laced, and Barrel):											2,103	Total PTE Tires					2,103	
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$2,629							
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0							
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$79							
Pile Total Estimate											\$2,708						Scrap PTE Tons:	21

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$2,629
Truck Tire Factor: \$0
Rim Factor: \$79
Pile Totals: \$2,708
 Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.00 \$0
 Site Erosion Difficulty (Factor +200%) 0.00 \$0
Total Cost Estimate: \$2,708
Project Administration Costs (+75%): \$2,031
*** Planning Level Cost Estimate:** \$4,738

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

*** Base Estimated On-site Cleanup Days:** 1.5
 Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.00 0.0
 Site Erosion Difficulty (Factor +50%) 0.00 0.0
***Total Estimated On-site Days:** 1.5
Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days:** 101.5

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Goff Road**
Street: Goff Road near SR6 **City:** Adna **Tire Quantity (PTE):** 1
State: WA **Lat:** 46.62917 **Record Entry:** Aug 4, 2005 **Surface Water:** 3
Zip: **Long:** -123.04056 **Record Edit:** Nov 4, 2005 **Population:** 1
County: Lewis **Tax Parcel Number:** **Schools:** 1
Existing Report Info: Lewis County Tire Pile Survey - Known/Reported Sites **Total Rank:** 6

800-5K = 1	5K-10K = 2	10K-50K = 3
50K-100K = 4	100K-1M = 5	>1M = 6
>1/2 mi = 1	1/8 - 1/2 mi = 2	<1/8 mi =
Remote = 1	Rural = 2	Urban =
>1/2 mi = 1	1/4 to 1/2 mi = 2	<1/4 mi =

SiteID: 24
Summary Comment:
 The tires located at the Goff Road site have been used for erosion control on the Chehalis River bank during spring flooding. Numerous tires have been washed downstream and have been deposited on the northern banks. Considerable vegetative cover is present.

Internet Photo Name: Photo 34 **Cleanup Priority:** 39

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires		
				Random	Laced	Barrel	Baled	Resale	Truck	Rims								
A	5,820	1	80,833	1.00	0.00	0.00	0.00	0.00	0.05	0.00	2,156	0	0	0	0	2,156		
Scrap PTE Tires (Random, Laced, and Barrel):											2,156	Total PTE Tires					2,156	
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$2,694							
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0							
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$0							
Pile Total Estimate											\$2,694						Scrap PTE Tons:	22

Non Tire Site (<800 tires)
 Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$2,694
 Truck Tire Factor: \$0
 Rim Factor: \$0
 Pile Totals: \$2,694

Site Access Difficulty (Factor +50%) 0.50 \$1,347
 Site Solid Waste Difficulty (Factor +15%) 0.00 \$0
 Site Erosion Difficulty (Factor +200%) 2.00 \$5,389

Total Cost Estimate: \$9,431
Project Administration Costs (+75%): \$7,073
*** Planning Level Cost Estimate: \$16,503**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

* Base Estimated On-site Cleanup Days: 1.5
 Site Access Difficulty (Factor +10%) 0.10 0.2
 Site Solid Waste Difficulty (Factor +10%) 0.00 0.0
 Site Erosion Difficulty (Factor +50%) 0.50 0.8

***Total Estimated On-site Days: 2.5**
Project Administration Days (+ 100 days): 100
*** Planning Level Estimated Days: 102.5**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site:
Street: **City:**
State: **Lat:** **Record Entry:**
Zip: **Long:** **Record Edit:**
County: **Tax Parcel Number:**
Existing Report Info:

Tire Quantity (PTE):
Surface Water:
Population:
Schools:
Total Rank:

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6
 >1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

SiteID:
Summary Comment:

Internet Photo Name:
Cleanup Priority:

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires	
				Random	Laced	Barrel	Baled	Resale	Truck	Rims							
A	682	1	9,472	1.00	0.00	0.00	0.00	0.00	0.20	0.05	253	0	0	0	0	253	
B	1,090	1	15,139	1.00	0.00	0.00	0.00	0.00	0.05	0.05	404	0	0	0	0	404	
C	1,340	3	18,611	1.00	0.00	0.00	0.00	0.00	0.80	0.05	1,489	0	0	0	0	1,489	
Scrap PTE Tires (Random, Laced, and Barrel):												2,145	Total PTE Tires				2,145
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):												\$2,681					
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):												\$0					
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):												\$80					Scrap PTE Tons:
Pile Total Estimate												\$2,762					21

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate:
Truck Tire Factor:
Rim Factor:
Pile Totals:
 Site Access Difficulty (Factor +50%)
 Site Solid Waste Difficulty (Factor +15%)
 Site Erosion Difficulty (Factor +200%)
Total Cost Estimate:
Project Administration Costs (+75%)
*** Planning Level Cost Estimate:**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

*** Base Estimated On-site Cleanup Days:**
 Site Access Difficulty (Factor +10%)
 Site Solid Waste Difficulty (Factor +10%)
 Site Erosion Difficulty (Factor +50%)
***Total Estimated On-site Days:**
Project Administration Days (+ 100 days)
*** Planning Level Estimated Days:**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: Levine Property
Street: 1884 North Fork Road **City:** Chehalis **Tire Quantity (PTE):** 1
State: WA **Lat:** 46.67972 **Record Entry:** Aug 4, 2005 **Surface Water:** 2
Zip: **Long:** -122.74944 **Record Edit:** Nov 4, 2005 **Population:** 1
County: Lewis **Tax Parcel Number:** **Schools:** 1
Existing Report Info: Lewis County Tire Pile Survey - Known/Reported Sites **Total Rank:** 5

800-5K = 1	5K-10K = 2	10K-50K = 3
50K-100K = 4	100K-1M = 5	>1M = 6
>1/2 mi = 1	1/8 - 1/2 mi = 2	<1/8 mi =
Remote = 1	Rural = 2	Urban =
>1/2 mi = 1	1/4 to 1/2 mi = 2	<1/4 mi =

SiteID: 26
Summary Comment:
 This is a small farm property. The property owner has been difficult to deal with and has warned Lewis County Health representatives to stay away. An enforcement activity has been initiated by the county.

Internet Photo Name: photo 61 **Cleanup Priority:** 48

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires		
				Random	Laced	Barrel	Baled	Resale	Truck	Rims								
A	2,400	3	33,333	1.00	0.00	0.00	0.00	0.00	1.00	0.00	2,667	0	0	0	0	2,667		
Scrap PTE Tires (Random, Laced, and Barrel):											2,667	Total PTE Tires					2,667	
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$3,333							
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0							
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$0							
Pile Total Estimate											\$3,333						Scrap PTE Tons:	27

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$3,333
 Truck Tire Factor: \$0
 Rim Factor: \$0
 Pile Totals: \$3,333

Scrap PTE Tons: 27

Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.00 \$0
 Site Erosion Difficulty (Factor +200%) 0.00 \$0

Total Cost Estimate: \$3,333

Project Administration Costs (+75%): \$2,500
*** Planning Level Cost Estimate: \$5,833**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

* Base Estimated On-site Cleanup Days: 1.7
 Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.00 0.0
 Site Erosion Difficulty (Factor +50%) 0.00 0.0

***Total Estimated On-site Days: 1.7**

Project Administration Days (+ 100 days): 100
*** Planning Level Estimated Days: 101.7**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **John's Auto Wrecking**
 Street: 411 93rd Ave SE City: Olympia
 State: WA Lat: 46.95084 Record Entry: Aug 4, 2005
 Zip: 98501 Long: -122.90122 Record Edit: Nov 4, 2005
 County: Thurston Tax Parcel Number:
 Existing Report Info:
 SiteID: 28
 Summary Comment: John's Auto Wrecking is a large auto wrecking yard located in a residential area. The wrecking business closed in approximately 2002.

Tire Quantity (PTE): 3
 Surface Water: 2
 Population: 3
 Schools: 1
 Total Rank: 9
 Internet Photo Name: Photo 35
 Cleanup Priority: 7

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6
 >1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires
				Random	Laced	Barrel	Baled	Resale	Truck	Rims						
A	13,020	6	180,833	1.00	0.00	0.00	0.00	0.00	0.05	0.20	28,933	0	0	0	0	28,933
B	1,260	6	17,500	1.00	0.00	0.00	0.00	0.00	0.05	0.05	2,800	0	0	0	0	2,800
C	1,000	3	13,889	1.00	0.00	0.00	0.00	0.00	0.20	0.30	1,111	0	0	0	0	1,111
D	561	4	7,792	1.00	0.00	0.00	0.00	0.00	0.20	0.30	831	0	0	0	0	831
E	412	1	5,722	1.00	0.00	0.00	0.00	0.00	0.00	0.00	153	0	0	0	0	153
Scrap PTE Tires (Random, Laced, and Barrel):											33,828		Total PTE Tires		33,828	
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$42,285					
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0					
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$4,882					
Pile Total Estimate											\$47,167		Scrap PTE Tons:		338	

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$42,285
 Truck Tire Factor: \$0
 Rim Factor: \$4,882
 Scrap PTE Tons: 338
 Pile Totals: \$47,167

Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.00 \$0
 Site Erosion Difficulty (Factor +200%) 0.00 \$0

Total Cost Estimate: \$47,167

Project Administration Costs (+75%) \$35,375
*** Planning Level Cost Estimate: \$82,543**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

* Base Estimated On-site Cleanup Days: 9.5

Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.00 0.0
 Site Erosion Difficulty (Factor +50%) 0.00 0.0

***Total Estimated On-site Days: 9.5**

Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days: 109.5**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Central Recycling**
 Street: 102 N 2nd Ave City: Yakima
 State: WA Lat: 46.59325 Record Entry: Aug 4, 2005
 Zip: 98902 Long: -120.50497 Record Edit: Nov 4, 2005
 County: Yakima Tax Parcel Number: 19131933002

Tire Quantity (PTE): 3
 Surface Water: 1
 Population: 3
 Schools: 2
 Total Rank: 9

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6
 >1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

SiteID: 31
 Summary Comment: The site is also known as Central Salvage. The tires are located in a scrap yard located in the downtown area of Yakima. Many of the tires are located in a storage building.
 Internet Photo Name: photos 37 and 45
 Cleanup Priority: 8

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires
				Random	Laced	Barrel	Baled	Resale	Truck	Rims						
A	4,620	7	64,167	1.00	0.00	0.00	0.00	0.00	0.05	0.05	11,978	0	0	0	0	11,978
B	726	6	10,083	1.00	0.00	0.00	0.00	0.00	0.20	0.20	1,613	0	0	0	0	1,613
C	2,086	6	28,972	1.00	0.00	0.00	0.00	0.00	0.05	0.10	4,636	0	0	0	0	4,636
D	913	5	12,681	1.00	0.00	0.00	0.00	0.00	0.20	0.20	1,691	0	0	0	0	1,691
E	1,080	3	15,000	0.50	0.00	0.50	0.00	0.00	0.50	0.05	600	0	720	0	0	1,320
Scrap PTE Tires (Random, Laced, and Barrel):												21,237	Total PTE Tires		21,237	
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):												\$26,547				
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):												\$0				
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):												\$1,342				
Pile Total Estimate												\$27,889	Scrap PTE Tons:		212	

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$26,547
 Truck Tire Factor: \$0
 Rim Factor: \$1,342
 Scrap PTE Tons: 212
 Pile Totals: \$27,889
 Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.00 \$0
 Site Erosion Difficulty (Factor +200%) 0.00 \$0
Total Cost Estimate: \$27,889
Project Administration Costs (+75%) \$20,917
*** Planning Level Cost Estimate: \$48,805**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

* Base Estimated On-site Cleanup Days: 6.3
 Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.00 0.0
 Site Erosion Difficulty (Factor +50%) 0.00 0.0
***Total Estimated On-site Days: 6.3**
Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days: 106.3**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **C&F Auto Wrecking**
Street: 29017 NE Big Rock Road **City:** Duvall
State: WA **Lat:** 47.71667 **Record Entry:** Aug 4, 2005
Zip: **Long:** -121.95194 **Record Edit:** Nov 4, 2005
County: King **Tax Parcel Number:**

Tire Quantity (PTE): 3
Surface Water: 1
Population: 2
Schools: 1
Total Rank: 7

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6
 >1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

Existing Report Info:
SiteID: 32 **Summary Comment:** C&F Auto Wrecking went out of business in approximately 2003. However, wrecked cars and scrap tires remain.
Internet Photo Name: photo 42 **Cleanup Priority:** 25

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires	
				Random	Laced	Barrel	Baled	Resale	Truck	Rims							
A	1,782	3	24,750	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1,980	0	0	0	0	1,980	
B	1,516	8	21,056	1.00	0.00	0.00	0.00	0.00	0.80	0.50	4,941	0	0	0	0	4,941	
D	581	4	8,069	1.00	0.00	0.00	0.00	0.00	0.00	0.00	861	0	0	0	0	861	
C	2,302	5	31,972	1.00	0.00	0.00	0.00	0.00	0.05	0.20	4,263	0	0	0	0	4,263	
Scrap PTE Tires (Random, Laced, and Barrel):											12,045	Total PTE Tires					12,045
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$15,056						
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0						
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$2,492						
Pile Total Estimate											\$17,548						Scrap PTE Tons: 120

Non Tire Site (<800 tires)
 Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile
 Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.
 * Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$15,056
Truck Tire Factor: \$0
Scrap PTE Tons: 120
Rim Factor: \$2,492
Pile Totals: \$17,548
 Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.15 \$2,632
 Site Erosion Difficulty (Factor +200%) 0.00 \$0
Total Cost Estimate: \$20,180
Project Administration Costs (+75%): \$15,135
*** Planning Level Cost Estimate:** \$35,316

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.
 * Base Estimated On-site Cleanup Days: 4.0
 Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.10 0.4
 Site Erosion Difficulty (Factor +50%) 0.00 0.0
***Total Estimated On-site Days:** 4.4
Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days:** 104.4

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Radical Radials Used Tire Store**
 Street: 1519 South Gold Street City: Centralia
 State: WA Lat: 46.69888 Record Entry: Aug 5, 2005
 Zip: Long: -122.95750 Record Edit: Nov 4, 2005
 County: Lewis Tax Parcel Number:
 Existing Report Info: Lewis County Tire Pile Survey - Known/Reported Sites

Tire Quantity (PTE): 1
 Surface Water: 1
 Population: 3
 Schools: 2
 Total Rank: 7
 Internet Photo Name: photo 65
 Cleanup Priority: 32

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6
 >1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

SiteID: 33
 Summary Comment:
 This business is a used tire retailer. However, the county has conducted frequent monitoring and prompting to remove tires.

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires		
				Random	Laced	Barrel	Baled	Resale	Truck	Rims								
A	812	1	11,278	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0	0	0	0	361	361		
B	1,174	1	16,306	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0	0	0	0	522	522		
C	521	1	7,236	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0	0	0	0	232	232		
D	451	2	6,264	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0	0	0	0	401	401		
E	367	3	5,097	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0	0	489	0	0	489		
F	660	4	9,167	0.00	0.00	1.00	0.00	0.00	0.10	0.00	0	0	1,173	0	0	1,173		
G	1,418	1	19,694	1.00	0.00	0.00	0.00	0.00	0.05	0.00	525	0	0	0	0	525		
Scrap PTE Tires (Random, Laced, and Barrel):											2,188	Total PTE Tires					3,703	
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$2,735							
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0							
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$0							
Pile Total Estimate											\$2,735						Scrap PTE Tons:	22

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Scrap PTE Base Cleanup Estimate: \$2,735
 Truck Tire Factor: \$0
 Rim Factor: \$0
 Scrap PTE Tons: 22
 Pile Totals: \$2,735
 Site Access Difficulty (Factor +50%): 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%): 0.00 \$0
 Site Erosion Difficulty (Factor +200%): 0.00 \$0
Total Cost Estimate: \$2,735

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

* Base Estimated On-site Cleanup Days: 1.5
 Site Access Difficulty (Factor +10%): 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%): 0.00 0.0
 Site Erosion Difficulty (Factor +50%): 0.00 0.0

***Total Estimated On-site Days: 1.5**

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Project Administration Costs (+75%)

\$2,051

Project Administration Days (+ 100 days)

100

*** Planning Level Cost Estimate:**

\$4,786

*** Planning Level Estimated Days:**

101.5

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Japanese Gulch**
Street: 7801-7805 40th Avenue West **City:** Everett **Tire Quantity (PTE):** 1
State: WA **Lat:** 47.92916 **Record Entry:** Aug 9, 2005 **Surface Water:** 3
Zip: **Long:** -122.28805 **Record Edit:** Nov 4, 2005 **Population:** 3
County: Snohomish **Tax Parcel Number:** 28041000200600 **Schools:** 2
Existing Report Info: **Total Rank:** 9

800-5K = 1	5K-10K = 2	10K-50K = 3
50K-100K = 4	100K-1M = 5	>1M = 6
>1/2 mi = 1	1/8 - 1/2 mi = 2	<1/8 mi =
Remote = 1	Rural = 2	Urban =
>1/2 mi = 1	1/4 to 1/2 mi = 2	<1/4 mi =

SiteID: 35
Summary Comment:
 The property includes three parcels near the border of Everett and Mukilteo, The pile began approximately 20-30 years ago when tires were rolled into the gulch from an adjacent auto wrecking yard. The site is heavily wooded and steep.

Internet Photo Name: photo 63
Cleanup Priority: 13

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires		
				Random	Laced	Barrel	Baled	Resale	Truck	Rims								
A	7,762	1	107,806	1.00	0.00	0.00	0.00	0.00	0.05	0.00	2,875	0	0	0	0	2,875		
Scrap PTE Tires (Random, Laced, and Barrel):											2,875	Total PTE Tires					2,875	
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$3,594							
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0							
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$0							
Pile Total Estimate											\$3,594						Scrap PTE Tons:	29

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$3,594
 Truck Tire Factor: \$0
 Rim Factor: \$0
 Pile Totals: \$3,594

Site Access Difficulty (Factor +50%) 0.50 \$1,797
 Site Solid Waste Difficulty (Factor +15%) 0.15 \$539
 Site Erosion Difficulty (Factor +200%) 2.00 \$7,187

Total Cost Estimate: \$13,116

Project Administration Costs (+75%) \$9,837
*** Planning Level Cost Estimate: \$22,954**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

*** Base Estimated On-site Cleanup Days: 1.7**

Site Access Difficulty (Factor +10%) 0.10 0.2
 Site Solid Waste Difficulty (Factor +10%) 0.10 0.2
 Site Erosion Difficulty (Factor +50%) 0.50 0.9

***Total Estimated On-site Days: 2.9**

Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days: 102.9**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Marble Valley**
 Street: 1951 Marble Valley Basin Road City: Addy
 State: WA Lat: 48.39056 Record Entry: Aug 9, 2005
 Zip: 99101 Long: -117.91250 Record Edit: Nov 4, 2005
 County: Stevens Tax Parcel Number:
 Existing Report Info:
 SiteID: **37** Summary Comment:
 Tire piles at this farm site are neatly stacked and covered with blue tarps.

Tire Quantity (PTE): **3**
 Surface Water: **3**
 Population: **1**
 Schools: **1**
 Total Rank: **8**
 Internet Photo Name: **photo 47**
 Cleanup Priority: **16**

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6
 >1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires
				Random	Laced	Barrel	Baled	Resale	Truck	Rims						
A	1,800	4	25,000	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0	0	3,200	0	0	3,200
B	491	4	6,819	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0	0	873	0	0	873
C	714	4	9,917	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0	0	1,269	0	0	1,269
D	616	4	8,556	1.00	0.00	0.00	0.00	0.00	0.00	0.05	913	0	0	0	0	913
E	293	4	4,069	0.00	0.00	1.00	0.00	0.00	0.05	0.05	0	0	521	0	0	521
F	1,450	4	20,139	0.00	0.00	1.00	0.00	0.00	0.20	0.05	0	0	2,578	0	0	2,578
G	1,530	4	21,250	0.00	0.00	1.00	0.00	0.00	0.00	0.05	0	0	2,720	0	0	2,720
H	609	4	8,458	0.00	0.00	1.00	0.00	0.00	0.05	0.50	0	0	1,083	0	0	1,083
Scrap PTE Tires (Random, Laced, and Barrel):												13,156	Total PTE Tires		13,156	
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):												\$16,445				
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):												\$0				
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):												\$658				
Pile Total Estimate												\$17,104	Scrap PTE Tons:		132	

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Scrap PTE Base Cleanup Estimate: **\$16,445**
 Truck Tire Factor: **\$0**
 Rim Factor: **\$658**
 Pile Totals: **\$17,104**

Site Access Difficulty (Factor +50%) **0.00** **\$0**
 Site Solid Waste Difficulty (Factor +15%) **0.00** **\$0**
 Site Erosion Difficulty (Factor +200%) **0.00** **\$0**

Total Cost Estimate: \$17,104

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

* Base Estimated On-site Cleanup Days: **4.3**

Site Access Difficulty (Factor +10%) **0.00** **0.0**
 Site Solid Waste Difficulty (Factor +10%) **0.00** **0.0**
 Site Erosion Difficulty (Factor +50%) **0.00** **0.0**

***Total Estimated On-site Days: 4.3**

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Project Administration Costs (+75%)

\$12,828

Project Administration Days (+ 100 days)

100

*** Planning Level Cost Estimate:**

\$29,931

*** Planning Level Estimated Days:**

104.3

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Sargent Road**
Street: 16720 Sargent Rd SW **City:** Rochester **Tire Quantity (PTE):** 1
State: WA **Lat:** 46.84420 **Record Entry:** Aug 10, 2005 **Surface Water:** 2
Zip: **Long:** -123.05028 **Record Edit:** Nov 4, 2005 **Population:** 2
County: Thurston **Tax Parcel Number:** 13627240700 **Schools:** 1
Existing Report Info: **Total Rank:** 6

800-5K = 1	5K-10K = 2	10K-50K = 3
50K-100K = 4	100K-1M = 5	>1M = 6
>1/2 mi = 1	1/8 - 1/2 mi = 2	<1/8 mi =
Remote = 1	Rural = 2	Urban =
>1/2 mi = 1	1/4 to 1/2 mi = 2	<1/4 mi =

SiteID: 38
Summary Comment:
 The tire piles are covered with blackberries and scotch-broom. The exact dimensions are difficult to estimate. The pile was formerly known as the Flores pile, and prior to that the Sage pile.

Internet Photo Name: photo 73
Cleanup Priority: 38

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires	
				Random	Laced	Barrel	Baled	Resale	Truck	Rims							
A	5,830	1	80,972	1.00	0.00	0.00	0.00	0.00	0.05	0.00	2,159	0	0	0	0	2,159	
Scrap PTE Tires (Random, Laced, and Barrel):											2,159	Total PTE Tires					2,159
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$2,699						
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0						
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$0						
Pile Total Estimate											\$2,699	Scrap PTE Tons:					22

Non Tire Site (<800 tires)
 Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile
 Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.
 * Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$2,699
 Truck Tire Factor: \$0
 Rim Factor: \$0
 Pile Totals: \$2,699
 Scrap PTE Tons: 22
 Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.00 \$0
 Site Erosion Difficulty (Factor +200%) 0.00 \$0
Total Cost Estimate: \$2,699
Project Administration Costs (+75%): \$2,024
*** Planning Level Cost Estimate: \$4,723**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.
 * Base Estimated On-site Cleanup Days: 1.5
 Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.00 0.0
 Site Erosion Difficulty (Factor +50%) 0.00 0.0
***Total Estimated On-site Days: 1.5**
Project Administration Days (+ 100 days): 100
*** Planning Level Estimated Days: 101.5**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Port Hadlock**
Street: SR 19 and Lillian Street **City:** Port Hadlock
State: WA **Lat:** 48.02888 **Record Entry:** Aug 11, 2005
Zip: **Long:** -122.78111 **Record Edit:** Nov 4, 2005
County: Jefferson **Tax Parcel Number:**

Tire Quantity (PTE): 1
Surface Water: 2
Population: 3
Schools: 1
Total Rank: 7
Internet Photo Name: photo 64
Cleanup Priority: 33

800-5K = 1	5K-10K = 2	10K-50K = 3
50K-100K = 4	100K-1M = 5	>1M = 6
>1/2 mi = 1	1/8 - 1/2 mi = 2	<1/8 mi =
Remote = 1	Rural = 2	Urban =
>1/2 mi = 1	1/4 to 1/2 mi = 2	<1/4 mi =

SiteID: 39
Summary Comment:
 This site is a wrecking yard. A pile outside of the fenced yard is reportedly caused by illegal dumping.

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires	
				Random	Laced	Barrel	Baled	Resale	Truck	Rims							
D	233	2	3,236	1.00	0.00	0.00	0.00	0.00	0.00	0.50	173	0	0	0	0	173	
A	602	3	8,361	0.00	1.00	0.00	0.00	0.00	0.05	0.05	0	936	0	0	0	936	
B	435	3	6,042	0.50	0.50	0.00	0.00	0.00	0.05	0.05	242	338	0	0	0	580	
C	420	3	5,833	1.00	0.00	0.00	0.00	0.00	0.05	0.05	467	0	0	0	0	467	
Scrap PTE Tires (Random, Laced, and Barrel):											2,156	Total PTE Tires					2,156
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$2,695						
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0						
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$139						
Pile Total Estimate											\$2,834						Scrap PTE Tons:
																	22

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$2,695
Truck Tire Factor: \$0
Rim Factor: \$139
Pile Totals: \$2,834
 Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.00 \$0
 Site Erosion Difficulty (Factor +200%) 0.00 \$0
Total Cost Estimate: \$2,834
Project Administration Costs (+75%): \$2,125
*** Planning Level Cost Estimate:** \$4,959

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

*** Base Estimated On-site Cleanup Days:** 1.5
 Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.00 0.0
 Site Erosion Difficulty (Factor +50%) 0.00 0.0
***Total Estimated On-site Days:** 1.5
Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days:** 101.5

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: Lamona
Street: Near Hwy 28 and Yarwood Road **City:** Lamona **Tire Quantity (PTE):** 1
State: WA **Lat:** 47.35550 **Record Entry:** Aug 11, 2005 **Surface Water:** 1
Zip: **Long:** -118.48580 **Record Edit:** Nov 4, 2005 **Population:** 1
County: Lincoln **Tax Parcel Number:** **Schools:** 1
Existing Report Info: **Total Rank:** 4

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6

>1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =

Remote = 1 Rural = 2 Urban =

>1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

SiteID: 40
Summary Comment:
 The pile is located in a pit with other garbage and has been present for more than 15 years. According to the county, no one "owns" the tires, they were just dumped there long ago.

Internet Photo Name: photo 46
Cleanup Priority: 49

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires		
				Random	Laced	Barrel	Baled	Resale	Truck	Rims								
A	5,860	2	81,389	0.80	0.00	0.20	0.00	0.00	0.30	0.10	3,473	0	1,042	0	0	4,514		
B	497	1	6,903	1.00	0.00	0.00	0.00	0.00	0.10	0.05	184	0	0	0	0	184		
Scrap PTE Tires (Random, Laced, and Barrel):											4,698	Total PTE Tires					4,698	
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$5,873							
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0							
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$345							
Pile Total Estimate											\$6,219						Scrap PTE Tons:	47

Non Tire Site (<800 tires)
 Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile
 Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.
 * Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$5,873
 Truck Tire Factor: \$0
 Scrap PTE Tons: 47
 Rim Factor: \$345
 Pile Totals: \$6,219
 Site Access Difficulty (Factor +50%) 0.50 \$3,109
 Site Solid Waste Difficulty (Factor +15%) 0.15 \$933
 Site Erosion Difficulty (Factor +200%) 0.00 \$0
Total Cost Estimate: \$10,261
Project Administration Costs (+75%) \$7,695
*** Planning Level Cost Estimate: \$17,956**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.
 * Base Estimated On-site Cleanup Days: 2.2
 Site Access Difficulty (Factor +10%) 0.10 0.2
 Site Solid Waste Difficulty (Factor +10%) 0.10 0.2
 Site Erosion Difficulty (Factor +50%) 0.00 0.0
***Total Estimated On-site Days: 2.6**
Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days: 102.6**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Airport Auto Wrecking**
Street: 6504 Old Clifton Rd **City:** Port Orchard **Tire Quantity (PTE):** 3
State: WA **Lat:** 47.49583 **Record Entry:** Aug 11, 2005 **Surface Water:** 1
Zip: 98367 **Long:** -122.74027 **Record Edit:** Nov 4, 2005 **Population:** 2
County: Kitsap **Tax Parcel Number:** **Schools:** 1
Existing Report Info: **Total Rank:** 7

800-5K = 1	5K-10K = 2	10K-50K = 3
50K-100K = 4	100K-1M = 5	>1M = 6
>1/2 mi = 1	1/8 - 1/2 mi = 2	<1/8 mi =
Remote = 1	Rural = 2	Urban =
>1/2 mi = 1	1/4 to 1/2 mi = 2	<1/4 mi =

SiteID: 41
Summary Comment:
 According to the front counter person at Airport Auto, they are removing 9,000 tires a month as of September 2005. The tires are picked up by L&S Tires.

Internet Photo Name: Photo 5
Cleanup Priority: 24

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires	
				Random	Laced	Barrel	Baled	Resale	Truck	Rims							
A	10,200	4	141,667	1.00	0.00	0.00	0.00	0.00	0.05	0.50	15,111	0	0	0	0	15,111	
B	2,050	3	28,472	1.00	0.00	0.00	0.00	0.00	0.05	0.20	2,278	0	0	0	0	2,278	
C	1,550	5	21,528	1.00	0.00	0.00	0.00	0.00	0.50	0.80	2,870	0	0	0	0	2,870	
Scrap PTE Tires (Random, Laced, and Barrel):											20,259	Total PTE Tires					20,259
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$25,324						
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0						
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$7,731						
Pile Total Estimate											\$33,055						Scrap PTE Tons: 203

Non Tire Site (<800 tires)
 Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile
 Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.
 * Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$25,324
Truck Tire Factor: \$0
Rim Factor: \$7,731
Pile Totals: \$33,055
 Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.00 \$0
 Site Erosion Difficulty (Factor +200%) 0.00 \$0
Total Cost Estimate: \$33,055
Project Administration Costs (+75%): \$24,791
*** Planning Level Cost Estimate:** \$57,846

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.
*** Base Estimated On-site Cleanup Days:** 6.1
 Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.00 0.0
 Site Erosion Difficulty (Factor +50%) 0.00 0.0
***Total Estimated On-site Days:** 6.1
Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days:** 106.1

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Triebenbach**
Street: 20990 Little Valley Road **City:** Poulsbo **Tire Quantity (PTE):** 1
State: WA **Lat:** 47.75444 **Record Entry:** Aug 11, 2005 **Surface Water:** 2
Zip: **Long:** -122.63694 **Record Edit:** Nov 4, 2005 **Population:** 2
County: Kitsap **Tax Parcel Number:** **Schools:** 2
Existing Report Info: **Total Rank:** 7
SiteID: 43 **Summary Comment:** The site reportedly has approximately 1,000 tires. Tire piles could not be seen in the aerial photographs. A site visit was attempted, but access was denied. **Internet Photo Name:** photo 74 **Cleanup Priority:** 34

800-5K = 1	5K-10K = 2	10K-50K = 3
50K-100K = 4	100K-1M = 5	>1M = 6
>1/2 mi = 1	1/8 - 1/2 mi = 2	<1/8 mi =
Remote = 1	Rural = 2	Urban =
>1/2 mi = 1	1/4 to 1/2 mi = 2	<1/4 mi =

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires	
				Random	Laced	Barrel	Baled	Resale	Truck	Rims							
A	1,400	2	19,444	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1,037	0	0	0	0	1,037	
Scrap PTE Tires (Random, Laced, and Barrel):											1,037	Total PTE Tires					1,037
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$1,296						
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0						
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$0						
Pile Total Estimate											\$1,296	Scrap PTE Tons:					10

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$1,296

Truck Tire Factor: \$0

Rim Factor: \$0

Pile Totals: \$1,296

Scrap PTE Tons: 10

Site Access Difficulty (Factor +50%) 0.00 \$0

Site Solid Waste Difficulty (Factor +15%) 0.00 \$0

Site Erosion Difficulty (Factor +200%) 0.00 \$0

Total Cost Estimate: \$1,296

Project Administration Costs (+75%) \$972

*** Planning Level Cost Estimate: \$2,269**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

* Base Estimated On-site Cleanup Days: 1.3

Site Access Difficulty (Factor +10%) 0.00 0.0

Site Solid Waste Difficulty (Factor +10%) 0.00 0.0

Site Erosion Difficulty (Factor +50%) 0.00 0.0

***Total Estimated On-site Days: 1.3**

Project Administration Days (+ 100 days) 100

*** Planning Level Estimated Days: 101.3**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: Baehm
Street: 55 Baehms Way **City:** Goldendale
State: WA **Lat:** 45.87722 **Record Entry:** Aug 15, 2005
Zip: **Long:** -120.58833 **Record Edit:** Nov 4, 2005
County: Klickitat **Tax Parcel Number:**

Tire Quantity (PTE): 1
Surface Water: 1
Population: 1
Schools: 1
Total Rank: 4
Internet Photo Name: photo 49, Topo 2
Cleanup Priority: 52

800-5K = 1	5K-10K = 2	10K-50K = 3
50K-100K = 4	100K-1M = 5	>1M = 6
>1/2 mi = 1	1/8 - 1/2 mi = 2	<1/8 mi =
Remote = 1	Rural = 2	Urban =
>1/2 mi = 1	1/4 to 1/2 mi = 2	<1/4 mi =

SiteID: 47
Summary Comment:
 Tire piles are located at a residence in a lightly wooded remote area.

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires	
				Random	Laced	Barrel	Baled	Resale	Truck	Rims							
A	1,580	3	21,944	1.00	0.00	0.00	0.00	0.00	0.05	0.20	1,756	0	0	0	0	1,756	
B	299	2	4,153	1.00	0.00	0.00	0.00	0.00	0.05	0.20	221	0	0	0	0	221	
C	186	1	2,583	1.00	0.00	0.00	0.00	0.00	0.05	0.20	69	0	0	0	0	69	
D	1,020	3	14,167	1.00	0.00	0.00	0.00	0.00	0.05	0.20	1,133	0	0	0	0	1,133	
Scrap PTE Tires (Random, Laced, and Barrel):											3,179	Total PTE Tires					3,179
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$3,974						
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0						
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$477						
Pile Total Estimate											\$4,451						Scrap PTE Tons:
																	32

Non Tire Site (<800 tires)
 Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile
 Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.
 * Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$3,974
Truck Tire Factor: \$0
Rim Factor: \$477
Pile Totals: \$4,451
 Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.00 \$0
 Site Erosion Difficulty (Factor +200%) 0.00 \$0
Total Cost Estimate: \$4,451
Project Administration Costs (+75%): \$3,338
*** Planning Level Cost Estimate:** \$7,789

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.
 * Base Estimated On-site Cleanup Days: 1.8
 Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.00 0.0
 Site Erosion Difficulty (Factor +50%) 0.00 0.0
***Total Estimated On-site Days:** 1.8
Project Administration Days (+ 100 days): 100
*** Planning Level Estimated Days:** 101.8

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Shale Pit Road**
Street: 800 Shale Pit Road **City:** Kittitas **Tire Quantity (PTE):** 1
State: WA **Lat:** 46.97500 **Record Entry:** Aug 15, 2005 **Surface Water:** 1
Zip: **Long:** -120.32277 **Record Edit:** Nov 4, 2005 **Population:** 1
County: Kittitas **Tax Parcel Number:** **Schools:** 1
Existing Report Info: **Total Rank:** 4

800-5K = 1	5K-10K = 2	10K-50K = 3
50K-100K = 4	100K-1M = 5	>1M = 6
>1/2 mi = 1	1/8 - 1/2 mi = 2	<1/8 mi =
Remote = 1	Rural = 2	Urban =
>1/2 mi = 1	1/4 to 1/2 mi = 2	<1/4 mi =

SiteID: 49 **Summary Comment:**
 The site contains a horse corral using barrel-stacked truck tires as a fence. Approximately 100 tires are also scattered in a yard southeast of the main barn.
Internet Photo Name: photo 66 **Cleanup Priority:** 53

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires				
				Random	Laced	Barrel	Baled	Resale	Truck	Rims										
A	500	8	6,944	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0	0	1,956	0	0	1,956				
B	250	1	3,472	1.00	0.00	0.00	0.00	0.00	0.00	0.00	93	0	0	0	0	93				
Scrap PTE Tires (Random, Laced, and Barrel):											2,048	Total PTE Tires					2,048			
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$2,560									
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0									
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$0									
Pile Total Estimate											\$2,560					Scrap PTE Tons: 20				

Non Tire Site (<800 tires)
 Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile
 Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.
 * Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$2,560
 Truck Tire Factor: \$0
 Rim Factor: \$0
 Scrap PTE Tons: 20
 Pile Totals: \$2,560
 Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.00 \$0
 Site Erosion Difficulty (Factor +200%) 0.00 \$0
Total Cost Estimate: \$2,560
Project Administration Costs (+75%) \$1,920
*** Planning Level Cost Estimate: \$4,480**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.
 * Base Estimated On-site Cleanup Days: 1.5
 Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.00 0.0
 Site Erosion Difficulty (Factor +50%) 0.00 0.0
***Total Estimated On-site Days: 1.5**
Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days: 101.5**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Big Jakes**
 Street: Junction of Hwy 3 and Anthony RD City: Shelton
 State: WA Lat: 47.28527 Record Entry: Aug 15, 2005
 Zip: 98584 Long: -122.96028 Record Edit: Nov 4, 2005
 County: Mason Tax Parcel Number:
 Existing Report Info:
 SiteID: **50**

Tire Quantity (PTE): **2**
 Surface Water: **2**
 Population: **2**
 Schools: **1**
 Total Rank: **7**
 Internet Photo Name: **photo50**
 Cleanup Priority: **30**

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6
 >1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

Summary Comment:
 The site is a large auto wrecking yard and contains with several piles of tires intermingled with scrap metal. Additional piles may be present beneath vegetation.

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires
				Random	Laced	Barrel	Baled	Resale	Truck	Rims						
A	563	3	7,819	1.00	0.00	0.00	0.00	0.00	0.05	0.05	626	0	0	0	0	626
B	620	3	8,611	1.00	0.00	0.00	0.00	0.00	0.20	0.05	689	0	0	0	0	689
C	2,232	4	31,000	1.00	0.00	0.00	0.00	0.00	0.40	0.05	3,307	0	0	0	0	3,307
D	323	2	4,486	0.00	1.00	0.00	0.00	0.00	0.50	0.05	0	335	0	0	0	335
E	214	4	2,972	1.00	0.00	0.00	0.00	0.00	0.05	0.00	317	0	0	0	0	317
Scrap PTE Tires (Random, Laced, and Barrel):											5,273		Total PTE Tires		5,273	
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$6,591					
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0					
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$186					
Pile Total Estimate											\$6,777		Scrap PTE Tons:		53	

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: **\$6,591**
 Truck Tire Factor: **\$0**
 Rim Factor: **\$186**
 Pile Totals: **\$6,777**
 Scrap PTE Tons: **53**
 Site Access Difficulty (Factor +50%) **0.00** **\$0**
 Site Solid Waste Difficulty (Factor +15%) **0.15** **\$1,017**
 Site Erosion Difficulty (Factor +200%) **0.00** **\$0**
Total Cost Estimate: \$7,794
Project Administration Costs (+75%) \$5,845
*** Planning Level Cost Estimate: \$13,639**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.
 * Base Estimated On-site Cleanup Days: **2.3**
 Site Access Difficulty (Factor +10%) **0.00** **0.0**
 Site Solid Waste Difficulty (Factor +10%) **0.10** **0.2**
 Site Erosion Difficulty (Factor +50%) **0.00** **0.0**
***Total Estimated On-site Days: 2.6**
Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days: 102.6**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: Highway 3 Auto Wrecking
Street: 8633 East State Route 3 **City:** Shelton **Tire Quantity (PTE):** 3
State: WA **Lat:** 47.28250 **Record Entry:** Aug 15, 2005 **Surface Water:** 2
Zip: 98584 **Long:** -122.96111 **Record Edit:** Nov 4, 2005 **Population:** 2
County: Mason **Tax Parcel Number:** **Schools:** 1
Existing Report Info: **Total Rank:** 8

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6
 >1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

SiteID: 51 **Summary Comment:**
 The site is a large wrecking yard and contains two large tire piles and several smaller piles intermingled with garbage. One of the large piles is in woods.
Internet Photo Name: photo50 **Cleanup Priority:** 14

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires	
				Random	Laced	Barrel	Baled	Resale	Truck	Rims							
A	7,741	4	107,514	1.00	0.00	0.00	0.00	0.00	0.05	0.50	11,468	0	0	0	0	11,468	
B	476	3	6,611	1.00	0.00	0.00	0.00	0.00	0.05	0.20	529	0	0	0	0	529	
C	622	3	8,639	1.00	0.00	0.00	0.00	0.00	0.05	0.40	691	0	0	0	0	691	
D	407	3	5,653	1.00	0.00	0.00	0.00	0.00	0.05	0.40	452	0	0	0	0	452	
E	1,030	3	14,306	1.00	0.00	0.00	0.00	0.00	0.05	0.20	1,144	0	0	0	0	1,144	
F	5,610	4	77,917	1.00	0.00	0.00	0.00	0.00	0.05	0.40	8,311	0	0	0	0	8,311	
Scrap PTE Tires (Random, Laced, and Barrel):											22,596	Total PTE Tires					22,596
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$28,245						
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0						
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$7,388						
Pile Total Estimate											\$35,633	Scrap PTE Tons:					226

Non Tire Site (<800 tires)
 Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile
 Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.
 * Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$28,245
Truck Tire Factor: \$0
Scrap PTE Tons: 226
Rim Factor: \$7,388
Pile Totals: \$35,633
 Site Access Difficulty (Factor +50%) 0.50 \$17,816
 Site Solid Waste Difficulty (Factor +15%) 0.15 \$5,345
 Site Erosion Difficulty (Factor +200%) 0.00 \$0
Total Cost Estimate: \$58,794
Project Administration Costs (+75%): \$44,096
*** Planning Level Cost Estimate:** \$102,890

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.
 * Base Estimated On-site Cleanup Days: 6.6
 Site Access Difficulty (Factor +10%) 0.10 0.7
 Site Solid Waste Difficulty (Factor +10%) 0.10 0.7
 Site Erosion Difficulty (Factor +50%) 0.00 0.0
***Total Estimated On-site Days:** 8.0
Project Administration Days (+ 100 days): 100
*** Planning Level Estimated Days:** 108.0

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: All West Coast Auto
Street: Junction of Hwy 3 and Anthony RD **City:** Shelton **Tire Quantity (PTE):** 1
State: WA **Lat:** 47.28333 **Record Entry:** Aug 15, 2005 **Surface Water:** 2
Zip: 98584 **Long:** -122.95777 **Record Edit:** Nov 4, 2005 **Population:** 2
County: Mason **Tax Parcel Number:** **Schools:** 1
Existing Report Info: **Total Rank:** 6
SiteID: 52 **Summary Comment:** The site is a large wrecking yard. Tire piles are located together near the northwest corner of the yard. All West Coast Auto neighbors Highway 3 Auto Wrecking and Big Jakes (Sites 51 and 50).
Internet Photo Name: photo50 **Cleanup Priority:** 37

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires	
				Random	Laced	Barrel	Baled	Resale	Truck	Rims							
A	157	1	2,181	1.00	0.00	0.00	0.00	0.00	0.05	0.05	58	0	0	0	0	58	
B	21	1	292	0.00	0.00	1.00	0.00	0.00	0.80	0.00	0	0	9	0	0	9	
C	40	1	556	1.00	0.00	0.00	0.00	0.00	0.05	0.05	15	0	0	0	0	15	
D	89	1	1,236	1.00	0.00	0.00	0.00	0.00	0.05	0.05	33	0	0	0	0	33	
E	2,060	3	28,611	1.00	0.00	0.00	0.00	0.00	0.05	0.05	2,289	0	0	0	0	2,289	
Scrap PTE Tires (Random, Laced, and Barrel):											2,404	Total PTE Tires					2,404
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$3,005						
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0						
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$90						Scrap PTE Tons:
Pile Total Estimate											\$3,095						24

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$3,005
Truck Tire Factor: \$0
Rim Factor: \$90
Scrap PTE Tons: 24
Pile Totals: \$3,095
 Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.00 \$0
 Site Erosion Difficulty (Factor +200%) 0.00 \$0
Total Cost Estimate: \$3,095
Project Administration Costs (+75%): \$2,321
*** Planning Level Cost Estimate:** \$5,416

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

*** Base Estimated On-site Cleanup Days:** 1.6
 Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.00 0.0
 Site Erosion Difficulty (Factor +50%) 0.00 0.0
***Total Estimated On-site Days:** 1.6
Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days:** 101.6

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: Sparks Property, formerly Johnnies Auto Wrecking
Street: 16616 Northeast 185th Street **City:** Woodinville **Tire Quantity (PTE):** 3
State: WA **Lat:** 47.76222 **Record Entry:** Aug 16, 2005 **Surface Water:** 2
Zip: **Long:** -122.11750 **Record Edit:** Oct 8, 2005 **Population:** 3
County: King **Tax Parcel Number:** **Schools:** 3
Existing Report Info: **Total Rank:** 11

800-5K = 1	5K-10K = 2	10K-50K = 3
50K-100K = 4	100K-1M = 5	>1M = 6
>1/2 mi = 1	1/8 - 1/2 mi = 2	<1/8 mi =
Remote = 1	Rural = 2	Urban =
>1/2 mi = 1	1/4 to 1/2 mi = 2	<1/4 mi =

SiteID: 53 **Summary Comment:**
 A former auto wrecking yard located in a residential area. King County DDES visited the site in August 2005, estimating 8,000 to 12,000 tires.
Internet Photo Name: photo 51 **Cleanup Priority:** 2

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires		
				Random	Laced	Barrel	Baled	Resale	Truck	Rims								
A	4,503	6	62,542	1.00	0.00	0.00	0.00	0.00	0.05	0.00	10,007	0	0	0	0	10,007		
Scrap PTE Tires (Random, Laced, and Barrel):											10,007	Total PTE Tires					10,007	
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$12,508							
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0							
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$0							
Pile Total Estimate											\$12,508						Scrap PTE Tons:	100

Non Tire Site (<800 tires)
 Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile
 Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.
 * Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$12,508
 Truck Tire Factor: \$0
 Rim Factor: \$0
 Pile Totals: \$12,508
 Scrap PTE Tons: 100
 Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.00 \$0
 Site Erosion Difficulty (Factor +200%) 0.00 \$0
Total Cost Estimate: \$12,508
Project Administration Costs (+75%) \$9,381
*** Planning Level Cost Estimate: \$21,890**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.
 * Base Estimated On-site Cleanup Days: 3.5
 Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.00 0.0
 Site Erosion Difficulty (Factor +50%) 0.00 0.0
***Total Estimated On-site Days: 3.5**
Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days: 103.5**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Monroe Auto Salvage**

Street: 10001 115th SE City: Snohomish

State: WA Lat: 47.90570 Record Entry: Aug 16, 2005

Zip: 98290 Long: -122.07620 Record Edit: Nov 4, 2005

County: Snohomish Tax Parcel Number:

Existing Report Info:

Tire Quantity (PTE): 3

Surface Water: 3

Population: 2

Schools: 1

Total Rank: 9

Internet Photo Name: photo 12

Cleanup Priority: 11

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6

>1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

SiteID: 57

Summary Comment:
 The Walker aerial photograph indicates that most of the wrecking yard is vacant, and that some tires are being loaded into containers and are being transported off-site.

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires	
				Random	Laced	Barrel	Baled	Resale	Truck	Rims							
A	324	3	4,500	1.00	0.00	0.00	0.00	0.00	0.05	0.05	360	0	0	0	0	360	
B	1,030	5	14,306	1.00	0.00	0.00	0.00	0.00	0.05	0.05	1,907	0	0	0	0	1,907	
C	534	3	7,417	1.00	0.00	0.00	0.00	0.00	0.05	0.05	593	0	0	0	0	593	
D	245	3	3,403	1.00	0.00	0.00	0.00	0.00	0.05	0.05	272	0	0	0	0	272	
E	1,060	7	14,722	1.00	0.00	0.00	0.00	0.00	0.05	0.00	2,748	0	0	0	0	2,748	
F	1,430	5	19,861	1.00	0.00	0.00	0.00	0.00	0.20	0.20	2,648	0	0	0	0	2,648	
G	1,210	6	16,806	1.00	0.00	0.00	0.00	0.00	0.05	0.05	2,689	0	0	0	0	2,689	
Scrap PTE Tires (Random, Laced, and Barrel):											11,218	Total PTE Tires					11,218
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$14,023						
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0						
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$616						
Pile Total Estimate											\$14,638						Scrap PTE Tons: 112

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Scrap PTE Base Cleanup Estimate: \$14,023

Truck Tire Factor: \$0

Rim Factor: \$616

Pile Totals: \$14,638

Scrap PTE Tons: 112

Site Access Difficulty (Factor +50%) 0.00 \$0

Site Solid Waste Difficulty (Factor +15%) 0.15 \$2,196

Site Erosion Difficulty (Factor +200%) 0.00 \$0

Total Cost Estimate: \$16,834

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

* Base Estimated On-site Cleanup Days: 3.8

Site Access Difficulty (Factor +10%) 0.00 0.0

Site Solid Waste Difficulty (Factor +10%) 0.10 0.4

Site Erosion Difficulty (Factor +50%) 0.00 0.0

***Total Estimated On-site Days: 4.2**

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Project Administration Costs (+75%)

\$12,625

Project Administration Days (+ 100 days)

100

*** Planning Level Cost Estimate:**

\$29,459

*** Planning Level Estimated Days:**

104.2

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: Autoscraps
Street: 315 South Gum Street **City:** Kennewick **Tire Quantity (PTE):** 3
State: WA **Lat:** 46.20466 **Record Entry:** Aug 19, 2005 **Surface Water:** 3
Zip: 99336 **Long:** -119.10680 **Record Edit:** Oct 8, 2005 **Population:** 3
County: Benton **Tax Parcel Number:** **Schools:** 2
Existing Report Info: **Total Rank:** 11
SiteID: 58 **Summary Comment:** Autoscraps is a large auto wrecking yard located in a commercial and residential area. Several large tire piles are present. Thousands of tires are also used as parking curbs. **Internet Photo Name:** photo 53 **Cleanup Priority:** 1

800-5K = 1	5K-10K = 2	10K-50K = 3
50K-100K = 4	100K-1M = 5	>1M = 6
>1/2 mi = 1	1/8 - 1/2 mi = 2	<1/8 mi =
Remote = 1	Rural = 2	Urban =
>1/2 mi = 1	1/4 to 1/2 mi = 2	<1/4 mi =

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires
				Random	Laced	Barrel	Baled	Resale	Truck	Rims						
A	504	3	7,000	1.00	0.00	0.00	0.00	0.00	0.05	0.00	560	0	0	0	0	560
B	266	3	3,694	0.50	0.00	0.50	0.00	0.00	0.05	0.05	148	0	177	0	0	325
C	1,170	5	16,250	1.00	0.00	0.00	0.00	0.00	0.05	0.20	2,167	0	0	0	0	2,167
D	453	4	6,292	1.00	0.00	0.00	0.00	0.00	0.05	0.20	671	0	0	0	0	671
E	2,930	5	40,694	0.50	0.00	0.50	0.00	0.00	0.05	0.20	2,713	0	3,256	0	0	5,969
F	3,170	5	44,028	0.50	0.50	0.00	0.00	0.00	0.05	0.20	2,935	4,109	0	0	0	7,044
G	1,460	3	20,278	1.00	0.00	0.00	0.00	0.00	0.05	0.10	1,622	0	0	0	0	1,622
H	1,710	3	23,750	1.00	0.00	0.00	0.00	0.00	0.05	0.05	1,900	0	0	0	0	1,900
I	10,000	1	138,889	1.00	0.00	0.00	0.00	0.00	0.05	0.05	3,704	0	0	0	0	3,704
Scrap PTE Tires (Random, Laced, and Barrel):											23,962	Total PTE Tires				23,962
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$29,952					
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0					
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$2,722	Scrap PTE Tons:				240
Pile Total Estimate											\$32,674					

Non Tire Site (<800 tires)

Scrap PTE Base Cleanup Estimate: \$29,952
 Truck Tire Factor: \$0
 Rim Factor: \$2,722
 Pile Totals: \$32,674

Scrap PTE Tons: 240

Site Access Difficulty (Factor +50%) 0.00 \$0

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

* Base Estimated On-site Cleanup Days: 7.0
 Site Access Difficulty (Factor +10%) 0.00 0.0

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

<input checked="" type="checkbox"/> Site Solid Waste Difficulty (Factor +15%)	0.15	\$4,901
<input type="checkbox"/> Site Erosion Difficulty (Factor +200%)	0.00	\$0

Total Cost Estimate: \$37,575

Project Administration Costs (+75%) \$28,181

*** Planning Level Cost Estimate: \$65,756**

Site Solid Waste Difficulty (Factor +10%)	0.10	0.7
Site Erosion Difficulty (Factor +50%)	0.00	0.0

***Total Estimated On-site Days: 7.7**

Project Administration Days (+ 100 days) 100

*** Planning Level Estimated Days: 107.7**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Savage**
Street: 2285 SR 221 **City:** Prosser
State: WA **Lat:** 46.20658 **Record Entry:** Aug 19, 2005
Zip: 99350 **Long:** -119.74420 **Record Edit:** Nov 4, 2005
County: Benton **Tax Parcel Number:**

Tire Quantity (PTE): 2
Surface Water: 1
Population: 2
Schools: 2
Total Rank: 7

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6
 >1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

Existing Report Info:
SiteID: 59 **Summary Comment:**
 The site is a large wrecking yard containing several medium to small tire piles throughout the site. One small pile is located on the hill above the yard.
Internet Photo Name: photo 54 **Cleanup Priority:** 29

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires		
				Random	Laced	Barrel	Baled	Resale	Truck	Rims								
J	303	2	4,208	1.00	0.00	0.00	0.00	0.00	0.05	0.05	224	0	0	0	0	224		
A	201	4	2,792	1.00	0.00	0.00	0.00	0.00	0.05	0.05	298	0	0	0	0	298		
B	368	3	5,111	1.00	0.00	0.00	0.00	0.00	0.05	0.05	409	0	0	0	0	409		
C	177	3	2,458	1.00	0.00	0.00	0.00	0.00	0.05	0.05	197	0	0	0	0	197		
D	1,070	4	14,861	1.00	0.00	0.00	0.00	0.00	0.05	0.05	1,585	0	0	0	0	1,585		
E	176	2	2,444	1.00	0.00	0.00	0.00	0.00	0.05	0.05	130	0	0	0	0	130		
F	471	2	6,542	1.00	0.00	0.00	0.00	0.00	0.05	0.05	349	0	0	0	0	349		
G	121	2	1,681	1.00	0.00	0.00	0.00	0.00	0.05	0.05	90	0	0	0	0	90		
H	609	3	8,458	1.00	0.00	0.00	0.00	0.00	0.05	0.05	677	0	0	0	0	677		
I	739	2	10,264	0.50	0.00	0.50	0.00	0.00	0.05	0.20	274	0	328	0	0	602		
K	532	3	7,389	1.00	0.00	0.00	0.00	0.00	0.05	0.05	591	0	0	0	0	591		
L	233	2	3,236	1.00	0.00	0.00	0.00	0.00	0.05	0.05	173	0	0	0	0	173		
Scrap PTE Tires (Random, Laced, and Barrel):											5,324	Total PTE Tires					5,324	
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$6,655							
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0							
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$267							
Pile Total Estimate											\$6,923						Scrap PTE Tons:	53

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate:

Truck Tire Factor:

Scrap PTE Tons:

Rim Factor:

Pile Totals:

Site Access Difficulty (Factor +50%)

Site Solid Waste Difficulty (Factor +15%)

Site Erosion Difficulty (Factor +200%)

Total Cost Estimate:

Project Administration Costs (+75%)

*** Planning Level Cost Estimate:**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

* Base Estimated On-site Cleanup Days:

Site Access Difficulty (Factor +10%)

Site Solid Waste Difficulty (Factor +10%)

Site Erosion Difficulty (Factor +50%)

***Total Estimated On-site Days:**

Project Administration Days (+ 100 days)

*** Planning Level Estimated Days:**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site:
Street: **City:**
State: **Lat:** **Record Entry:**
Zip: **Long:** **Record Edit:**
County: **Tax Parcel Number:**

Tire Quantity (PTE):
800-5K = 1 5K-10K = 2 10K-50K = 3
50K-100K = 4 100K-1M = 5 >1M = 6
Surface Water:
>1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
Population:
Remote = 1 Rural = 2 Urban =
Schools:
>1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =
Total Rank:
Internet Photo Name:
Cleanup Priority

Existing Report Info:
SiteID: **Summary Comment:**

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires
				Random	Laced	Barrel	Baled	Resale	Truck	Rims						
A	333	3	4,625	0.50	0.00	0.50	0.00	0.00	0.05	0.05	185	0	222	0	0	407
B	156	3	2,167	0.00	0.00	1.00	0.00	0.00	0.05	0.05	0	0	208	0	0	208
C	406	2	5,639	1.00	0.00	0.00	0.00	0.00	0.05	0.05	301	0	0	0	0	301
D	250	4	3,472	1.00	0.00	0.00	0.00	0.00	0.05	0.05	370	0	0	0	0	370
E	322	4	4,472	1.00	0.00	0.00	0.00	0.00	0.05	0.05	477	0	0	0	0	477
F	226	4	3,139	0.00	0.00	1.00	0.00	0.00	0.05	0.05	0	0	402	0	0	402
G	114	1	1,583	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0	59	0	0	0	59
H	354	4	4,917	0.00	0.00	1.00	0.00	0.00	0.00	0.10	0	0	629	0	0	629
I	565	3	7,847	1.00	0.00	0.00	0.00	0.00	0.00	0.00	628	0	0	0	0	628
Scrap PTE Tires (Random, Laced, and Barrel):											<input type="text" value="3,481"/>	Total PTE Tires		<input type="text" value="3,481"/>		
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											<input type="text" value="\$4,351"/>					
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											<input type="text" value="\$0"/>					
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											<input type="text" value="\$128"/>					
Pile Total Estimate											<input type="text" value="\$4,480"/>	Scrap PTE Tons:		<input type="text" value="35"/>		

Non Tire Site (<800 tires)
 Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap PTE Base Cleanup Estimate:
Truck Tire Factor:
Rim Factor:
Pile Totals:
 Site Access Difficulty (Factor +50%)

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.
 * Base Estimated On-site Cleanup Days:
 Site Access Difficulty (Factor +10%)

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Site Solid Waste Difficulty (Factor +15%) 0.00 \$0

Site Erosion Difficulty (Factor +200%) 0.00 \$0

Total Cost Estimate: \$4,480

Project Administration Costs (+75%) \$3,360

*** Planning Level Cost Estimate: \$7,840**

Site Solid Waste Difficulty (Factor +10%) 0.00 0.0

Site Erosion Difficulty (Factor +50%) 0.00 0.0

***Total Estimated On-site Days: 1.9**

Project Administration Days (+ 100 days) 100

*** Planning Level Estimated Days: 101.9**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **West Richland Auto Wrecking**
Street: 6145 West Van Geisen **City:** West Richland
State: WA **Lat:** 46.30293 **Record Entry:** Aug 19, 2005
Zip: 99353 **Long:** -119.36668 **Record Edit:** Nov 4, 2005
County: Benton **Tax Parcel Number:**

Tire Quantity (PTE): 3
Surface Water: 1
Population: 3
Schools: 1
Total Rank: 8

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6
 >1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

Existing Report Info:
SiteID: 61 **Summary Comment:** A relatively small wrecking yard located near residential neighborhoods.
Internet Photo Name: photo 56 **Cleanup Priority:** 15

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires		
				Random	Laced	Barrel	Baled	Resale	Truck	Rims								
A	955	4	13,264	1.00	0.00	0.00	0.00	0.00	0.05	0.05	1,415	0	0	0	0	1,415		
B	3,260	9	45,278	1.00	0.00	0.00	0.00	0.00	0.05	0.05	11,953	0	0	0	0	11,953		
C	37	1	514	1.00	0.00	0.00	0.00	0.00	0.70	0.00	14	0	0	0	0	14		
D	60	1	833	1.00	0.00	0.00	0.00	0.00	0.00	0.00	22	0	0	0	0	22		
Scrap PTE Tires (Random, Laced, and Barrel):											13,404	Total PTE Tires					13,404	
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$16,755							
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0							
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$501							
Pile Total Estimate											\$17,256						Scrap PTE Tons:	134

Non Tire Site (<800 tires)
 Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile
 Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.
 * Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$16,755
Truck Tire Factor: \$0
Scrap PTE Tons: 134
Rim Factor: \$501
Pile Totals: \$17,256
 Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.00 \$0
 Site Erosion Difficulty (Factor +200%) 0.00 \$0
Total Cost Estimate: \$17,256
Project Administration Costs (+75%): \$12,942
*** Planning Level Cost Estimate:** \$30,199

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.
 * Base Estimated On-site Cleanup Days: 4.4
 Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.00 0.0
 Site Erosion Difficulty (Factor +50%) 0.00 0.0
***Total Estimated On-site Days:** 4.4
Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days:** 104.4

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Tommy's Steel**
Street: Unknown Street Address **City:** Pasco **Tire Quantity (PTE):** 4
State: WA **Lat:** 46.21995 **Record Entry:** Aug 19, 2005 **Surface Water:** 2
Zip: **Long:** -119.03538 **Record Edit:** Nov 4, 2005 **Population:** 2
County: Franklin **Tax Parcel Number:** **Schools:** 1
Existing Report Info: **Total Rank:** 9

800-5K = 1	5K-10K = 2	10K-50K = 3
50K-100K = 4	100K-1M = 5	>1M = 6
>1/2 mi = 1	1/8 - 1/2 mi = 2	<1/8 mi =
Remote = 1	Rural = 2	Urban =
>1/2 mi = 1	1/4 to 1/2 mi = 2	<1/4 mi =

SiteID: 62 **Summary Comment:**
 The site is a storage yard for Tommy's auto wrecking yard located one mile to the east. According to the county health department, approximately 3,000 tires will be removed and used as part of an experimental dairy farm digester. Some tires have been baled. Otherwise, large tire piles are present.
Internet Photo Name: photo 57 **Cleanup Priority:** 6

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires
				Random	Laced	Barrel	Baled	Resale	Truck	Rims						
A	6,630	3	92,083	1.00	0.00	0.00	0.00	0.00	0.05	0.05	7,367	0	0	0	0	7,367
B	629	8	8,736	0.00	0.00	0.00	1.00	0.00	0.10	0.20	0	0	0	9,319	0	9,319
C	1,353	3	18,792	1.00	0.00	0.00	0.00	0.00	0.15	0.20	1,503	0	0	0	0	1,503
D	11,716	3	162,722	1.00	0.00	0.00	0.00	0.00	0.05	0.20	13,018	0	0	0	0	13,018
E	4,340	3	60,278	1.00	0.00	0.00	0.00	0.00	0.00	0.20	4,822	0	0	0	0	4,822
F	1,616	2	22,444	1.00	0.00	0.00	0.00	0.00	0.10	0.20	1,197	0	0	0	0	1,197
G	516	1	7,167	1.00	0.00	0.00	0.00	0.00	0.40	0.05	191	0	0	0	0	191
H	610	5	8,472	1.00	0.00	0.00	0.00	0.00	0.30	0.05	1,130	0	0	0	0	1,130
I	581	1	8,069	1.00	0.00	0.00	0.00	0.00	0.00	0.00	215	0	0	0	0	215
J	6,541	9	90,847	1.00	0.00	0.00	0.00	0.00	0.05	0.05	23,984	0	0	0	0	23,984
Scrap PTE Tires (Random, Laced, and Barrel):												53,427	Total PTE Tires		62,745	
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):												\$66,783				
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):												\$0				
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):												\$4,306	Scrap PTE Tons:		534	
Pile Total Estimate												\$71,090				

Non Tire Site (<800 tires)
 Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions:
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap PTE Base Cleanup Estimate: \$66,783
Truck Tire Factor: \$0
Rim Factor: \$4,306
Pile Totals: \$71,090
 Site Access Difficulty (Factor +50%) 0.00 \$0

Scrap PTE Tons: 534
 * Base Estimated On-site Cleanup Days: 14.4
 Site Access Difficulty (Factor +10%) 0.00 0.0

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

<input checked="" type="checkbox"/> Site Solid Waste Difficulty (Factor +15%)	0.15	\$10,663
<input type="checkbox"/> Site Erosion Difficulty (Factor +200%)	0.00	\$0

Total Cost Estimate: \$81,753

Project Administration Costs (+75%) \$61,315

*** Planning Level Cost Estimate: \$143,068**

Site Solid Waste Difficulty (Factor +10%)	0.10	1.4
Site Erosion Difficulty (Factor +50%)	0.00	0.0

***Total Estimated On-site Days: 15.8**

Project Administration Days (+ 100 days) 100

*** Planning Level Estimated Days: 115.8**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: Highway Auto
Street: Wine Country Road **City:** Prosser
State: WA **Lat:** 46.23960 **Record Entry:** Aug 19, 2005
Zip: **Long:** -119.82782 **Record Edit:** Nov 4, 2005
County: Benton **Tax Parcel Number:**

Tire Quantity (PTE): 2
Surface Water: 2
Population: 2
Schools: 1
Total Rank: 7
Internet Photo Name: photo 58
Cleanup Priority: 28

800-5K = 1	5K-10K = 2	10K-50K = 3
50K-100K = 4	100K-1M = 5	>1M = 6
>1/2 mi = 1	1/8 - 1/2 mi = 2	<1/8 mi =
Remote = 1	Rural = 2	Urban =
>1/2 mi = 1	1/4 to 1/2 mi = 2	<1/4 mi =

SiteID: 63
Summary Comment:
 A small wrecking yard using barrel-stacked or laced tires as fences.

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires
				Random	Laced	Barrel	Baled	Resale	Truck	Rims						
A	1,506	5	20,917	0.00	0.00	1.00	0.00	0.00	0.05	0.05	0	0	3,347	0	0	3,347
B	493	8	6,847	0.00	1.00	0.00	0.00	0.00	0.05	0.05	0	2,250	0	0	0	2,250
Scrap PTE Tires (Random, Laced, and Barrel):												5,596	Total PTE Tires		5,596	
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):												\$6,995				
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):												\$0				
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):												\$210				
Pile Total Estimate												\$7,205	Scrap PTE Tons:		56	

Non Tire Site (<800 tires)
 Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile
 Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.
 * Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$6,995
 Truck Tire Factor: \$0
 Rim Factor: \$210
 Scrap PTE Tons: 56
 Pile Totals: \$7,205
 Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.00 \$0
 Site Erosion Difficulty (Factor +200%) 0.00 \$0
Total Cost Estimate: \$7,205
Project Administration Costs (+75%) \$5,404
*** Planning Level Cost Estimate: \$12,609**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.
 * Base Estimated On-site Cleanup Days: 2.4
 Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.00 0.0
 Site Erosion Difficulty (Factor +50%) 0.00 0.0
***Total Estimated On-site Days: 2.4**
Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days: 102.4**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Art's Auto Wrecking**
Street: 23536 River Road SW **City:** Sedro Woolley **Tire Quantity (PTE):** 3
State: WA **Lat:** 48.48944 **Record Entry:** Aug 22, 2005 **Surface Water:** 3
Zip: **Long:** -122.23694 **Record Edit:** Nov 9, 2005 **Population:** 2
County: Skagit **Tax Parcel Number:** **Schools:** 1
Existing Report Info: **Total Rank:** 9
SiteID: 65 **Summary Comment:** A wrecking yard containing areas of thick overgrowth. Many additional tires maybe present beneath vegetation. **Internet Photo Name:** photo 67 **Cleanup Priority:** 12

800-5K = 1	5K-10K = 2	10K-50K = 3
50K-100K = 4	100K-1M = 5	>1M = 6
>1/2 mi = 1	1/8 - 1/2 mi = 2	<1/8 mi =
Remote = 1	Rural = 2	Urban =
>1/2 mi = 1	1/4 to 1/2 mi = 2	<1/4 mi =

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires
				Random	Laced	Barrel	Baled	Resale	Truck	Rims						
A	207	3	2,875	0.00	0.00	1.00	0.00	0.00	0.05	0.05	0	0	276	0	0	276
B	196	1	2,722	1.00	0.00	0.00	0.00	0.00	0.05	0.05	73	0	0	0	0	73
C	403	3	5,597	0.20	0.00	0.80	0.00	0.00	0.05	0.05	90	0	430	0	0	519
D	1,690	8	23,472	1.00	0.00	0.00	0.00	0.00	0.05	0.20	5,508	0	0	0	0	5,508
E	207	1	2,875	0.50	0.00	0.50	0.00	0.00	0.05	0.20	38	0	46	0	0	84
F	316	2	4,389	0.00	0.00	1.00	0.00	0.00	0.20	0.80	0	0	281	0	0	281
G	2,812	4	39,056	1.00	0.00	0.00	0.00	0.00	0.05	0.50	4,166	0	0	0	0	4,166

Scrap PTE Tires (Random, Laced, and Barrel):	10,907	Total PTE Tires	10,907
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):	\$13,634		
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):	\$0		
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):	\$2,602	Scrap PTE Tons:	
Pile Total Estimate	\$16,236		109

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Scrap PTE Base Cleanup Estimate:	\$13,634
Truck Tire Factor:	\$0
Rim Factor:	\$2,602
Pile Totals:	\$16,236
<input type="checkbox"/> Site Access Difficulty (Factor +50%)	0.00 \$0
<input type="checkbox"/> Site Solid Waste Difficulty (Factor +15%)	0.00 \$0
<input type="checkbox"/> Site Erosion Difficulty (Factor +200%)	0.00 \$0
Total Cost Estimate:	\$16,236

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

* Base Estimated On-site Cleanup Days:	3.7
Site Access Difficulty (Factor +10%)	0.00 0.0
Site Solid Waste Difficulty (Factor +10%)	0.00 0.0
Site Erosion Difficulty (Factor +50%)	0.00 0.0

***Total Estimated On-site Days: 3.7**

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Project Administration Costs (+75%)

\$12,177

Project Administration Days (+ 100 days)

100

*** Planning Level Cost Estimate:**

\$28,414

*** Planning Level Estimated Days:**

103.7

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Johnson**
 Street: 22433 Franklin Road City: Conway
 State: WA Lat: 48.32083 Record Entry: Aug 22, 2005
 Zip: Long: -122.32972 Record Edit: Nov 4, 2005
 County: Skagit Tax Parcel Number: P17459

Tire Quantity (PTE): 1
 Surface Water: 2
 Population: 2
 Schools: 1
 Total Rank: 6
 Internet Photo Name: photo 68
 Cleanup Priority: 44

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6
 >1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

SiteID: 67
 Summary Comment:
 The site is a wrecking yard containing a private residence. Several small piles are located throughout the property.

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires	
				Random	Laced	Barrel	Baled	Resale	Truck	Rims							
A	53	1	736	1.00	0.00	0.00	0.00	0.00	0.05	1.00	20	0	0	0	0	20	
B	30	1	417	0.00	0.00	1.00	0.00	0.00	0.05	1.00	0	0	13	0	0	13	
C	709	3	9,847	1.00	0.00	0.00	0.00	0.00	0.05	0.50	788	0	0	0	0	788	
D	154	3	2,139	0.00	0.00	1.00	0.00	0.00	0.05	0.20	0	0	205	0	0	205	
E	130	1	1,806	1.00	0.00	0.00	0.00	0.00	0.05	0.05	48	0	0	0	0	48	
F	166	1	2,306	1.00	0.00	0.00	0.00	0.00	0.05	0.05	61	0	0	0	0	61	
Scrap PTE Tires (Random, Laced, and Barrel):											1,136	Total PTE Tires					1,136
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$1,420						
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0						
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$355						
Pile Total Estimate											\$1,775						Scrap PTE Tons: 11

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$1,420
 Truck Tire Factor: \$0
 Scrap PTE Tons: 11
 Rim Factor: \$355
 Pile Totals: \$1,775

Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.00 \$0
 Site Erosion Difficulty (Factor +200%) 0.00 \$0

Total Cost Estimate: \$1,775

Project Administration Costs (+75%) \$1,331
*** Planning Level Cost Estimate: \$3,106**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

* Base Estimated On-site Cleanup Days: 1.3
 Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.00 0.0
 Site Erosion Difficulty (Factor +50%) 0.00 0.0

***Total Estimated On-site Days: 1.3**
Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days: 101.3**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Salinas**
Street: 2030 Friday Creek Road **City:** Burlington
State: WA **Lat:** 48.61556 **Record Entry:** Aug 22, 2005
Zip: **Long:** -122.33889 **Record Edit:** Nov 4, 2005
County: Skagit **Tax Parcel Number:** P49409
Existing Report Info:

Tire Quantity (PTE): 1
Surface Water: 2
Population: 2
Schools: 1
Total Rank: 6
Internet Photo Name: photo 69
Cleanup Priority: 46

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6
 >1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

SiteID: 68
Summary Comment:
 The site is a wrecking yard with dense low lying vegetation. Several small piles are visible at the property. However, additional tire piles may be obscured by vegetation. Tires also appear to be stored inside truck beds.

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires	
				Random	Laced	Barrel	Baled	Resale	Truck	Rims							
A	2,400	1	33,333	1.00	0.00	0.00	0.00	0.00	0.00	0.00	889	0	0	0	0	889	
Scrap PTE Tires (Random, Laced, and Barrel):											889	Total PTE Tires					889
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$1,111						
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0						
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$0						
Pile Total Estimate											\$1,111						Scrap PTE Tons: 9

Non Tire Site (<800 tires)
 Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile
 Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.
 * Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$1,111
 Truck Tire Factor: \$0
 Rim Factor: \$0
 Pile Totals: \$1,111
 Scrap PTE Tons: 9
 Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.00 \$0
 Site Erosion Difficulty (Factor +200%) 0.00 \$0
Total Cost Estimate: \$1,111
Project Administration Costs (+75%) \$833
*** Planning Level Cost Estimate: \$1,944**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.
 * Base Estimated On-site Cleanup Days: 1.2
 Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.00 0.0
 Site Erosion Difficulty (Factor +50%) 0.00 0.0
***Total Estimated On-site Days: 1.2**
Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days: 101.2**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Bolser**
Street: 17495 SR 536 **City:** Mount Vernon
State: WA **Lat:** 48.43055 **Record Entry:** Aug 22, 2005
Zip: **Long:** -122.36667 **Record Edit:** Nov 4, 2005
County: Skagit **Tax Parcel Number:** P21727
Existing Report Info:

Tire Quantity (PTE): 2
Surface Water: 3
Population: 2
Schools: 1
Total Rank: 8

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6
 >1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

SiteID: 69 **Summary Comment:** The site contains very large truck tires and earth-moving equipment tires. Most tires at this site are stacked for resale. The site is on the banks of the Skagit River.
Internet Photo Name: photo 70 **Cleanup Priority:** 19

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires
				Random	Laced	Barrel	Baled	Resale	Truck	Rims						
A	760	2	10,556	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0	0	0	0	676	676
B	222	2	3,083	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0	0	0	0	197	197
C	9,103	2	126,431	0.00	0.00	0.00	0.00	1.00	0.80	0.10	0	0	0	0	8,092	8,092
D	614	2	8,528	1.00	0.00	0.00	0.00	0.00	0.20	0.05	455	0	0	0	0	455
E	324	2	4,500	0.00	0.00	0.00	0.00	1.00	0.10	0.10	0	0	0	0	288	288
F	548	2	7,611	0.50	0.00	0.50	0.00	0.00	0.10	0.10	203	0	244	0	0	447
G	1,168	2	16,222	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0	0	0	0	1,038	1,038
H	1,727	1	23,986	0.10	0.00	0.90	0.00	0.00	0.10	0.00	64	0	691	0	0	755
I	1,808	1	25,111	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0	0	804	0	0	804
J	733	2	10,181	0.00	0.00	1.00	0.00	0.00	0.80	0.00	0	0	652	0	0	652
K	162	1	2,250	1.00	0.00	0.00	0.00	0.00	1.00	0.00	60	0	0	0	0	60
L	3,232	3	44,889	0.00	0.00	1.00	0.00	0.00	0.50	0.00	0	0	4,309	0	0	4,309
M	474	2	6,583	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0	0	0	0	421	421
O	353	2	4,903	0.00	0.00	1.00	0.00	0.00	0.90	0.00	0	0	314	0	0	314
P	283	1	3,931	0.00	0.00	0.00	0.00	1.00	0.50	0.00	0	0	0	0	126	126
Q	1,201	1	16,681	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0	0	0	0	534	534
N	289	2	4,014	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0	0	0	0	257	257

Scrap PTE Tires (Random, Laced, and Barrel):	7,794	Total PTE Tires	19,423
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):	\$9,743		
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):	\$0		
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):	\$51	Scrap PTE Tons:	
Pile Total Estimate	\$9,793		78

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate:	\$9,743
Truck Tire Factor:	\$0
Rim Factor:	\$51
Pile Totals:	\$9,793

<input type="checkbox"/> Site Access Difficulty (Factor +50%)	0.00	\$0
<input type="checkbox"/> Site Solid Waste Difficulty (Factor +15%)	0.00	\$0
<input type="checkbox"/> Site Erosion Difficulty (Factor +200%)	0.00	\$0

Total Cost Estimate: **\$9,793**

Project Administration Costs (+75%) \$7,345

*** Planning Level Cost Estimate:** **\$17,139**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

* Base Estimated On-site Cleanup Days: **2.9**

Site Access Difficulty (Factor +10%)	0.00	0.0
Site Solid Waste Difficulty (Factor +10%)	0.00	0.0
Site Erosion Difficulty (Factor +50%)	0.00	0.0

***Total Estimated On-site Days:** **2.9**

Project Administration Days (+ 100 days) 100

*** Planning Level Estimated Days:** **102.9**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Ray's Auto Wrecking**
Street: 2707 100th Street Southeast **City:** Everett
State: WA **Lat:** 47.90806 **Record Entry:** Aug 22, 2005
Zip: 98208 **Long:** -122.19556 **Record Edit:** Nov 4, 2005
County: Snohomish **Tax Parcel Number:**

Tire Quantity (PTE): 1
Surface Water: 1
Population: 3
Schools: 3
Total Rank: 8
Internet Photo Name: photo 13
Cleanup Priority: 21

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6
 >1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

SiteID: 71
Summary Comment:
 The site is a wrecking yard located in a residential area. Tire Disposal and Recycling Inc. is reportedly doing a tire removal operation.

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires
				Random	Laced	Barrel	Baled	Resale	Truck	Rims						
E	764	4	10,611	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1,132	0	0	0	0	1,132
F	79	1	1,097	1.00	0.00	0.00	0.00	0.00	0.00	0.00	29	0	0	0	0	29
G	55	1	764	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0	0	24	0	0	24
A	330	3	4,583	1.00	0.00	0.00	0.00	0.00	0.05	0.20	367	0	0	0	0	367
B	1,102	3	15,306	1.00	0.00	0.00	0.00	0.00	0.20	0.30	1,224	0	0	0	0	1,224
C	362	3	5,028	1.00	0.00	0.00	0.00	0.00	0.00	0.05	402	0	0	0	0	402
D	475	1	6,597	1.00	0.00	0.00	0.00	0.00	0.05	0.05	176	0	0	0	0	176
Scrap PTE Tires (Random, Laced, and Barrel):												3,355	Total PTE Tires		3,355	
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):												\$4,194				
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):												\$0				
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):												\$352				
Pile Total Estimate												\$4,546	Scrap PTE Tons:		34	

Non Tire Site (<800 tires)
 Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile
 Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

Scrap PTE Base Cleanup Estimate: \$4,194
 Truck Tire Factor: \$0
 Rim Factor: \$352
 Pile Totals: \$4,546
 Scrap PTE Tons: 34
 Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.15 \$682
 Site Erosion Difficulty (Factor +200%) 0.00 \$0
Total Cost Estimate: \$5,228

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.
 * Base Estimated On-site Cleanup Days: 1.8
 Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.10 0.2
 Site Erosion Difficulty (Factor +50%) 0.00 0.0
***Total Estimated On-site Days: 2.0**

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Project Administration Costs (+75%)

\$3,921

Project Administration Days (+ 100 days)

100

*** Planning Level Cost Estimate:**

\$9,148

*** Planning Level Estimated Days:**

102.0

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Beacon Coal Mine Road**
 Street: 128 Beacon Coal Mine Road City: Seattle
 State: WA Lat: 47.48408 Record Entry: Aug 23, 2005
 Zip: Long: -122.25488 Record Edit: Nov 4, 2005
 County: King Tax Parcel Number:

Tire Quantity (PTE): 3
 800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6
 Surface Water: 2 >1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Population: 3 Remote = 1 Rural = 2 Urban =
 Schools: 1 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =
 Total Rank: 9 Internet Photo Name: Cleanup Priority
 photo 78 10

Existing Report Info: Sue Clark has photographs.
 SiteID: 72
 Summary Comment:
 A fire occurred at this site in early 2005 with many tires burned. The site is a wrecking yard with residential areas located adjacent to the north.

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires	
				Random	Laced	Barrel	Baled	Resale	Truck	Rims							
A	1,780	7	24,722	1.00	0.00	0.00	0.00	0.00	0.20	0.20	4,615	0	0	0	0	4,615	
B	1,175	1	16,319	0.00	0.00	0.00	0.00	1.00	0.50	0.05	0	0	0	0	522	522	
C	2,296	5	31,889	1.00	0.00	0.00	0.00	0.00	0.05	0.00	4,252	0	0	0	0	4,252	
D	430	3	5,972	1.00	0.00	0.00	0.00	0.00	0.20	0.05	478	0	0	0	0	478	
E	815	4	11,319	1.00	0.00	0.00	0.00	0.00	0.05	0.05	1,207	0	0	0	0	1,207	
F	1,517	5	21,069	1.00	0.00	0.00	0.00	0.00	0.05	0.05	2,809	0	0	0	0	2,809	
Scrap PTE Tires (Random, Laced, and Barrel):											13,361	Total PTE Tires					13,883
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$16,701						
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0						
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$861						
Pile Total Estimate											\$17,562						Scrap PTE Tons: 134

Non Tire Site (<800 tires)
 Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile
 Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.
 * Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$16,701
 Truck Tire Factor: \$0
 Scrap PTE Tons: 134
 Rim Factor: \$861
 Pile Totals: \$17,562
 Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.15 \$2,634
 Site Erosion Difficulty (Factor +200%) 0.00 \$0
Total Cost Estimate: \$20,196
Project Administration Costs (+75%) \$15,147
*** Planning Level Cost Estimate: \$35,344**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.
 * Base Estimated On-site Cleanup Days: 4.3
 Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.10 0.4
 Site Erosion Difficulty (Factor +50%) 0.00 0.0
***Total Estimated On-site Days: 4.8**
Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days: 104.8**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Island Auto Wrecking**
Street: 12118 Southwest Cemetery Rd **City:** Vashon **Tire Quantity (PTE):** 3
State: WA **Lat:** 47.43076 **Record Entry:** Aug 23, 2005 **Surface Water:** 1
Zip: 98070 **Long:** -122.49121 **Record Edit:** Nov 4, 2005 **Population:** 2
County: King **Tax Parcel Number:** **Schools:** 1
Existing Report Info: Sue Clark has photographs **Total Rank:** 7

800-5K = 1	5K-10K = 2	10K-50K = 3
50K-100K = 4	100K-1M = 5	>1M = 6
>1/2 mi = 1	1/8 - 1/2 mi = 2	<1/8 mi =
Remote = 1	Rural = 2	Urban =
>1/2 mi = 1	1/4 to 1/2 mi = 2	<1/4 mi =

SiteID: 73
Summary Comment:
 A large, mostly vacant auto-wrecking site that is no longer in business. A large pile is located near the center of the site. More tires may be concealed under a dense low-lying vegetative cover.

Internet Photo Name: photo 79 **Cleanup Priority:** 23

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires		
				Random	Laced	Barrel	Baled	Resale	Truck	Rims								
A	7,912	7	109,889	1.00	0.00	0.00	0.00	0.00	0.10	0.20	20,513	0	0	0	0	20,513		
B	504	3	7,000	1.00	0.00	0.00	0.00	0.00	0.05	0.05	560	0	0	0	0	560		
Scrap PTE Tires (Random, Laced, and Barrel):											21,073	Total PTE Tires					21,073	
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$26,341							
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0							
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$3,098							
Pile Total Estimate											\$29,439						Scrap PTE Tons:	211

Non Tire Site (<800 tires)
 Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile
 Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.
 * Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$26,341
 Truck Tire Factor: \$0
 Rim Factor: \$3,098
 Scrap PTE Tons: 211
 Pile Totals: \$29,439
 Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.00 \$0
 Site Erosion Difficulty (Factor +200%) 0.00 \$0
Total Cost Estimate: \$29,439
Project Administration Costs (+75%) \$22,079
*** Planning Level Cost Estimate: \$51,518**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.
 * Base Estimated On-site Cleanup Days: 6.3
 Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.00 0.0
 Site Erosion Difficulty (Factor +50%) 0.00 0.0
***Total Estimated On-site Days: 6.3**
Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days: 106.3**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Marty's Used Tires**
 Street: 14625 Ambaum Blvd. Southwest City: Burien
 State: WA Lat: 47.47149 Record Entry: Aug 23, 2005
 Zip: Long: -122.34749 Record Edit: Nov 4, 2005
 County: King Tax Parcel Number:

Tire Quantity (PTE): 1
 Surface Water: 1
 Population: 3
 Schools: 2
 Total Rank: 7
 Internet Photo Name: photo 80
 Cleanup Priority: 35

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6
 >1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

Existing Report Info: Sue Clark has photographs.
 SiteID: 74
 Summary Comment:
 The site is occupied by a used tire retailer in an urban setting. Some of the tire stacks appear too close to allow for proper inspection of the resale tires. A scrap tire pile is present near the street, and other small quantities of scrap tires are scattered in various areas of the yard.

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires
				Random	Laced	Barrel	Baled	Resale	Truck	Rims						
A	2,455	2	34,097	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0	0	0	0	2,182	2,182
B	276	2	3,833	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0	0	0	0	245	245
C	1,350	2	18,750	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0	0	0	0	1,200	1,200
D	555	4	7,708	1.00	0.00	0.00	0.00	0.00	0.20	0.05	822	0	0	0	822	822
Scrap PTE Tires (Random, Laced, and Barrel):												822	Total PTE Tires		4,450	
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):												\$1,028				
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):												\$0				
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):												\$31				
Pile Total Estimate												\$1,059	Scrap PTE Tons:		8	

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$1,028
 Truck Tire Factor: \$0
 Rim Factor: \$31
 Pile Totals: \$1,059
 Scrap PTE Tons: 8
 Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.00 \$0
 Site Erosion Difficulty (Factor +200%) 0.00 \$0
Total Cost Estimate: \$1,059
Project Administration Costs (+75%) \$794
*** Planning Level Cost Estimate: \$1,853**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

* Base Estimated On-site Cleanup Days: 1.2
 Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.00 0.0
 Site Erosion Difficulty (Factor +50%) 0.00 0.0
***Total Estimated On-site Days: 1.2**
Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days: 101.2**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Astro Auto Wrecking**
Street: 37307 Enchanted Parkway South **City:** Federal Way
State: WA **Lat:** 47.26685 **Record Entry:** Aug 23, 2005
Zip: 98003 **Long:** -122.30236 **Record Edit:** Nov 4, 2005
County: King **Tax Parcel Number:** _____
Existing Report Info: Sue Clark Has Photographs

Tire Quantity (PTE): 3
Surface Water: 1
Population: 3
Schools: 1
Total Rank: 8
Internet Photo Name: photo 81
Cleanup Priority: 17

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6
 >1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

SiteID: 75
Summary Comment:
 Large tire piles are present at the center of this medium-sized urban wrecking yard. Some of the piles cover shipping containers that may also contain tires.

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires	
				Random	Laced	Barrel	Baled	Resale	Truck	Rims							
E	1,630	5	22,639	1.00	0.00	0.00	0.00	0.00	0.05	0.05	3,019	0	0	0	0	3,019	
A	698	5	9,694	1.00	0.00	0.00	0.00	0.00	0.05	0.05	1,293	0	0	0	0	1,293	
B	1,600	8	22,222	1.00	0.00	0.00	0.00	0.00	0.10	0.05	5,215	0	0	0	0	5,215	
C	863	4	11,986	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1,279	0	0	0	0	1,279	
D	848	7	11,778	1.00	0.00	0.00	0.00	0.00	0.00	0.00	2,199	0	0	0	0	2,199	
Scrap PTE Tires (Random, Laced, and Barrel):											13,003		Total PTE Tires				13,003
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$16,254						
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0						
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$357						
Pile Total Estimate											\$16,611		Scrap PTE Tons:				130

Non Tire Site (<800 tires)
 Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile
 Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.
 * Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$16,254
Truck Tire Factor: \$0
Rim Factor: \$357
Pile Totals: \$16,611
Scrap PTE Tons: 130
 Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.00 \$0
 Site Erosion Difficulty (Factor +200%) 0.00 \$0
Total Cost Estimate: \$16,611
Project Administration Costs (+75%): \$12,458
*** Planning Level Cost Estimate:** \$29,069

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.
*** Base Estimated On-site Cleanup Days:** 4.3
 Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.00 0.0
 Site Erosion Difficulty (Factor +50%) 0.00 0.0
***Total Estimated On-site Days:** 4.3
Project Administration Days (+ 100 days): 100
*** Planning Level Estimated Days:** 104.3

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Federal Way Auto Wrecking**
Street: 37430 Military Rd S **City:** Auburn **Tire Quantity (PTE):** 2
State: WA **Lat:** 47.26529 **Record Entry:** Aug 23, 2005 **Surface Water:** 2
Zip: 98001 **Long:** -122.28785 **Record Edit:** Nov 4, 2005 **Population:** 3
County: King **Tax Parcel Number:** **Schools:** 1
Existing Report Info: Sue Clark has photographs **Total Rank:** 8

800-5K = 1	5K-10K = 2	10K-50K = 3
50K-100K = 4	100K-1M = 5	>1M = 6
>1/2 mi = 1	1/8 - 1/2 mi = 2	<1/8 mi =
Remote = 1	Rural = 2	Urban =
>1/2 mi = 1	1/4 to 1/2 mi = 2	<1/4 mi =

SiteID: 76 **Summary Comment:**
 Wrecking yard employees state that they are in the process of removing tires from the site. However, a large pile remains under the trees on the south edge of the site. Much of the pile is covered with vegetation. Federal Way Auto Wrecking also reportedly owns Four Corners Auto Wrecking (Site 18).
Internet Photo Name: photo 83 **Cleanup Priority:** 20

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires		
				Random	Laced	Barrel	Baled	Resale	Truck	Rims								
A	3,510	4	48,750	1.00	0.00	0.00	0.00	0.00	0.10	0.10	5,200	0	0	0	0	5,200		
Scrap PTE Tires (Random, Laced, and Barrel):											5,200	Total PTE Tires					5,200	
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$6,500							
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0							
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$390							
Pile Total Estimate											\$6,890						Scrap PTE Tons:	52

Non Tire Site (<800 tires)
 Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile
 Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.
 * Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$6,500
 Truck Tire Factor: \$0
 Rim Factor: \$390
 Pile Totals: \$6,890
 Scrap PTE Tons: 52
 Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.00 \$0
 Site Erosion Difficulty (Factor +200%) 0.00 \$0
Total Cost Estimate: \$6,890
Project Administration Costs (+75%): \$5,168
*** Planning Level Cost Estimate: \$12,058**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.
 * Base Estimated On-site Cleanup Days: 2.3
 Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.00 0.0
 Site Erosion Difficulty (Factor +50%) 0.00 0.0
***Total Estimated On-site Days: 2.3**
Project Administration Days (+ 100 days): 100
*** Planning Level Estimated Days: 102.3**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Tires Cost Less**
 Street: 13922 Canyon Road East City: Puyallup
 State: WA Lat: 47.12917 Record Entry: Aug 23, 2005
 Zip: 98373 Long: -122.35889 Record Edit: Nov 4, 2005
 County: Pierce Tax Parcel Number:
 Existing Report Info:

Tire Quantity (PTE): 1
 Surface Water: 1
 Population: 3
 Schools: 1
 Total Rank: 6
 Internet Photo Name: photo 20
 Cleanup Priority: 42

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6
 >1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

SiteID: 77
 Summary Comment:
 The site is a wrecking yard that was formerly on Ecology's list of licensed tire haulers. Most of the tires on site are stacked for resale.

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires		
				Random	Laced	Barrel	Baled	Resale	Truck	Rims								
A	232	4	3,222	1.00	0.00	0.00	0.00	0.00	0.05	0.05	344	0	0	0	0	344		
B	1,633	2	22,681	0.60	0.00	0.40	0.00	0.00	0.20	0.05	726	0	581	0	0	1,306		
C	177	2	2,458	1.00	0.00	0.00	0.00	0.00	0.05	0.05	131	0	0	0	0	131		
D	1,719	1	23,875	0.00	0.00	0.00	0.00	1.00	0.05	0.00	0	0	0	0	764	764		
E	919	1	12,764	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0	0	0	0	408	408		
F	1,010	1	14,028	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0	0	0	0	449	449		
G	528	1	7,333	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0	0	0	0	235	235		
H	1,005	2	13,958	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0	0	0	0	893	893		
I	705	1	9,792	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0	0	0	0	313	313		
J	1,155	1	16,042	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0	0	0	0	513	513		
K	699	2	9,708	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0	0	0	0	621	621		
Scrap PTE Tires (Random, Laced, and Barrel):											1,781	Total PTE Tires					5,979	
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$2,227							
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0							
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$67							
Pile Total Estimate											\$2,293						Scrap PTE Tons:	18

Non Tire Site (<800 tires)
 Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions:
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap PTE Base Cleanup Estimate: \$2,227
 Truck Tire Factor: \$0
 Scrap PTE Tons: 18
 Rim Factor: \$67
 Pile Totals: \$2,293
 Site Access Difficulty (Factor +50%) 0.00 \$0

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.
 * Base Estimated On-site Cleanup Days: 1.4
 Site Access Difficulty (Factor +10%) 0.00 0.0

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Site Solid Waste Difficulty (Factor +15%) 0.00 \$0
 Site Erosion Difficulty (Factor +200%) 0.00 \$0

Total Cost Estimate: \$2,293

Project Administration Costs (+75%) \$1,720

*** Planning Level Cost Estimate: \$4,013**

Site Solid Waste Difficulty (Factor +10%) 0.00 0.0
 Site Erosion Difficulty (Factor +50%) 0.00 0.0

***Total Estimated On-site Days: 1.4**

Project Administration Days (+ 100 days) 100

*** Planning Level Estimated Days: 101.4**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: Ben's Basin City Tire
Street: 431 Wahluke Road **City:** Basin City
State: WA **Lat:** 46.59027 **Record Entry:** Aug 25, 2005
Zip: **Long:** -119.13889 **Record Edit:** Nov 4, 2005
County: Franklin **Tax Parcel Number:**

Tire Quantity (PTE): 1
Surface Water: 1
Population: 1
Schools: 1
Total Rank: 4

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6
 >1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

Existing Report Info:
SiteID: 80 **Summary Comment:** This site is a former Les Schwab store. Most of the tires present are used as obstacles for a paint ball court.
Internet Photo Name: photo 91 **Cleanup Priority:** 50

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires
				Random	Laced	Barrel	Baled	Resale	Truck	Rims						
V	384	1	5,333	0.50	0.50	0.00	0.00	0.00	0.80	0.00	71	100	0	0	0	171
A	152	1	2,111	1.00	1.00	0.00	0.00	0.00	0.80	0.00	56	79	0	0	0	135
B	68	2	944	1.00	0.00	1.00	0.00	0.00	0.40	0.00	50	0	60	0	0	111
C	61	2	847	1.00	0.00	0.00	0.00	0.00	0.40	0.00	45	0	0	0	0	45
D	220	2	3,056	0.00	0.00	1.00	0.00	0.00	0.50	0.00	0	0	196	0	0	196
E	728	2	10,111	0.00	1.00	0.00	0.00	0.00	0.60	0.00	0	755	0	0	0	755
F	296	2	4,111	0.20	0.80	0.00	0.00	0.00	0.80	0.00	44	246	0	0	0	289
G	97	1	1,347	0.00	1.00	0.00	0.00	0.00	0.80	0.00	0	50	0	0	0	50
H	355	1	4,931	0.50	0.50	0.00	0.00	0.00	0.50	0.00	66	92	0	0	0	158
I	533	1	7,403	1.00	0.00	0.00	0.00	0.00	0.80	0.00	197	0	0	0	0	197
J	427	2	5,931	0.00	1.00	0.00	0.00	0.00	0.80	0.00	0	443	0	0	0	443
K	111	1	1,542	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0	58	0	0	0	58
L	688	2	9,556	0.00	1.00	0.00	0.00	0.00	0.80	0.00	0	713	0	0	0	713
M	192	1	2,667	0.00	1.00	0.00	0.00	0.00	0.50	0.00	0	100	0	0	0	100
N	227	1	3,153	0.20	0.80	0.00	0.00	0.00	0.50	0.00	17	94	0	0	0	111
O	150	2	2,083	0.00	0.00	1.00	0.00	0.00	0.50	0.00	0	0	133	0	0	133
P	40	2	556	0.00	0.00	1.00	0.00	0.00	0.50	0.00	0	0	36	0	0	36
Q	358	1	4,972	1.00	0.00	0.00	0.00	0.00	0.05	0.00	133	0	0	0	0	133

R	175	2	2,074	0.20	0.80	0.00	0.00	0.00	0.20	0.00	26	145	0	0	0	171
S	211	2	2,931	0.50	0.50	0.00	0.00	0.00	0.05	0.00	78	109	0	0	0	188
T	306	2	4,250	0.00	1.00	0.00	0.00	0.00	0.80	0.00	0	317	0	0	0	317
U	150	2	2,083	0.00	1.00	0.00	0.00	0.00	0.50	0.00	0	156	0	0	0	156
Scrap PTE Tires (Random, Laced, and Barrel):											4,665	Total PTE Tires		4,665		
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$5,831					
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0					
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$0					
Pile Total Estimate											\$5,831	Scrap PTE Tons:		47		

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate:

Truck Tire Factor:

Scrap PTE Tons:

Rim Factor:

Pile Totals:

Site Access Difficulty (Factor +50%)

Site Solid Waste Difficulty (Factor +15%)

Site Erosion Difficulty (Factor +200%)

Total Cost Estimate:

Project Administration Costs (+75%)

*** Planning Level Cost Estimate:**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

* Base Estimated On-site Cleanup Days:

Site Access Difficulty (Factor +10%)

Site Solid Waste Difficulty (Factor +10%)

Site Erosion Difficulty (Factor +50%)

***Total Estimated On-site Days:**

Project Administration Days (+ 100 days)

*** Planning Level Estimated Days:**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: Tee Pee Auto Wrecking
Street: 2201 Outlook Road **City:** Outlook
State: WA **Lat:** 46.33278 **Record Entry:** Aug 25, 2005
Zip: 98938 **Long:** -120.06139 **Record Edit:** Nov 7, 2005
County: Yakima **Tax Parcel Number:**

Tire Quantity (PTE): 2
Surface Water: 1
Population: 1
Schools: 1
Total Rank: 5
Internet Photo Name: photo 86
Cleanup Priority: 47

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6
 >1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

SiteID: 82
Summary Comment:
 According to Ted Silvestri, the site is not on the Yakima Reservation. It is well north of the Yakima River (the northern boundary of the reservation). A very large auto wrecking yard, with several thousand cars present. Tires have been used for fencing and have been baled. A few tire piles are present near the office. Many thousands of tires appear to have been placed into truck beds and engine compartments. Many more tires may be present inside and beneath cars.

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires
				Random	Laced	Barrel	Baled	Resale	Truck	Rims						
A	1,480	6	20,556	0.00	0.00	0.00	1.00	0.00	0.05	0.00	0	0	0	16,444	0	16,444
B	1,014	6	14,083	0.00	0.00	1.00	0.00	0.00	0.05	0.00	0	0	2,704	0	2,704	
C	85	3	1,181	1.00	0.00	0.00	0.00	0.00	0.05	0.00	94	0	0	0	0	94
D	85	3	1,181	1.00	0.00	0.00	0.00	0.00	0.05	0.00	94	0	0	0	0	94
E	308	2	4,278	1.00	0.00	0.00	0.00	0.00	0.05	0.00	228	0	0	0	0	228
F	85	3	1,181	1.00	0.00	0.00	0.00	0.00	0.05	0.00	94	0	0	0	0	94
G	842	1	11,694	1.00	0.00	0.00	0.00	0.00	0.05	0.00	312	0	0	0	0	312
H	404	2	5,611	1.00	0.00	0.00	0.00	0.00	0.05	0.00	299	0	0	0	0	299
I	14,000	1	194,444	1.00	0.00	0.00	0.00	0.00	0.00	0.00	5,185	0	0	0	0	5,185
Scrap PTE Tires (Random, Laced, and Barrel):											9,012	Total PTE Tires		25,456		
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$11,265					
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0					
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$0					
Pile Total Estimate											\$11,265	Scrap PTE Tons:		90		

Non Tire Site (<800 tires)
 Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap PTE Base Cleanup Estimate: \$11,265
 Truck Tire Factor: \$0
 Rim Factor: \$0
 Pile Totals: \$11,265
 Site Access Difficulty (Factor +50%) 0.50 \$5,632

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.
 * Base Estimated On-site Cleanup Days: 3.3
 Site Access Difficulty (Factor +10%) 0.10 0.3

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

<input checked="" type="checkbox"/> Site Solid Waste Difficulty (Factor +15%)	0.15	\$1,690
<input type="checkbox"/> Site Erosion Difficulty (Factor +200%)	0.00	\$0

Total Cost Estimate: \$18,587

Project Administration Costs (+75%) \$13,940

*** Planning Level Cost Estimate: \$32,527**

Site Solid Waste Difficulty (Factor +10%)	0.10	0.3
Site Erosion Difficulty (Factor +50%)	0.00	0.0

***Total Estimated On-site Days: 3.9**

Project Administration Days (+ 100 days) 100

*** Planning Level Estimated Days: 103.9**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Weber's Imports**
Street: 8410 West Powerhouse Road **City:** Yakima **Tire Quantity (PTE):** 3
State: WA **Lat:** 46.63528 **Record Entry:** Aug 25, 2005 **Surface Water:** 3
Zip: **Long:** -120.59500 **Record Edit:** Nov 4, 2005 **Population:** 2
County: Yakima **Tax Parcel Number:** **Schools:** 1
Existing Report Info: **Total Rank:** 9
SiteID: 83 **Summary Comment:** A large wrecking yard containing several large tire piles. Over one thousand tire bales are also present. The bales are used as fencing.
Internet Photo Name: photo 88 **Cleanup Priority:** 9

800-5K = 1	5K-10K = 2	10K-50K = 3
50K-100K = 4	100K-1M = 5	>1M = 6
>1/2 mi = 1	1/8 - 1/2 mi = 2	<1/8 mi =
Remote = 1	Rural = 2	Urban =
>1/2 mi = 1	1/4 to 1/2 mi = 2	<1/4 mi =

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires	
				Random	Laced	Barrel	Baled	Resale	Truck	Rims							
A	1,380	4	19,167	0.00	0.00	0.00	1.00	0.00	0.05	0.00	0	0	0	10,222	0	10,222	
B	8,930	2	124,028	1.00	0.00	0.00	0.00	0.00	0.05	0.05	6,615	0	0	0	0	6,615	
C	6,076	2	84,389	1.00	0.00	0.00	0.00	0.00	0.05	0.20	4,501	0	0	0	0	4,501	
D	2,980	2	41,389	1.00	0.00	0.00	0.00	0.00	0.05	0.05	2,207	0	0	0	0	2,207	
E	5,400	5	75,000	0.00	0.00	0.00	1.00	0.00	0.05	0.00	0	0	0	50,000	0	50,000	
F	1,260	5	17,500	0.00	0.00	0.00	1.00	0.00	0.05	0.00	0	0	0	11,667	0	11,667	
G	4,580	5	63,611	0.00	0.00	0.00	1.00	0.00	0.05	0.00	0	0	0	42,407	0	42,407	
H	948	5	13,167	0.00	0.00	0.00	1.00	0.00	0.05	0.00	0	0	0	8,778	0	8,778	
I	324	5	4,500	0.00	0.00	0.00	1.00	0.00	0.05	0.00	0	0	0	3,000	0	3,000	
J	248	2	3,444	1.00	0.00	0.00	0.00	0.00	0.05	0.05	184	0	0	0	0	184	
K	182	5	2,528	0.00	0.00	0.00	1.00	0.00	0.05	0.00	0	0	0	1,685	0	1,685	
L	1,660	5	23,056	0.00	0.00	0.00	1.00	0.00	0.05	0.00	0	0	0	15,370	0	15,370	
Scrap PTE Tires (Random, Laced, and Barrel):											13,507	Total PTE Tires					156,636
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):											\$16,883						
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):											\$0						
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):											\$1,013						Scrap PTE Tons:
Pile Total Estimate											\$17,896						135

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: **\$16,883**

Truck Tire Factor: **\$0**

Scrap PTE Tons:

135

Rim Factor: **\$1,013**

Pile Totals: **\$17,896**

Site Access Difficulty (Factor +50%) **0.00** **\$0**

Site Solid Waste Difficulty (Factor +15%) **0.00** **\$0**

Site Erosion Difficulty (Factor +200%) **0.00** **\$0**

Total Cost Estimate: \$17,896

Project Administration Costs (+75%) \$13,422

*** Planning Level Cost Estimate: \$31,318**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

* Base Estimated On-site Cleanup Days: **4.4**

Site Access Difficulty (Factor +10%) **0.00** **0.0**

Site Solid Waste Difficulty (Factor +10%) **0.00** **0.0**

Site Erosion Difficulty (Factor +50%) **0.00** **0.0**

***Total Estimated On-site Days: 4.4**

Project Administration Days (+ 100 days) 100

*** Planning Level Estimated Days: 104.4**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Bradley's Towing**
 Street: 2904 East Lewis Street City: Pasco
 State: WA Lat: 46.23333 Record Entry: Aug 25, 2005
 Zip: Long: -119.05639 Record Edit: Nov 4, 2005
 County: Franklin Tax Parcel Number:

Tire Quantity (PTE): 2
 Surface Water: 1
 Population: 3
 Schools: 1
 Total Rank: 7

800-5K = 1 5K-10K = 2 10K-50K = 3
 50K-100K = 4 100K-1M = 5 >1M = 6
 >1/2 mi = 1 1/8 - 1/2 mi = 2 <1/8 mi =
 Remote = 1 Rural = 2 Urban =
 >1/2 mi = 1 1/4 to 1/2 mi = 2 <1/4 mi =

Existing Report Info:
 SiteID: 84
 Summary Comment: A wrecking yard containing several large tire piles. A residential neighborhood is locate nearby.
 Internet Photo Name: photo 26 Cleanup Priority: 27

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires	
				Random	Laced	Barrel	Baled	Resale	Truck	Rims							
A	2,026	7	28,139	1.00	0.00	0.00	0.00	0.00	0.00	0.05	5,253	0	0	0	0	5,253	
B	1,275	3	17,708	0.90	0.00	0.10	0.00	0.00	0.20	0.05	1,275	0	170	0	0	1,445	
C	1,530	1	21,250	1.00	0.00	0.00	0.00	0.00	0.20	0.05	567	0	0	0	0	567	
Scrap PTE Tires (Random, Laced, and Barrel):												7,264	Total PTE Tires				7,264
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):												\$9,080					
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):												\$0					
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):												\$272	Scrap PTE Tons:				73
Pile Total Estimate												\$9,353					

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$9,080
 Truck Tire Factor: \$0
 Rim Factor: \$272
 Pile Totals: \$9,353
 Scrap PTE Tons: 73
 Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.00 \$0
 Site Erosion Difficulty (Factor +200%) 0.00 \$0
Total Cost Estimate: \$9,353
Project Administration Costs (+75%) \$7,015
*** Planning Level Cost Estimate: \$16,367**

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

* Base Estimated On-site Cleanup Days: 2.8
 Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.00 0.0
 Site Erosion Difficulty (Factor +50%) 0.00 0.0
***Total Estimated On-site Days: 2.8**
Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days: 102.8**

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

Site: **Pasco Auto Wrecking**
Street: 3602 East A Street **City:** Pasco
State: WA **Lat:** 46.22444 **Record Entry:** Sep 30, 2005
Zip: 99301 **Long:** -119.04750 **Record Edit:** Nov 4, 2005
County: Franklin **Tax Parcel Number:**

Tire Quantity (PTE): 3
Surface Water: 1
Population: 2
Schools: 1
Total Rank: 7

800-5K = 1	5K-10K = 2	10K-50K = 3
50K-100K = 4	100K-1M = 5	>1M = 6
>1/2 mi = 1	1/8 - 1/2 mi = 2	<1/8 mi =
Remote = 1	Rural = 2	Urban =
>1/2 mi = 1	1/4 to 1/2 mi = 2	<1/4 mi =

Existing Report Info:
SiteID: 86 **Summary Comment:** The site was not covered by the 2005 Walker air survey, and was accessible for a site visit . A pile taller than the 10-foot high perimeter fence was visible from the road during a September 2005 drive-by. Pile sizes were approximated using a September 2004 Google Earth air photo. **Internet Photo Name:** **Cleanup Priority:** 26

Tire Counts

Pile	Area (sf)	Height	Cubic yards	% Stacking					% Other		Random Tires	Laced Tires	Barrel Tires	Baled Tires	Resale Tires	Total Tires
				Random	Laced	Barrel	Baled	Resale	Truck	Rims						
A	1,465	2	20,347	0.20	0.00	0.80	0.00	0.00	0.00	0.00	217	0	1,042	0	0	1,259
B	936	6	13,000	0.00	0.00	1.00	0.00	0.00	0.10	0.80	0	0	2,496	0	0	2,496
C	3,256	3	45,222	1.00	0.00	0.00	0.00	0.00	0.05	0.10	3,618	0	0	0	0	3,618
D	1,482	7	20,583	0.00	0.00	1.00	0.00	0.00	0.05	0.00	0	0	4,611	0	0	4,611
Scrap PTE Tires (Random, Laced, and Barrel):												11,983	Total PTE Tires		11,983	
Scrap PTE Base Cleanup Estimate (Scrap PTE x \$1.25, "average cost"):												\$14,979				
Truck Tire Factor (Per Pile - Truck Tire % x Scrap PTE CE x 0%, "average increased cost"):												\$0				
Rim Factor (Per Pile - Rim % x Scrap PTE CE x 75%, "average increased cost"):												\$1,769				
Pile Total Estimate												\$16,748	Scrap PTE Tons:		120	

Non Tire Site (<800 tires)

Estimates of Random, Laced, and Barrel Scrap PTEs account for weight and general age compression using the following conversions.
 - Pile height less than 8 feet, no compression factor
 - 8 to 10 feet, 10% increase for the entire pile
 - 11 to 15 feet, 25% increase for the entire pile
 - Greater than 15 feet, 50% increase for the entire pile

Scrap tire quantities are given in Passenger Tire Equivalents (PTEs). A PTE is equal to one 20 pound car or light truck tire. See report text and Appendix A for further discussion of PTEs, cleanup priority ranking, site identification, cost estimates, and cleanup schedule estimates.

* Administrative overhead (25%), contingency (10%), specific engineering study of each site as part of the bid documents (10%), contract negotiations (30%).

Scrap PTE Base Cleanup Estimate: \$14,979
Truck Tire Factor: \$0
Scrap PTE Tons: 120
Rim Factor: \$1,769
Pile Totals: \$16,748
 Site Access Difficulty (Factor +50%) 0.00 \$0
 Site Solid Waste Difficulty (Factor +15%) 0.00 \$0
 Site Erosion Difficulty (Factor +200%) 0.00 \$0
Total Cost Estimate: \$16,748
Project Administration Costs (+75%): \$12,561
*** Planning Level Cost Estimate:** \$29,309

Tons calculated by multiplying the Scrap PTE amounts by 20 lbs/PTE, then dividing by 2,000 lbs/ton.

*** Base Estimated On-site Cleanup Days:** 4.0
 Site Access Difficulty (Factor +10%) 0.00 0.0
 Site Solid Waste Difficulty (Factor +10%) 0.00 0.0
 Site Erosion Difficulty (Factor +50%) 0.00 0.0
***Total Estimated On-site Days:** 4.0
Project Administration Days (+ 100 days) 100
*** Planning Level Estimated Days:** 104.0

** Base and Total Estimated On-site Cleanup Days assume shredding and landfill disposal as the cleanup method, also assuming 40 ton of tires can be shredded and transported off-site each day. Days calculated by dividing the Scrap PTE tons by 40 tons/day, yielding calculated on-site days. Total On-site Days include increases due to access, solid waste, and/or erosion difficulties. Calculated on-site days do not include contracting, administrative, and/or logistics days. Weather conditions, travel distances, and other variables also are not considered/included.

APPENDIX A

SITE IDENTIFICATION AND REVIEW PROCESS

At the request of Washington Department of Ecology (Ecology), G-Logics, Cascadia Law Group, Walker Associates, and Blue Sage Environmental have completed the study of unauthorized tire-pile sites located in the state of Washington. This appendix presents an overview of the steps followed for the identification, mapping, and organization of scrap tire sites in Washington State.

Relational Database

Throughout this project, information collected was recorded in a relational database (Microsoft Access 2003), consisting of six data tables, all with enforced referential integrity. The database included fields for information such as site address, property owner information, knowledgeable local agency contacts, located county, latitude and longitude coordinates, photograph information, estimated areas, estimated tire volume, estimated cleanup costs, suggested cleanup priority, cleanup-complication considerations, and other site information. Queries accessed the recorded information and presented the collected data in project forms and reports. The collected data also includes documentation regarding the data source, date, and data qualifiers. At the completion of this project, the database will be provided to the Department of Ecology such that site information can be updated, sites can be removed, and new sites can be added, as necessary.

Agency Contact

According to the 2002 Scrap Tire Report (dated December 2002), 64 tire pile sites were identified throughout the state, with 16 counties not reporting information. However, specific information regarding the individual sites was not included in the 2002 report. To update this information and to identify additional sites, G-Logics requested information from over 500 knowledgeable individuals. This request was sent via e-mail to County health departments, regional economic development councils, County sheriff departments, County public works departments, City code-compliance officers, Department of Ecology regional managers, tire-recycling organizations, Automobile Recyclers of Washington (AROW), Washington State Department of Health, Washington State Patrol, and several other knowledgeable individuals. Contacted individuals are identified in the project database.

Our e-mail requested data about possible sites, including site name, pile locations, ownership information, enforcement activity, quantity estimates, existing study information, and names of other individuals that may have site-specific information. A letter of introduction, dated July 15, 2005 from Mr. Cullen Stephenson, accompanied our data request.

Available data was requested to be provided to G-Logics by August 3, 2005, with County Health Departments and Ecology regional managers providing most data about known tire sites. Some Health Department personnel also provided site photographs and specific latitude/longitude information. For counties not providing information, G-Logics contacted Health Department personnel by telephone to confirm the presence or absence of tire sites in the respective counties. In some cases, several attempts were made before contact was established. In some instances, contact could not be made until the end of August. Responding individuals and the provided data was recorded in the relational database.

Based on this research, 70 sites were identified where more than 800 scrap tires may be located. These sites were reviewed using Internet-available mapping and satellite photography tools, notably Google Earth. Latitude and longitude information was identified for each site, with these coordinates provided to Walker Associates for the planned aerial photography.

Walker Associates

Walker Associates provided color vertical photography of the 70 identified sites. G-Logics also used the aerial photography as part of the process to verify storage sites, delineate approximate areas of piles, and to estimate pile heights at each site.

Walker acquired the required imagery using their Cessna T210N equipped with a Zeiss TOP 15, six inch focal, FMC, and T-AS Gyro Stabilized mount and camera system. Walker used Kodak Aerocolor III 2444 Color Negative Film. The aerial photography was acquired between 0930 and 1430 Pacific Daylight Time to maintain a minimum of 35 degrees of sun angle.

The Zeiss TOP 15 Camera used on this project was certified by the USGS Optical Science Laboratory on September 10, 2004, in Report No. OSL/3071, to meet USGS standards. Industry standards dictate recertification at least every three years, so the camera used on

this project is within industry standard guidelines, for meeting current Calibration Certification.

The aircraft altimeter was calibrated and certified to meet minimum FAA accuracy standards on January 14, 2005 by American Avionics, to meet minimum accuracy standards for both VFR and IFR flight. The pilot, Mr. Al Younker used the latest reported local ground-station altimeter settings as provided by the Seattle ARTCC, Seattle TRACON, Whidbey Approach Control, Spokane Approach Control, and Chinook Approach Control facilities.

The designed flight altitudes were carefully planned prior to the flights in order to provide an average Negative Scale of 1" = 425', for the average terrain in the tire pile locations, as provided by G-Logics. The negative scale could be off by plus or minus 5%, based on the FAA Certified Aircraft Altimeter, USGS Camera Calibration Report, reported local altimeter settings by FAA Controlling Facilities, and USGS 7 1/2' Quad maps. No correction was made for temperature to the designed flight height due to the relatively low altitude of these flights. Aircraft altimeters do not compensate for temperature variations. Theoretically, the altitudes were likely slightly higher on the days of the flights than planned, due to warmer than standard prevailing temperatures on those days. A slightly higher altitude will result in a slightly smaller photo scale, due the fixed focal length camera. The focal length of the USGS Certified camera is fixed at 6 inches (153.667 mm).

Each Flight Line (identified by the site ID number) included two to three negatives over each site. Walker provided two sets of contact prints for each flown site. After reviewing the contact prints, G-Logics provided Walker with one set of prints with the areas to be electronically scanned at a resolution of 16 microns. The subsequent scan file was formatted as a JPEG file and delivered to G-Logics.

Site Mapping

As described above, Walker provided G-Logics with an electronic file for each photographed site. A bar scale was included on each electronic file, which G-Logics used when positioning and sizing the photograph on mapping prepared for each site. Site maps were prepared using Microsoft Visio 2003 software. Site location information was provided by Google Local screen captures.

Based on our review of the electronic files, visible tire piles were identified with a solid red perimeter. Sites where the tire piles were obscured by ground cover were identified with dashed red perimeters (indicating approximate locations). Three sites in eastern Washington and 17 sites in western Washington were visited to better confirm the presence of more than 800 tires and to identify the location of the piles. For each mapped site, identified tire piles were labeled with alphabetic characters (A, B, C, etc.).

Tire Volume Calculations, “Passenger Tire Equivalent” or PTE

Identified tire piles, as marked on each site map, were reviewed using the stereo aerial photography to approximate the average height of each mapped pile. The type and percentage of pile storage (random, barrel, laced, baled, and resale) were noted for each mapped pile. For estimating purposes, the ground surface at most of the sites was assumed to be flat at the base of the pile (e.g., not a filled ravine) and the contents of the pile were assumed to be consistent with what could be seen in the aerial photographs (e.g. no buried shredded tires beneath the pile surface). Several sites were clearly topographic depressions with tires. As such, average heights were estimated based on topographic and aerial photography information.

Pile heights were estimated based on other objects observed in the stereo photographs, such as automobiles, pickup trucks, truck trailers, etc. For example, the height of an automobile hood is approximately 3 feet, the height of an automobile roof is approximately 5 feet, and a semi-truck trailer is approximately 10 feet tall. Using these reference cues, the pile heights were estimated by viewing the stereo aerial photographs. To verify the height estimates, an engineer visited approximately 20 sites. Observed pile heights at the visited sites were compared to the estimated heights based on the aerial photographs, yielding comparable results.

Square-footage values, provided by a the site mapping software (area-calculation macro, Microsoft Visio 2003) for each mapped pile, was entered into the project database, as was the estimated average height of each pile. Based on this information, the database mathematically calculated the volume (cubic yards) of each mapped pile.

To estimate the number of tires in each pile, G-Logics used a modified version of California’s method for determining the number of tires. This method is identified in the California Code of Regulations, 14 CCR Section 17225.770, which defines a “passenger

tire equivalent” (PTE) as the total weight of altered waste tires, in pounds, divided by 20 pounds. As such, one PTE equals one waste tire (passenger/light truck tire) for this project.

Expanding on the California method, G-Logics also included conversion factors for tires apparently stored for resale (often barrel stacked) and for tires compressed into bales (volume information provided by several tire-baling companies). As such, the volume/quantity conversions used to estimate the number of PTEs for this project are listed below.

- Random, 10 PTE / cubic yard
- Laced, 14 PTE / cubic yard
- Barrel, 12 PTE / cubic yard
- Resale, 12 PTE / cubic yard
- Baled, 50 PTE / cubic yard (each bale reportedly contains 100 PTE)

The California method identifies different conversion factors for piles that are stored randomly, laced, or assembled in vertical stacks (barrel). The California method also provides conversion factors for the height of the pile and the age of the pile (to compensate for compression of the piles, increasing the number of PTEs per cubic yard). The California method also identifies conversion factors for semi-truck tires.

For this project, G-Logics simplified the identified conversion factors. Specifically, our estimates of PTEs account for pile height, but do not compensate for age of the tires, as actual age information is unknown. For this project, we used the following conversions.

- Pile height less than 8 feet, no compression factor
- 8 to 10 feet, 10% increase for the entire pile
- 11 to 15 feet, 25% increase for the entire pile
- Greater than 15 feet, 50% increase for the entire pile (only applied to the Goldendale facility, Site 19)

Compression factors were automatically calculated by the database in estimating the total PTEs per pile/site. Our calculations do not make any conversions for semi-truck tires, as several contacted resources indicate that one truck tire is approximately equal to five PTE (in cost, weight, and volume). Given these assumptions, the database calculated the number of PTEs for each identified tire pile/site. Piles of obvious scrap tires (random, laced, and

barrel) were counted separately from areas of resale and baled tires. Tons of Scrap PTEs were calculated by multiplying the Scrap PTE amounts by 20 lbs/ PTE, then dividing by 2,000 lbs/ton.

At this time, approximately 13 sites were withdrawn for further consideration, based on the finding that these sites contained less than 800 scrap PTEs (as of the date of the aerial photography/site visit). Accordingly, 57 sites were retained for further review.

Cleanup Cost Estimating

PTEs at each site were estimated using generally demonstrated and valid methodologies. However, estimating costs of cleanup for each tire pile site was appreciably more difficult. This was due to additional variables such as the number of tires, the presence of other solid waste, site access, distance from treatment/disposal facilities, surface terrain, the actual cleanup method chosen, the availability of markets for scrap tires, etc. As such, several variables that could be noted and numerically considered were recorded during our review of each site, with the results included in the project database.

For this project, five additional variables, observed during our review of the aerial photographs, are listed below.

- The presence of semi-truck tires (percentage of these tires compared to passenger and light truck tires).
- The presence of tires with rims (percentage of rims visible).
- Site access difficulty, increasing the cost of cleanup.
- The presence of other solid wastes with the tires, increasing the cost of cleanup.
- Erosion (or other surfacewater quality issues) associated with tire pile cleanups.

Additional information regarding assumptions used for estimating cleanup costs is presented below. In addition to the base PTE cost estimate, the following additional costs were considered for each site, as applicable.

Cleanup Base Costs, Per PTE

Research completed for this project indicated that historic tire-cleanup costs (Washington and other western states) ranged from a low of \$0.35 per PTE to a high of \$2.00 per PTE.

These ranges are dependent upon the variables discussed above. However, given inflation and recent higher fuel costs, cleanup costs less than \$0.70 per PTE are expected to be less likely, except for sites with easy access and significant accumulations of tires, allowing for cleanup project efficiencies. As such, this review assumes a \$1.25 cost per PTE as the base amount for estimating cleanup costs. Again, some larger sites should be able to be completed for a PTE cost less than \$1.25, while smaller sites likely will be more than \$1.25 per PTE.

Cleanup Costs, Considering Semi-Truck Tires

Regarding the presence of semi-truck tires, we attempted to note (from the aerial photographs) the percentage of these tires compared to passenger and light truck tires. However, based on our discussions with several tire recyclers, we later found that there was not a significant cost difference for handling one (1) semi-truck tire when compared to its conversion factor of five (5) PTEs (one truck tire approximately equals five PTE, in cleanup cost, weight and volume). As such, the database included an increased-cost factor of 0% when considering the amount of semi-truck tires.

Cleanup Costs, Considering Tires on Rims

We also noted the approximate percentage of tires remaining on rims. PTE cleanup costs increase if tires remain on rims, reportedly between \$0.25 and \$1.00 per tire (additional labor cost to remove the rim). Given this information, the database included an increased-cost factor of 75% when considering the additional cost for cleanup of tires with rims.

Cleanup Costs, Site Access Difficulty

Based on our review of the aerial photographs, we noted sites where personnel, trucks, and other equipment would have difficulty in accessing the tire piles. This often included thick brush, trees, steep slopes, and/or soft soils. Accordingly, site access difficulties would increase PTE cleanup costs. For this reason, we have identified in the project database an increased-cost factor of 50% for sites with access difficulties.

Cleanup Costs, Tires Mixed with Solid Waste

We also noted the presence of other solid wastes mixed with the tire piles, which would further complicate site cleanup. In the project database, an increased-cost factor of 15% was noted for sites that contained one or more piles with these complications. The possible

presence of contaminated soils or hazardous wastes is not included in the above cost calculations.

Cleanup Costs, Sites with Erosion Concerns

Several sites were identified where tires had been buried along stream banks or had been dumped into ravines and subsequently covered with sediments. As such, significant additional costs are expected to be incurred to remove these tires. One information source informed us that stream restoration costs could be as much as twice the cost of tire removal, based on similar projects in California. These costs include erosion control, turbidity monitoring, permitting, restoration, etc. For these sites, we have noted an increased-cost factor of 200% (based on information provided by Mr. Mark Hope of Tire Disposal & Recovery, Inc.)

Cleanup Cost Estimates, Additional Qualifiers

The evaluated additional costs, as described above, were added to the estimated base PTE cost, yielding a total cost estimate for each site. While these estimates are believed to be adequate for comparison against other tire-pile sites and for project-planning purposes, cost estimates identified for site should not be relied upon for awarding specific site-cleanup contracts. This is due to numerous additional variables that have not been considered by this analysis, such as travel distances, weather conditions, bundling of adjacent projects for cost efficiencies, and available scrap-tire markets. However, consolidating smaller piles under one contract (thereby presenting larger piles to cleanup contractors) can increase cleanup project efficiencies and lower total project costs.

In addition to the estimated technical costs, project-administrative costs also have been considered in order to provide a planning level budget for each site. These administrative costs include engineering, contract documents, project management, contingencies, inflation, etc. For each site, we have included a 75% cost increase to estimate the cost of managing the site cleanups (administrative overhead - 25%; contingency - 10%; specific engineering study of each site as part of the bid documents -10%; and contract negotiations - 30%).

Permitted Facilities and Sites Located on Native American Lands

During this project, one of the identified sites subsequently was identified by Ecology to have a tire-storage state license, effective until 6-30-2006. This facility is listed below. As such, this site was retained in the project database, but tires located at this property were not included in database reports prepared for this study.

Name	Site #
Larry's Auto & Truck Parts	27

Two sites also were identified to be on located on Native American lands (no distinction was made as to the site being located on reservation, public-domain allotment, or fee lands.) These sites were retained in the project database, but tires located at these two properties were not included in database reports (per the project assumptions). These two sites are listed below.

Name	Site #
Foothills Landfill	29
Pump House Road	30

Considerations for Site Cleanup Priority

In addition to the number of tires at each site, G-Logics also recorded information regarding land features near the identified sites. This information included the following.

- Site proximity to streams, lakes, rivers, and other surfacewater bodies
- Site proximity to schools
- Site proximity to population centers

This information was recorded to help provide some basis for the prioritization of possible site cleanups, beyond only considering the volume of PTE scrap tires. For example, these factors were evaluated in consideration that fewer scrap tires at an individual site may actually present a larger risk if they are located near human populations and/or sensitive environments. These parameters were assigned numeric rankings based on the following criteria.

Tires (PTE)			Value
800	to	5,000	1
5,001	to	10,000	2
10,001	to	50,000	3
50,001	to	100,000	4
100,001	to	1,000,000	5
> 1,000,000			6

Population	Value
Remote	1
Rural	2
Urban	3

Schools	Value
Greater than 1/2 mile	1
1/4 to 1/2 mile	2
Less than 1/4 mile	3

Surfacewater	Value
Greater than 1/2 mile	1
1/8 to 1/2 mile	2
Less than 1/8 mile	3

Based on these criteria, ranking information were entered and totaled for each site. The sites then were sorted by their total ranking and then secondarily sorted by their scrap PTE amounts. Based on these two sequential sorts, each site was identified with a cleanup-priority number (Table 4). The Goldendale Property (Site 19) was not included in this priority ranking, as we understand tires at this site will be removed under a state-funded pilot cleanup project. Please note the ranking totals do not necessarily reflect the severity of an individual site, but help to prioritize time and funding resources.

Site Cleanup Schedules

Similar to the numerous variables affecting cost estimates, estimating cleanup schedules for the tire pile sites also presented numerous challenges. For example, different cleanup approaches were reviewed, yielding highly variable schedules (e.g., one month versus four months). Therefore, for site comparison purposes, we have assumed a common cleanup approach for the identified sites. This cleanup approach assumes that all scrap tires will be shredded (one pass) and submitted for landfill disposal. Please note that this report does not recommend landfill disposal, but encourages consideration and review of cleanup alternatives for the identified scrap tires, including recycling, tire derived fuel, pyrolysis, and/or other technologies.

As stated above, this project assumes shredding and landfill disposal for estimating cleanup schedules. For sites with a PTE volume ranking of 1 through 4 (less than 100,000 PTEs), we understand contractors often will remove tires from these properties, transport them to a central processing location, then remove rims (as necessary), and shred the tires. For sites with a PTE volume ranking of 5 or greater (more than 100,000 PTEs), we understand that a tub grinder often will be brought to the individual sites, the tires will be shredded on site, then the tire pieces transported directly to landfill facilities.

For site cleanup schedules, we understand that the presence of semi-truck tires and tires with the rims does not significantly impact schedules. As such, schedules were not adjusted for these two variables. However, site access, the presence of solid waste, and erosion

difficulties reportedly do affect schedules. As such, several variables that could be noted and numerically considered were recorded during our review of each site, with the results included in the project database.

Additional information regarding the assumptions used for estimating cleanup schedules is presented below. In addition to the base PTE cleanup-schedule estimate, the following additional complications were considered for each site, as applicable.

On Site Cleanup Days, Base Estimate

Research completed for this project indicated that tire-shredding operations can consistently process 20 to 40 tons per day, with a maximum of approximately 100 tons per day. These ranges are dependent upon the variables discussed above. Using this information, this review assumes 40 tons per day as the base amount for estimating on-site cleanup days. Larger sites should allow for higher production rates, while smaller sites likely will result in fewer tons processed per day.

On-site Cleanup Days, Site Access Difficulty

We noted several sites where personnel, trucks, and other equipment would have difficulty in accessing the tire piles. This often included thick brush, trees, steep slopes, and/or soft soils. These site access difficulties would increase PTE cleanup days. For this reason, we have identified in the project database a factor of 10% for sites with access difficulties.

On-site Cleanup Days, Tires Mixed with Solid Waste

The presence of other solid wastes mixed with the tire piles is known to slow site cleanups. Accordingly, a factor of 10% was noted in the project database for sites with tires mixed with solid wastes. The possible presence of contaminated soils or hazardous wastes is not included in the schedule calculations.

On-site Cleanup Days, Sites with Erosion Concerns

For sites with tires buried along stream banks or dumped into ravines (and subsequently covered with sediments), on-site schedules are expected to be significantly impacted. Accordingly, a factor of 50% was noted in the project database or these sites.

On-Site Cleanup Days, Additional Qualifiers

The evaluated schedule factors, as described above, allowed for the estimation of additional project days, which yielded a total estimate for on-site days, for each site. While these estimates are believed to be adequate for comparison against other tire-pile sites and for project-planning purposes, schedule estimates identified for each site should not be relied upon for awarding specific site-cleanup contracts. This is because numerous additional variables have not been considered by this analysis, including travel distances, weather conditions, bundling of adjacent projects for schedule efficiencies, available scrap-tire markets, and/or other numerous variables not considered. On-site days also specifically do not include contracting, administrative, and/or logistics days.

Cleanup Days, Administration and Management

In addition to the on-site days, the project database includes 100 administrative days for the management of each site cleanup. This estimate accounts for printing bid documents (at least 30 days), the public-bidding process including public notice, review of bids, and bid award (45 to 60 days), and contract execution (30 days). If required, local or state permits could require another 60 days.

To expedite site cleanups, more than one contract could be managed concurrently. Specifically, if the majority of contracts were run concurrently, site cleanups could be completed faster than if contracts were managed individually and consecutively. As can be seen on Table 5, the days on site are a small portion of the cleanup timeframe.

Summary of Factors Considered for Cost and Schedule Estimates

As stated above, cost estimates and schedules have been increased based on the presence of complicating factors, such as rims, erosion concerns, site-access difficulties, and solid wastes. The table below plant presents a summary of the percentage increases used for the project database. Please note that cost-percentage increases are different from schedule increases.

Factors	Cost	Schedule
Semi-truck tires	0%	0%
Tires with rims	75%	0%
Erosion/surfacewater concerns	200%	50%
Site access problems	50%	10%
Tires mixed with solid wastes	15%	10%

APPENDIX B

Existing State Laws for Addressing Unauthorized Tire Piles

This Appendix provides an overview of existing state laws regarding solid waste management, litter control, and nuisance. It also discusses two other state laws that may provide authority for cleaning up unauthorized tire piles or recovering cleanup costs from responsible parties. These two laws are Washington’s Model Toxics Control Act and the Hazardous Waste Management Act. The Appendix discusses how they could be used to address unauthorized tire piles.

A. Solid Waste Management Act

Waste tires are considered solid waste under Washington law. Under Washington’s Solid Waste Management Act, 70.95 RCW, it is illegal to “drop, deposit, discard, or otherwise dispose of” vehicle tires, except at facilities permitted to accept them.¹ In addition, anyone “handling” solid waste must have a permit to do so.² Two types of facilities can be permitted to handle waste tires: disposal facilities and storage facilities.

Permitted municipal solid waste landfills may accept waste tires for disposal, although not all are willing to do so. There are no provisions in the Solid Waste Management Act directed specifically at waste-tire disposal facilities.

However, the Solid Waste Management Act requires that any person engaged in the business of storing waste tires obtain a license specifically for that purpose.³ Ecology has adopted regulations that describe in detail the standards that a waste-tire storage facility must meet. The regulations require, among other things, that waste tire storage facilities have closure plans explaining how tires will be removed when the facility stops operating.⁴ They also require that operators maintain financial assurance mechanisms for closure, with enough funds to hire a third party to remove all tires from the facility at closure.⁵

¹ RCW 70.95.500(1).

² RCW 70.95.170.

³ RCW 70.95.555.

⁴ WAC 173-350-350(8).

⁵ WAC 173-350-350(9).

In addition, the Solid Waste Management Act requires that waste tire haulers be licensed.⁶ Ecology's regulations recognize some limited exceptions to this requirement, such as for persons hauling five or fewer tires.⁷ Licensed waste tire haulers must post a performance bond for \$10,000 in favor of the State, or provide another type of financial assurance.⁸ In addition, they must deliver waste tires only to storage facilities that have been licensed as discussed above.

Persons who violate these requirements are subject to penalties. The most serious penalties are for hauling or storing waste tires without a license. The statute makes these offenses gross misdemeanors.⁹ Anyone who discards waste tires, except at a licensed facility, is subject to a civil penalty ranging from \$200 to \$2,000 per offense.¹⁰

However, the Solid Waste Management Act does not authorize Ecology or the jurisdictional health departments to enter onto property where waste tires may be stored in violation of these provisions. Nor does it require the owner or operator of an unlicensed waste-tire storage facility to remove the tires. Finally, there are no provisions in the Solid Waste Management Act that would allow Ecology or a jurisdictional health department to clean up an unauthorized waste tire pile, and then sue to recover the costs.

B. Waste Reduction, Recycling, and Model Litter Control Act

In Washington, all waste material is considered "litter."¹¹ This definition is broad enough to include waste tires, as well as more common forms of litter. Under the Waste Reduction, Recycling, and Model Litter Control Act, 70.93 RCW, it is illegal to discard litter on public property or on private property belonging to another person, except in designated areas.¹² However, this law does not prohibit discarding litter on one's own property. Thus, a person who created an unauthorized tire pile on property he owned would not violate the Model Litter Control Act— although, as discussed above, the pile might be unlawful under the Solid Waste Management Act.

⁶ RCW 70.95.555.

⁷ WAC 173-350-350(1)(b) and (3).

⁸ WAC 173-350-350(3)(c).

⁹ RCW 70.95.560.

¹⁰ RCW 70.95.500(2).

¹¹ RCW 70.93.030(6).

¹² RCW 70.93.060(1).

The penalties for littering can be significant. Anyone who discards one cubic yard or more of litter may be charged with a misdemeanor or a gross misdemeanor.¹³ For discarding more than one cubic foot of litter – a threshold that a single passenger vehicle tire would pass – the law requires the person to make a “litter cleanup restitution payment.” The payment is equal to twice the cost of cleanup, or fifty dollars per cubic foot of litter, whichever is greater. Money recovered under the restitution provision is split equally between the landowner and the law enforcement agency that investigated the incident. Finally, instead of or in addition to the restitution payment, the judge can order the person to remove the litter, assuming access to the property has been granted.

C. Nuisance

The following section discusses how nuisance laws may be applied to address unauthorized tire piles.

State Laws

Under Washington law, a nuisance is anything that is “injurious to health or indecent or offensive to the senses, or an obstruction to the free use of property, so as to essentially interfere with the comfortable enjoyment of life and property.”¹⁴ Nuisances are considered either public or private. A public nuisance is one that “affects equally the rights of an entire community or neighborhood.”¹⁵

Several specific types of public nuisance are listed in the nuisance statute. For example, it is a public nuisance to “cause or suffer the carcass of any animal or any offal, filth, or noisome substance to be collected, deposited, or to remain in any place to the prejudice of others.”¹⁶ Waste tire piles appear to fall within this category of public nuisance, since they pose at least two dangers: they will release toxic chemicals if they catch on fire, and mosquitoes attracted to standing water in the tires can spread viruses.

Local governments have authority to abate public nuisances, or to file suit seeking a court order requiring the responsible person to abate the nuisance.¹⁷ If the local government

¹³ RCW 70.93.060(2).

¹⁴ RCW 7.48.010.

¹⁵ RCW 7.48.130.

¹⁶ RCW 7.48.140(1).

¹⁷ RCW 7.48.220.

abates a public nuisance, it may charge the costs to the person responsible for the nuisance.¹⁸

Washington's nuisance statute does not include express authority to enter onto private property to investigate or clean up a known or suspected nuisance.

County Ordinances

In Washington, solid waste is regulated primarily at the local level. Most counties have adopted local ordinances regarding solid waste handling, littering, and/or public nuisances. Some of these ordinances are very similar to the state laws discussed above, while others expand on state law. Appendix D contains the full text of relevant county ordinances.

The conditions that constitute a nuisance are specified in great detail in some ordinances. For example, some counties provide that any accumulation of more than a certain number of tires is a nuisance. Other counties have adopted nuisance ordinances more similar to the state nuisance statute, which defines a nuisance in general terms. General ordinances can address more situations. However, for purposes of abating unauthorized tire piles, a specific ordinance may be easier to enforce.

For example, one county code states that abandoned materials constitute a nuisance if their presence results in "prejudice, danger, or annoyance of others." In a recent lawsuit to abate a junk pile that included tires, vehicles, machinery, and other materials, the county had to prove that the tires posed a danger. A witness for the county testified that accumulations of tires retain water and heat. These conditions are ideal breeding grounds for mosquitoes, which can spread the West Nile virus. Although the property owners argued that mosquito infestation had not yet become noticeable, the court concluded that the "potential of mosquito breeding problems" could reasonably be considered an endangerment to health or safety. Therefore, the court decided that the tire pile was a nuisance, and ordered the owners to clean it up.

¹⁸ RCW 7.48.260.

The property owners then appealed, arguing that there was insufficient evidence to prove that the tires created a nuisance.¹⁹ While the county prevailed on appeal, the case might have been ended sooner if the ordinance prohibited waste tire piles, regardless of their demonstrated effect on others.

In addition, some counties adopt exemptions for materials that may be reused. In one county, for example, the ordinance requires that premises be kept free of solid waste, but it makes exception for the “orderly storage of salvageable materials.” Before that county could cleanup an unauthorized tire pile in its jurisdiction, it might have to prove that the tires were not stored in an “orderly” fashion or that they were not “salvageable.” The need to present this additional proof could make what would otherwise be a simple legal proceeding far more complicated.

D. Model Toxics Control Act (MTCA)

Washington’s Model Toxics Control Act (MTCA) provides authority to require cleanup at sites where hazardous substances have been released to the environment, or where a release of hazardous substances is threatened. Thus, MTCA may be a useful enforcement tool to require cleanup after a tire fire has occurred, since tire fires release hazardous substances to the air, soil, and water near the burning tires. In addition, if a tire pile were at risk for fire, MTCA could be used to clean up the pile to prevent a “threatened” release of hazardous substances.

Enforcement Tools

Under MTCA, there are several administrative options for cleanup. For example, Ecology has authority to compel cleanup by issuing orders to potentially liable persons (PLPs). If the PLP is cooperative, Ecology and the PLP can enter into an agreed order or a consent decree requiring that a site be cleaned up. Alternatively, Ecology can use funds available from the toxics control account to clean up a site. Ecology can then sue the PLP to recover the cleanup costs.

¹⁹ Pierce County v. Sorrels, 2005 WL 45543 (Wash. Ct. App. 2005).

Legislation passed in the 2005 session also gives Ecology authority to place a lien on property that it cleans up with public funds.²⁰ In most cases, the amount of the lien will equal the remedial action costs incurred. A remedial action lien takes priority over other encumbrances and security interests in the property, except for local and special district property tax assessments and earlier-recorded mortgage liens. The lien continues in effect until the costs have been paid, either through sale of the property, foreclosure, or other means.

MTCA also provides a “private right of action” that authorizes lawsuits for the recovery of cleanup costs against “any other person liable” under MTCA.²¹ This private right of action is available to anyone who has incurred cleanup costs, including individuals, companies, state and local governments, and Indian tribes. It is not necessary to finish a cleanup before initiating a private right of action, although the person must have incurred some cleanup costs before filing the lawsuit. The court can determine whether the defendant is liable for the costs already incurred. In addition, the court can award “declaratory relief,” including an order requiring the defendant to finish the cleanup or pay some or all of the future cleanup costs. Thus, local governments might be able to use MTCA’s private right of action to recover costs or to require the PLP to finish a cleanup.

Ecology has authority under MTCA to “enter upon property” to conduct investigation or cleanup if it has a reasonable basis to believe that a release or threatened release of hazardous substances may exist.²² Except in an emergency, Ecology must provide reasonable notice before entering. MTCA does not give local governments this same authority.

²⁰ Laws of 2005, chapter 211.

²¹ RCW 70.105D.080.

²² RCW 70.105D.030(1).

Liability

To establish liability under MTCA, the following must be shown:

- a release or threatened release
- of a hazardous substance
- that poses a threat or potential threat to human health or the environment
- at a facility, and
- the PLP falls into one of four categories of persons with ties to the facility or to the hazardous substances found there.

Each of these points is discussed further below.

Release or Threatened Release

Hazardous substances are “released” if they enter the environment, “including but not limited to the abandonment or disposal of containers of hazardous substances.”²³ In addition, courts have found that there is a “threatened release” if hazardous substances are present, the potential exists for them to be released to the environment, and the person responsible for the substances refuses to exert control over them.²⁴ A number of hazardous substances are released to the environment when tires burn, as discussed below. In addition, there may be a threatened release of hazardous substances from tire piles that are vulnerable to fire, but have not yet burned.

Hazardous Substance

The universe of “hazardous substances” is quite large. It includes petroleum, dangerous waste regulated under RCW 70.105, and all substances considered hazardous under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA and amendments), the federal cleanup law.²⁵ Although tires themselves do not fit into any of these categories, some of the chemicals used to make tires are considered hazardous substances. Specific components vary from manufacturer to manufacturer, but tires typically contain oil, lead, chromium, toluene, and phenol, all of which are hazardous substances for purposes of MTCA. These hazardous substances would be released to the environment if a tire fire occurred. For this reason, the threat of tire fires raises concerns about hazardous substances entering the environment.

²³ RCW 70.105D.020(20).

²⁴ United States v. Northernair Plating Co., 670 F. Supp. 742, 747 (W.D. Mich. 1987).

²⁵ RCW 70.105D.020(7).

Several courts have concluded that a material containing a hazardous substance is itself a hazardous substance under CERCLA.²⁶ Some courts reached this conclusion specifically with respect to tires.²⁷ While these courts were interpreting CERCLA, not MTCA, the relevant provisions of both laws are identical. Furthermore, the Washington Supreme Court has stated that decisions made under CERCLA are helpful in analyzing analogous provisions of MTCA.²⁸ Thus, if a MTCA lawsuit were brought to clean up waste tires, Washington courts likely would consider these CERCLA cases carefully. If Washington courts agreed that a material containing a hazardous substance is itself a hazardous substance, then they would likely conclude that tires are hazardous substances under MTCA.

Threat or Potential Threat

The hazardous substances must present a threat or potential threat to human health or the environment when they are released to the environment.²⁹ If a tire pile were to burn, the hazardous substances released into the air and the ground would certainly pose a threat.

²⁶ B.F. Goodrich v. Betkoski, 99 F.3d 505, 515 (2d Cir. 1996) (“It is enough that a mixture of waste solution contain a hazardous substance for that mixture to be deemed hazardous under CERCLA”); Louisiana-Pacific Corp. v. ASARCO Inc., 24 F.3d 1565, 1573 (9th Cir. 1994) (even if product is not specifically listed as hazardous substance, it is regulated by CERCLA if its components include hazardous substances); and B.F. Goodrich v. Murtha, 958 F.2d 1192, 1201 (2d Cir. 1992) (when a mixture contains hazardous substances, the mixture is itself hazardous for purposes of CERCLA).

²⁷ Pfohl Brothers Landfill Steering Committee v. Browning-Ferris Industries, 221 F.Supp.2d 406, 409 (W.D.N.Y. 2002) and B.F. Goodrich v. Betkoski, 99 F.3d at 524 and 536 (2d Cir. 1996). However, at least one court has ruled, without explanation, that tires are not hazardous substances for purposes of CERCLA.

²⁸ Bird-Johnson Corp. v. Dana Corp., 119 Wn.2d 423, 833 P.2d 375 (1992).

²⁹ Seattle City Light v. Department of Transportation, 98 Wn. App. 165, 989 P.2d 1164 (1999) (hardened asphalt in bottom of rail car was hazardous substance that had been released to the environment, but it did not pose a threat to human health or the environment).

Facility

MTCA facilities include landfills, buildings, pipes, and other specific places that are sources of hazardous substances, as well as “any site or area where a hazardous substance ... has ... come to be located.”³⁰ If a release has already occurred, the facility extends as far as the hazardous substances have spread. If there is only a threatened release, the facility is limited to the landfill, building, or other specific location where hazardous substances are located.

Categories of Liable Persons

The following persons are liable for cleaning up MTCA facilities:

- Current owners and operators
- Persons who owned or operated the facility at the time that hazardous substances were disposed or released
- Persons who “arranged for disposal” of hazardous substances
- Persons who transported hazardous substances to the facility, unless the facility could legally accept the hazardous substances³¹

Depending on the particular site, a number of parties may be potentially liable: the current owners of the property on which the tire pile is located, and any other persons who operate the facility; those who owned or operated the facility in the past, at a time when tires were disposed of; persons who delivered tires to the facility (assuming the facility was not a permitted tire storage site); and anyone who sent his or her tires to the facility.

E. Hazardous Waste Management Act

Washington’s Hazardous Waste Management Act (HWMA), RCW 70.105 RCW, gives Ecology broad authority to regulate the management of hazardous waste. For example, anyone who stores dangerous waste without a permit issued under the HWMA is subject to a range of potential sanctions, including civil penalties of up to \$10,000 per day³² and administrative orders requiring compliance.³³

³⁰ RCW 70.105D.020(4).

³¹ RCW 70.105D.040(1).

³² RCW 70.105.080.

³³ RCW 70.105.097.

However, this authority extends only to wastes that are toxic, corrosive, ignitable, reactive, or persistent, based on specific tests set out in 173-303 WAC. According to a report the Washington Department of Transportation issued in 2003, testing shows that tires generally do not designate as hazardous waste.³⁴ Based on the results of the DOT study, it the HWMA is probably not a useful tool to compel tire pile cleanups.

The federal counterpart to the HWMA, the Resource Conservation and Recovery Act (RCRA), includes a “citizen suit” provision that allows states and local governments, among others, to sue anyone who is violating RCRA, or who is handling or storing solid or hazardous waste³⁵ that “may present an imminent and substantial endangerment to health or the environment.”³⁶ Because this type of suit can be directed at solid waste, as well as hazardous waste, it would not be necessary to prove that tires designate as hazardous waste. For purposes of RCRA, solid waste includes “any discarded material.”³⁷

In a citizen suit, the court can order a defendant to clean up solid waste or hazardous waste being stored in violation of RCRA or in a manner that poses an imminent and substantial endangerment. However, the court cannot require the defendant to pay any cleanup costs incurred by other parties, including by the state or local government.³⁸

At least one court has suggested that a waste-tire storage facility could, depending on the conditions, pose an imminent and substantial endangerment for purposes of a citizen suit under RCRA.³⁹ However, the court noted that it was assuming, without deciding, that discarded tires were “solid or hazardous waste” as required to bring a RCRA citizen suit.

³⁴ Evaluation of the Use of Scrap Tires in Transportation Related Applications in the State of Washington, Report to the Legislature as Required by SHB 2308, Section 2.4 (WDOT 2003).

³⁵ “Hazardous waste” is the term used in RCRA to refer to solid wastes that are toxic, corrosive, reactive, or ignitable. All RCRA hazardous wastes also are regulated as dangerous wastes under the HWMA.

³⁶ 42 U.S.C. §6972(a).

³⁷ 42 U.S.C. §6903(27).

³⁸ *Meghrig v. KFC Western, Inc.*, 516 U.S. 479 (1996).

³⁹ *Davenport v. Neely*, 7 F.Supp.2d 1219, 1225 (M.D. Ala. 1998).

F. Enforcement Options Using Existing State Laws

The legal authorities (State laws) discussed above give the state and most local governments several options for cleaning up unauthorized waste tire piles. These options include the following:

- State or county cleans up tire pile and then seeks cost recovery
- State or county cleans up tire pile and does not seek cost recovery
- State or county cleans up tire pile and attaches lien to responsible person's property
- State or county negotiates with responsible person for share of cleanup costs, then cleans up tire pile
- State or county uses legal process to compel responsible person to clean up tire pile

Each of these options has advantages and disadvantages. The options that make cleanup the first priority, with efforts to recover costs coming later, will almost certainly result in faster cleanups than if legal action is taken to force the responsible person to do the work. In addition, these options may avoid problems with suspicious fires that some states have experienced after threatening enforcement action related to unauthorized tire piles.

On the other hand, lawsuits to compel cleanup may have a greater deterrent effect, and help prevent creation of new piles. Furthermore, if the lawsuits are successful, they may save public money.

As discussed in Appendix C, many states have found that each of these approaches is useful in different circumstances. Most states try to reach agreement with the responsible person over the terms of cleanup, including access to the site and cost sharing. Only if those efforts fail do these states use enforcement tools – including administrative orders, warrants, or lawsuits – to gain access to the tire pile, recover cleanup costs, or force the responsible person to perform the cleanup. Some states recommend that security measures be considered before initiating enforcement action, to prevent intentional fires and similar actions.

Some of these options involve at least the threat of a lawsuit against the responsible person, if not actual litigation. Because lawsuits can be time-consuming and expensive, it is important to consider carefully the likelihood of success before pursuing an approach that relies on litigation. Some factors that may be considered when evaluating whether to file a lawsuit are discussed below.

Does the defendant have assets?

No matter how strong the case, litigation will not be cost-effective if the defendant does not have assets. Unfortunately, it often is difficult to determine whether a defendant has assets before filing a lawsuit. While asset searches can be conducted in advance, they require personal information, such as the person's date of birth and social security number. If that information is not available, then the only option may be to file a lawsuit first, and then determine through the discovery process whether the defendant will be able to satisfy a judgment against him.

How long will the litigation last?

Generally, it takes approximately 18 months from the date that a lawsuit is filed until trial begins. The case may end sooner if the parties settle, or it may last much longer if the trial is delayed or if the trial court decision is appealed. If the lawsuit seeks cost recovery, the actual payment may not be made until even later. If instead the lawsuit seeks cleanup, then the work is not likely to be done until the suit finally concludes.

How much will the litigation cost?

In addition to being slow, lawsuits can be expensive. It is hard to estimate the cost of litigation in advance. The actual cost reflects how vigorously the defendant resists the claims, how much discovery is conducted, how vulnerable the law is to differing interpretations, and where the case is filed, among other things.

APPENDIX C

Tire Pile Programs in Several Other States

All states have had problems with unauthorized tire piles, and they have addressed the problems in a number of ways. This report includes a short summary of the approaches used in eight states that have successfully cleaned up old tire piles and prevented new ones.

Although the provisions differ from state to state, there are some commonalities. Almost all of the programs described below are run at the state level, not at the local level. Each of these states has adopted a law that is directed specifically at scrap tires.

California

In California, it is illegal to store 500 or more waste tires without a permit. Violators are given 30 days in which to correct noncompliance. If they fail to remove the tires or obtain a permit within that time, the state will issue an order that requires site cleanup. These orders can be enforced through issuance of fines. In addition, California can attach a lien to the responsible person's property to secure the costs of cleanup. For large tire piles where the responsible person is uncooperative, the state usually files lawsuits to force cleanup.

Although the state itself handles enforcement of the tire pile law, California awards grants to local governments to implement other aspects of the tire pile program.

Florida

Florida's waste tire rule requires permits for facilities storing 1500 or more tires. The state has created a fund generated from sales of retail tires to pay for cleaning up unauthorized tire piles.

Like other states, Florida first asks landowners to clean up tire piles on their property. If that request fails, the state will seek the owner's permission to enter and cleanup the property. The state normally places a lien on the property if the landowner cannot pay for the cleanup. Florida can sue to obtain access to the property if solid waste rules have been violated, or if the state can show that the tire pile endangers human health or the environment – for example, by attracting mosquitoes. The state usually is successful in persuading the courts that these risks justify access.

Since the program began, more than 15.2 million tires have been removed from illegal tire pile sites. The owner or operator cleaned up 59% of these tires, the state cleaned up 34%, and counties removed 7% of these tires with grants from the state abatement fund. Only eight illegal tire piles remain unabated.

Florida also has a strong anti-litter statute that makes dumping tires a third degree misdemeanor, punishable by confiscating the vehicle involved in the dumping. According to Florida officials, this law has helped discourage the creation of new tire piles.

Illinois

Before beginning a tire pile cleanup, Illinois sends a notice to the responsible person and invites them to propose a plan for corrective action. If the person submits a corrective action plan that appears reasonable, the state will approve it and allow the person to remove the tires according to the schedule in the plan. For persons with limited means, the schedule sometimes stretches out for months or even years.

If the responsible person does not respond to the notice, submits an unacceptable plan, or fails to carry out an approved plan, Illinois cleans up the tire pile with state funds. Illinois law requires the state to seek cost recovery in these situations. The state also can seek penalties. When Illinois cleans up tire piles, its contractors must ensure that the tires are beneficially reused.

Iowa

In the past seven years, Iowa has cleaned up more than 90 tire piles. It has done so largely with state funds, and, like Illinois, has required that all tires removed be beneficially reused. Before beginning a removal, Iowa tries to negotiate an “abatement agreement” with the responsible person. In the abatement agreement, Iowa agrees to remove the tires, subject to any cost share payment from the responsible person. Payment must be made before abatement begins.

In exchange, the responsible person grants access to the property and agrees never to allow waste tires on the property again. If the responsible person complies with the abatement agreement, Iowa will not try to recover any money beyond the cost share. However, the agreement states that if a violation occurs, Iowa may seek recovery of the full costs of abatement. Iowa has brought cost recovery actions and obtained court judgments totaling more than \$5 million, but has collected very little of that money.

Iowa credits the success of its program in large part to its insistence that abatement contractors have a *proven* end market for the tires. This ensures that tires are not simply moved from one storage location to another. In addition, Iowa prohibits on-site tire processing because the state believes it creates lower-quality material that is less likely to be beneficially reused.

Maryland

Maryland's tire pile law allows the state either to issue administrative orders requiring cleanup, or to file a lawsuit against the responsible person. In most cases, Maryland negotiates consent orders that provide access to the tire pile site and require a financial contribution from the responsible person. The amount of the contribution varies, depending on the circumstances. If the responsible person resists that state's efforts to reach agreement on a cleanup, Maryland sues the person.

Missouri

In the early days of its tire pile removal program, Missouri tried to force responsible persons to clean up tire piles on their own. However, several piles caught on fire shortly after the state initiated enforcement action. In addition, the state found that lawsuits to compel cleanup required a lot of effort, but rarely succeeded. As a result, Missouri changed its approach. Now it shares the cost of tire pile abatement with responsible persons.

However, Missouri does not negotiate the amount of cost-share based on individual circumstances. All responsible persons must pay 10% of the estimated abatement costs, and must do so before work starts. If they refuse, Missouri does not conduct the abatement. Missouri chose to require a 10% cost-share because it found that its cost recovery efforts had returned only about 10% of its total abatement costs. Since cost recovery efforts provided a low return, the state decided not to pursue them.

New York

New York tries to obtain the responsible person's cooperation before beginning a tire pile cleanup. When possible, New York negotiates consent orders that either require the responsible person to cleanup the pile, or give the state access to the site so it can conduct the cleanup. If the responsible person refuses to cooperate, either the state itself or a court may determine that the pile is being maintained in violation of state law. Under New York law, the state may enter onto the property to investigate or clean up the tire pile as soon as this determination is made.

Under New York law, the state must pursue reimbursement of all cleanup costs. However, the Attorney General's Office has discretion not to seek cost recovery in certain cases, such as when the responsible person has no assets.

Tires removed from unauthorized piles in New York are shredded and used as road base. The state cautions against flooding beneficial reuse markets with tires from cleanup sites. To avoid harming their recycling industry, the state attempts not to abate all unauthorized tire piles too quickly.

Ohio

Ohio has a comprehensive waste tire-tracking program that requires all haulers, handling facilities, and dump/storage locations to record and track waste tires. The program has been very successful in stemming the flow of new waste tires to old pile sites. No new tire piles have been created since the inception of the tracking program eight years ago.

The state levies a \$0.50 tax on all retail tire sales to fund the state's abatement fund. Since the state's abatement program began more than eight years ago, Ohio has overseen cleanup of the 15 largest scrap tire piles, which each have between 500,000 and 20 million waste tires. Ohio publicly bid each of the cleanup jobs for the largest tire piles. For sites with fewer than 500,000 tires, the state issued multi-award contracts to two abatement firms. Those firms are now each responsible for abating tire piles in their half of the state.

When an unauthorized tire pile is identified, local governments initiate enforcement action by sending a notice of violation to the site owner and, if necessary, following it with an order to clean up the pile. If the property owner cooperates, the local government oversees the cleanup.

If the property owner refuses to cooperate, the site is referred to the state. Ohio then attempts to negotiate a consent order with the owner or, alternatively, issues an order to clean up the property within 120 days. If the property owner cannot conduct the cleanup but will grant access, Ohio cleans up the pile and places a lien on the property. To date, the state has not forced the sale of a lien property, and therefore has not been reimbursed for cleaning up several sites.

Oregon

Oregon cleaned up most of its unauthorized tire piles in the 1990s, while it was collecting a one-dollar fee for each tire sold. Although Oregon used a portion of the fee revenue to subsidize beneficial reuse of waste tires, most of the tires were sent to a tire monofill for disposal.

Like most other states, Oregon attempts to negotiate with responsible persons before beginning to abate an unauthorized tire pile. However, many of the unauthorized tire piles are considered “orphan” sites, with no responsible person able to fund the cleanup. At such sites, Oregon pays for the cleanup and may later seek cost recovery.

Appendix D

SUMMARY OF COUNTY CODE PROVISIONS REGARDING WASTE TIRES AND ENFORCEMENT AUTHORITY

This appendix summarizes relevant ordinances adopted by the 19 Washington counties that currently have unauthorized scrap tire piles. The table below is organized alphabetically by county. For each county, the table contains excerpts from that county's code regarding the following:

- **Prohibited acts.** These provisions describe the restrictions that each county has placed on accumulating, dumping, or transporting tires.
- **Enforcement authority and available mechanisms.** These provisions specify the sanctions that can be imposed for violating the code. These sanctions include general enforcement authority; authority to assess penalties; authority to abate; and authority to seek legal action.
- **Authority to inspect or access site.** These provisions describe the county's power to enter onto private property to conduct inspections or to cleanup an unauthorized tire pile
- **Definitions.** These provisions explain what the county meant when it used certain terms that appear in the code.
- **Sources, miscellaneous provisions, and notes.** This identifies the source of the information provided in the table.

Columns in the table are left blank if a county has not adopted any ordinances that fit into the categories described above. For example, several counties do not have ordinances that give them access authority. The "Authority to inspect or access site" column is blank for these counties.

Benton County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
Identification of the owner and location of any garbage and other waste material as defined in this chapter found upon public or private property or on any highway of this county shall be considered as prima facie evidence of its having been illegally deposited on said public or private property or highway by said identified owner of such garbage and other waste material as designated above. [Ord. 61 (1959) sect.	<i>Enforcement Authority</i> Enforcement of this chapter may be by any sheriff's officer or other law enforcement officer. All such enforcement officers are hereby empowered to issue citations to and/or arrest without warrant,		Trash and Rubbish: Shall mean all waste material not of putre[s]cible nature, which for the purpose of	Source(s): MRSC library.

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<p>5]. Benton County Code, Supp. No. 78 dated March 20, 2005 ("BENTON CC"), sect. 6.04.050.</p> <p>Car bodies, large trees and limbs, and similar size items shall not be deposited at any public disposal site authorized by the Benton County Commissioners. Garbage and other waste materials shall be deposited in a fill provided for disposal purposes, and shall not be placed adjacent to the fill nor in any other area of the site. [Ord. 61 (1959) sect. 6]. BENTON CC, sect. 6.04.060.</p> <p>No person shall throw, drop, deposit, discard or otherwise disposes of litter upon any street, alley, sidewalk or any other public or private property or in any waters within the jurisdiction of the county, whether from a vehicle or otherwise, except: (1) When such property is designated by the State of Washington by any of its agencies or the county for the disposal of garbage and refuse, and such person is authorized by the proper public authority to so use such property; or (2) Into a litter receptacle or other container designated for litter in such manner that the litter will be prevented from being carried away or deposited by the elements upon any part of said public or private property; or (3) When (i) such person is the owner of or controls the property, or has prior consent of the owner or tenant in lawful possession of such property, or the act is done under the personal direction of said owner or tenant and (ii) said litter will not cause a public nuisance or be in violations of any other state or local laws, rules and regulations. ...[Ord. 98 (1974) sect. 3; Ord. 172 (1983) sect. 1; Ord. 214 (1987) sect. 7]. BENTON CC, sect. 6.08.020(a).</p> <p>The purpose of this chapter is to accomplish litter control in the unincorporated portions of the county pursuant to the general laws of the State of Washington, to adopt basically uniform and coordinated litter control local legislation throughout the state. This chapter is intended to place upon all persons within the unincorporated portions of the county, in a cooperative and coordinated statewide effort, the duty of contributing to the public cleanliness of the unincorporated portions of the county and appearance in order to promote the public health, safety and welfare and to protect the economic interests of the people of the unincorporated portions of the county against unsanitary and unsightly conditions. ... BENTON CC, sect. 6.08.190.</p> <p>Exemptions. This chapter shall not apply to vehicle hulks or parts thereof: (a) which are completely enclosed within a building in a lawful manner where it is not visible from the street or other public or private property; or, (b) as to which all reasonable efforts have been made to assure that such vehicle hulks are not visible from any street, road, highway or other public or private property; or (c) which are stored</p>	<p>persons violating the provisions of this chapter. Said enforcement officers may serve and execute all warrants, citations and other process issued by the courts. In addition, mailing by registered mail of such warrant, citation, or other process to the last known place of residence of the offender shall be deemed as personal service upon the person charged. Nothing herein shall be construed to prohibit citizen's complaints or arrests as may be otherwise permitted under applicable state regulations, state statute, ordinance or court rule. [Ord. 98 (1974) § 19]. BENTON CC, sect. 6.08.180.</p> <p><i>Authority to Assess Penalties</i></p> <p>Every person convicted of a misdemeanor for which no punishment is prescribed shall be punished by imprisonment in the County jail for a maximum term fixed by the court of not more than ninety days, or by a fine in an amount fixed by the court of not more than one thousand dollars, or by both such imprisonment and fine. [Ord. 214 (1987) sect. 1; Ord. 221 (1988) sect. 1]. BENTON CC, sect. 1.06.010.</p> <p>Any person, company, firm or corporation violating any of the provisions of this chapter [6.04] shall be guilty of a misdemeanor. [Ord. 61 (1959) sect. 9; Ord. 214 (1987) sect. 6]. BENTON CC, sect. 6.04.090.</p> <p>(b) Any person violating the provisions of this section [6.08.020(a)] shall be guilty of a misdemeanor and shall be punished by imprisonment in the County jail for a maximum term fixed by the Court of not more than ninety days, or by a fine in an amount fixed by the Court of not more than one thousand dollars, or by both such imprisonment and fine. In addition thereto, in the sound discretion of the court, such person may be directed by the court to pick up and remove from any public or private property, with permission of the legal owner or other person having legal possession, upon which it is established by competent evidence that such person has deposited litter, any and all litter deposited thereon by anyone prior to the date of execution of sentence. [Ord. 98 (1974) sect. 3; Ord. 172 (1983) sect. 1; Ord. 214 (1987) sect. 7]. BENTON CC, sect. 6.08.020(b).</p> <p>Any person violating any provision of this chapter</p>		<p>this chapter shall include ashes. BENTON CC, sect. 6.04.010(b).</p> <p>"Litter" means all solid wastes, including but not limited to containers, packages, wrapping, printed matter or other material thrown or deposited as herein prohibited, but not including the wastes of the primary processes of mining, logging, sawmilling, farming or manufacturing. BENTON CC, sect. 6.08.10(d).</p> <p>"Private residence" means any privately owned yard, grounds, walk, driveway, dwelling, house, building or other structure, including appurtenant porches, steps or vestibules, used or designed either wholly or in part for private residential purposes, whether single family, duplex or multiple, and whether inhabited or temporarily or continuously uninhabited or vacant. BENTON</p>	
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<p>or parked in a lawful manner on private property in connection with the business of a licensed dismantler or vehicle dealer, fenced according to the provisions of RCW 46.80.130. [Ord. 143 (1980) § III; Ord. 160 (1982) § 2]. BENTON CC, sect. 6.46.030.</p> <p>Declaration of Nuisance. The Sheriff of Benton County is hereby authorized to declare as a public nuisance any abandoned vehicle or any vehicle hulk or parts thereof on property located within the unincorporated area of Benton County. [Ord. 143 (1980) § IV; Ord. 160 (1982) § 3]. BENTON CC, sect. 6.46.040.</p>	<p>for which no penalty is specifically provided within the specific section violated shall be guilty of a misdemeanor and shall be punished by a fine of not more than One Thousand Dollars (\$1,000). [Ord. 98 (1974) §23; Ord. 214 (1987) §10]. BENTON CC, sect. 6.08.210.</p>		<p>CC, sect. 6.08.10(k). "Public place" means any area that is used or held out for use by the public whether owned or operated by public or private interests. BENTON CC, sect. 6.08.10(l). "Solid Waste" means all putrescible and nonputrescible solid and semisolid wastes, including garbage, rubbish, ashes, industrial wastes, swill, demolition and construction wastes, abandoned vehicles or parts thereof, and discarded commodities. BENTON CC, sect. 6.08.10(m)."</p>	
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Chelan County				
Prohibited Acts	Enforcement Authority and Available Mechanism	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
<p>It shall be unlawful for any person, firm or corporation, to deposit, throw, or place any garbage in any lane, alley, street, canyon, or other public place, or to deposit, throw, or place any garbage upon any private property, regardless of ownership, except such places as are designated and set off for the disposal of garbage and refuse by the county commissioners of Chelan County and/or any incorporated town or city in Chelan County. Chelan County Code, 2-96 ("CHELAN CC"), sect. 4.04.020.</p> <p>No person shall throw, drop, deposit, discard or otherwise disposes of litter upon any street, alley, sidewalk or any other public place in the county or upon a private residence or other private property not owned by him, or in any waters within the jurisdiction of the county whether from a vehicle or otherwise, except: (1) when such property is designated by the state or by any of its agencies or the county for the disposal of garbage and refuse, and such person is authorized by the proper public authority to so use such property; or ... (3) When such person is the owner or does have control or custody of the property, or has prior consent of the owner or tenant in lawful possession of such property, or unless the act is done under the personal direction of said owner or tenant and provided said litter will not cause a public nuisance or be in violation of any other state or local laws, rules or regulations. CHELAN CC, sect. 4.16.030.</p> <p>The owner or person in control of any private residence or other private property shall at all times maintain the premises free of litter. CHELAN CC, sect. 4.16.100.</p>	<p><i>Enforcement Authority</i></p> <p>Enforcement of this ordinance may be by any deputy sheriff or other law enforcement officer, fire department and building department personnel, jurisdictional health department personnel, and those public employees charged with the responsibility of operating and maintaining all public places within the provisions of this ordinance. All such enforcement officers are hereby empowered to issue citations to persons violating he provisions of this ordinance. Said enforcement officers may serve and execute all warrants, citations, and other processes issued by the courts. ... CHELAN CC, sect. 4.16.180.</p> <p><i>Authority to Assess Penalties</i></p> <p>Any person violating any of the provisions of this chapter [4.04] shall be punished by a fine of not more than one thousand dollars or by imprisonment in the county jail for a period not exceeding ninety days. CHELAN CC, sect. 4.04.030.</p> <p>Every violation of this chapter [4.20] shall constitute a misdemeanor and shall be punished by a sentence of not more than ninety days in the county jail or a fine of not more than two hundred fifty dollars. (Res. 120-G § 22, March 5, 1974 at Vol. E pages 136—140). 4.16.220 Penalties. CHELAN CC, sect. 4.16.220.</p>		<p>Garbage shall be held to mean and include all accumulations of household waste matter which has been discarded as of no further value to owner thereof, including ... rubbish in general, ... but shall exclude ... automobile bodies ... swill and extraordinary waste not resulting from natural waste of ordinary daily living and of some material value to the owner, the same not being abandoned by him. CHELAN CC, sect. 4.04.010</p> <p>"Litter" means all solid wastes including but not limited to ... material thrown or deposited as herein prohibited... CHELAN CC, sect. 4.16.020 (4).</p> <p>"Solid waste" means all putrescible and nonputrescible solid and semisolid wastes including garbage, rubbish, ashes, industrial wastes,</p>	<p>Source(s): www.mrsc.org and county website www.co.chelan.wa.us</p> <p>NOTE: No index to Titles in Code.</p> <p>Chelan County should prepare and implement a county-wide plan for solid waste handling and disposal involving daily compaction and cover, elimination of burning and salvage, and protection against pollution of surface and ground water. CHELAN CC, sect. 4.08.140.</p> <p>Title 16 Enforcement and Violations details authority over Title 11 Zoning.</p> <p>Chap. 11.98 details enforcement and violation of zoning provisions.</p>

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Chelan County				
Prohibited Acts	Enforcement Authority and Available Mechanism	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
			swill, demolition and construction wastes, abandoned vehicles or parts thereof, and discarded commodities. CHELAN CC, sect. 4.16.020 (13).	

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Cowlitz County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
<p>It shall be unlawful for any person to dump or deposit, or allow to be dumped or deposited, whether from a vehicle or otherwise, any solid waste onto or under the surface of the ground or into the waters of this county except at a county approved disposal site. Cowlitz County Code, March 2005 ("COWLITZ CC"), sect. 15.30.230.</p> <p>It is the purpose and objective of this chapter to prevent land, air, and water pollution, and conserve Cowlitz County's natural, economic, and energy resources by: ... Preventing the accumulation of solid waste that may adversely affect land values, present a nuisance, or pose a public health and safety hazard; or environmental hazards affecting surface water, groundwater, air, or soils. [Ord. 04-061, § I(B), 3-30-04]. COWLITZ CC, sect. 15.30.020.</p> <p>It shall be unlawful to store solid waste in such a manner that the solid waste may be carried away, deposited, or exposed by the elements, animals, or vectors. COWLITZ CC, sect. 15.30.260(A).</p> <p>Failure to comply with the provisions of this chapter or any code adopted herein is declared to be a public nuisance. COWLITZ CC, sect. 15.30.280(C).</p> <p>This chapter does not apply to exempt solid waste as defined in WAC 173-350-020, unless stated otherwise in this chapter. COWLITZ CC, sect. 15.30.040(C).</p>	<p><i>Authority to Assess Penalties</i></p> <p>Any violation of a land use ordinance as defined in COWLITZ CC 2.06.030(C) is a civil infraction and a public nuisance, unless otherwise stated, and is subject to enforcement action under this chapter as well as any other means provided by the law. Neither an adjudication that a person has committed an infraction, nor payment of any penalty, shall relieve the violator from compliance with the provisions of the land use ordinance violated. COWLITZ CC, sect. 2.06.040(A).</p> <p>Criminal misdemeanor penalties as prescribed in COWLITZ CC 15.30.220 may be imposed in a case of repeated violations or if the Department determines civil penalties are not effective. [Ord. 04-061, § III(F), 3-30-04.]. COWLITZ CC, sect. 15.30.280(D).</p> <p>A person found to have committed an infraction shall be assessed a monetary penalty of \$1,000 for each violation. Any monetary penalty imposed by the Court is payable immediately, except that: (1) the Court may suspend all or a portion of the penalty on the condition that the person correct the violation within 30 days; and (2) if the person is unable to pay the penalty immediately, the Court may grant an extension to a specified date. Any willful failure to pay the penalty by the time required is a misdemeanor. B. The monetary penalty for a second violation of the same land use ordinance within three years shall be double the penalty set forth above. The monetary penalty for a third violation of the same land use ordinance within three years shall be triple the penalty set forth above. C. There shall be an additional penalty of \$100.00 for failure to respond to a notice of infraction. [Ord. 01-022, § 1, 2-12-01.] COWLITZ CC, sect. 2.06.080(A).</p> <p><i>Authority to Abate</i></p> <p>In instances where an individual's actions significantly infringe on the use and enjoyment rights of adjacent property owners, the county may act to abate a nuisance. COWLITZ CC, sect. 10.27.020(B).</p>	<p>The Department shall investigate and inspect for a solid waste violation prior to giving notice of a violation. Inspections shall be made from streets, roads or alleys, or from private property with the consent of the owner or occupant thereof, for purposes of verifying and documenting a violation. COWLITZ CC, sect. 15.30.250.</p>	<p>"Nuisance" means unlawfully doing an act or omitting to perform a duty, which act or omission either annoys, injures, or endangers the comfort, repose, health, or safety of others, offends decency, or unlawfully interferes with, obstructs, or tends to obstruct any lake or navigable river, bay, stream, canal or basin, or any public park, square, street, or highway. COWLITZ CC, sect. 15.30.290(23).</p> <p>"Land use ordinance" means any of the following ordinances or resolutions of Cowlitz County, as they now exist or as they may hereafter be amended, and as codified in the Cowlitz County Code: ... Junk Vehicles, Chapter 10.27 CC; ... Solid Waste, Chapter 15.30 ... COWLITZ CC, sect. 2.06.030(C).</p>	<p>Source(s): www.mrsc.org</p>

Appendix D - SUMMARY OF COUNTY CODE PROVISIONS REGARDING WASTE TIRES AND ENFORCEMENT AUTHORITY

Cowlitz County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
	<p>Whenever the county deems it necessary, it may take all appropriate measures to abate any violation of a land use ordinance. The costs of such measures shall be a joint and several obligation of all persons responsible for the violation. The county may recover its abatement costs through an appropriate legal action against any and all such persons. [Ord. 01-022, § 1, 2-12-01.]. COWLITZ CC, 2.06.120.</p> <p>The Cowlitz County Public Works Department shall be responsible for: ... County litter program and abandoned vehicle abatement program for the abatement and disposal of abandoned vehicles, automobile hulks, and solid waste on property owned by the county. [Ord. 04-061, § 1(C), 3-30-04]. COWLITZ CC, sect. 15.30.030(B)(6).</p> <p><i>Authority to Seek Legal Action</i></p> <p>Under the authority of the Health Officer, the Cowlitz County Department of Building and Planning (hereafter referred to as Department) shall administer this chapter. The Department may refer violations of this chapter to the Prosecuting Attorney for appropriate action. COWLITZ CC, sect. 15.30.030.</p> <p>It is unlawful for any person to violate Article III of this chapter or assist in the violation of this section. Any violation of this section shall be subject to a civil infraction, unless otherwise stated, as provided in Chapter 2.06 CCC as it now exists or is hereafter amended. COWLITZ CC, sect. 15.30.280(A).</p> <p>Notwithstanding the existence or use of any other remedy, a director may seek legal or equitable relief to enjoin any acts or practices or abate any conditions which constitute a violation of any land use ordinance. All remedies specified herein are cumulative and nonexclusive and a director may seek any other remedy available at law or equity in responding to a violation of any land use ordinance. [Ord. 01-022, § 1, 2-12-01.]. COWLITZ CC, sect. 2.06.130.</p>		<p>“Litter” means all waste materials including, but not limited to, disposable packages or containers susceptible to being dropped, deposited, discarded or otherwise disposed of upon any property in the county, and solid waste that is illegally dumped, but not including the wastes of primary processes of mining, logging, sawmilling, farming or manufacturing. COWLITZ CC, sect. 15.30.290(20).</p>	

Appendix D - SUMMARY OF COUNTY CODE PROVISIONS REGARDING WASTE TIRES AND ENFORCEMENT AUTHORITY

Franklin County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
<p>Purpose. The purpose of this chapter is to accomplish litter control in the unincorporated portions of the county pursuant to the general laws of the state of Washington, to adopt basically uniform and coordinated litter control local legislation throughout the state. This chapter is intended to place upon all persons within the unincorporated portions of the county, in a cooperative and coordinated effort, the duty of contributing to the public appearance and cleanliness of the unincorporated portions of the county in order to promote the public health, safety and welfare and to protect the economic interests of the people of the unincorporated portions of the county against unsanitary and unsightly conditions. ... (Ord. 4-85 § 1, 1985). FRANKLIN CC, sect. 8.16.010.</p> <p>General. No person shall throw, drop, deposit, discard or otherwise dispose of litter upon any road, street, alley, sidewalk or any other public or private property or in any waters within the jurisdiction of the county, whether from a vehicle or otherwise, except: 1. When such property is designated by the state of Washington by any of its agencies or the county for the disposal of garbage and refuse, and such person is authorized by the proper public authority to so use such property; or 2. Into a litter receptacle or other container for litter in such manner that the litter will be prevented from being carried away or deposited by the elements upon any part of said public or private property; or 3. When (a) such person is the owner of or controls the property, or has prior consent of the owner or tenant in lawful possession of such property, or the act is done under the personal direction of said owner or tenant and (b) said litter will not cause a public nuisance or be in violation of any other state or local laws, rules or regulations. ... (Ord. 4-85 § 3, 1985). FRANKLIN CC, sect. 8.16.030.</p> <p>Owner to maintain premises free of litter. The owner or person in control of any private residence or other private property shall at all times maintain the premises free of litter. (Ord. 4-85 § 11, 1985). FRANKLIN CC, sect. 8.16.110.</p>	<p><i>Enforcement Authority</i></p> <p>Enforcement. Enforcement of this chapter may be any Franklin County deputy sheriff, sheriff, Franklin County fire warden, Franklin County deputy fire warden, or Franklin County litter control officer. All such enforcement officers are empowered to issue citations to and/or arrest without warrant, person violating the provisions of this chapter. Such enforcement officers may serve and execute all warrants, citations and other process issued by the courts, for violations of this chapter. In addition, mailing by registered mail of such, citation, or other process to the last known place of residence of the offender shall be deemed as personal service upon the person charged. Nothing herein shall be construed to prohibit citizen's complaints as may be otherwise permitted under applicable state regulation, state statute, ordinance or court rule. (Ord. 4085 § 21, 1985). FRANKLIN CC, sect. 8.16.200.</p> <p><i>Authority to Assess Penalties</i></p> <p>General penalty for violation of Franklin County ordinances. A. There are three classifications of penalties for violations of county ordinances: 1. Infractions: punishable by a maximum fine of two hundred fifty dollars (\$250.00); 2. Misdemeanors: punishable by a fine not exceeding one thousand dollars (\$1,000.00), imprisonment not exceeding ninety (90) days, or both; and 3. Gross Misdemeanors: punishable by a fine not exceeding five thousand dollars (\$5,000.00), imprisonment not exceeding one year, or both. B. All violations of county ordinances are infractions unless expressly made otherwise pursuant to county ordinance. (Ord. 10-2002). Franklin County Code, ordinances through 1/25/05 ("FRANKLIN CC"), sect. 1.08.010.</p> <p>Any person violating the provisions of this section [FRANKLIN CC, sect. 8.16.030] shall be guilty of a misdemeanor, punishable upon conviction, by a fine of not less than one hundred fifty dollars (\$150.00) for the first offense, no less than two hundred fifty</p>		<p>"Litter" means all solid wastes, including but not limited to containers, packages, wrapping, printed matter or other material thrown or deposited as herein prohibited, but no including the wastes of the primary processes of mining, farming or manufacturing. FRANKLIN CC, sect. 8.16.020.</p> <p>"Person" is any individual, political subdivision, government agency, municipality, industry, public or private corporation, co-partnership, association, firm, or other entity, whatsoever except the United States Government. FRANKLIN CC, sect. 8.16.020.</p> <p>"Private residence" means any</p>	<p>Source(s): Katie Foley, librarian, Columbia Basin College.</p>

Appendix D - SUMMARY OF COUNTY CODE PROVISIONS REGARDING WASTE TIRES AND ENFORCEMENT AUTHORITY

Franklin County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
	<p>dollars (\$250.00) and up to ten (10) days in jail for the second offense no less than five hundred dollars (\$500.00) and up to thirty (30) days in jail for each offense thereafter. In addition thereto, in the sound discretion of the court, such person may be directed by the court to pick up and remove from any public or private property, with permission of the legal owner or other person having legal possession, upon which it is established by competent evidence that such person has deposited litter, any and all litter deposited thereon by anyone prior to the date of execution of sentence, and all court costs and statutory attorney fees. (Ord. 4-85 § 3, 1985). FRANKLIN CC, sect. 8.16.030(B).</p> <p>Every person convicted of a violation of this chapter, for which no penalty is specifically provided within the specific section violated, shall be punished by a minimum one hundred fifty dollar (\$150.00) fine for the first offense; minimum two hundred fifty dollar (\$250.00) fine for the second offense, and a minimum five hundred dollar (\$500.00) fine and/or up to thirty (30) days in jail for each subsequent offense, plus all court costs and statutory attorney fees. Each day that such violation continues shall be considered a separate offense. (Ord. 4-85 § 22, 1985). FRANKLIN CC, sect. 8.16.220.</p>		<p>privately owned yard, grounds, walk, driveway, dwelling, house, building or other structure, including appurtenant porches, steps or vestibules, used or designed either wholly or in part for private residential purposes, whether single-family, duplex or multiple, and whether inhabited or temporarily or continuously uninhabited or vacant. FRANKLIN CC, sect. 8.16.020.</p> <p>“Public place” means any area that is used or held out for use by the public whether owned or operated by public or private interests. FRANKLIN CC, sect. 8.16.020.</p> <p>“Solid waste” means all putrescible and nonputrescible solid and semisolid wastes, including garbage,</p>	

Appendix D - SUMMARY OF COUNTY CODE PROVISIONS REGARDING WASTE TIRES AND ENFORCEMENT AUTHORITY

Franklin County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
			rubbish, ashes, industrial wastes, swill demolition and construction wastes, abandoned vehicles or parts thereof, and discarded commodities. FRANKLIN CC, sect. 8.16.020.	

Appendix D - SUMMARY OF COUNTY CODE PROVISIONS REGARDING WASTE TIRES AND ENFORCEMENT AUTHORITY

Grant County				
Nuisance / Prohibition / Code Violation	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Notes
<p>No person shall throw, drop, deposit, discard or otherwise dispose of litter upon any road, alley, or any other public place in the county or upon a private residence or other private property not owned by him, or in any waters within the jurisdiction of the county whether from a vehicle or otherwise except: (1) When such property is designated by the state or by any of its agencies or the county for the disposal of garbage and refuse, and such person is authorized by the proper public authority to so use such property; or (2) Into a litter receptacle or other container in such manner that the litter will be prevented from being carried away or deposited by the elements upon any part of said public place, private residence or other private property; or (3) When such person is the owner or does have control or custody of the property, or has prior consent of the owner or tenant in lawful possession of such property, or unless the act is done under the personal direction of said owner or tenant and provided said litter will not cause a public nuisance or be in violation of any other state or local laws, rules or regulations; or (4) Where such property is permitted by the county planning commission and jurisdictional health district for "Reclamation" purposes in which there is hand and/or mechanical segregation of solid waste for sale and reuse including salvage. A reclamation site shall be located, designed, constructed, operated and maintained so as to prevent the creation of a nuisance, and shall comply with all state and local requirements including, but not limited to, if applicable, zoning, land use, fire protection, water pollution prevention, litter control prevention, air pollution prevention and esthetics. Grant County Code, Sept. 2004 ("GRANT CC"), sect. 8.28.030.</p> <p>The owner or person in control of any private residence or other private property shall at all times maintain the premises free of litter and shall be responsible for the safe, orderly and sanitary storage of all solid waste accumulated at the premises until it is removed. Exception is made to allow orderly storage of salvageable materials. (Ord. 828 § 11, 1974). GRANT CC, sect. 8.28.110.</p> <p>The owner and/or occupant of any premises, business establishment or industry shall be responsible for the safe, orderly and sanitary storage of all solid waste accumulated at that premises until it is removed. Reclaimed materials, pending use or resale, shall be stored in such a manner as to prevent vector problems and esthetic degradation. Unusable materials shall be properly stored and removed</p>	<p><i>Enforcement Authority</i></p> <p>Enforcement of this chapter [8.28] may be by any police officer or other law enforcement officer, fire marshal and building department personnel, jurisdictional health department, planning and solid waste department personnel, and those public employees charged with the responsibility of operating and maintaining all public and private places within the provisions of this chapter. All such enforcement officers are empowered to issue citations to and/or arrest without warrant, persons violating the provisions of this chapter... (Res. 88-11-CC, 1988; Res. 116517 § 20, 1974). GRANT CC, sect. 8.28.200.</p> <p><i>Authority to Assess Penalties</i></p> <p>Any person violating the provisions of this section [8.28.030] shall be guilty of a misdemeanor and the fine or bail forfeiture for such violation shall not be less than ten dollars for each offense, and, in addition thereto, in the sound discretion of the court, such person may be directed by the court to pick up and remove from any public place or any private residence or other property, with permission of the legal owner or other person having legal possession, upon which it is established by competent evidence that such person has deposited litter, any and all litter deposited thereon by anyone prior to the date of execution of sentence. (Ord. 828 § 3, 1974). GRANT CC, sect. 8.28.030(b).</p> <p>Every person convicted of a violation of this chapter [8.28] for which no penalty is specifically provided within the specific section violated shall be punished by a fine of not more than ten dollars for each such violation. Each day that such violation continues shall be considered a separate offense. (Ord. 828 § 24, 1974). GRANT CC, sect. 8.28.240.</p>	<p>RIGHT OF ENTRY FOR INSPECTION (Reserved). GRANT CC, Title 1 General Provisions, Chap. 1.24.</p>	<p>"Litter" means all solid wastes including but not limited to containers, packages, wrapping, printed matter or other material thrown or deposited as herein prohibited, but not including the wastes of the primary process of mining, logging, sawmilling, farming or manufacturing. GRANT CC, sect. 8.28.020.</p> <p>"Problem wastes" are bulky wastes, abandoned vehicles, construction and demolition wastes, industrial wastes, manure, fly ash and such other solid waste that may take special handling. GRANT CC, sect. 8.28.020.</p> <p>"Solid waste" means all putrescible and nonputrescible solid and semisolid wastes including garbage, rubbish, ashes, industrial wastes, swill, demolition</p>	<p>Source(s): www.mrsc.org and Grant County website www.co.grant.wa.us</p>

Appendix D - SUMMARY OF COUNTY CODE PROVISIONS REGARDING WASTE TIRES AND ENFORCEMENT AUTHORITY

Grant County				
Nuisance / Prohibition / Code Violation	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Notes
<p>frequently enough so as to prevent nuisances. (Ord. 828 § 4, 1974). GRANT CC, sect. 8.28.040.</p> <p>(a) Auto wrecking yards and junk (or salvage) yards are subject to the following standards: ... (8) Scrap tires shall not be stored outside for a period exceeding thirty days or as otherwise limited by federal, state or local law; ... GRANT CC, sect. 23.08.090.</p>			<p>and construction wastes, abandoned vehicles or parts thereof, and discarded commodities. GRANT CC, sect. 8.28.020.</p> <p>"Premises" is a tract of parcel of land with or without habitable buildings. GRANT CC, sect. 8.28.020.</p> <p>"Private residence" means any privately owned yard, grounds, driveway, dwelling, house, building, or other structure, including appurtenant porches, steps or vestibules, used or designed either wholly or in part for private residential purposes, whether single family, duplex or multiple, and whether inhabited or temporarily or continuously uninhabited or vacant. GRANT CC, sect. 8.28.020.</p>	

Appendix D - SUMMARY OF COUNTY CODE PROVISIONS REGARDING WASTE TIRES AND ENFORCEMENT AUTHORITY

Jefferson County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
<p>(1) It is the express purpose of this chapter [8.01] to provide for and promote the health of the general public and not to create or otherwise establish or designate a particular class or group of people who will or should be especially protected by the terms of this chapter. (2) It is the specific purpose of this chapter to place the obligation of complying with its requirements upon persons, businesses or companies required to meet provisions of the health regulations. Enactment of this chapter and its terms and provisions does not impose any duty upon the Jefferson County health and human services department or any of its officers or employees unless a duty is imposed on such officers or employees by the express terms of this chapter. Implementation or enforcement of this chapter by county officers or employees shall be discretionary and not mandatory. [Ord. 8-02 § 1]. Jefferson County Code, March 15, 2005 ("JEFFERSON CC"), sect. 8.01.010.</p> <p>It shall be unlawful for persons to allow or permit solid waste to be deposited on or to remain on property or premises under their control without a permit... JEFFERSON CC, sect. 8.10.060.</p> <p>It shall be a violation of these regulations for any person to dump or deposit or permit the dumping or depositing of any solid waste onto or under the surface of the ground or into the waters of the state except at a facility that is permitted to accept the solid waste: (a) Provided, that this chapter does not apply to the facilities, activities and wastes cited in WAC 173-350-020...when those facilities, activities and wastes are in compliance with applicable standards and legal requirements, and there has not been a violation of the performance standards as discussed in WAC 173-350-040, or a health hazard or nuisance has not been created. JEFFERSON CC, sect. 8.10.070(1).</p> <p>No solid waste disposal site or facility in Jefferson County shall be maintained, established,... until the county, city or other person operating or owning such site or facility has obtained a permit from the department. JEFFERSON CC, sect. 8.10.080.</p> <p>No person shall throw, deposit, discard or otherwise dispose of litter, as that term is defined in RCW 70.93.030(4), upon any public place in the county or upon any private property not owned by him, or in any waters within the jurisdiction of the county...except: (1) When such property is designated by the county or other public authority for the disposal of</p>	<p><i>Enforcement Authority</i></p> <p>(1) The health officer of Jefferson County shall have the authority and responsibility to implement and enforce these regulations as stated in Chapters 70.05 and 70.95 RCW, Chapter 173-351 WAC, and Chapter 173-304 WAC unless repealed or superseded by Chapter 173-350 WAC. (2) The health officer shall have the authority to take action or bring any legal proceeding as stated in RCW 43.70.190, including, but not limited to, the special proceedings authorized in RCW Title 7 (Special Proceedings and Actions). (3) The health officer, with the approval of the board of health, and/or the board of county commissioners, may contract with Ecology to assume responsibility and authority for all or part of Chapter 70.93 RCW, as stated in RCW 70.93.050. The health officer, subject to approval of the board, shall also have the authority to negotiate a contract with Ecology dividing or sharing responsibilities with other entities as allowed by RCW 70.93.050. (4) The health officer and any Jefferson County department named in a contract, or inter-local agreement as in subsection (3) of this section, shall have authority to enforce the requirements and levy the penalties cited in RCW 70.93.060, according to the terms of the contract. Citations shall be adjudicated as required by RCW Title 7 ("Special Proceedings and Actions"). [Ord. 09-04 § 5]. JEFFERSON CC, sect. 8.10.050.</p> <p>The health officer may require a permit, or take other enforcement action, for any site or facility handling 50 cubic yards or more of any solid waste as stated in WAC 173-350-020, if the handling of the solid waste at the site or facility poses risk of environmental degradation (including, but not limited to: surface or ground water pollution, air pollution or methane generation) or has potential impacts on public health. [Ord. 09-04 § 8.1]. JEFFERSON CC, sect. 8.10.080(2).</p> <p>Any violation of the laws, regulations and ordinances specified in JCC 8.10.030 (including any future amendments to those statutes, regulations and ordinances) shall constitute a civil infraction.</p>	<p>Inspections and Searches Not Associated with Permitted Facilities. The health officer may view and inspect the areas outside the buildings of private or public property at any reasonable time when he or she has cause to believe that a violation of these regulations has occurred or is occurring. Said viewing and inspecting must occur from a public right-of-way or from an adjacent property if the owner or occupier of that adjacent property has given his, her or its consent. The health officer may inspect any location on property or premises, including, but not limited to, the interiors of buildings or structures, when granted permission by the property</p>	<p>"Solid waste" means all putrescible and nonputrescible solid and semi-solid wastes including, but not limited to...abandoned vehicles or parts thereof (including waste tires)... JEFFERSON CC, sect. 8.10.040.</p> <p>"Illegal dumping," "Litter," "Nuisance," and "Problem wastes." JEFFERSON CC, sect. 8.10.040.</p>	<p>Source(s): www.mrsc.org</p> <p>Whenever a strict interpretation of provisions of this regulation, which are not required by Chapter 173-350 WAC, would result in extreme hardship, the health officer or an appointed hearing officer may waive the provision(s) causing extreme hardship in accordance with the provisions of this regulation. Provisions required under state laws or regulations may not be waived without written concurrence from the Department of Ecology or other applicable state agencies. [Ord. 09-04 § 16]. JEFFERSON CC, sect. 8.10.230.</p>

Appendix D - SUMMARY OF COUNTY CODE PROVISIONS REGARDING WASTE TIRES AND ENFORCEMENT AUTHORITY

Jefferson County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
<p>garbage and refuse, and such person is authorized by the proper public authority to so use such property...(2) Into a litter receptacle or other container in such a manner that the litter will be prevented from being carried away or deposited by the elements upon any part of said public place or any private property. (3) When such person is the owner or does have control or custody of the property, or has prior consent of the owner or tenant in lawful possession of such property, or unless the act is done under the personal direction of said owner or tenant and provided said litter will not cause a public nuisance or be in violation of any other state or local laws, rules or regulations. [Ord 5-85 sect. 2]. JEFFERSON CC sect. 8.30.020</p> <p>It shall be unlawful for any person to dump or throw any...tires..., or other waste or refuse in or upon navigable water or upon the tidelands thereof. [Ord. 5-90 § 25]. JEFFERSON CC, sect. 8.40.250.</p>	<p>JEFFERSON CC, sect. 8.01.040(1).</p> <p>A first violation shall be a Class 3 civil infraction as established in Chapter 7.80 RCW. A second violation shall be a Class 2 civil infraction as established in Chapter 7.80 RCW. A third violation shall be a Class 1 civil infraction as established in Chapter 7.80 RCW. [Ord. 8-02 § 4]. JEFFERSON CC, sect. 8.01.040(4).</p> <p><i>Authority to Assess Penalties</i></p> <p>Violations – Penalties. Any person violating any provision or failing to comply with any mandatory requirement of the laws, resolutions or ordinances of Jefferson County shall be guilty of a misdemeanor. Any person convicted of a misdemeanor under the laws, resolutions or ordinances of Jefferson County shall be punished by a fine of not more than \$500.00 and/or be incarcerated for a period not to exceed 90 days. Each person shall be guilty of a separate offense for each and every day during any portion of which any violation of the provision of the laws, resolutions or ordinances of Jefferson County is committed, continued or permitted by any such person, and shall be punished accordingly. [Ord. 20-95 § 16]. JEFFERSON CC, sect. 1.01.160.</p> <p>Processing and adjudicating civil infractions. (1) Such violations shall be adjudicated and any related fines determined in accordance with the procedures established in Chapter 7.80 RCW, the Jefferson County district court rules for infractions and the Washington State Rules for Courts of Limited Jurisdiction, which shall have precedence over the terms and obligations of this chapter if this chapter conflicts with state statutes or court rules. (2) Upon a determination that the county has met its burden of proof regarding any contested violation alleged against a person or entity pursuant to this chapter, the county may seek to obtain attorney’s fees against the violating party or entity pursuant to RCW 7.80.140. Utilization of the procedures and penalties laid out in this chapter and the underlying state statutes shall not prohibit this county from utilizing any other lawful means or</p>	<p>owner or person in control of the property or having obtained and presented a valid search warrant issued by the court. The health officer may seek and the court may issue a search warrant based on probable cause that a violation exists without first seeking voluntary permission for access or entry. [Ord. 09-04 § 10]. JEFFERSON CC, sect. 8.10.170(3)</p>		<p>Whenever a conflict between statutes or regulations is discovered or is alleged, the health officer shall interpret the laws and conditions and shall take an action that protects public health and is the most compatible with this regulation. [Ord. 09-04 § 18]. JEFFERSON CC, sect. 8.10.250.</p>

Appendix D - SUMMARY OF COUNTY CODE PROVISIONS REGARDING WASTE TIRES AND ENFORCEMENT AUTHORITY

Jefferson County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
	<p>seeking any other lawful remedies against the person or entity that has allegedly violated the terms of this chapter. ... [Ord. 8-02 § 5]. JEFFERSON CC, sect. 8.01.050.</p> <p>The health officer and any Jefferson County department named in a contract, or inter-local agreement as in subsection (3) of this section, shall have authority to enforce the requirements and levy the penalties cited in RCW 70.93.060, according to the terms of the contract. Citations shall be adjudicated as required by RCW Title 7 ("Special Proceedings and Actions"). [Ord. 09-04 § 5]. JEFFERSON CC, sect. 8.10.050(4).</p> <p>Civil infractions shall be imposed pursuant to Chapters 7.80, 70.93, and 70.95 RCW and Chapters 173-350 and 173-351 WAC, and these regulations...All lawful enforcement options, including judicial solutions, may be used to enforce state law or regulation or any local ordinance as stated in the Jefferson county policy on complaint review and enforcement, Resolution No. 42-03. JEFFERSON CC, sect. 8.10.190(1).</p> <p>Billings for work performed under this section shall be sent to the violator and payment is required within 30 days. If a bill is not paid within the given time period, the county assessor may be directed to attach this bill to the property as a special assessment with the same priority as real estate taxes and with the same ability on the part of the county to foreclose. Final settlement of this lien may include interest of eight percent per annum on the lien amount. [Ord. 09-04 § 13]. JEFFERSON CC, sect. 8.10.200.</p> <p><i>Authority to Abate</i></p> <p>Performance of work, abatements and liens. Failure to comply as directed by an order of the health officer may result in efforts by the health officer to mitigate actual or potential health risks, environmental risks or public nuisances by: (1) Performing necessary corrective work and billing the cost of that work to the violator (or the violator's heirs or assigns) at established rates; or,</p>			

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Jefferson County				
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	<p>(2) Contracting with qualified firms or persons to perform said work or any combination of subsection (1) of this section and this subsection. Billings for work performed under this section shall be sent to the violator and payment is required within 30 days. If a bill is not paid within the given time period, the county assessor may be directed to attach this bill to the property as a special assessment with the same priority as real estate taxes and with the same ability on the part of the county to foreclose. Final settlement of this lien may include interest of eight percent per annum on the lien amount. [Ord. 09-04 § 13]. JEFFERSON CC, sect. 8.10.200.</p> <p>(1) The owner of land where a health hazard or an illegal solid waste accumulation exists and the person responsible for the existence of a health hazard or illegal solid waste accumulation shall take reasonable measures to reduce the dangers associated with the health hazard or solid waste accumulation from the area and may abate the hazard by actions approved by the health officer.</p> <p>(2) The department shall use these regulations and existing solid waste and litter control laws when directing a person responsible to abate an accumulation of solid waste. (3) The owners or persons responsible for the existence of the health hazard or solid waste accumulation are required to abate, control or reduce the hazard. The duty to abate, control, or reduce, and liability under this, arises upon creation of the health hazard or illegal solid waste accumulation. Liability shall include, but not be limited to, all enforcement and administrative expenses incurred by the department, regardless of cause. (4) If the owner or person responsible for the existence of the health hazard or illegal solid waste accumulation subject to these regulations refuses, neglects, or unsuccessfully attempts to abate, control, or reduce the same, the department may summarily abate, control, or reduce the health hazard or remove the solid waste accumulation as required by these regulations and recover two times the actual cost thereof from the owner or person responsible. The department's reserve account monies may be used for this purpose, when available. Monies recovered by the department</p>			

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	<p>pursuant to these regulations shall be returned to the health department reserve account. (5) Such costs shall include all salaries and expenses of people and equipment incurred therein, including those of the department. All such costs may also be a lien upon the land enforceable in the same manner with the same effect as a mechanic's lien. (6) The summary action may be taken only after 21 days' notice in writing has been given to the owner or reputed owner of the land on which the health hazard or illegal solid waste accumulation exists. The notice shall include a suggested method of abatement and estimated cost thereof. The notice shall be by personal service or by registered or certified mail addressed to the owner or reputed owner at the owner's last known place of residence. (7) Billings for work performed under these regulations shall be sent to the violator and payment is required within 30 days. If a bill is not paid within the given time period, the county assessor may be directed to attach this bill to the property as a lien. Final settlement of this lien shall include interest of eight percent per annum on the lien amount. [Ord. 09-04 § 14]. JEFFERSON CC, sect. 8.10.210.</p> <p><i>Authority to Seek Legal Action</i></p> <p>The health officer shall have the authority to take action or bring any legal proceeding as stated in RCW 43.70.190, including, but not limited to, the special proceedings authorized in RCW Title 7 (Special Proceedings and Actions). JEFFERSON CC, sect. 8.10.050(2).</p> <p>Utilization of the procedures and penalties laid out in this chapter [8.01] and the underlying state statutes shall not prohibit this county from utilizing any other lawful means or seeking any other lawful remedies against the person or entity that has allegedly violated the terms of this chapter. ... [Ord. 8-02 § 5]. JEFFERSON CC, sect. 8.01.050(2).</p>			

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King County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
<p>It is unlawful to place, throw, deposit or otherwise dispose of refuse other than in a receptacle provided for that purpose, in any public place, public road, public park, on any private property or in the waters within King County, except as specifically authorized by this title or at the official solid waste disposal facilities provided therefore by King County. B. It is unlawful for the owners or occupants of private property to deposit or accumulate, or to permit the deposit or accumulation of refuse upon such private property; provided, however, that this shall not prohibit the storage of garbage, rubbish, or recyclable materials in public or private receptacles, or in solid waste containers or other approved receptacle... King County Code, supp. through ordinances passed June 27, 2005 ("KING CC"), sects. 10.04.080(A) and (B).</p> <p>It is unlawful for any person to dispose of county solid waste except at disposal facilities and in a manner authorized under this title. KING CC, sect. 10.08.020(B.).</p> <p>All civil code violations are hereby determined to be detrimental to the public health, safety and environment and are hereby declared public nuisances. KING CC, sect. 23.02.030(A).</p>	<p><i>Enforcement Authority</i></p> <p>All conditions determined to be civil code violations shall be subject to and enforced pursuant to the provisions of this title except where specifically excluded by law or regulation. KING CC, sect. 23.02.030(A).</p> <p>Any person who willfully or knowingly causes, aids or abets a civil code violation pursuant to this title by any act of commission or omission is guilty of a misdemeanor. KING CC, sect. 23.02.030(B).</p> <p>Enforcement authority and administration. A. In order to discourage public nuisances and otherwise promote compliance with applicable code provisions, a director may, in response to field observations or reliable complaints, determine that civil code violations have occurred or are occurring and may: 1. Enter into voluntary compliance agreements with persons responsible for code compliance; 2. Issue citations and assess civil penalties as authorized by K.C.C. [KING CC] chapter 23.20. 3. Issue notice and orders, assess civil penalties and fines and recover costs as authorized by K.C.C. [KING CC] chapter 23.24; 4. Order abatement by means of a notice and order, and if such abatement is not timely completed by the person responsible for code compliance, undertake the abatement and charge the reasonable costs of such work as authorized by K.C.C. [KING CC] chapter 23.24; 5. Allow a person responsible for code compliance to perform community service in lieu of paying civil penalties as authorized by K.C.C. [KING CC] chapter 23.24; 6. Order work stopped at a site by means of a stop work order, and if such order is not complied with, assess civil penalties, as authorized by K.C.C. [KING CC] chapter 23.28; and/or 7. Suspend, revoke or modify any permit previously issued by a director or deny a permit application as authorized by K.C.C. [KING CC] chapter 23.24 when other efforts to achieve compliance have failed. B. Should violations occur involving multiple agencies, a lead agency shall be designated by the executive to coordinate the county's response. Unless otherwise determined by</p>	<p>It is the intention of the council that any entry made to private property for the purpose of inspection for code violations be accomplished in strict conformity with constitutional and statutory constraints on entry, and the holdings of relevant court cases regarding entry. The right-of-entry granted by this title shall not supersede those legal constraints. The director is authorized to enter upon any property for the purpose of administering Ordinance 13263 provided that, the director shall make entry only if such entry is</p>	<p>"Illegal dumping" means disposing of solid waste in any manner other than in a receptacle specifically provided for that purpose, in any public place, public road, public park or private property or in the waters of King County, except as authorized by King County or at the official solid waste disposal facility provided by the county. KING CC, sect. 10.04.020(QQ).</p> <p>"Littering" means to accumulate, or place, throw, deposit, put into or in any land or water or otherwise dispose of refuse including rubbish, ashes, garbage, dead animals, industrial refuse, commercial waste and all other waste material of every kind and description in any manner except as authorized by this chapter. KING CC, sect. 10.04.020(AAA).</p>	<p>Source(s): www.mrsc.org</p> <p>A. For the purposes of subsection B of this section [10.25.080], the special policies provide guidance on the handling and disposal of special wastes such as asbestos-containing materials and treated biomedical wastes both before and after the Cedar Hills regional landfill closes. Acceptance of special wastes is contingent on compliance with environmental and public health requirements in federal, state and local law. The special wastes policies are: ... SPW-10. The county should accept limited numbers of waste tires at transfer</p>

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	<p>the directors of the affected departments, the department of development and environmental services shall serve as the lead agency. C. The procedures set forth in this title are not exclusive. These procedures shall not in any manner limit or restrict the county from remedying civil code violations or abating civil code violations in any other manner authorized by law. Ordinance 13263 shall not be construed to affect the authority of the King County board of health in enforcement of the King County board of health code or regulations. D. In addition or as an alternative to utilizing the procedures set forth in this title, a director may seek legal or equitable relief to abate any conditions or enjoin any acts or practices which constitute a civil code violation. E. In addition or as an alternative to utilizing the procedures set forth in Ordinance 13263, a director may assess or recover civil penalties accruing under this title by legal action filed in King County superior court by the prosecuting attorney on behalf of King County. F. The provisions of this title shall in no way adversely affect the rights of the owner, lessee or occupant of any property to recover all costs and expenses incurred and required by this title from any person causing such violation. G. A director may use the services of a collection agency in order to collect any fines, penalties, fees or costs owing under this title. H. In administering the provisions for code enforcement, the director shall have the authority to waive any one or more such provisions so as to avoid substantial injustice by application thereof to the acts or omissions of a public or private entity or individual, or acts or omissions on public or private property including, for example, property belonging to public or private utilities, where no apparent benefit has accrued to such entity or individual from a code violation and any necessary remediation is being promptly provided. For purposes of this clause, substantial injustice cannot be based on economic hardship. I. The provisions of this title detailing county department administration of code compliance procedures are intended only for the purpose of providing guidance to county employees and are not to be construed as creating a basis for appeal or a defense of any kind to an alleged violation. J. The provisions of Ordinance 13263 authorizing the enforcement of non-codified ordinances are intended to assure compliance with</p>	<p>consistent with the constitutions and laws of the United States and the state of Washington. If so required by the constitutions and laws of the United States or the state of Washington, the director shall apply to a court of competent jurisdiction for a search warrant authorizing access to such property for such purpose. The court may upon such application issue the search warrant for the purpose requested. (Ord. 13263 § 12, 1998). KING CC, sect. 23.02.110.</p>	<p>BBBB. "Refuse" means garbage, rubbish, ashes, swill and all other putrescible and nonputrescible wastes, except sewage, from all public and private establishments and residences. KING CC, sect. 10.04.020(BBBB). "Solid waste" means all putrescible and nonputrescible solid and semisolid wastes, except wastes identified in WAC173-304-015, including, but not limited to, ... abandoned vehicles or parts thereof. KING CC, sect. 10.04.020(OOOO) . "Special waste" means all nonhazardous wastes that have special handling needs or have specific waste properties that require waste clearance by either the solid waste division of the department of natural resources and parks or the</p>	<p>stations and should dispose of limited numbers of waste tires at the Cedar Hills regional landfill. Once the Cedar Hills regional landfill is closed, the county should dispose of waste tires through future waste export contracts. SPW-11. The county shall authorize disposal of controlled solid waste that cannot be handled by the county facilities at locations outside the county on a case-by-case basis. (Ord. 14236 § 10, 2001). KING CC, 10.25.080.</p>

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	<p>conditions of approval on plats, unclassified use permits, zone reclassifications and other similar permits or approvals which may have been granted by ordinances which have not been codified, and to enforce new regulatory ordinances which are not yet codified. Departments should be sensitive to the possibility that citizens may not be aware of these ordinances, and should give warnings prior to enforcing such ordinances, except in high risk cases. (Ord. 13263 § 5, 1998). KING CC, sect. 23.02.040.</p> <p>For the purposes of subsection B of this section [10.25.090], the policies are intended to guide the enforcement authority of the county to ensure that solid waste management meets all applicable standards for the protection of human health. These policies focus on the permitting and regulatory compliance of solid waste handling facilities and management of waste flows. The policies also create an illegal dumping task force to coordinate efforts between county agencies, cities and other relevant public agencies responsible for cleanup, prevention and public education concerning illegal dumping and litter. KING CC, sect. 10.25.090(A).</p> <p>Enforcement policies. A. For the purposes of subsection B of this section [10.25.090], the policies are intended to guide the enforcement authority of the county to ensure that solid waste management meets all applicable standards for the protection of human health. These policies focus on the permitting and regulatory compliance of solid waste handling facilities and management of waste flows. The policies also create an illegal dumping task force to coordinate efforts between county agencies, cities and other relevant public agencies responsible for cleanup, prevention and public education concerning illegal dumping and litter. B. The enforcement policies are: ENF-1. The county shall exercise its enforcement authority to ensure that the county solid waste management system meets all applicable standards for the protection of human health and environmental quality in the region. ENF-2. Enforcement shall be achieved through permitting and compliance for solid waste handling facilities; management of waste flows within the region; regulation of acceptance of special wastes; and control of illegal dumping and litter. ENF-3. The county, cities and towns should work</p>		<p>health department, or both. Such wastes are specified in the Waste Acceptance Policy (P.U.T. 4-1-4 or future amendments of that rule), and include contaminated soil, asbestos-containing materials, treated biomedical wastes, treatment plant grit and vactor wastes, industrial wastes, tires and other wastes. KING CC, 10.04.020(UUUU).</p> <p>“Abate” means to take whatever steps are deemed necessary by the director to return a property to the condition in which it existed before a civil code violation occurred or to assure that the property complies with applicable code requirements. Abatement may include, but is not limited to, rehabilitation, demolition, removal, replacement or repair. KING CC,</p>	

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	<p>cooperatively to manage waste flows within the region. The responsibilities for waste handling and process for managing waste flow are established by interlocal agreement. ENF-4. The county shall not accept hazardous and dangerous wastes, as defined under federal, state and local law, for disposal at county facilities. ENF-5. The county should maintain a waste-screening program at county disposal facilities to ensure that material in the solid waste stream is handled in conformance with county and state regulations. The purpose of the waste-screening program is to safely process solid wastes and to prohibit hazardous and dangerous wastes from the county waste facilities. ENF-6. The county should implement a comprehensive public outreach and education program to assure that proper waste handling practices are observed. ENF 7. The county should develop programs and strategies designed to reduce illegal dumping and littering. ENF-8. The county should continue the community litter cleanup program administered by the solid waste division of department of natural resources and parks as long as financial assistance from the state is available. ENF-9. The county should continue to seek state funding to support efforts by the county and the cities to clean up illegal dumping and litter on public lands and waterways. ENF-10. The county should reconvene the illegal dumping task force to improve coordination among county agencies, cities and other relevant public agencies responsible for illegal dumping cleanup, education and prevention programs. ENF-11. The county should implement a coordinated effort to develop an illegal dumping clean-up, education and prevention program targeted at county-owned or controlled properties. ENF-12. The county should establish an illegal dumping hotline to provide a single point of contact for the public to report illegal dumping. To the extent possible, this hotline should be coordinated with other similar hotlines. ENF-13. The county should consider legislation to strengthen enforcement against illegal dumping and litter in the unincorporated areas of the county. (Ord. 14236 § 11, 2001). KING CC, sect. 10.25.090.</p> <p><i>Authority to Assess Penalties</i></p>		<p>sect. 23.02.010(A).</p> <p>“Civil Code Violation” means and includes one or more of the following: 1. Any act or omission contrary to any ordinance, resolution, regulation or public rule of the county that regulates or protects the public health or the use and development of land or water, whether or not the ordinance, resolution or regulation is codified; and 2. Any act or omission contrary to the conditions of any permit, notice and order or stop work order issued pursuant to any such an ordinance, resolution, regulation or public rule. KING CC, sect. 23.02.010(B).</p>	

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	<p>Any person, firm or corporation which violates or refuses to or fails to comply with any of the provisions of this chapter or regulations promulgated hereunder and orders issued pursuant hereto or who files or supplies any false incomplete or inaccurate information in conjunction with any permit application or permit renewal or in supplying any other information requested by this chapter shall be deemed guilty of a misdemeanor and shall be punished by imprisonment in the county jail for a maximum term fixed by the court of not more than 90 days or by fine in the amount fixed by the court of not more than \$1,000 or both such imprisonment and fine. In addition, enforcement and penalty provisions of K.C.C. [KING CC] Title 23 shall be applicable to any violation of this chapter or regulations promulgated hereunder. Nothing contained herein shall be construed to exempt an offender from any other suit, prosecution or penalty provided in the King County Code or by other laws. (Ord. 7708 § 1 (part), 1986). KING CC, sect. 10.08.110.</p> <p>In order to discourage public nuisances and otherwise promote compliance with applicable code provisions, a director may, in response to field observations or reliable complaints, determine that civil code violations have occurred or are occurring and may...</p> <p>2. Issue citations and assess civil penalties as authorized by K.C.C. [KING CC] chapter 23.20. 3. Issue notice and orders, assess civil penalties and fines and recover costs as authorized by K.C.C. [KING CC] chapter 23.24; ... 5. Allow a person responsible for code compliance to perform community service in lieu of paying civil penalties as authorized by K.C.C. [KING CC] chapter 23.24; ... E. In addition or as an alternative to utilizing the procedures set forth in Ordinance 13263, a director may assess or recover civil penalties accruing under this title by legal action filed in King County superior court by the prosecuting attorney on behalf of King County. F. The provisions of this title shall in no way adversely affect the rights of the owner, lessee or occupant of any property to recover all costs and expenses incurred and required by this title from any person causing such violation. KING CC, sect. 23.02.040.</p> <p>A. 1. Civil fines and civil penalties for civil code violations shall be imposed for remedial purposes and</p>			

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	<p>shall be assessed for each violation identified in a citation, notice and order, voluntary compliance agreement or stop work order pursuant to the following schedule: a. Citations (1) With no previous similar code violations \$100 (2) With one or more previous similar code violations \$500 (3) With two or more previous violations of K.C.C. [KING CC] Title 10 Double the rate of the previous penalty b. Violation of Notice and Orders and Stop Work Orders (1) Stop work order basic penalty \$500 (2) Voluntary compliance agreement and notice and order basic penalty \$25 (3) Additional initial penalties may be added in the following amounts for violations where there is: (a) public health risk \$15 (b) environmental damage risk \$15 (c) damage to property risk \$15 (d) one previous similar code violation \$25 (e) two previous similar code violations \$50 (f) three or more previous similar code violations \$75 (g) economic benefit to person responsible for violation \$25. 2. For the purposes of this section, previous similar code violations that can serve as a basis for a higher level of civil penalties include violations of the same chapter of the King County Code. Any stop work order or notice and order previously issued by the department shall not constitute a previous code violation for the purposes of this section if that stop work order or notice and order was appealed and subsequently reversed. B. The penalties assessed pursuant to this section for any failure to comply with a notice and order or voluntary compliance agreement shall be assessed daily, according to the schedule in subsection A of this section, for the first thirty days following the date the notice and order or voluntary compliance agreement required the code violations to have been cured. If after thirty days the person responsible for code compliance has failed to satisfy the notice and order or voluntary compliance agreement, penalties shall be assessed daily at a rate of double the rate for the first thirty days. Penalties may be assessed daily until the person responsible for code compliance has fully complied with the notice and order. C. Penalties based on violation of a stop work order shall be assessed, according to the schedule in subsection A of this section, for each day the department determines that work or activity was done in violation of the stop work order. KING CC, sect. 23.32.010.</p>			

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	<p><i>Authority to Abate</i></p> <p>Abatement or remediation should be pursued when appropriate and feasible. KING CC, sect. 23.01.020.</p> <p>In order to discourage public nuisances and otherwise promote compliance with applicable code provisions, a director may, in response to field observations or reliable complaints, determine that civil code violations have occurred or are occurring and may: 1. Enter into voluntary compliance agreements with persons responsible for code compliance; ... 4. Order abatement by means of a notice and order, and if such abatement is not timely completed by the person responsible for code compliance, undertake the abatement and charge the reasonable costs of such work as authorized by K.C.C. [KING CC] chapter 23.24;... KING CC, sect. 23.02.040(A).</p> <p>The procedures set forth in this title are not exclusive. These procedures shall not in any manner limit or restrict the county from remedying civil code violations or abating civil code violations in any other manner authorized by law. KING CC, sect. 23.02.040(C).</p> <p>In addition or as an alternative to utilizing the procedures set forth in this title, a director may seek legal or equitable relief to abate any conditions or enjoin any acts or practices which constitute a civil code violation. KING CC, sect. 23.02.040(D).</p> <p><i>Authority to Seek Legal Action</i></p> <p>In addition or as an alternative to utilizing the procedures set forth in this title, a director may seek legal or equitable relief to abate any conditions or enjoin any acts or practices which constitute a civil code violation. KING CC, sect. 23.02.040(D).</p> <p>In addition or as an alternative to utilizing the procedures set forth in Ordinance 13263, a director may assess or recover civil penalties accruing under this title by legal action filed in King County superior court by the prosecuting attorney on behalf of King County. KING CC, sect. 23.02.040(E).</p>			

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	<p>In addition to any other judicial or administrative remedy, the prosecuting attorney on behalf of King County may seek enforcement of a director's order by filing a petition for enforcement in King County superior court. KING CC, sect. 23.36.040(A).</p> <p>Within ninety days from the date any civil penalty, civil fine, abatement cost, or enforcement cost is due pursuant to this title, a director may record a lien against the property of a person responsible for code compliance for the amount owing... KING CC, sect. 23.40.010(A).</p>			

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<p>It is unlawful for any person to dump or throw any oil, tires, garbage, ashes, debris, gravel, earth, rock, stone, trees, logs, roots, snags, stumps, brush, piles, lumber, containers, wood or metal scrap or other waste or refuse in or upon navigable water or upon the shores thereof. (Ord. 133-A (1992) § 29, 1992). Kitsap County Code, Updated August 22, 2005 ("KITSAP CC"), sect. 10.36.290.</p> <p>This chapter [9.56] provides for the abatement of conditions which constitute a public nuisance where premises, structures, vehicles, or portions thereof are found to be unfit for human habitation, or unfit for other uses, due to dilapidation, disrepair, structural defects, defects increasing the hazards of fire, accidents or other calamities, inadequate ventilation and uncleanliness, inadequate light or sanitary facilities, inadequate drainage, or due to other conditions which are inimical to the health and welfare of the residents of Kitsap County. (Ord. 261 (2001) § 1 (part), 2001). KITSAP CC, sect. 9.56.010.</p>	<p><i>Enforcement Authority</i></p> <p>(a) This chapter [2.116] shall apply to the enforcement of Kitsap County ordinances and codes, including those related to building, zoning, environmental health and safety, and quality of life, which specifically reference this chapter or the ordinance codified in this chapter. (b) Violations of the applicable codes shall be corrected under the provisions of this chapter, in coordination with existing ordinance and code provisions. (Ord. 209 (1997) § 2, 1997). KITSAP CC, sect. 2.116.020.</p> <p><i>Authority to Assess Penalties</i></p> <p>A. A person found to have committed a civil infraction shall be assessed a monetary penalty. All violations of this chapter [2.116] shall be denominated Class I civil infractions. The maximum penalty and default amount for a Class I civil infraction shall be two hundred fifty dollars, not including statutory assessments. B. Whenever a monetary penalty is imposed by a court under this chapter it is immediately payable. If the person is unable to pay at that time, the court may grant an extension of the period of time in which the penalty may be paid. If the penalty is not paid on or before the time established for payments the court may proceed to collect the penalty in the same manner as other civil judgments and may notify the prosecuting attorney of the failure to pay. The court shall also notify the department of the failure to pay the penalty, and the department shall not issue the person any future permits for any work until the monetary penalty has been paid. C. The court may also order a person found to have committed a civil infraction to make restitution. (Ord. 209 (1997) § 14, 1997). KITSAP CC, sect. 2.116.140.</p> <p><i>Authority to Abate</i></p> <p>(b) Voluntary Correction Agreement. The person responsible for the alleged violation may enter into a voluntary correction agreement with the county,</p>	<p>An authorized official may investigate alleged or apparent violations of this chapter. In the performance of that investigation, an authorized official may enter upon any land and make examinations and surveys, provided that such entries, examinations and surveys do not damage or interfere with the use of the land by those persons lawfully entitled to the possession thereof. Upon request of the authorized official, the person allegedly or apparently in violation of this chapter shall provide information identifying themselves. (a) Violations</p>	<p>"Nuisance," "violation" or "nuisance violation" means: (a) Doing an act, omitting to perform any act or duty, or permitting or allowing any act or omission, which significantly affects, injures, or endangers the comfort, repose, health or safety of others, is unreasonably offensive to the senses, or obstructs or interferes with the free use of property so as to interfere with or disrupt the free use of that property by any lawful owner or occupant; or (b) The existence of any of the following conditions: (i) Premises containing visible accumulations of trash, junk, litter, boxes, discarded lumber, ashes, bottles, boxes, building materials which are not properly stored or neatly piled, cans, concrete, crates,</p>	<p>Source(s): www.mrsc.org</p>

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	<p>acting through the director. (i) Content. The voluntary correction agreement is a contract between the county and the person responsible for the violation in which such person agrees to abate the alleged violation within a specified time and according to specified conditions. The voluntary correction agreement shall include the following: ... (D) The necessary corrective action to be taken, and a date or time by which correction must be completed; ... (F) An agreement by the person responsible for the alleged violation that the county may abate the violation and recover its costs and expenses (including administrative, hearing and removal costs) and/or a monetary penalty pursuant to this chapter from the person responsible for the alleged violation if the terms of the voluntary correction agreement are not satisfied; ... KITSAP CC, sect. 9.56.030(1)(b).</p> <p>If all terms of the voluntary correction agreement are not met, the person responsible for the alleged violation shall be assessed a monetary penalty commencing on the date set for correction and thereafter, in accordance with Section 9.56.040(5), plus all costs and expenses of abatement, as set forth in Section 9.56.060(4) and allowed by RCW 35.80.030. (Ord. 261 (2001) § 1 (part), 2001). KITSAP CC, sect. 9.56.030(1)(b)(v).</p> <p>Absent conditions which pose an immediate threat to the public health, safety or welfare of the environment, the procedures for abatement of conditions constituting a nuisance pursuant to this chapter should be utilized by the county only after correction of such conditions has been attempted through use of the civil infraction process, as specified in Title 17 and Chapter 2.116 of the Kitsap County Code. Once it has been determined by the county that correction of such conditions has not been adequately achieved through use of the civil infraction process, then the county shall proceed with abatement of such conditions pursuant to the provisions of this chapter. (Ord. 261 (2001) § 1 (part), 2001). KITSAP CC, sect. 9.56.035.</p> <p>Whenever an authorized official determines that a violation has occurred or is occurring, he or she may pursue reasonable attempts to secure voluntary corrections, failing which he or she may issue a notice</p>	<p>- Failure to Provide Information Identifying Person. Willful refusal to provide information identifying a person as required by this section is a misdemeanor . (Ord. 209 (1997) § 4, 1997). KITSAP CC, sect. 2.116.040.</p> <p>The person responsible for the alleged violation may enter into a voluntary correction agreement with the county, acting through the director. (i) Content. The voluntary correction agreement is a contract between the county and the person responsible for the violation in which such</p>	<p>empty barrels, dead animals or animal waste, glass, tires, mattresses or bedding, white goods, numerous pieces of broken or discarded furniture and furnishings, old appliances or equipment or any parts thereof, iron or other scrap metal, packing cases or material, plaster, plastic, rags, wire, yard waste or debris, salvage materials or other similar materials, except that kept in garbage cans or containers maintained for regular collection. Nothing in this subsection shall prevent the temporary retention of waste in approved, covered receptacles; KITSAP CC, sect. 9.56.020(10).</p> <p>"Nuisance," "violation" or "nuisance violation" means: ... (b) the existence of any of the following conditions: (vii) Illegal dumping</p>	

Appendix D - SUMMARY OF COUNTY CODE PROVISIONS REGARDING WASTE TIRES AND ENFORCEMENT AUTHORITY

Kitsap County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
	<p>of infraction. An authorized official may issue a notice of infraction if the authorized official reasonably believes that the provisions of this chapter have been violated... (Ord. 209 (1997) § 5, 1997). KITSAP CC, sect. 2.116.050.</p> <p>When the director determines that a violation has occurred or is occurring, he or she shall attempt to secure voluntary correction by contacting the person responsible for the alleged violation and, where possible, explaining the violation and requesting correction. KITSAP CC, sect. 9.56.030(1)(a).</p> <p>(iv) Abatement by the County. The county may abate the alleged violation in accordance with Section 9.56.060 if all terms of the voluntary correction agreement are not met. KITSAP CC, sect. 9.56.030(1)(b)(iv).</p> <p><i>Authority to Seek Legal Action</i></p> <p>A notice of infraction shall be filed in district court within forty-eight hours of issuance, excluding Saturdays, Sundays, and holidays. Kitsap County District Court shall have jurisdiction to hear and determine these matters. (Ord. 209 (1997) § 7, 1997). KITSAP CC, sect. 2.116.070.</p> <p>Unless contested in accordance with this chapter [2.116], the notice of infraction represents a determination that the person to whom the notice was issued committed the infraction. (Ord. 209 (1997) § 8, 1997). KITSAP CC, sect. 2.116.080.</p>	<p>person agrees to abate the alleged violation within a specified time and according to specified conditions. The voluntary correction agreement shall include the following: (E) An agreement by the person responsible for the alleged violation that the county may enter the property and inspect the premises as may be necessary to determine compliance with the voluntary correction agreement; ... KITSAP CC, sect. 9.56.030(1)(b).</p>	<p>including, but not limited to, dumping of any type by any person on public or private property not designated as a legal dump site; and dumping in waterways ...” KITSAP CC, sect. 9.56.020(10)(b)(v ii).</p> <p>“Violation” means a violation that constitutes a nuisance under this chapter for which a monetary penalty may be imposed as specified in this chapter. KITSAP CC, sect. 9.56.020(20).</p> <p>“Abate” means to repair, replace, remove, destroy or otherwise remedy a condition which constitutes a nuisance under this chapter by such means, in such a manner, and to such an extent as the director determines is necessary in the interest of the general health, safety and welfare of the community.</p>	

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Kitsap County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
			KITSAP CC, sect. 9.56.020(1).	

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Kittitas County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
<p>It is unlawful for any person to throw, drop, or to leave any discarded object, debris, or any waste, upon any public or private property in this county, or in any waters in this county, unless: 1. Such property is designated by the federal government, state, county or city/town within Kittitas County for the disposal of garbage and refuse, and such person is authorized to use such property for such purpose; 2. Into a litter receptacle or container installed on such property by any governmental agencies described in subsection (1) of this section or installed with their consent; 3. He is the owner or a tenant in lawful possession of such property. (Ord. 99-08, 1999; Ord. 94-21, 1994). Kittitas County Code, updated 7/5/05 ("KITTITAS CC"), sect. 8.20.010.</p> <p>1. Every person shall obtain and have in possession a valid permit from the health officer, prior to establishing, constructing, and/or operating, a waste disposal site. A permit for a site not conforming to WAC 173301-180 to -500 may be issued upon concurrence of the health officer and the board of health as provided in WAC 173-301-610. 2. The permit shall be valid for a period of one year from the date of issue unless otherwise stated. 3. Permits are not transferable from person to person or site to site. (Vol. 3, p. 373-1 § 4, 1979). KITTITAS CC, sect. 13.12.040.</p> <p>Purpose and authority. The purpose of these rules and regulations is to provide for the proper facilities and handling for wastes. The rules and regulations are adopted pursuant to authority granted this board of health by RCW 70.95.160 and 70.05.060(3). (Vol. 3, p. 373-1 § 1, 1979). KITTITAS CC, sect. 13.12.010.</p>	<p><i>Enforcement Authority</i></p> <p>1. This title [Title 18 Code Enforcement] shall apply to the enforcement of Kittitas County ordinances and codes, related to building, zoning, and environmental health and safety: 1. Chapter 8.12, Flood and Mudslide Control; 2. Title 14, Buildings and Construction; 3. Title 15.04, Environmental Policy; 4. Title 16, Subdivisions; 5. Title 17, Zoning; and WAC 173-19-270, Kittitas County Shoreline Master Program. 2. Violations of the applicable codes shall be corrected under the provisions of this title, in coordination with existing ordinance and code provisions. (Ord. 2005-29, 2005; Ord. 94-25 (part), 1994). KITTITAS CC, sect. 18.01.010.</p> <p>General authorization. Kittitas County shall have the authority to develop and maintain monitoring and compliance standards to evaluate and enforce federal and state agency compliance with the provisions and products derived of this chapter, the comprehensive plan, and any other ordinances, resolutions, policies, and plans enacted by Kittitas County. The county may, by a resolution of the board of county commissioners, exempt any action or area of action by a governmental entity from this chapter. (Ord. 96-17 (part), 1996). KITTITAS CC, sect. 1.28.140.</p> <p><i>Authority to Assess Penalties</i></p> <p>Any person violating any of the provisions of this chapter [8.20] shall be punished by a fine of not more than \$1,000 or by imprisonment in the county jail for a period not exceeding 90 days. (Ord. 99-08, 1999; Ord. 94-21, 1994). KITTITAS CC, sect. 8.20.020.</p> <p>GENERAL PENALTY* (Reserved) * For statutory provisions authorizing the board of county commissioners to make and enforce, by appropriate resolutions or ordinances, all such police and sanitary regulations as are not in conflict with state law, and authorizing the board of county commissioners to declare any violation of such resolutions or ordinances to be a misdemeanor, see RCW</p>	<p>RIGHT OF ENTRY (Reserved). KITTITAS CC, Chap. 1.20</p>		<p>Source(s): www.mrsc.org</p> <p>Nuisance exception to payment of just compensation. No compensation shall be required by this chapter if the owner's use or proposed use of the property is a nuisance as commonly understood and defined by background principles of nuisance and property law, as understood within Washington State and bar an award of damages under this chapter, the county shall have the burden of proof to establish that the use or proposed use of the property is a nuisance. (Ord. 96-12 (part), 1996). KITTITAS CC, sect. 1.26.040.</p>

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Kittitas County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
	<p>36.32.120(7). For statutory provisions declaring "every crime punishable by a fine of not more than two hundred and fifty dollars, or by imprisonment in a county jail for not more than ninety days," a misdemeanor, see RCW 9.01.020. 1.24.020 - 1.24.030 1-16 (Revised 8/96). KITTITAS CC, chap. 1.16.</p> <p>Violation - Penalty. Any person violating any of the provisions of this chapter [13.12] is guilty of a misdemeanor and upon conviction thereof shall be fined in a sum not less than fifty dollars for the first conviction, not less than one hundred fifty dollars for the second conviction, and not less than three hundred dollars for the third and each subsequent conviction and/or imprisoned in the county jail for not more than ninety days for each conviction. Each day a violation occurs shall constitute a separate violation. (Vol. 3, p. 373-1 § 11, 1979). KITTITAS CC, sect. 13.12.110.</p>			

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Lewis County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
<p>Unlawful disposal of solid waste. It is unlawful for any person to dump or deposit or permit the dumping or depositing of any solid waste onto or under the ground or into any waters within the unincorporated areas of the county except at a disposal site that has been designated pursuant to LCC [Lewis County Code 2005 ("LEWIS CC")] 8.15.030 or exempted pursuant to LCC 8.15.080, as amended from time to time; provided that nothing herein shall prohibit a person from dumping or depositing solid waste resulting from his own activities onto or under the surface of the ground owned or leased by him when such action complies with all other applicable laws. [Ord. 1157, 1998; Ord. 1123 § 4, 1992]. LEWIS CC, sect. 8.15.040. [NOTE: Art. I contains no definition for "solid waste." As set forth in LEWIS CC, sect. 8.15.010, "Unless otherwise expressly provided in this article, the definitions found in RCW 70.95.030 and WAC 173-304-100 shall apply in interpreting this article."].</p> <p>The owner, operator, or occupant of any property, premise, business establishment, or industry shall be responsible for the satisfactory and legal arrangement for the solid waste handling of all solid waste generated or accumulated on the property. It is a violation of this chapter for any owner, operator, or occupant to place, maintain, or allow solid waste to remain upon their property without a permit issued under this chapter [8.45] .. [H.ORD 041204 § 1, 2004; Ord. H-99-0301, 1999; Ord. H-94-0302A §4-amended, 1998; Ord. H-94-0302 §4, 1994]. LEWIS CC, sect. 8.45.040.</p> <p>Any solid waste disposal site hereafter established, altered, expanded, improved, operated, or maintained in violation of any of the provisions of this article shall be and the same is hereby declared to be unlawful and a public nuisance. Any violation of LCC 8.15.030(3), 8.15.040, 8.15.070, and 8.15.110 is hereby declared to be a public nuisance. The prosecuting attorney, at the direction of the board, may take steps necessary to abate such nuisances and to restrain and enjoin further unlawful acts. This section shall not limit or restrict any other power or authority authorized by law. [Ord. 1157, 1998; Ord. 1123 § 14, 1992]. LEWIS CC, sect. 8.15.140.</p> <p>No solid waste storage, treatment, processing, handling or disposal site or facility shall be maintained, established, substantially altered, expanded or improved until the person operating or owning such site has obtained a permit or permit deferral from the Lewis County Health Department</p>	<p><i>Enforcement Authority</i></p> <p>The Board shall have the authority to make and enforce, by appropriate resolutions or ordinances, all such police and sanitary regulations as are not in conflict with state law, and authorizing the board of county commissioners to declare any violation of such resolutions or ordinances to be a misdemeanor under RCW 36.32.120(7), and declaring every crime punishable by a fine of not more than two hundred and fifty dollars, or by imprisonment in a county jail for not more than ninety days, a misdemeanor, under RCW 9.92.030. [Ord. 1157, 1998]. LEWIS CC, sect. 1.20.010.</p> <p>Appropriate county officers and employees are authorized to take all lawful actions reasonably available to enforce in a timely manner the provisions of this article against any person violating those provisions including, but not limited to, bringing a civil and/or criminal action against that person and providing testimony and cooperation in the prosecution of that action; barring that person from use of a disposal site; requesting that the Washington Utilities and Transportation Commission revoke that person's certificate; and seeking equitable relief. [Ord. 1157, 1998; Ord. 1123 §12, 1992]. LEWIS CC, sect. 8.15.120.</p> <p>All solid waste management shall be subject to the authority of other laws, regulations or other agency requirements in addition to these rules and regulations. Nothing in these rules and regulations is intended to abridge or alter the rights of action by the state or by persons which exist in equity, common law or other statutes to abate pollution or to abate a nuisance. Chapter 173-350-WAC, the Minimum Functional Standards for Solid Waste Handling, or as amended, is hereby adopted by reference. If a conflict exists in the interpretation of Chapter 173-350 WAC and these regulations, the more stringent shall apply. LEWIS CC, sect. 8.45.130(1).</p> <p>(iv) Enforcement of Final Order. If, after any order duly issued by the Health Officer or his/her designee has become final, the person to whom such order is</p>	<p>Whenever it is necessary to make an inspection to enforce any of the provisions of or perform any duty imposed by this article or other applicable law, the authorized representative is hereby authorized to enter such property at any reasonable time to inspect the site and to perform any duty imposed by this article pursuant to the provisions of LCC Chapter 1.25 and as otherwise permitted at law. [Ord. 1157, 1998; Ord. 1046 Art. X, 1975]. LEWIS CC, sect. 8.15.270.</p> <p>(a) Whenever necessary to make an inspection of a non-</p>	<p>"Disposal site" means a facility where any final treatment, utilization, processing, transfer or deposit of county solid waste occurs, and for which a permit is required pursuant to RCW 70.95.170 through 70.95.190. For purposes of this article, a transfer station or a drop box shall be deemed a disposal site. LEWIS CC, sect. 8.15.010(7).</p> <p>"Solid waste" shall mean all putrescible or nonputrescible solid and semisolid waste, including garbage, rubbish, ashes, industrial wastes, swill, demolition and construction wastes, abandoned vehicles or parts thereof and discarded commodities. LEWIS CC, sect. 8.15.190(20).</p> <p>"Solid waste" or "wastes" means all putrescible and nonputrescible</p>	<p>Source(s): www.mrsc.org</p>

Appendix D - SUMMARY OF COUNTY CODE PROVISIONS REGARDING WASTE TIRES AND ENFORCEMENT AUTHORITY

Lewis County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
<p>pursuant to the provisions of this chapter, or a beneficial use exemption from the Department of Ecology pursuant to WAC 173-350-200. Facilities operating under categorical exemptions established by WAC 173-350 shall meet all the conditions of such exemptions or will be required to obtain a permit under this chapter. Persons dumping or depositing solid waste without a permit in violation of this chapter shall be subject to the penalty provisions of RCW 70.95.240 and this chapter. LEWIS CC, sect. 8.45.110(1).</p> <p>Purpose. This chapter provides the conditions which constitute a public nuisance, and provides for abatement where premises, structures, vehicles, or portions thereof are found to be unfit for human habitation, or unfit for other uses, due to dilapidation, disrepair, structural defects, defects increasing the hazards of fire, accidents or other calamities, inadequate ventilation and uncleanness, inadequate light or sanitary facilities, inadequate drainage, or due to other conditions which are inimical to the health and welfare of the residents of Lewis County, or any violation under the Lewis County Code, declared or defined as a public nuisance. [Ord. 1181 §1, 2003]. LEWIS CC, sect. 1.22.010.</p> <p>The provisions of this chapter and its definition of "nuisance" are not exclusive, and may be used in addition to or in conjunction with other enforcement provisions, civil or criminal, or nuisance definitions provided for under the Lewis County Code." [Ord. 1181 §1, 2003]. LEWIS CC, sect. 1.22.050.</p>	<p>directed fails, neglects, or refuses to obey such order, the Health Officer or his/her designee may: (A) Cause such person to be prosecuted under these regulations; and/or (B) Institute any appropriate action to impose and collect a civil penalty provided by law; and/or (C) Abate the health violation; and/or (D) Pursue any other appropriate remedy at law or equity (E) Issue a civil infraction under LCC 1.20.040. LEWIS CC, sect. 8.45.130(4)(b)(iv).</p> <p><i>Authority to Assess Penalties</i></p> <p>(1) Any person who knowingly fails to comply with LCC 8.15.040, 8.15.070, or 8.15.110 or who files or supplies any false, incomplete, or inaccurate information in connection with any application shall be subject to the penalties in LCC 1.20.020 and LCC 1.20.040. Nothing contained in this section shall be construed to exempt an offender from any other suit, prosecution, or penalty provided in another Lewis County ordinance or otherwise provided by law. (2) Each violation or day of noncompliance shall constitute a separate violation. Any such civil penalty imposed pursuant to this section shall be subject to review by the board. [Ord. 1180 §7, 2002; Ord. 1123 § 13, 1992]. LEWIS CC, 8.15.130.</p> <p>(1) Violation – Misdemeanor; Civil Infraction. Any person violating or failing to comply with any term or provision of this article, on conviction thereof, shall be subject to the penalties in LCC 1.20.020 and LCC 1.20.040. (2) Cost of Abatement. Any fine, imprisonment or both imposed hereunder shall be in addition to a revocation of permit, license or other permissive document; and any hauler, collector, operator of a transfer station or landfill or other person or entity licensed or permitted to deal with solid waste hereunder shall be subject to revocation of such permits and/or licenses and unilateral cancellation of contract for violation of this article. [Ord. 1180 §8, 2002; Ord. 1157, 1998; Ord. 1046 Art. XI, 1975]. LEWIS CC, sect. 8.15.280.</p> <p>The requirements in this section apply to all persons which are required to obtain a permit under these regulations, or rules and regulations adopted under them. (a) Violations - Investigations - Evidence. An</p>	<p>permitted site to enforce or determine compliance with the provisions of these regulations, and other relevant laws and regulations, or whenever the Health Officer or his/her designee has cause to believe that a violation of these regulations has been or is being committed by someone not holding a permit issued under this chapter, the Health Officer or his/her designee or his/her duly authorized inspector are exempt from the provisions of Ch. 1.25 LCC and may enter any building, structure, property or portion thereof at reasonable times to</p>	<p>solid and semisolid wastes including, but not limited to, garbage, rubbish, ashes, industrial wastes, swill, sewage sludge, demolition and construction wastes, abandoned vehicles or parts thereof, contaminated soils and contaminated dredged material, and recyclable materials. LEWIS CC, sect. 8.45.060(104).</p> <p>"Abate" means to repair, replace, remove, destroy or otherwise remedy a condition which constitutes a nuisance under this chapter or under any chapter of the County Code by such means, in such a manner, and to such an extent as the director determines is necessary in the interest of the general health, safety and welfare of the community. LEWIS CC, sect. 1.22.010(1).</p>	

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Lewis County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
	<p>authorized representative of the Department may investigate alleged or apparent violations of these regulations. Upon request of the authorized representative of the Department, the person allegedly or apparently in violation of these regulations shall provide information identifying themselves. Willful refusal to provide information identifying a person as required by this section is a misdemeanor. LEWIS CC, sect. 8.45.130(4)(a).</p> <p>Any person who: (i) fails, neglects, or refuses to obey a final order of the Health Officer or his/her designee to correct a violation; or (ii) fails, Neglects, or refuses to comply with a written assurance of discontinuance; or (iii) operates a solid waste storage, treatment, processing, handling or disposal site or facility without a permit; or (iv) operates a solid waste storage, treatment, processing, handling or disposal site or facility after a permit has been suspended, or (v) dumps or deposits solid waste without a permit in violation of this chapter, is guilty of a misdemeanor, and upon conviction, may be punished by imprisonment in the county jail for maximum term fixed by the court of not more than ninety (90) days, or by a fine in an amount fixed by the court of not more than one thousand dollars (\$1000), or by both such imprisonment and fine. The court may also impose restitution. LEWIS CC, sect. 8.45.130(4)(c).</p> <p>(a) The costs of correcting a nuisance under this chapter, or under any chapter of the County Code, which is the subject of a warrant of abatement or of a contempt order for violation of a permanent injunction against such nuisance shall be billed to the person responsible for the nuisance and/or the owner, lessor, tenant, or any other person entitled to control the subject property. LEWIS CC, sect. 1.22.030(3).</p> <p><i>Authority to Abate</i></p> <p>Any solid waste disposal site hereafter established, altered, expanded, improved, operated, or maintained in violation of any of the provisions of this article shall be and the same is hereby declared to be unlawful and a public nuisance. Any violation of LCC 8.15.030(3), 8.15.040, 8.15.070, and 8.15.110 is</p>	<p>inspect the same, but only according to law. (b) With respect to permit based inspections, the Health Officer, or designee, or duly authorized inspector must be given access to the inspection site, in accordance with the conditions of the permit. If such building, structure, property or portion thereof is occupied, the inspector shall present identification credentials, state the reason for the inspection, and request entry. LEWIS CC, sect. 8.45.130(3).</p> <p>The policy of the County is that County employees will contact the property</p>	<p>Nuisance," "violation" or "nuisance violation" means: (a) Doing an act, omitting to perform any act or duty, or permitting or allowing any act or omission, which significantly affects, injures, or endangers the comfort, repose, health or safety of others, is unreasonably offensive to the senses, or obstructs or interferes with the free use of property so as to interfere with or disrupt the free use of that property by any lawful owner or occupant; or (b) The existence of any of the following conditions: (i) Premises containing visible accumulations of ... tires, ... (vii) Illegal dumping including, but not limited to violations of state and local solid waste or litter regulations, and dumping of any type by any person on public</p>	

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Lewis County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
	<p>hereby declared to be a public nuisance. The prosecuting attorney, at the direction of the board, may take steps necessary to abate such nuisances and to restrain and enjoin further unlawful acts. This section shall not limit or restrict any other power or authority authorized by law. [Ord. 1157, 1998; Ord. 1123 § 14, 1992]. LEWIS CC, sect. 8.15.140.</p> <p>Whenever the Health Officer determines that a violation has occurred or is occurring, he/she shall pursue reasonable attempts to secure voluntary correction, failing which he/she may issue to the property owner or to any person causing, allowing or participating in the violation a written notice and order to correct violation and/or to immediately cease such work or activity until authorized by the Health Officer or his/her designee to proceed. LEWIS CC, sect. 8.45.130(4)(b)(i).</p> <p>(d) Abatement Orders. In addition to or as an alternative to any other judicial or administrative remedy provided in this chapter or by law or other rules and regulations, the Health Officer or his/her designee may order violation of this chapter to be abated. The effect of the abatement order shall be to require work to be done to correct the violation within a reasonable time period. If the required corrective work is not commenced or completed within the time specified, the Health Officer or his/her designee will proceed to abate the violation and cause the work to be done. The abatement order shall be posted upon the property where the violation is occurring, and shall be served upon the owner of the property either personally or by certified mail, return receipt requested, at the owner's last known address. The property owner is responsible for the costs of all corrective action, whether done by the owner or the Department of Ecology or the Health Officer. The Health Officer shall have the right to collect the amount expended for abatement through appropriate legal action. LEWIS CC, sect. 8.45.130(d).</p> <p>(1) The county may seek to abate and permanently enjoin a condition which constitutes a nuisance under this chapter or under any chapter of the County Code, and, using any lawful means, may enter upon the subject property and remove or correct the condition that is subject to such abatement or</p>	<p>owner and/or resident either in writing or by telephone prior to entry upon an individual's property. The purpose of this contact is to receive affirmative permission to be on the property. In cases affecting public health and/or safety involving violations of Lewis County or State of Washington health laws or food services sanitation inspections, no notice will be required. LEWIS CC, sect. 1.25.020.</p>	<p>or private property not designated as a legal dump site; ...</p> <p>c) Any act or omission that is defined as a nuisance by state or county law, including but not limited to LCC 6.05.020 (prohibited activities of dogs), LCC 6.05.050 (dangerous animals), LCC 8.05.100 (abandoned vehicles), LCC 8.15.140 (solid waste), LCC 8.30.090 (litter), LCC 8.35.010 (nuisances on highways). LCC 8.40.040 & -.270* (on-site sewage), LCC 8.45.030 (solid waste), LCC 15.25.110 (mobile homes), and LCC 15.45.500 (storm water runoff). (*Codifier's note: scrivener's error listed subsection as "-.279"). LEWIS CC, sect. 1.22.20(7).</p> <p>"Waste tires" means any tires that are no longer suitable for their original intended purpose because of wear, damage</p>	

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Lewis County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
	<p>injunction. The prosecuting attorneys office for the county may seek such judicial process as it deems necessary to effect the removal or correction of such condition. (2) Summary Abatement. Whenever any nuisance causes a condition, the continued existence of which constitutes an immediate threat to the public health, safety, or welfare, or to the environment, the county may summarily and without prior notice abate the condition... LEWIS CC, 1.22.030.</p> <p><i>Authority to Seek Legal Action</i></p> <p>The prosecuting attorney, at the direction of the board, may take steps necessary to abate such nuisances and to restrain and enjoin further unlawful acts. This section shall not limit or restrict any other power or authority authorized by law. [Ord. 1157, 1998; Ord. 1123 § 14, 1992]. LEWIS CC, sect. 8.15.140.</p> <p>Notwithstanding the existence or use of any other remedy, the Health Officer may seek legal or equitable relief to enjoin any acts or practices or abate any conditions which constitute or will constitute a violation of this chapter, or rules and regulations adopted under them. LEWIS CC, sect. 8.45.130(4)(e).</p>		<p>or defect. Used tires, which were originally intended for use on public highways that are considered unsafe in accordance with RCW 46.37.425, are waste tires. Waste tires also include quantities of used tires that may be suitable for their original intended purpose when mixed with tires considered unsafe per RCW 46.37.425. LEWIS CC, sect. 8.45.060(126).</p>	

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Lincoln County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
<p>Accumulation of refuse. A. It is unlawful for any person to permit the accumulation of refuse herein defined so as to, in any manner, endanger the public health or create a public nuisance. Every person shall provide proper storage disposal of refuse promptly and in a sanitary manner in accordance herewith and shall at all times prevent the same from, in any manner, becoming a menace to public health. Lincoln CC 8.04.350 (Res. dated 7-5-1966 Art. IX § 2)</p> <p>Transporting refuse. The handling, hauling or transporting of any refuse over or upon any public road shall be in such a manner so as to prevent the scattering, spillage or leakage of such refuse upon said road, and it is unlawful for any person, firm or corporation to carry or transport refuse on any public road in any conveyance not properly equipped to prevent such scattering, spillage or leakage on said roads. Such conveyance shall be closed or covered with netting, tarpaulin or other device to adequately prevent scattering, spillage or leakage and such conveyance, covering and all other equipment and appurtenances, shall be maintained in a clean condition to prevent the accumulation of organic material between uses or the creation of unnecessary odors. Lincoln CC 8.04.360 (Res. dated 7-5*1966 Art. IX § 3)</p> <p>Disposal sites. A. No person shall deposit refuse in any place other than in a disposal site approved by the health officer. Lincoln CC 8.04.370 (Res. dated 7-5-1966 Art. IX § 4)</p> <p>Permit and bond. A. It is unlawful for any person to handle, haul or transport refuse for hire without first obtaining a permit from the health officer and filing a surety bond in the sum of one thousand dollars (\$1,000.00) with the Lincoln County department of health to indemnify the county against any and all claims and damages arising from the violation thereof. Lincoln CC 8.04.390 (Comm. Order dated 5-5- 1969 5 IV: Res. dated 7-5-1966 Art. IX § 6)</p> <p>Breeding and harborage. A. No person shall maintain vector harborages or breeding sites on his/her own premises or premises under his/her control within the jurisdiction of the Lincoln County health department. Lincoln CC 8.04.420 (Res. dated 7- 5-1966 Art. X § 2)</p>	<p><i>Authority to Abate:</i></p> <p>Abatement A. When the county health officer or authorized representative shall have cause to suspect that the breeding or harborage of vectors exists within the jurisdiction of the Lincoln County health department, the health officer shall make, or cause to be made, an inspection and if such breeding or harborage exists, the health officer shall order the abatement thereof. B. Any person, firm or corporation failing to abate the breeding or harborage of vector, as ordered by the county health officer, within a specified period of time, shall be in violation of this Article VIII. Lincoln CC 8.04.430 (Res. dated 7-5-1966 Art. X § 3)</p>		<p>Refuse. The term "refuse" shall include garbage, rubbish, ashes, swill and all other putrescible and nonputrescible wastes except sewage, from all public and private establishments and residences.</p> <p>Rubbish. The term "rubbish" shall include all nonputrescible wastes, except ashes, from all public and private establishments and from all residences. Lincoln CC 8.04.340. (Res. 83-10 (part); Ord. 81-02 (part); Res. dated 7-5-1966 Art. IX § 1)</p> <p>Vector. The term "vector" means any rodent or insects, such as rats, mice, fleas, flies, mosquitoes and including all other arthropods, birds and animals which may pose a nuisance or hazard to public health in the opinion of the health officer. Lincoln CC</p>	<p>Lincoln County Code, 1999 (cited sections appear unamended since publication)</p>

Appendix D - SUMMARY OF COUNTY CODE PROVISIONS REGARDING WASTE TIRES AND ENFORCEMENT AUTHORITY

Lincoln County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
			8.04.410 (Res. dated 7-5-1966 Art. X 5 1)	

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Mason County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
<p>Notice of Violation. Whenever the health officer determines that there are reasonable grounds to believe that there has been a violation of any provision of the sanitary code [Title 6], the health officer shall give notice of such alleged violation to the person to whom the permit or certificate was issued, as hereinafter provided. Such notice shall:</p> <p>(1) Be in writing; (2) Include a statement of the reason for its issuance; (3) Allow a reasonable time for the performance of any act it requires; (4) Be served upon the owner or his agent as the case may require; provided, that such notice or order shall be deemed to have been properly served upon such owner or agent when a copy thereof has been sent by registered mail to his last known address, or when he has been served with such notice by any method authorized or required by the laws of this state; (5) Contain an outline of remedial action which, if taken, will effect compliance with the provisions of the sanitary code. Mason County Code ("MASON CC"), sect. 6.04.130(a).</p> <p>No solid waste storage, treatment, processing, handling or disposal facility shall be maintained, established, substantially altered, expanded, or improved until the person operating or owning such site has obtained a permit or permit deferral from the jurisdictional health department or a beneficial use exemption pursuant to the provisions of WAC 173-350-700, adopted herein by reference, ... MASON CC, sect. 6.72.030(c).</p> <p>It is unlawful for any person to engage in solid waste or biosolids handling or disposal or to allow such activities to take place except at a facility approved for such use by the health department and consistent with provisions of WAC 173-350. Unsatisfactory solid waste or biosolids handling or handling beyond normal, residential, storage and off-site disposal activities, by any person, will be subject to the provisions of this regulation. MASON CC, sect. 6.72.030(d).</p> <p>(2) Commercial/Business Solid Waste Handling. When any person exceeds normal, residential solid waste handling needs, the activities shall be classified as commercial/business solid waste handling and is subject to full or limited purpose permit requirements or have another legal means for solid waste handling approved by the health officer. (3) It is unlawful to engage in solid waste handling beyond normal residential needs. Such handling is unlawful unless a permit or limited purpose permit has been obtained</p>	<p><i>Enforcement Authority</i></p> <p>It shall be the duty of the Mason County District Health Officer to enforce the provisions of this code, and, in the performance of this duty is hereby authorized to enter, at any reasonable hour, any premises as may be necessary in the enforcement of this code. (Ord. 963 (part), 1979; Art. I § 4 of Res. dated July, 1970 and amended November 5, 1970). MASON CC, sect. 6.04.040.</p> <p>Administrative enforcement. The health director is authorized to utilize the enforcement procedures of this section in order to enforce this regulation. (1) Solid Waste Permit or Biosolids Site and Operation Approval Suspension. (A) The health director may temporarily suspend any permit or approval issued under this regulation for failure of holder to comply with either: (i) the requirements of this regulation, or (ii) any notice and order issued pursuant to this regulation. (B) Such permit or approval suspension shall be carried out through the notice and order provisions of this section, and the suspension shall be effective for the holder or operator upon service of the notice and order. The holder or operator may appeal such suspension as provided in this chapter. (C) Notwithstanding any other provision of this regulation, whenever the health director finds a violation of this regulation has created or is creating unsanitary, dangerous, or other condition which, in his or her judgment, constitutes an immediate or irreparable hazard, he may without service of a written notice and order, suspend and terminate operations under the permit immediately. (2) Permit Revocation. The health director may permanently revoke a permit issued by the health department in the event of: (i) failure of the holder to comply with the requirements of this regulation, or (ii) failure of the holder to comply with any notice and order issued pursuant to this regulation, or (iii) interference with the health director in the performance of the director's duties, or (iv) discovery by the health director that a permit or approval was issued in error or on the basis of incorrect information. (3) Such permit or approval revocation shall be carried out</p>	<p>(a) All premises covered by this code shall be subject to the inspection of the health officer and if any violation of the sanitary code exists on the premises, any permit granted by the health officer may be suspended forthwith. (b) No person shall refuse to allow the health officer to fully inspect any and all premises entered in the performance of his duty and no person shall molest or resist the health officer in the discharge of his duty. (Art. I § 9 of Res. dated July, 1970 and amended November 5, 1970).</p>	<p>The definitions of terms contained in WAC 173-350 and WAC 173-308 are adopted and incorporated by reference... MASON CC, sect., 6.72.020.</p> <p>"Solid waste" or "wastes" means all putrescible and nonputrescible solid and semisolid wastes including, but not limited to, garbage, rubbish, ashes, industrial wastes, swill, sewage sludge, demolition and construction wastes, abandoned vehicles or parts thereof, contaminated soils and contaminated dredged material, and recyclable materials. WAC 173-350-100.</p> <p>"Litter" means all materials, including, but not limited to, disposable packages or containers thrown or deposited as herein prohibited, but not including</p>	<p>Source(s): www.mrsc.org</p>

Appendix D - SUMMARY OF COUNTY CODE PROVISIONS REGARDING WASTE TIRES AND ENFORCEMENT AUTHORITY

Mason County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
<p>or is specifically exempt from permit requirements, as provided elsewhere in this chapter. MASON CC, sect. 6.72.030(h).</p> <p>Waste, tire storage and transportation (WAC 173-350-350). (a) Waste, Tire Storage and Transportation. "Waste tires" means tires or tire materials that are no longer suitable for their original intended purpose because of wear, damage, or defect. Waste tire accumulations result in public and environmental health threats due to the release of contaminants when burned, vector harborage and breeding, and aesthetic nuisance. All persons handling waste tires will be subject to current state and county regulatory codes including RCW 70.95, WAC 173-350, and the provisions of this regulation. (b) Waste Tire Carriers. "Waste tire carrier" means a person who picks up or transports waste tires, excluding the exemptions of WAC 173-314-100(26). Carriers must be licensed and operate in accordance with WAC 173-314 and RCW 70.95. (c) Waste Tire Accumulations and Storage. "Waste tire storage" means the placing of waste tires at a county permitted facility under conditions established in this regulation, WAC 173-350-350, WAC 173-314 and RCW 70.95. All persons accumulating or storing waste tires in excess of ten are subject to solid waste use permit requirements, limited purpose permits, or health department agreements. According to WAC 173-350-350(5)(c) tire storage shall not be located within ten feet of any property line or building and shall not exceed six feet in height. (1) Persons with waste tire accumulations not subject to WAC 173-350-350 storage requirements shall be subject to this section, which allows the accumulation of up to eight hundred waste tires, not to exceed ninety days, by licensed businesses, such as service stations, wrecking yards, tire retailers, tire recyclers, and tire processors, which customarily handle tires as a part of their business operations. Licensed businesses not meeting this description will be subject to a health department determination to show that their activities meet the intent of this requirement. (2) Persons not determined to meet the requirements of subsection (c)(1) above shall not accumulate greater than ten unutilized tires, unless the tires have come from their business vehicles; will be subject to ninety-day removal or utilization; and are limited to the storage of up to one hundred tires from their business vehicles, with ninety-day removal. (3) Waste Tire Utilization. "Waste tire utilization" is defined as a valid use of waste tires. Valid utilization may include re-treading; crash barriers; soil erosion control; chopping, shredding or</p>	<p>through the enforcement provisions of this regulation and the revocation shall be effective upon service of the notice of violation upon the holder or operator of the permit. The holder or operator may appeal the revocation, as provided in this section. (4) A permit or approval may be suspended pending its revocation or a hearing relative thereto. (Ord. 8-04 Attach. B (part), 2004: Res. 93-98 (part), 1998: Res. 68-96 (part), 1996: § 10 of Ord. dated 2/2/95). MASON CC, sect. 9.72.100.</p> <p>Enforcement officers and procedures. Enforcement of this chapter [9.32] shall be by the county sheriff's office. MASON CC, sect. 9.32.070.</p> <p><i>Authority to Assess Penalties</i></p> <p>Any person violating any of the provisions or failing to comply with any of the mandatory requirements of the resolutions or ordinances of the county is guilty of a misdemeanor. Any person convicted of a misdemeanor under the resolutions or ordinances of the county shall be punished by a fine of not more than five hundred dollars, or by imprisonment not to exceed ninety days, or by both, unless otherwise required by state laws. Each such person is guilty of a separate offense for each and every day during any portion of which any violation of any provision of the resolutions or ordinances of the county is committed, continued or permitted by any such person, and he shall be punished accordingly. (Ord. 767 § 1, 1977: Res. 116 § 1, 1970). MASON CC, sect. 1.04.010.</p> <p>The penalties provided for in Section 1.04.010 shall apply to the mandatory requirements of all chapters and sections of the Mason County Code unless specifically modified or superseded by a particular chapter or section thereof. (Ord. 767 § 2, 1977). MASON CC, sect. 1.04.020.</p> <p>Any person who violates or refuses or fails to comply with any of the provisions of this code is guilty and subject to punishment pursuant to the provisions of RCW Section 70.06.070 (Violations--Penalties) as follows: "Any person violating any of the provisions of this act or violating or refusing or neglecting to obey any of the rules and regulations of this code shall be</p>	<p>MASON CC, sect. 6.04.090.</p> <p>The health director, or other officer or official having jurisdiction, may enter and inspect, as authorized by law, any property, premise, or place at any reasonable time for the purpose of determining compliance with this regulation. (Ord. 8-04 Attach. B (part), 2004: Res. 93-98 (part), 1998: Res. 68-96 (part), 1996: § 5 of Ord. dated 2/2/95). MASON CC, sect. 6.72.050.</p> <p>It shall be the duty of the Mason County District Health Officer to enforce the provisions of this code, and, in the</p>	<p>the wastes of the primary process of mining, logging, sawmilling, farming and manufacturing. MASON CC, sect. 9.32.030(5).</p> <p>"Nuisance" means unlawfully doing an act or omitting to perform a duty, which act or omission either annoys, injures or endangers the comfort, repose, health, or safety of others, offends decency, or unlawfully interferes with, obstructs, or tends to obstruct any lake or navigable river, bay stream, canal or basin, or any public park, square, street, or highway. MASON CC, sect. 9.32.030(8).</p>	

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Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
<p>grinding; and agricultural use. Valid utilization, in accordance with county regulatory codes may exempt the user in part or in full from the storage requirements of WAC 173-350-350(5) and RCW 70.95. (4) No permit is required under this regulation for the utilization of less than fifty waste tires. All persons shall put waste tires in excess of ten to use within ninety calendar days in accordance the provisions of this regulation. (5) Limited use permits are required for persons utilizing fifty or more waste tires. The permitting process will include review for compliance with this regulation and will also include SEPA review and public notice. The landfilling or burial of whole tires by any person is prohibited. (6) No person may use tires in a manner that creates fire hazards. Tires shall be stored in accordance with the most current Fire Code on file with the Mason County fire marshal. (Ord. 8-04 Attach. B (part), 2004). MASON CC, sect. 6.72.031.</p> <p>(a) Whenever solid wastes dumped in violation of RCW 70.95.240 contain three or more items bearing the name of one individual, there shall be a rebuttable presumption that the individual whose name appears on such items committed the unlawful act of dumping and is responsible for clean-up of the discarded materials. When any other evidence of the individuals identity is found in solid wastes dumped in violation of RCW 70.95.240 the health department may order the persons to remove and legally dispose of the solid waste. (b) Illegal dumpers, and property owners when illegal dumpers cannot be identified, will be responsible for waste clean-up in accordance with this regulation. (c) For each offense of illegal dumping a two hundred fifty dollars fine shall be assessed. The fine shall be five hundred dollars for persons to have committed any illegal dumping of garbage or other solid wastes upon the ground at any Mason County recycling drop box. Persons found to have committed repeat violations of illegal dumping shall be assessed a five hundred dollars fine for each offense. (d) Any violator who commits more than one violation in a two-year period shall be deemed a repeat violator and shall be subject to an additional fine of one hundred dollars. This additional fine shall be payable to the Mason County district court who shall deposit these funds into the Mason County solid waste clean-up account. (Ord. 8-04 Attach. B (part), 2004). MASON CC, sect. 6.72.032.</p> <p>Solid waste management. It is unlawful for any collecting agent or person to deliver or deposit any solid waste generated and collected either outside the borders of Mason</p>	<p>guilty of a misdemeanor, and upon conviction thereof shall be subject to a fine of not less than twenty-five dollars nor more than one hundred dollars or to imprisonment in the county jail not to exceed ninety days or to both fine and imprisonment.”(Art. I § 5 of Res. dated July, 1970 and amended November 5, 1970). 6.04.050.</p> <p>(c) For each offense of illegal dumping a two hundred fifty dollars fine shall be assessed. The fine shall be five hundred dollars for persons to have committed any illegal dumping of garbage or other solid wastes upon the ground at any Mason County recycling drop box. Persons found to have committed repeat violations of illegal dumping shall be assessed a five hundred dollars fine for each offense.</p> <p>(d) Any violator who commits more than one violation in a two-year period shall be deemed a repeat violator and shall be subject to an additional fine of one hundred dollars. This additional fine shall be payable to the Mason County district court who shall deposit these funds into the Mason County solid waste clean-up account. (Ord. 8-04 Attach. B (part), 2004). MASON CC, sect. 6.72.032.</p> <p>When a person’s utilization or solid waste handling activities present a high degree of public and/or environmental health threat, potential for nuisance, or risk of failure, as determined by the health director, the person shall provide a financial assurance instrument approved by the health director to cover the cost of any restitution necessary as a result of the activities. Financial assurance instruments will be subject to adequacy reviews with increases or changes in activities. (Ord. 8-04 Attach. B (part), 2004). MASON CC, sect. 6.72.036.</p> <p>Any person who willfully commits a violation of this regulation shall be deemed guilty of a misdemeanor and shall be subject to a fine of not more than five hundred dollars, or by imprisonment not to exceed ninety days, or by both, unless otherwise required by state laws. Each such person is guilty of a separate offense for each and every day during any portion of which any violation of any provision of this regulation is committed, continued or permitted by any such person, and he shall be punished accordingly. (Ord. 8-04 Attach. B (part), 2004; Res. 93-98 (part), 1998:</p>	<p>performance of this duty is hereby authorized to enter, at any reasonable hour, any premises as may be necessary in the enforcement of this code. (Ord. 963 (part), 1979; Art. I § 4 of Res. dated July, 1970 and amended November 5, 1970). MASON CC, sect. 6.04.040.</p>		

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<p>County or within Mason County, except at a disposal site consistent with the provisions of this regulation, approved by the Mason County board of commissioners, and permitted under the provisions of this regulation by the health department. MASON CC, sect. 6.72.040.</p> <p>It shall be a violation of this regulation for any person to: (1) Fail or refuse to comply with any of the provisions of this regulation. (2) Knowingly obstruct the health director or other officer or official having jurisdiction, in the conduction of any inspection, including a request for operational records. (3) Fail to meet the terms and conditions for operation as stated in the appropriate operational permit. (4) Continue operations after failing to submit a yearly application renewal for solid waste, biosolids or exemption notification along with the required annual reports by January 1st of each year or after permit suspension or revocation by the health department. (5) Fail to comply with a health director order to correct violations of this regulation or fail to comply with a stop work order. (Ord. 8-04 Attach. B (part), 2004; Res. 93-98 (part), 1998; Res. 68-96 (part), 1996; § 7 of Ord. dated 2/2/95). MASON CC, sect. 6.72.070.</p> <p>Litter in general. No person, shall throw, drop, deposit, discard or otherwise dispose of litter, as that term is defined in RCW 70.93.030(4) and including abandoned or discarded automobiles and discarded appliances, upon any public place in the county or upon any private property not owned by him; provided that this chapter shall not be construed to allow the accumulation of litter on private property that is owned by the person that would constitute a risk to public health or damage to the environment, or in any waters within the jurisdiction of the county whether from a vehicle or otherwise, including but not limited to any sidewalk, road, alley, highway, or park, except: (1) When such property is designated by the state or by any of its agencies or the county for disposal of garbage and refuse, and such person is authorized by the property public authority to so use such property; or (2) Into a litter receptacle or other container in such manner that the litter will be prevented from being carried away or deposited by the elements upon any part of said public place or any private property; or (3) When such person is owner or does have control or possession of the property, or has prior consent of the owner or tenant in lawful possession of such property, or unless the act is done under the personal direction of said owner or tenant and provided said litter will not cause a</p>	<p>Res. 68-96 (part), 1996: § 8 of Ord. dated 2/2/95). MASON CC, sect. 6.72.080.</p> <p>(a) An authorized representative of the health department may issue a civil infraction for violations of this chapter (see Section 6.72.070). Pursuant to Chapter 7.80 RCW if the authorized representative has reasonable cause to believe that the person has violated any provision of these regulations or has not corrected the violation as required in the written notice and order to correct violation. (1) Each civil violation of this Chapter (see Section 6.72.070) shall be subject to a fine of two hundred fifty dollars. (2) Each and every day during any portion of which any violation of any provision of this regulation is committed, continued or permitted by any such person shall be a separate violation and can be fined accordingly. (3) Any violator who commits more than one violation in a two-year period shall be deemed a repeat violator and shall be subject to an additional fine of one hundred dollars. This additional fine shall be payable to the Mason County district court who shall deposit these funds into the Mason County solid waste clean-up account. (Ord. 8-04 Attach. B (part), 2004). MASON CC, sect. 6.72.105.</p> <p>Violations. (a) Civil Penalties. Any person who violates the provisions of this chapter shall be subject to a penalty in the amount of not less than fifty dollars and not more than two hundred fifty dollars. (b) Misdemeanor. In addition to the penalty imposed in subsection (1) above, any person who violates any provision of this chapter more than two times shall be guilty of a misdemeanor, upon conviction thereof shall be punished by a fine of not less than fifty dollars. In addition thereto, except where infirmity or age would prevent the person from so doing, any such person shall be directed by the court in which the fine is levied to pick up and remove litter from public property, and/or private property, with prior permission of the legal owner, for not less than eight hours nor more than sixteen hours for each separate offense. The court shall schedule the time to be spent on such activities in such a manner that does not interfere with the person's employment and does not interfere substantially with the person's family responsibilities. (Ord. 25-88 § 6, 1988). MASON CC, sect. 9.32.060.</p>			

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<p>public nuisance, risk to public health, damage to the environment, or be in violation of any other state or local laws, rules or regulations. (Ord. 25-88 § 4, 1988). MASON CC, sect. 9.32.040.</p>	<p><i>Authority to Abate</i></p> <p>(a) Notice of Violation. Whenever the health officer determines that there are reasonable grounds to believe that there has been a violation of any provision of the sanitary code, the health officer shall give notice of such alleged violation to the person to whom the permit or certificate was issued, as hereinafter provided. Such notice shall: ... (5) Contain an outline of remedial action which, if taken, will effect compliance with the provisions of the sanitary code. MASON CC, sect. 6.04.130.</p> <p>Abatement. No person owning, leasing, renting, occupying or having charge or possession of any property in Mason County, including vacant parcels, shall maintain or allow to be maintained on such property the following items including, but not limited to: junk, trash, boxes, litter, discarded lumber, construction debris, salvage materials, scrap metal, recycling or other similar materials, broken or discarded furniture, toys, clothing, household equipment, appliances, vehicle parts or other articles of personal property which are discarded or appear to be discarded or left in a state of partial construction or repair in any front yard, side yard, rear yard, public right of way or vacant lot. These items are herein declared to be a public nuisance and are subject to abatement. (1) No person owning, leasing, renting, occupying or having charge or possession of any property in the county, including vacant parcels, shall maintain or allow to be maintained on such property any of the following attractive nuisances accessible and dangerous to the public, including children, including, but not limited to: abandoned mobile homes, junk vehicles, including recreational vehicles, broken or neglected equipment, machinery, bathroom fixtures, refrigerators and freezers, in any front yard, side yard, rear yard, public right of way or vacant lot. (2) Excess inoperable and junk vehicles as set forth in Title 6 Mason County Sanitary Code Section 6.72.040 in any front yard, side yard, rear yard, public right of way or vacant lot are herein declared to be a public nuisance and are subject to abatement. (3) Whenever any declared nuisance, source of filth, or cause or probable cause of injury to</p>			

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	<p>health shall be found by the health officer to exist on any private or public property, he/she shall have the power and authority to notify and order in writing the owner, occupant, or user, to correct and remove said nuisance, source of filth or cause or probable cause of injury to health. The notice shall require the owner to make such legal removal, destruction or corrective action and shall be served as set forth in Title 15.</p> <p>(A) The notice shall explain the abatement procedure and include a statement that failure to comply with the regulatory order may result in abatement proceedings and/or other enforcement actions. (B) The notice shall state the specific nuisance that needs to be abated and the time limit for correction. (C) The notice shall be sent by both regular and certified mail to the owner of record and may be served in person or by posting in a conspicuous place on the property if the mail is returned as undeliverable. If the person responsible for the violation is a tenant or other occupant, and not the owner of record, said notice shall also be given to the landlord or owner of said property. (D) The owner, occupant or user may make an administrative appeal of this notice within fourteen days as provided by Mason County Development Title 15, Code Section 15.11.020. The request shall state the reason for the request in writing and include the appropriate fees according to the current Mason County health fee schedule. (4) In the event of the refusal or failure of such person or persons to abate such nuisance within said time, the health officer may cause such nuisance to be abated at the expense of such person or persons, which cost may be recovered by the Mason County department of health from such person or persons in an action brought in the name of that person to recover the same in any court of competent jurisdiction. No right of action shall lie against the county or its agents, officers, or employees for actions reasonably taken to prevent or cure any such immediate threats, but neither shall the county be entitled to recover any costs incurred for summary abatement, prior to the time that actual notice of same is provided to the owner of the property. (5) Whenever the county is authorized to undertake abatement, the health director, or other officer or official having jurisdiction, may enter and remove or correct the condition that is subject to abatement. The county may seek such judicial process, as it deems necessary to effect the removal</p>			

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	<p>or correction of such condition. The official entering onto the property shall document each condition or nuisance requiring abatement by photography and/or by videotaping. (6) The county may cause the abatement to be performed by county employees or by private contract under the direction of the county. The county, its employees and agents, using lawful means, are expressly authorized to enter upon the subject property for such purposes. (Ord. 8-04 Attach. B (part), 2004). MASON CC, sect. 6.72.090.</p>			

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Pierce County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
<p>Purpose. It is imperative that certain Pierce County Code provisions, permits and permit conditions, and Hearing Examiner decisions are properly enforced. To better accomplish this goal, Pierce County has designated certain violations of the Pierce County Code, permits and permit conditions, and Hearing Examiner decisions to be civil infractions pursuant to Chapter 7.80 RCW. The purpose of this Chapter is remedial. Use of the civil infraction procedure, as set forth in this Chapter, will better protect the public from the harmful effects of certain violations of the Pierce County Code, permits and permit conditions, and Hearing Examiner decisions, will aid and streamline enforcement, and will partially reimburse the County for the expenses of enforcement and the related judicial process. (Ord. 91-187 § 1 (part), 1992). Pierce County Code, Updated 08/22/05 ("PIERCE CC"), sect. 1.16.010.</p> <p>Nuisances Affecting Public Health. The following specific acts, omissions, places, conditions and things are declared to be nuisances: the erecting, maintaining, using, placing, depositing, causing, allowing, leaving, or permitting to be or remain in or upon any private lot, building, structure, or premises, or in or upon any street, avenue, alley, park, parkway, or other public or private place in the County, any one or more of the following places, conditions, things or acts to the prejudice, danger, or annoyance of others: A. Privies, vaults, cesspools, sumps, pits, wells or cisterns or like places which are not securely protected from flies or rats; B. Filthy, littered or trash-covered premises, including all buildings and structures thereon and areas adjacent thereto; C. Tin cans, bottles, glass, cans, ashes, small pieces of scrap iron, wire, metal, articles, brica-brac, broken stone or cement, broken crockery, broken glass, broken plaster and all other trash or abandoned material unless the same are kept in covered bins or metal receptacles approved by the Health Officer; D. Trash, litter, rags, accumulations of empty barrels, boxes, crates, packing cases, mattresses, bedding, excelsior, packing hay, straw, or other packing material, lumber not neatly piled, scrap iron, tin and other metal not neatly piled which provides harborage for rodents; E. Any unsightly and dangerous building, billboard or structure; F. All places used or maintained as junkyards or dumping grounds, or for the wrecking, disassembling, repair or rebuilding of automobiles, trucks, tractors or machinery of any kind, or for the storing or leaving of worn out, wrecked or abandoned automobiles, trucks, tractors or machinery of any kind or of any of the parts thereof, or for the storing or</p>	<p><i>Enforcement Authority</i></p> <p>Authority of Board of Health. Whenever any declared nuisance, source of filth or cause or probable cause of injury to health shall be found by the Health Officer to exist on any private or public property, he shall have the power and authority to order verbally and/or in writing the owner or occupant or user thereof, by appropriate action, at the expense of such owner, occupant, or user to correct and remove such nuisance, source of filth or cause or probable cause of injury to health within such time as the Health Officer may order. PIERCE CC, sect. 8.08.040.</p> <p>The appropriate officers and employees of the County are authorized to take all lawful actions reasonably available to enforce in a timely manner the provisions of Sections 8.30.020 and 8.30.030 against any Person violating the provisions of those Sections, including but not limited to, 1. bringing a civil and/or criminal action against that Person and providing testimony and cooperation in the prosecution of that action; 2. barring that Person from use of a Solid Waste Handling Facility; 3. requesting that the WUTC revoke that Person's certificate to collect or transport Solid Waste or Recyclable Material; 4. seeking equitable relief against that Person; and 5. any other legal remedy. PIERCE CC, sect. 8.30.030(D).</p> <p><i>Authority to Assess Penalties</i></p> <p>A. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of any ordinance of the Pierce County Code is guilty of a misdemeanor, except where designated as a civil action penalty or other noncriminal violation. B. Except in cases where a different punishment is prescribed by any ordinance of the Pierce County Code, any person convicted of a misdemeanor under the ordinances of Pierce County shall be punished by a fine not to exceed \$1,000.00 or by imprisonment not to exceed 90 days, or by both such fine and imprisonment. C. Each such person is guilty of a separate offense for each and every day during any portion of which any violation of any provision of the ordinances of Pierce County is committed, continued or permitted by any such person, and he is punishable accordingly. (Ord. 85-25</p>	<p>Inspections. The Director of Health and all inspectors or employees of the Department of Public Health of the County shall at all reasonable times have and be granted access to any premises, dock, building, storeroom, warehouse or residence for the purpose of inspecting same and of ascertaining whether the provisions of this Chapter have been complied with. (Prior Code § 20.24.180). PIERCE CC, sect. 8.08.070.</p> <p>Entry. Using any lawful means, the County may enter upon the subject property and may remove or correct the condition that</p>	<p>"Civil Infraction" shall mean a violation of the Pierce County Code, permit or permit conditions, or Hearing Examiner decision for which a monetary penalty may be imposed under this Chapter. Each day or portion thereof during which a violation occurs or exists shall be deemed a separate civil infraction. Traffic and vehicle violations pursuant to Title 10 of the Pierce County Code are specifically excluded from the application of this Chapter. PIERCE CC, sect. 1.16.020.</p> <p>"Solid Waste" means solid waste as defined by RCW 70.95.030, with the exception of Hazardous Waste. PIERCE CC, sect. 8.30.010 K.</p>	<p>Source(s): www.mrsc.org</p>

Appendix D - SUMMARY OF COUNTY CODE PROVISIONS REGARDING WASTE TIRES AND ENFORCEMENT AUTHORITY

Pierce County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
<p>leaving of any machinery or equipment used by contractors or builders or by other persons, which places are kept or maintained so as to provide harborage for rodents excluding properly zoned and licensed wrecking yards, junkyards or machinery being used; G. Garbage disposed of in any manner other than provided in the Sanitary Code; ... PIERCE CC, sect. 8.08.010.</p> <p>Disposal of Solid Waste. A. It is unlawful for any Person to dispose of or otherwise Handle within the County any Solid Waste originating in the County or elsewhere, unless such disposal or Handling is 1. consistent with and permitted by the Director's specific designation of the Facility disposing of or Handling such Solid Waste or is; 2. expressly allowed by County ordinance or a contract between the County and an Operator, a City comprehensive solid waste management plan, or an interlocal agreement or; 3. exempt pursuant to 8.30.020 J. ... E. Nothing in this Section shall prohibit an individual from disposing of Solid Waste originating at his or her place of residence by his or her own activities onto or under the surface of ground owned or leased by him or her so long as that disposal does not violate any local, state, or federal law, or create a nuisance. (Ord. 90-4 § 1 (part), 1990) PIERCE CC, sect. 8.30.030.</p> <p>Unlawful Dumping - Misdemeanor. Every person who places, deposits or dumps, or who causes to be placed, deposited or dumped, any sewage, sludge, accumulation of human excrement or garbage in or upon any street, alley, public highway or road in common use, or upon any public park or other public property other than property designated or set aside for such purpose by the governing board or body having charge thereof, or upon any private property into or upon which the public is admitted by easement or license, or on any private property without the consent of the owner, is guilty of a misdemeanor. (Res. 1988 § 2, 1945; prior Code § 95.08.020). PIERCE CC, sect. 8.32.020.</p>	<p>§ 1, 1985; prior Code § 1.16.100). PIERCE CC, sect. 1.12.010.</p> <p>Monetary Penalties - Restitution. Each day or portion thereof during which a violation occurs or exists shall be deemed a separate civil infraction. A. A person found to have committed a civil infraction shall be assessed a monetary penalty. 1. The maximum penalty and the default amount for a Class 1 civil infraction shall be \$250.00, not including statutory assessments; 2. The maximum penalty and the default amount for a Class 2 civil infraction shall be \$125.00, not including statutory assessments; 3. The maximum penalty and the default amount for a Class 3 civil infraction shall be \$50.00, not including statutory assessments; and 4. The maximum penalty and the default amount for a Class 4 civil infraction shall be \$25.00, not including statutory assessments. B. The court may consider dismissing with costs only upon a showing that the violation was corrected within 30 days. C. Whenever a monetary penalty is imposed by a court under this Chapter it is immediately payable. If the person is unable to pay at that time, the court may grant an extension. If the penalty is not paid on or before the time established for payment, the court may proceed to collect the penalty in the same manner as other civil judgments and may notify the Prosecuting Attorney of the failure to pay. D. Payment of a monetary penalty or performance of the required community service shall not relieve a person of the duty to correct the violation. E. The court may also order a person found to have committed a civil infraction to make restitution. (Ord. 91-187 § 1 (part), 1992). PIERCE CC, sect. 1.16.120.</p> <p>Criminal Penalties. It shall be a misdemeanor, punishable as prescribed in PCC [PIERCE CC] 9.02.010, to violate this Chapter by knowingly causing, creating or acquiescing in the existence of a public nuisance as defined herein. Each calendar day that a Public Nuisance Vehicle remains unlawfully upon property shall constitute a separate offense; provided however, that no person shall be prosecuted for such offense until 45 calendar days after service of the Notice of Violation and Abatement or while a valid Cooperative Abatement Agreement is still in effect. (Ord. 2003-32s2 § 2 (part), 2003). PIERCE</p>	<p>is subject to abatement. The County may seek such judicial process as it deems necessary to effect the removal or correction of such condition. When a Law Enforcement Officer or Public Official has probable cause to believe that a nuisance created by Public Nuisance Vehicles exists on any property in violation of PCC 8.10.150, he or she may request permission to enter the premises to inspect for evidence thereof if the Landowner is present. If permissive entry cannot be obtained, the Law Enforcement Officer or Prosecuting Attorney may</p>		

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	<p>CC, sect. 8.10.150.</p> <p>Unlawful Disposal of Solid Waste - Misdemeanor. Every person who knowingly violates or fails to comply with Pierce County Code Chapter 8.30 is guilty of a misdemeanor. (Ord. 90-4 § 1 (part), 1990). PIERCE CC, sect. 8.30.050.</p> <p>Violations Constitute Misdemeanor. Violation of any of the provisions of this Chapter or of any order or orders of the Health Officer made pursuant to this Chapter for the protection of human health and comfort shall constitute a misdemeanor. (Res. 1988 § 13, 1945; prior Code § 95.08.140). PIERCE CC, sect. 8.32.130.</p> <p><i>Authority to Abate</i></p> <p>In the event of the refusal or failure to remove such nuisance within said time, the Health Officer may cause such nuisance to be abated at the expense of such person or persons, which cost may be recovered by the Board of Health from such person or persons in an action brought in the name of the Board of Health to recover the same in any court of competent jurisdiction. (Prior Code § 20.24.150). PIERCE CC, sect. 8.08.040.</p> <p>Cooperative Abatement. A. The Pierce County Executive is authorized to establish a Cooperative Abatement program to encourage and assist in the voluntary removal of Public Nuisance Vehicles from private property following the issuance of a Notice of Potential Violation. PIERCE CC, sect. 8.10.060.</p> <p>A. A Public Official is authorized to issue and serve a Notice of Violation and Abatement upon reasonable belief that a condition prohibited by this Chapter exists; ... D. The Notice of Violation and Abatement shall contain substantially the following information if it is reasonably obtainable: ... 4. A description of the corrective action necessary to eliminate the violation; 5. The date by which the corrective action must be completed. ... 7. A statement that if the persons to whom the Notice of Violation and Abatement is issued fail to submit a Notice of Appeal within 15 calendar days of service, or fail to voluntarily abate the nuisance within 45 calendar days of service, the County will abate the nuisance by removing and</p>	<p>apply to the District Court for a search warrant notwithstanding the inability to locate the Landowner. (Ord. 2003-32s2 § 2 (part), 2003). PIERCE CC, sect. 8.10.160.</p>		

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	<p>disposing of the Vehicle, and will assess all costs of administration, removal, and disposal pursuant to PCC 8.10.140. (Ord. 2003-32s2 § 2 (part), 2003). PIERCE CC, sect. 8.10.070.</p> <p>A. Commencing 45 calendar days after service of the Notice of Violation and Abatement, if no appeal had been filed, or 15 calendar days after the issuance of an Order from the Hearing Examiner resulting in authority to remove, the Public Official shall supervise the removal and disposal of the Vehicle or part thereof. The Public Official or law enforcement officer will provide notice to the Washington State Patrol and the Washington State Department of Licensing that the vehicle has been processed in accordance with the laws of the State of Washington. PIERCE CC, sect. 8.10.140.</p> <p><i>Authority to Seek Legal Action</i></p> <p>Additional Remedies. When it appears to the Public Official that the remedies provided by this Chapter are not sufficient to abate the nuisance, the Prosecuting Attorney may also pursue temporary and permanent injunctive relief, a Warrant of Abatement, and an order for costs and fees in Superior Court under Chapter 7.48 RCW. (Ord. 2003-32s2 § 2 (part), 2003). PIERCE CC, sect. 8.10.180.</p>			

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<p>It shall be unlawful for any person to dump or deposit or permit the dumping or depositing of any solid waste onto or under the surface of the ground or into the waters of this State except at a solid waste facility for which there is a valid permit or as approved by Ecology at a site covered by a beneficial use permit exemption as defined in WAC 173-350-200, or at a recycling operation, limited compost operation, or intermediate solid waste handling facility as specifically exempted in WAC 173-350-210, 173-350-220 and 173-350-310. Skagit County Code ("SKAGIT CC"), sect. 12.16.080(1).</p> <p>All violations of this Chapter are hereby declared to be detrimental to the public health, safety and welfare and are hereby declared to be public nuisances. SKAGIT CC, sect. 12.16.440.</p>	<p><i>Enforcement Authority</i></p> <p>The Health Officer shall initiate enforcement action as provided under 12.16.440 and at the option of the Health Officer may commence any and all reasonable and lawful means to rectify a violation as provided by law. The Health Officer may, with or subsequent to the issuance of a notice of violation, do any or all of the following: (a) order the immediate cessation of the alleged violation; (b) order abatement and establish an abatement schedule; (c) abate the violation or cause the violation to be abated if the abatement schedule is not met; (d) assess a civil penalty in accordance with the current "Schedule of Charges: Skagit County Health Department" for either a general solid waste code violation or a specific offense defined in SCC [SKAGIT CC] 12.16.060; (e) assess all costs incurred by the county associated with the violation including abatement costs, disposal costs, site remediation costs, and sampling costs; (f) in the instance of improper dumping or release of a hazardous substance, assess twice the cost had the violator disposed of the solid waste legally; (g) in the instance of a major illegal dumping offense where more than 3 cubic yards of solid waste has been deposited, assess twice the cost had the violator disposed of the solid waste legally; (h) order the remediation of any land or water; (i) require evidence of proper disposal of solid waste, or hazardous substances such as receipts from permitted disposal facilities; (j) in the case of a permitted solid waste facility, order the suspension or revocation of a solid waste permit; (k) avail himself/herself of any other remedy provided by law. SKAGIT CC, sect. 12.16.440.</p> <p>Other powers reserved—Alternative remedies and emergency orders. Nothing in this Chapter shall limit the authority for Skagit County Health Department or the Skagit County Health Officer to act under any other legal authority. The powers conferred by this Chapter shall be in addition to and supplemental to the powers conferred by any other law. If the Health Officer determines immediate action is necessary to protect the public health and safety or the environment, such action may be taken or be ordered</p>	<p>When it is deemed necessary to make an inspection to enforce the provisions of this Chapter, or when the Health Officer, his/her designee, or other official having jurisdiction has reasonable cause to believe that there exists within any property a condition which is contrary to or in violation of this Chapter, the health officer, her/his designee, or other official having jurisdiction may enter the property at reasonable times to inspect or perform the duties authorized by this Chapter; provided, the official shall</p>	<p>"Solid Waste" means all putrescible and nonputrescible solid and semisolid wastes, including, but not limited to, ...abandoned vehicles, including waste tires... SKAGIT CC, sect. 12.16.060.</p> <p>"Major illegal dumping offense" shall mean depositing more than three (3) cubic yards of household solid waste and/or commercial quantities of solid waste including...waste tires...in an unapproved manner such that either the material itself or the manner of disposition poses a threat to the health of the public or the environment. SKAGIT CC, sect. 12.16.060.</p> <p>"Nuisance" consists in unlawfully doing an act, or omitting to perform a duty,</p>	<p>Source(s): www.mrsc.org</p> <p>Piles used for storage or treatment. Refers reader to WAC 173-350-320. SCC, sect. 12.16.170.</p>

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	<p>to be taken and any person to whom such an order is directed shall comply immediately. (Ord. O20040014 (part)). SKAGIT CC, sect. 12.16.480.</p> <p><i>Authority to Assess Penalties</i></p> <p>Any person who deposits, permits to be deposited, or causes to be deposited any solid waste in any area of Skagit County, other than in an authorized solid waste facility, transfer station[,] refuse and garbage container or in an authorized manner, shall be subject to penalty under SKAGIT CC 12.16.440. SKAGIT CC, sect. 12.16.080.</p> <p>The Health Officer may, with or subsequent to the issuance of a notice of violation, do any or all of the following: ... (d) assess a civil penalty in accordance with the current "Schedule of Charges: Skagit County Health Department" for either a general solid waste code violation or a specific offense defined in SCC 12.16.060; (e) assess all costs incurred by the county associated with the violation including abatement costs, disposal costs, site remediation costs, and sampling costs; (f) in the instance of improper dumping or release of a hazardous substance, assess twice the cost had the violator disposed of the solid waste legally; (g) in the instance of a major illegal dumping offense where more than 3 cubic yards of solid waste has been deposited, assess twice the cost had the violator disposed of the solid waste legally... SKAGIT CC, sect. 12.16.440(1) and (2).</p> <p>The Prosecuting Attorney may bring action to recover such civil penalty, assessed costs, plus court costs in the court of appropriate jurisdiction. SKAGIT CC, sect. 12.16.440(8).</p> <p><i>Authority to Abate</i></p> <p>Violations and penalties. (1) All violations of this Chapter are hereby declared to be detrimental to the public health, safety and welfare and are hereby declared to be public nuisances. If the Health Officer has reason to believe that a violation of this Chapter has occurred or is occurring, the Health Officer may cause verbal or written notice of violation to be served upon the alleged violator and the facts alleged to constitute a violation thereof. The Health Officer shall initiate enforcement action as herein provided</p>	<p>first make a reasonable effort to notify...If entry is refused, the Health Officer, his/her designee or other official having jurisdiction shall have recourse to the remedies provided by law to obtain entry. (Ord. O20040014 (part)). SKAGIT CC, sect. 12.16.400.</p>	<p>which act or omission either annoys, injures, or endangers the comfort, repose, health or safety of others, offends decency, or unlawfully interferes with, obstructs, or tends to obstruct any lake or navigable river, bay, stream, canal, or basin, or any public park, square, street or highway; or in any way renders other persons insecure in life, or in the use of property (RCW 7.48.120). SKAGIT CC, sect. 12.16.060.</p> <p>"Waste tires" means any tires that are no longer suitable for their original intended purpose...Used tires...are waste tires. SKAGIT CC, sect. 12.16.060.</p>	

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	<p>and at the option of the Health Officer may commence any and all reasonable and lawful means to rectify a violation as provided by law.</p> <p>(2)The Health Officer, with or subsequent to the issuance of a notice of violation, may do any or all of the following: (a)Order immediate cessation of the alleged violation. (b)Order the abatement of the alleged violation and establish an abatement schedule to be met. (c)Abate the violation or cause the violation to be abated if the abatement schedule established in Subsection (2)(b) of this Section is not met. (d)Assess a civil penalty in accordance with the most current "Schedule of Charges: Skagit County Health Department" for either a general solid waste code violation or a specific offense defined in SCC 12.16.060, Definitions. (e) Assess all costs incurred by the County associated with the violation including abatement costs, disposal costs, site remediation costs, and sampling costs.</p> <p>(f)In the instance of the improper dumping or release of a hazardous substance, assess twice the cost to the violator had the violator disposed of the substance legally. (g) In the instance of a major illegal dumping offense where more than three (3) cubic yards of solid waste has been deposited, assess twice the cost to the violator had the violator disposed of the solid waste legally. (h) Order the remediation of any land or water where a hazardous substance or solid waste has been released as required by the Health Officer. (i)Require evidence of proper disposal of solid waste, or hazardous substances involved in the violation such as receipts from permitted disposal facilities. (j)In the case of a permitted solid waste facility, order the suspension or revocation of a solid waste permit. (k) Avail herself/himself of any other remedy provided by law.</p> <p>(3)Service of all notices, orders, civil penalties, and assessed costs shall be in person or by certified mail to the alleged violator's and/or property owner's last known place of residence. Date of service shall be the date personally served or the date the certified mail was correctly deposited in the U.S. mail. (4)All notices, orders, civil penalties, or assessed costs issued shall include a copy of SCC 12.16.460, Hearings and appeals. (5)If a person continues to violate the provisions of this Chapter after being duly informed in writing by the Health Officer that he/she is in violation of these provisions and that she/he</p>			

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	<p>shall cease and desist from such violations, the Health Officer may make a written request to the Prosecuting Attorney to bring injunctive action against a violator of this Chapter in order to prevent further violation until such time as the violator's case is processed in the courts through and including any appeals. (6)Failure to respond as required in Subsection (2) of this Section shall constitute prima facie violation of this Chapter and the Health Officer may initiate immediate legal action. (7)Each violation of this Chapter shall be a separate and distinct offense and, in the case of a continuing violation, each day's continuance shall be a separate and distinct violation. (8)The civil penalty and/or assessed costs shall become due and payable within thirty (30) days of the Health Officer's service of the civil penalty and assessed costs. All civil penalties collected pursuant to this regulation shall be deposited in the Skagit County Health Department, Environmental Health section expense fund. If the civil penalty and/or assessed costs is not paid within thirty (30) days to the Skagit County Health Department, the County shall have the right to collect the civil penalty and/or assessed costs through appropriate legal action, to include charging the costs as a lien against the property as detailed in SCC 12.16.450, Public health and safety liens. The Prosecuting Attorney may bring action to recover such civil penalty, assessed costs, plus court costs in the court of appropriate jurisdiction. (Ord. O20040014 (part)). SKAGIT CC, sect. 12.16.440.</p> <p><i>Authority to Seek Legal Action</i></p> <p>The Health Officer shall initiate enforcement action as herein provided and at the option of the Health Officer may commence any and all reasonable and lawful means to rectify a violation as provided by law. (2) The Health Officer...may do any or all of the following...(k) avail herself/himself of any other remedy provided by law. SKAGIT CC, sect. 12.16.440(1) and (2).</p> <p>If a person continues to violate the provisions of this Chapter after being duly informed...by the Health Officer that he/she is in violation of these provisions and that she/he shall cease and desist from such violations, the Health Officer may make a written request to the Prosecuting Attorney to bring</p>			

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	<p>injunctive action against a violator...in order to prevent further violation until such time as the violator's case is processed in the courts through and including any appeals. SKAGIT CC, sect. 12.16.440(5).</p> <p>Failure to respond as required in Subsection (2) of this Section shall constitute prima facie violation of this Chapter and the Health Officer may initiate immediate legal action. SKAGIT CC, sect. 12.16.440(6).</p> <p>If the civil penalty and/or assessed costs is not paid within thirty (30) days to the Skagit County Health Department, the County shall have the right to collect the civil penalty and/or assessed costs through appropriate legal action, to include charging the costs as a lien against the property... SKAGIT CC, sect. 12.16.440(8).</p> <p>The Prosecuting Attorney may bring action to recover such civil penalty, assessed costs, plus court costs in the court of appropriate jurisdiction. SKAGIT CC, sect. 12.16.440(8).</p> <p>Skagit County Health Department may have a lien for any civil penalty imposed... SKAGIT CC, sect. 12.16.450.</p>			

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Snohomish County				
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<p>Establishment and operation of solid waste disposal sites. No disposal site in Snohomish county, whether acquired publicly or privately, shall be established, altered, expanded or improved, or hereafter operated or maintained without prior compliance with the following: (1) The disposal site shall be as designated by the county in accord with its comprehensive solid waste management plan; and (2) The disposal site shall be constructed, operated and maintained in accord with terms of permit from the health district and such other permits as are required by law; and (3) The disposal site shall be approved by conditional use permit as required by the County Code and in all respects comply with chapter 43.21C RCW; and (4) The proposed operation shall be a sanitary landfill, composting plant, incinerator, or resource recovery facility constructed and operated in compliance with all applicable federal, state and local laws, statutes, rules and regulations. (Added Ord. 83-151, § 1, Dec. 28, 1983). Snohomish County Code, through September 9, 2005 ("SNOHOMISH CC"), sect. 7.35.060.</p> <p>Exempt operations. Only such solid waste operations as are exempt from the permit requirements and other regulations of the Health District are exempt from the provisions of this chapter; PROVIDED, That such operation may be subject to prosecution under SCC [SNOHOMISH CC] 7.35.120 and 7.35.130 or otherwise subject to civil and/or criminal prosecution for the maintenance of a nuisance or a violation of any provision of the Snohomish County Code not contained in this chapter. Any exempted solid waste operation must be established, maintained, managed and/or operated in compliance with all other requirements of local, state or federal health rules. The following shall remain exempt from the operation of this chapter, provided that this exemption shall not affect any authority of the health district to control, through permits or otherwise, any of the following solid waste disposal operations. (1) Dumping or depositing solid waste generated by a single family or household produced incidental to routine household activities onto or under the surface of the ground owned or leased by that family or household. (2) Wrecking automobiles and parts thereof including storage and handling facilities, minor reclamation of scrap metal, glass, discarded clothing, paper, and their associated facilities which leads to resale or reuse of said material. ... Added Ord. 83-151, § 1, Dec. 28, 1983). SNOHOMISH CC, sect. 7.35.070.</p> <p>Nonconforming sites and facilities. Nonconforming sites and</p>	<p><i>Enforcement Authority</i></p> <p>Enforcement of other sets of regulations. The regulations of this code shall be supplemental to the regulations, rules and orders of the state board of health, public health law, penal law, and other Washington state laws relating to public health and shall, as to matters to which it refers, and within the jurisdiction heretofore prescribed, supersede all prior rules and regulations of the board of health and all local ordinances heretofore or hereafter enacted inconsistent herewith. (Res. adopted December 17, 1962). SNOHOMISH CC, sect. 7.04.090.</p> <p><i>Authority to Assess Penalties</i></p> <p>Violations -- Penalties. Any person violating any provision or failing to comply with any mandatory requirement of the laws, resolutions or ordinances of Snohomish county shall be guilty of a misdemeanor. Any person convicted of a misdemeanor under the laws, resolutions or ordinances of Snohomish county shall be punished by a fine of not more than \$500.00 and/or be incarcerated for a period not to exceed 90 days. Each person shall be guilty of a separate offense for each and every day during any portion of which any violation of the provision of the laws, resolutions or ordinances of Snohomish county is committed, continued or permitted by any such person and shall be punished accordingly. (Resolution adopted June 3, 1968; Resolution adopted June 29, 1970; Resolution 80-048 adopted February 19, 1980; § 2, Ord. 89-004 adopted February 15, 1989). SNOHOMISH CC, sect. 1.01.100.</p> <p>Failure to Pay Fines, Costs. (1) Upon the rendition of judgment against any defendant for violation of laws, resolutions or ordinances of Snohomish county, an order shall be made and entered that if the defendant shall neglect or refuse to satisfy judgment and costs of suit, he shall be confined in the county jail or other place of confinement provided for that purpose until the fine and costs adjudged against him are paid. During such confinement he may be required to do work for the county under the supervision and direction of the director of the Department of Corrections. The amount of fines and costs owing by a confined defendant shall be reduced in accordance</p>	<p>Inspections. (1) All premises covered by this code shall be subject to the inspection of the health officer or his authorized representative. If any violation of the sanitary code exists on the premises, any permit granted by the health officer may be suspended forthwith. (2) No person, firm or corporation shall refuse to allow the health officer or his authorized representative to fully inspect any and all premises entered in the performance of his duty. No person, firm or corporation shall molest or resist the health officer or his</p>	<p>"Disposal site" means an approved site or sites where any final treatment, utilization, processing, or deposition of solid waste is permitted and occurs. This includes, but is not limited to, transfer stations (included as part of the disposal system of the county), sanitary landfills, incinerators, composting plants, and the location of a facility for the recovery of energy resources from solid wastes or the conversion of the energy in such wastes to more useful forms or combinations thereof; ... SNOHOMISH CC, sect. 7.35.020(13).</p> <p>"Garbage" means and includes all putrescible wastes, except sewage and body wastes, including vegetables, animal offal and carcasses of dead animals, but not including recognized</p>	<p>Source: www.mrsc.org</p>

Appendix D - SUMMARY OF COUNTY CODE PROVISIONS REGARDING WASTE TIRES AND ENFORCEMENT AUTHORITY

Snohomish County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
<p>facilities within the county shall comply with the health district's regulations applicable to nonconforming sites. (Added Ord. 83-151, § 1, Dec. 28, 1983; Amended Ord. 90-019, May 14, 1990). SNOHOMISH CC, sect. 7.35.100.</p> <p>Unlawful Disposal of Solid Waste. It is unlawful for any person to dump or deposit or permit the dumping or depositing of any solid waste onto or under the surface of the ground or into the waters of this state except at a solid waste disposal site for which there is a valid permit; PROVIDED, That nothing herein shall prohibit a person from dumping or depositing solid waste resulting from his own activities onto or under the surface of ground owned or leased by him when such action does not violate statutes or ordinances, or create a nuisance. Any person violating this section shall be guilty of a misdemeanor. (Added Ord. 83-151, § 1, Dec. 28, 1983). SNOHOMISH CC, sect. 7.35.120.</p> <p>Public nuisance. Any solid waste disposal site hereafter established, altered, expanded, improved, operated or maintained in violation of any of the provisions of this chapter and/or as a nuisance as defined in SCC 7.35.020 is unlawful and a public nuisance. The prosecuting attorney may take such steps or commence such legal or civil actions as are necessary to abate such nuisances and to restrain and enjoin further unlawful acts. (Added Ord. 83-151, § 1, Dec. 28, 1983). SNOHOMISH CC, sect. 7.35.150.</p> <p>Littering unlawful. All persons and parties are hereby prohibited from depositing any garbage, debris or refuse along and upon any public highway in this county or upon any property of the county. (Res. adopted July 10, 1922). SNOHOMISH CC, sect. 10.20.010.</p>	<p>with subsection (2) of this section. Execution shall be issued immediately upon the rendition of judgment. (2) The amount of fine and costs owing by any person ordered into custody in the county jail until the fine and costs adjudged against him are paid shall be reduced by \$60.00 for every day that defendant performs labor as provided in RCW 10.82.040 and \$42.00 for every day the defendant does not perform such labor while imprisoned. (Resolution adopted June 3, 1968; § 2, Ord. 89-004 adopted February 15, 1989; Ord. 91-201, January 22, 1992). SNOHOMISH CC, sect. 1.01.110.</p> <p>Penalties. Any person who violates or refuses to or fails to comply with any of the provisions of this code shall be deemed guilty of a misdemeanor and liable to punishment as provided in SCC 1.04.100. Nothing herein contained shall be construed to exempt an offender from any other suit, prosecution or penalty provided by law. (Res. adopted December 17, 1962). SNOHOMISH CC, sect. 7.04.070.</p> <p>Penalties. Any person, firm or corporation which violates or refuses to or fails to comply with any of the provisions of this chapter shall be deemed guilty of a misdemeanor and liable to punishment as provided in SCC 1.01.100. Nothing herein contained shall be construed to exempt an offender from any other suit, prosecution, or other penalty otherwise provided by law. (Added Ord. 83-151, § 1, Dec. 28, 1983). SNOHOMISH CC, sect. 7.35.140.</p> <p>Penalty for violation. Any person violating the terms of this chapter shall be guilty of a misdemeanor and upon conviction shall be punished as provided in SCC 1.01.100. (Res. adopted July 10, 1922). SNOHOMISH CC, sect. 10.20.020.</p> <p>Noncompliance with nuisance notice declared misdemeanor. Any person who shall maintain on his property a public nuisance as defined by this chapter, and who after 10 days' notice to remove, repair or enclose the public nuisance shall fail to do so, shall be guilty of a misdemeanor. (§ 8C of Res. adopted June 15, 1970). SNOHOMISH CC, sect. 10.36.110.</p> <p>Penalty for violation. Any violation of this chapter shall be a misdemeanor and be punishable as</p>	<p>authorized representative in the discharge of their duties. (Res. adopted December 17, 1962). SNOHOMISH CC, sect. 7.04.100.</p>	<p>industrial by-products, and shall include all such substances from all public and private establishments and from all residences; ... SNOHOMISH CC, sect. 7.35.020(14).</p> <p>"Nuisance" means unlawfully doing an act, or failing to perform an act which act or omission either unreasonably annoys, or injures, or unreasonably endangers the comfort, repose, health or safety of others or unlawfully interferes with, obstructs or could obstruct any navigable waterway or any publicly traveled [sic] place or unreasonably renders other persons, acting in good faith, insecure in their actions or the use of their property; ... SNOHOMISH CC, sect. 7.35.020(21).</p> <p>"Solid waste" means all</p>	

Appendix D - SUMMARY OF COUNTY CODE PROVISIONS REGARDING WASTE TIRES AND ENFORCEMENT AUTHORITY

Snohomish County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
	<p>provided in SCC 1.01.100. (§ 20 of Res. adopted June 15, 1970). SNOHOMISH CC, sect. 10.36.230.</p> <p><i>Authority to Abate</i></p> <p>Purpose of chapter. Abandoned, wrecked, dismantled or inoperative vehicles or automobile hulks or parts thereof are declared to be a public nuisance and may be abated as provided by this chapter and applicable state law. (§ 1 of Res. adopted June 15, 1970). SNOHOMISH CC, sect. 10.36.010.</p> <p><i>Authority to Seek Legal Action</i></p> <p>Public nuisance. Any solid waste disposal site hereafter established, altered, expanded, improved, operated or maintained in violation of any of the provisions of this chapter and/or as a nuisance as defined in SCC 7.35.020 is unlawful and a public nuisance. The prosecuting attorney may take such steps or commence such legal or civil actions as are necessary to abate such nuisances and to restrain and enjoin further unlawful acts. (Added Ord. 83-151, § 1, Dec. 28, 1983). SNOHOMISH CC, sect. 7.35.150.</p>		<p>putrescible and non-putrescible wastes, whether in solid or in liquid form, except liquid-carried industrial wastes and sewage, and including garbage, rubbish, ashes, industrial wastes, swill, demolition and construction wastes, abandoned vehicles or parts thereof, discarded home and industrial appliances, manure, digested sludge, vegetable or animal solid and semi-solid wastes, dead animals, and other discarded solid and semi-solid materials; ... SNOHOMISH CC, sect. 7.35..010(32).</p>	

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Stevens County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
<p>It is illegal to create your own trash dump, even on your own land. Stevens County Code of the West, § 2.13 at p.4.</p> <p>According to Polly Coleman, Clerk, Stevens County Board of Commissioners, there are no county ordinances or code provisions concerning nuisances, litter, garbage, or other solid wastes.</p>				<p>Source(s): Polly Coleman, Clerk, Stevens County Board of Commissioners</p> <p>NOTE: Polly Coleman's contact information is as follows:</p> <p>Polly Coleman Clerk Stevens County Commissioners 215 S. Oak #214 Colville, WA 99114 Tel: (509) 684-3751 Fax: (509) 684-8310 Email: pcoleman@co. stevens.wa.us</p>

Appendix D - SUMMARY OF COUNTY CODE PROVISIONS REGARDING WASTE TIRES AND ENFORCEMENT AUTHORITY

Thurston County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
<p>Refuse disposal restrictions. No person shall leave, deposit, drop or scatter any bottles, broken glass, ashes, paper, cans or other rubbish, litter or refuse in any county park except in a garbage can or other receptacle designated for such purposes; nor shall any person deposit household or commercial garbage, refuse, waste or rubbish, which is brought as such from any private property, in any garbage can or other receptacle located within a county park. (Ord. 4714 § 11(1), 1974). Thurston County Code, through Ordinance 13385 and the July, 2005 update ("THURSTON CC"), sect. 10.76.210.</p> <p>Refuse. It is unlawful for any person to deposit refuse, foreign matter or litter in the waters of Thurston County. (Ord. 3303 § 19, 1965). THURSTON CC, sect. 16.04.190.</p>	<p><i>Enforcement Authority</i></p> <p>The duties and responsibilities of the Thurston County public health and social services department shall be as follows: (1) To carry out and implement those duties and responsibilities set forth in state law and regulations to be performed by the local board of health and the local health officer of Thurston County; ... (3) Perform other functions and duties as required by the board of county commissioners and local board of health from time to time. (Ord. 8248 § 5, 1985; Res. 6065 § 1 (part), 1978). THURSTON CC, sect. 2.42.030.</p>		<p>"Solid waste" or "wastes" means all putrescible and nonputrescible solid and semi-solid wastes including, but not limited to, garbage, rubbish, ashes, industrial wastes, swill, demolition and construction wastes, and abandoned vehicles or parts thereof. THURSTON CC, sect. 8.24.010(5).</p>	<p>Source(s): www.mrsc.org</p>

Appendix D - SUMMARY OF COUNTY CODE PROVISIONS REGARDING WASTE TIRES AND ENFORCEMENT AUTHORITY

Whatcom County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
<p>The county, pursuant to powers granted by law, hereby exercises its authority: 1. To control the in-county processing and disposal of all solid waste generated within the unincorporated areas of the county; ... Whatcom County Code (through Ordinance 2005-045 and Resolution 2005-020, passed April 26, 2005) ("WHATCOM CC"), sect. 8.15.010(D).</p> <p>System of solid waste handling. A. Pursuant to RCW 36.58.040, there is established a system of solid waste handling for all county solid waste, which system is consistent with the plan and interlocal agreements between the county and cities. ... D. Unless otherwise permitted by state law, authorized by the county council, or exempt under Section 8.15.070, it is unlawful for any person to deliver to or dispose of any county solid waste anywhere within the county except at a disposal site designated by or pursuant to this chapter, as amended from time to time. In addition, it is unlawful for any hauler to deliver or dispose of any county solid waste anywhere outside the county except to a location in the United States outside of the state of Washington. WHATCOM CC, sect. 8.15.030.</p> <p>Establishment and operation of disposal sites – Agreements regarding operation of disposal sites and rates charged – Fee for county solid waste management activities. A. Except for those disposal sites that are exempt under Section 8.15.070, it is unlawful for any person to establish, alter, expand, improve, or hereafter operate or maintain a disposal site in the county for the processing or disposal of county solid waste, or for any person to accept for processing or disposal such county solid waste, unless: 1. The disposal site and the means of processing or disposal comply with this chapter, as amended from time to time, with the plan and with any regulations promulgated by the health department; 2. The disposal site, and the means of processing or disposal, have been designated pursuant to subsection E or F of Section 8.15.030; 3. The operator of the disposal site shall have obtained all permits required by applicable federal, state and local law and said operator shall comply with applicable requirements of all federal, state, and local law; 4. A private owner or operator of the disposal site shall have entered into an agreement with the county specifying the rates to be charged by such owner or operator for processing or disposal of county solid waste at such disposal site. The agreements shall include such other terms as the manager deems necessary to protect the public health, safety, welfare, and for other regulatory</p>	<p><i>Enforcement Authority</i></p> <p>Enforcement. A. The appropriate officers and employees of the county are authorized to take all lawful actions reasonably available to enforce in a timely manner the provisions of Sections 8.15.030D, 8.15.060A, 8.15.110 and this section against any person violating the provisions of those sections, including but not limited to: (1) bringing a civil and/or criminal action against that person and providing testimony and cooperation in the prosecution of that action; (2) barring that person from use of a disposal site; (3) requesting that the Washington Utilities and Transportation Commission under RCW 81.77.120 revoke that person's certificate to collect or transport solid waste or recyclable material; (4) seeking equitable relief against that person; and (5) any other legal remedy. B. To the extent permitted by applicable law and in addition to the penalties and remedies provided herein, violation of the provisions of this chapter shall also be grounds for revocation of licenses and permits, equitable relief, or such other remedies or actions necessary to carry out the purpose of this chapter. (Ord. 91-041 § 12). WHATCOM CC, sect. 8.15.120.</p> <p>Enforcement. The Whatcom County health officer shall work with the county sheriff and parks director to designate trained employees who shall be vested with police powers to enforce and administer the provisions of this chapter and all rules and regulations adopted hereunder in areas of their jurisdiction. The health officer shall also have authority, subject to the purchasing provisions of the county ordinances, to contract with other state and local government agencies for services and personnel reasonably necessary to carry out the enforcement provisions of this chapter. All the foregoing enforcement officers may serve and execute all warrants and citations relating to this chapter in their designated jurisdictions, and other process issued by the courts in enforcing the provisions of this chapter and rules and regulations adopted hereunder. In addition, mailing by registered mail of such warrant, citation, or other process to his last known place of residence shall be deemed as personal service upon the person charged. (Ord. 98-046 Exh. A). WHATCOM CC, sect. 8.28.130.</p>	<p>If the court orders a cleanup of said property and the person, who has previously been charged and was found to have committed the infraction, does not comply with the court's order, the court may then grant the authority to enter said property to comply with the court's order, and thereafter bill the person found to have committed the infraction for the costs incurred. ... (Ord. 98-046 Exh. A). WHATCOM CC, sect. 8.28.100.</p>	<p>"Illegal dumping" means dumping or depositing solid waste at a site other than a permitted solid waste disposal site. WHATCOM CC, sect. 8.28.020(H).</p> <p>"Solid waste" or "wastes" means all putrescible and nonputrescible solid and semisolid wastes including, but not limited to, garbage, rubbish, ashes, industrial wastes, swill, demolition and construction wastes, abandoned vehicles or parts thereof, and recyclable materials. WHATCOM CC, sect. 8.28.020(M).</p>	<p>Source(s): www.mrsc.org</p>

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Whatcom County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
<p>purposes. WHATCOM CC, sect. 8.15.060.</p> <p>Unlawful disposal of solid waste. It is unlawful for any person to dump or deposit or permit the dumping or depositing of any solid waste onto or under the ground or into any waters within the county (other than as exempted under Section 8.15.070) except at a disposal site designated in Section 8.15.030E, as amended from time to time, in accordance with the priorities set forth in said Section 8.15.030G; provided that nothing herein shall prohibit a person from dumping or depositing solid waste resulting from his own activities onto or under the surface of ground owned or leased by him when such action does not violate statutes or ordinances, or create a nuisance. It is unlawful for any person to deliver or deposit any material, article or substance which is not solid waste (for example, hazardous waste) at a disposal site designated pursuant to Section 8.15.030E, as amended from time to time. (Ord. 91-041 § 11). WHATCOM CC, sect. 8.15.110.</p> <p>Public nuisance. Any disposal site hereafter established, altered, expanded, improved, operated, or maintained in violation of any of the provisions of this chapter shall be and the same is declared to be unlawful and a public nuisance. The violation by any person of Sections 8.15.030D, 8.15.060A, 8.15.110 or 8.15.120 is declared to be a public nuisance. The prosecuting attorney, at the direction of the county council, may take such steps or commence such legal or equitable actions as are necessary to abate such nuisances and to restrain and enjoin further unlawful acts. This section shall not limit or restrict any other power or authority authorized by law. (Ord. 91-041 § 14). WHATCOM CC, sect. 8.15.140.</p> <p>Deposit in water prohibited. No person shall throw or deposit litter in any pond, lake, stream, river, bay, or other body of water within the county. (Ord. 98-046 Exh. A). WHATCOM CC, sect. 8.28.070.</p> <p>Illegal dumping. It shall be unlawful for any person to dump or deposit or permit the dumping or depositing of any solid waste or dangerous waste onto or under the surface of the ground or into the waters of this county except at a solid waste or dangerous waste disposal site for which there is a valid permit. This section shall not prohibit a person from dumping or depositing yard clippings, leaves, prunings, or compostables resulting from his own activities onto or under the surface of ground owned or leased by him when such</p>	<p><i>Authority to Assess Penalties</i></p> <p>Penalties. Any person that violates or refuses to or fails to comply with any of the provisions of this chapter or who files or supplies any false, incomplete, or inaccurate information in conjunction with any application shall be deemed guilty of a misdemeanor and shall be punished by imprisonment in the county jail for a maximum term fixed by the court of not more than 90 days, or by fine in the amount fixed by the court of not more than \$1,000, or both such imprisonment and fine. Each day of continuing violation or noncompliance shall be deemed a separate offense. Nothing contained in this section shall be construed to exempt offender from any other suit, prosecution, or penalty provided in another section of the county code or as otherwise provided by law. (Ord. 91-041 § 13). WHATCOM CC, sect. 8.15.130.</p> <p>Violations and penalties – Abatement. Any violation of this chapter shall be subject to the following penalties: A. It is a Class 3 civil infraction as defined in RCW 7.80.120 for a person to transport an unsecured load or for a person to litter or to allow improper disposal, in an amount less than or equal to one cubic foot. B. It is a Class 1 civil infraction as defined in RCW 7.80.120 for a person to litter or allow improper disposal in an amount greater than one cubic foot. Unless suspended or modified by a court, the person shall also pay a litter cleanup fee of \$25.00 per cubic foot of litter. The court may, in addition to or in lieu of part or all of the cleanup fee, order the person to pick up and remove litter from the property, with prior permission of the legal owner or, in the case of public property, of the agency managing the property. A punitive percentage set by the court relating to staff and court costs may also be levied. Said percent shall not exceed the actual cost incurred. C. If the violation occurs in a county park, the court may, in addition to any other penalties assessed, order the person to perform up to 24 hours of community service in the county park where the violation occurred. D. If the court orders a cleanup of said property and the person, who has previously been charged and was found to have committed the infraction, does not comply with the court's order, the court may then grant the county the authority to</p>			

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Whatcom County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
<p>action does not violate statutes or ordinances, or create a nuisance. (Ord. 98-046 Exh. A). WHATCOM CC, sect. 8.28.080.</p>	<p>enter said property to comply with the court's order, and thereafter bill the person found to have committed the infraction for the costs incurred. If the person found to have committed the infraction is someone other than the owner of the property, the owner of the property must first be given notice of the county's intent to clean up the property and be provided a period of no less than seven days after notice is given to complete cleaning up the property himself. Where the full amount due to the county for cleanup is not paid within 30 days after the disposal of the litter, and if the owner or his agent, including any tenant of the property, was the person found to have committed the infraction, the county may cause to be recorded in the Whatcom County auditor's office a sworn statement showing the costs and expense incurred for the work, the date the work was done, and the location of the property on which the work was done. If the person found to have committed the infraction is someone other than the owner of the property, the owner shall be given notice by the county of the recordation of the statement at the time of its filing in the auditor's office. The recordation of such sworn statement shall constitute a lien and privilege on the property that shall remain in full force and effect for the amount due in principal and interest of one percent per month, plus costs of court, if any, for collection, until final payment has been made. (Ord. 98-046 Exh. A). WHATCOM CC, sect. 8.28.100.</p> <p><i>Authority to Abate</i></p> <p>Violations and penalties – Abatement. Any violation of this chapter shall be subject to the following penalties: A. It is a Class 3 civil infraction as defined in RCW 7.80.120 for a person to transport an unsecured load or for a person to litter or to allow improper disposal, in an amount less than or equal to one cubic foot. B. It is a Class 1 civil infraction as defined in RCW 7.80.120 for a person to litter or allow improper disposal in an amount greater than one cubic foot. Unless suspended or modified by a court, the person shall also pay a litter cleanup fee of \$25.00 per cubic foot of litter. The court may, in addition to or in lieu of part or all of the cleanup fee, order the person to pick up and remove litter from the property, with prior permission of the legal owner or, in the case of public property, of the agency</p>			

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Whatcom County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
	<p>managing the property. A punitive percentage set by the court relating to staff and court costs may also be levied. Said percent shall not exceed the actual cost incurred. C. If the violation occurs in a county park, the court may, in addition to any other penalties assessed, order the person to perform up to 24 hours of community service in the county park where the violation occurred. D. If the court orders a cleanup of said property and the person, who has previously been charged and was found to have committed the infraction, does not comply with the court's order, the court may then grant the county the authority to enter said property to comply with the court's order, and thereafter bill the person found to have committed the infraction for the costs incurred. If the person found to have committed the infraction is someone other than the owner of the property, the owner of the property must first be given notice of the county's intent to clean up the property and be provided a period of no less than seven days after notice is given to complete cleaning up the property himself. Where the full amount due to the county for cleanup is not paid within 30 days after the disposal of the litter, and if the owner or his agent, including any tenant of the property, was the person found to have committed the infraction, the county may cause to be recorded in the Whatcom County auditor's office a sworn statement showing the costs and expense incurred for the work, the date the work was done, and the location of the property on which the work was done. If the person found to have committed the infraction is someone other than the owner of the property, the owner shall be given notice by the county of the recordation of the statement at the time of its filing in the auditor's office. The recordation of such sworn statement shall constitute a lien and privilege on the property that shall remain in full force and effect for the amount due in principal and interest of one percent per month, plus costs of court, if any, for collection, until final payment has been made. (Ord. 98-046 Exh. A). WHATCOM CC, sect. 8.28.100.</p>			

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Yakima County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
<p>Designated. The following are declared nuisances and forbidden by these rules: (1) No person shall knowingly or negligently cause or permit pollution or contamination of any sort to enter any lake, pond, river, creek, stream, reservoir, irrigation canal or ditch, well, spring, drain or drainage system within the limits of the county; ... (9) No person shall dump, throw or deposit garbage or refuse of any kind upon any public highway or public lands. Any person guilty of depositing refuse or garbage at any place other than an authorized dump ground shall be guilty of a misdemeanor; (10) Public or private dumping grounds or sanitary fills shall not hereafter be established unless permission in writing is granted by the county board of health after duly published hearing, at which hearing remonstrants [sic], if there are any, shall be heard. Any dumping ground or sanitary fill which is operating at this time without official sanction, as specified above, shall cease to operate upon three days' notice from the health officer or any one of his duly authorized deputies; ... Yakima County Code (updated April 1, 2005)("YAKIMA CC"), sect. 6.20.020.</p> <p>It is unlawful for any person to place, deposit, or permit to be deposited in any unsanitary manner on public or private property within the county, or in any area under the jurisdiction of the county, any human or animal excrement, garbage, or other objectionable waste. (Ord. 2-1993 § 3.01, 1993). YAKIMA CC, sect. 12.05.070.</p> <p>Purpose. The purpose of this title is to provide minimum standards to safeguard life or limb, health, property, and general public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location and placement, repair and maintenance of all buildings and structures within Yakima County and of certain equipment specifically regulated herein and to safeguard to a reasonable degree life and property from the hazards of fire and explosion arising from the storage, handling, and use of hazardous substances, materials and devices, and from conditions hazardous to life or property in the use or occupancy of buildings or premises. Enactment and enforcement of this title is intended to only protect the general public welfare and not specific persons or property. Nothing in this title nor the uniform codes adopted by reference herein shall be construed to impose any legal duty, directly or indirectly, upon Yakima County or its officials and employees to protect individual persons or property in individual circumstances. (Ord. 20-1998 § 2 (part), 1998). Yakima County Building Code ("YAKIMA</p>	<p>Enforcement Authority</p> <p>*For statutory provisions authorizing the board of county commissioners to make and enforce, by appropriate resolutions or ordinances, all such police and sanitary regulations as are not in conflict with state law, and authorizing the board of county commissioners to declare any violation of such resolutions or ordinances to be a misdemeanor, see RCW 36.32.120(7). For statutory provisions declaring "every crime punishable by a fine of not more than two hundred fifty dollars, or by imprisonment in a county jail for not more than ninety days," a misdemeanor, see RCW 9.01.020. YAKIMA CC, Chap. 1.24, ftn.</p> <p>Authority to Assess Penalties</p> <p>Unless otherwise specifically provided, any person violating any provisions or failing to comply with any of the mandatory requirements of the ordinances of Yakima County shall be guilty of a misdemeanor. Any person convicted of a misdemeanor under the ordinances of Yakima County shall be punished by a fine of not more than two hundred fifty dollars, or by imprisonment not to exceed ninety days or by both such fine and imprisonment. Each such person shall be guilty of a separate offense for each and every day during any portion of which any violation of any provision of the ordinances of Yakima County is committed, continued or permitted by any such person, and he shall be punished accordingly. (Ord. 4-1971 §1, 1971). YAKIMA CC, sect. 1.24.010.</p> <p>Designated. Unless otherwise specifically provided, any person violating any provisions or failing to comply with any of the mandatory requirements of the ordinances of Yakima County shall be guilty of a misdemeanor. Any person convicted of a misdemeanor under the ordinances of Yakima County shall be punished by a fine of not more than two hundred fifty dollars, or by imprisonment not to exceed ninety days or by both such fine and imprisonment. Each such person shall be guilty of a separate offense for each and every day during any portion of which any violation of any provision of the ordinances of Yakima County is committed, continued or permitted by any such person, and he shall be</p>	<p>Whenever necessary to make an inspection to enforce any ordinance or resolution, or whenever there is reasonable cause to believe there exists an ordinance or resolution violation in any building or upon any premises within the jurisdiction of the county, any authorized official of the county may, upon presentation of proper credentials, enter such building or premises at all reasonable times to inspect the same or to perform any duty imposed upon him by ordinance; provided that except in emergency situations he shall give the owner and/or occupant, if</p>	<p>A nuisance consists of unlawfully doing an act or omitting to perform a duty, which act or omission either annoys, injures or endangers the comfort, repose, health or safety of others, offends decency, or unlawfully interferes with, obstructs or tends to obstruct or render dangerous for passage any lake, navigable river, bay, stream, canal or basin, or any public park, square, street or highway; or in any way renders other persons insecure in life or the use of property. (Vol. R p. 423 (part), 1937). YAKIMA CC, sect. 6.20.010.</p> <p>"Solid waste" means all putrescible and nonputrescible solid and semisolid wastes including, but not limited to, garbage, rubbish, wood waste, ashes, industrial wastes, swill,</p>	<p>Source(s): www.mrsc.org</p>

Appendix D - SUMMARY OF COUNTY CODE PROVISIONS REGARDING WASTE TIRES AND ENFORCEMENT AUTHORITY

Yakima County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
<p>CBC”), sect. 13.01.020.</p> <p>The following uses and activities are prohibited within a designated hydrologically related critical area: ... (7) Solid waste disposal sites; ... YAKIMA CC, sect. 16A.04.07.</p>	<p>punished accordingly. (Ord. 4-1971 §1, 1971). YAKIMA CC, sect. 1.24.010.</p> <p><i>Authority to Abate</i></p> <p>The owner or owners of the property upon which a nuisance exists or upon which a dead animal lies shall be held responsible for the condition and shall abate the nuisance or dispose of the dead animal in a sanitary manner. If the property is leased, then the tenant or occupant of the property shall be held responsible for the abatement of the nuisance or the sanitary disposal of the dead animal; ... YAKIMA CC, sect. 6.20.020(15).</p>	<p>they can be located after reasonable effort, seventy-two hours' written notice of the authorized official's intention to inspect. In the event the owner and/or occupant refuses entry, the official is empowered to seek assistance from any court of competent jurisdiction in obtaining such entry. (Ord. 5-1971 §1, 1971). YAKIMA CC, sect. 1.28.010.</p> <p>Inspection and enforcement. The director and other duly authorized employees of the county bearing proper credentials and identification shall be permitted no enter private</p>	<p>demolition and construction wastes, abandoned vehicles or parts thereof, and discarded commodities. Solid waste shall not include earth, clay, sand or gravel. (Ord. 8-1995 §1 (2.366), 1995). YAKIMA CC, sect. 16A.02.366S.</p> <p>"Public Nuisance" is defined to have the following meanings: 1. It shall be a public nuisance for any owner or other person in control of said property or premises to keep or maintain property, premises or rights-of-way in such a manner that any of the following conditions are found to exist: (a) Abandoned, dismantled, wrecked, inoperable unlicensed, and discarded objects, ... not limited to vehicles ... stored on property or on sidewalks or streets which can be viewed from a</p>	

Appendix D - SUMMARY OF COUNTY CODE PROVISIONS REGARDING WASTE TIRES AND ENFORCEMENT AUTHORITY

Yakima County				
Prohibited Acts	Enforcement Authority and Available Mechanisms	Authority to Inspect or Access Site	Definitions	Source(s), Misc. Provisions, and Notes
		property for the purposes of inspection, observation, measurement, sampling, and testing for the enforcement of the provisions of this chapter. (Ord. 2-1993 § 7.01, 1993). YAKIMA CC, sect. 12.05.060.	public street or walkway, alley or other public property which items are readily accessible from such places, or which are stored on private property in violation of any other law or ordinance; (b) Discarded putrescibles, garbage, rubbish, refuse ... which are determined by an Enforcement Officer to constitute a fire hazard or to be detrimental to human life, health or safety; ... YAKIMA CBC, sect. 13.10.050.	

APPENDIX E

PROJECT QUALIFIERS

This report presents a summary of work performed under Work Request Number 1728 and Convenience Contract 30700-Environmental Consulting Services, with the Department of General Administration, Office of State Procurement. House Bill 2085, passed in the 2005 legislative session, directing the Washington Department of Ecology (Ecology) to conduct a study of unauthorized tire piles in Washington. Ecology subsequently retained G-Logics, with our team members Cascadia Law Group, Walker Associates, and Blue Sage Environmental, to complete the study. The study is to be completed and submitted by Ecology to the appropriate standing committees of the legislature by November 15, 2005.

G-Logics and our team members performed this work in accordance with our agreement dated July 11, 2005. This report is subject to the qualifiers presented below.

Scope of Services

As stated in our project authorization, this study included the following work as identified by Ecology (quotes omitted).

Identify Sites, Estimate Tires, and Map Piles

The contractor will identify existing tire-pile cleanup sites statewide, estimate the number of tires at each site; create a map identifying the location of each tire pile; and photograph each tire pile.

Estimate Cleanup Costs

The contractor will estimate the cost to cleanup each identified tire pile site.

Estimate Reimbursements, Review County Needs, and Prepare Cleanup Plan

The contractor will estimate the reimbursement of costs that could be recovered from persons or entities that created or have responsibility for the site; identify the type of reimbursements for recovery by each of the tire cleanup sites; assessment of local government functions relating to the unauthorized tire piles, including cleanup, enforcement, and public health; identify the local needs for each county; and develop a statewide cleanup plan based upon multiple funding options between twenty and sixty cents

for each new tire sold at retail in the state starting July 1, 2005. The plan will include the estimated timeframe to begin each of the tire cleanups and the completion date for each site. In addition, the plan must include a process to be followed in selecting entities to perform the tire site cleanups.

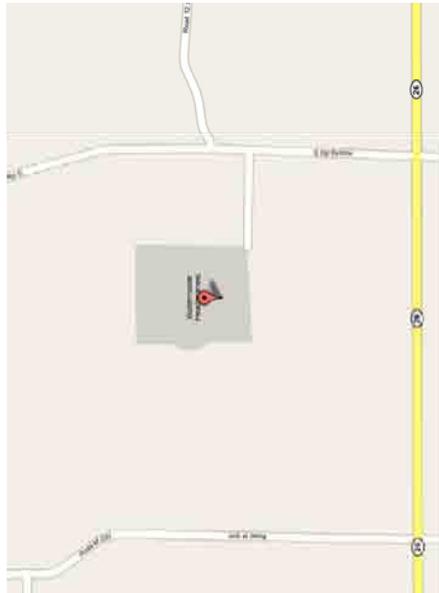
Significant Assumptions

G-Logics discussed the scope of work on this project with Ecology, who subsequently approved our services. G-Logics identified and confirmed with Ecology following assumptions for this project.

- We defined “tire pile cleanup sites” and “unauthorized tire piles” as sites with more than 800 tires and which were not authorized or permitted by any local jurisdiction.
- Tires located on dairy farms, normally used to secure covers on silage piles, were not included in the study.
- Tire piles located on Native American lands. No distinction was made regarding location on reservation, fee lands, or public-domain allotment.
- Tires located on National Forests were not included in this study.
- Tires identified for resale (often stacked for customer access and viewing) were recorded, but were not counted as “scrap tires” for purposes of this study.
- Tires compressed into bales (approximately 100 tires per bale) were recorded, but were not counted as “scrap tires” for purposes of this study.

APPENDIX F

Aerial Photographs



Legend

  Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

Mapping reduced to 8.5 x 11 for report production.
Original 11 x 17 mapping available at Ecology offices.

Approximate Drawing Scale: 1" = 100'
0 ft. 60 ft. 100 ft. 200 ft.

Important Note: This figure contains information in color.
Black & white photocopies may not be suitable for review.

g-logics
Project File: 01-0377-A-S11.vsd

B & G Farms Missile Site
Royal City, Grant County

Site
11

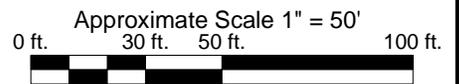


Legend

  Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).



Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.



Project File: 01-0377-A-S12.vsd

B & G Farms Headquarters
Royal City, Grant County

Site
12



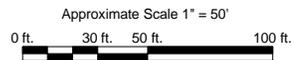
Mapping reduced to 8.5 x 11 for report production.
Original 11 x 17 mapping available at Ecology offices.

Legend

 **(A)** Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).



Important Note: This figure contains information in color.
Black & white photocopies may not be suitable for review.

g-logics

Project File: 01-0377-A-S15.vsd

**Fairview Canyon
Monitor, Chelan County**

**Site
15**



Legend

 (A) Tire Pile Location and Identifier (approximate extent)

 Area of Suspected Buried Tires

Approximate Scale 1 inch = 100 feet
 0 ft. 60 ft. 100 ft. 200 ft.



Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

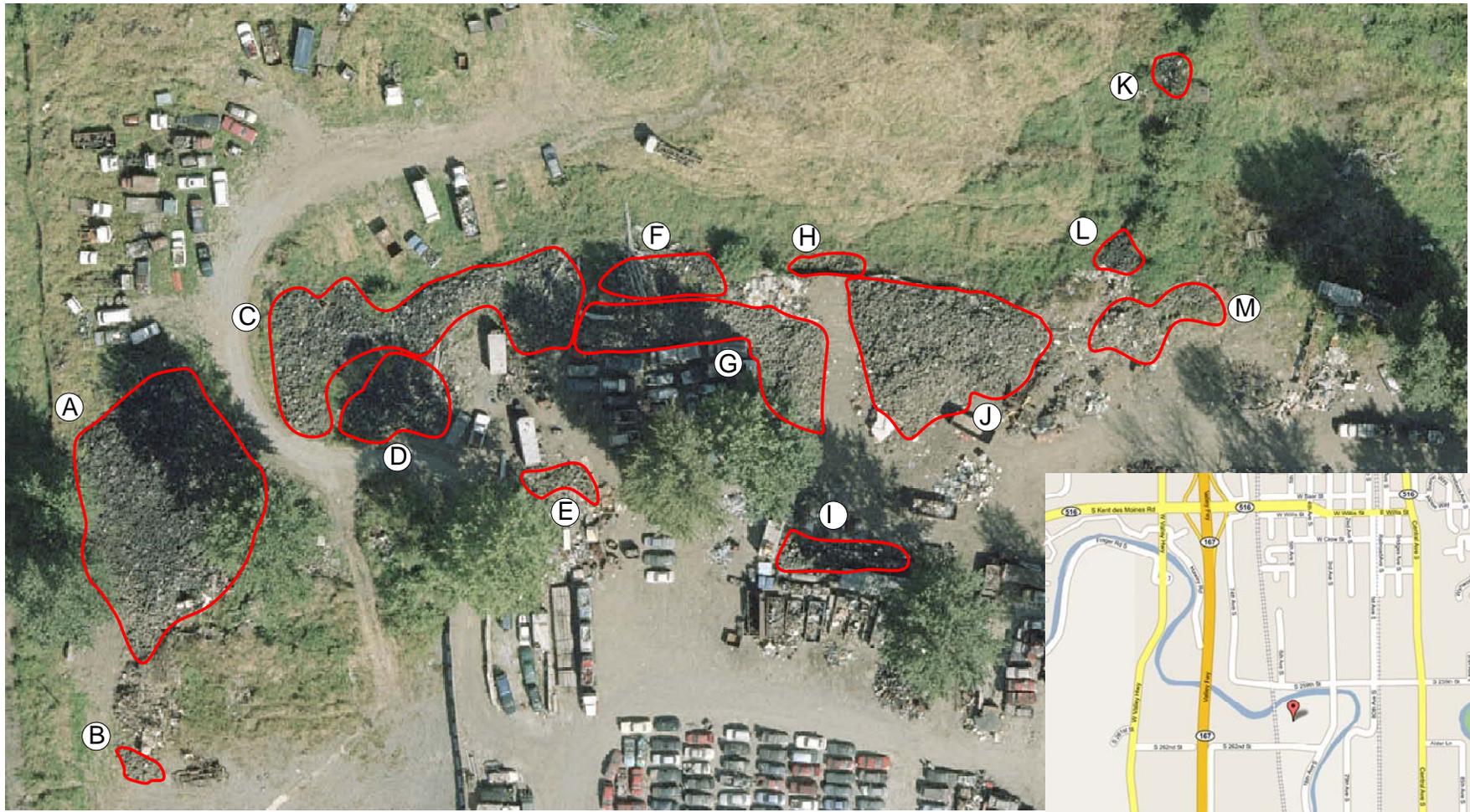
Mapping Reference: Walker Associates Aerial Photograph (2005).



Project File: 01-0377-A-S16.vsd

Rhinehart Pile
Kelso, Cowlitz County

Site
16



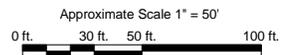
Legend

 (A) Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

Mapping reduced to 8.5 x 11 for report production.
Original 11 x 17 mapping available at Ecology offices.



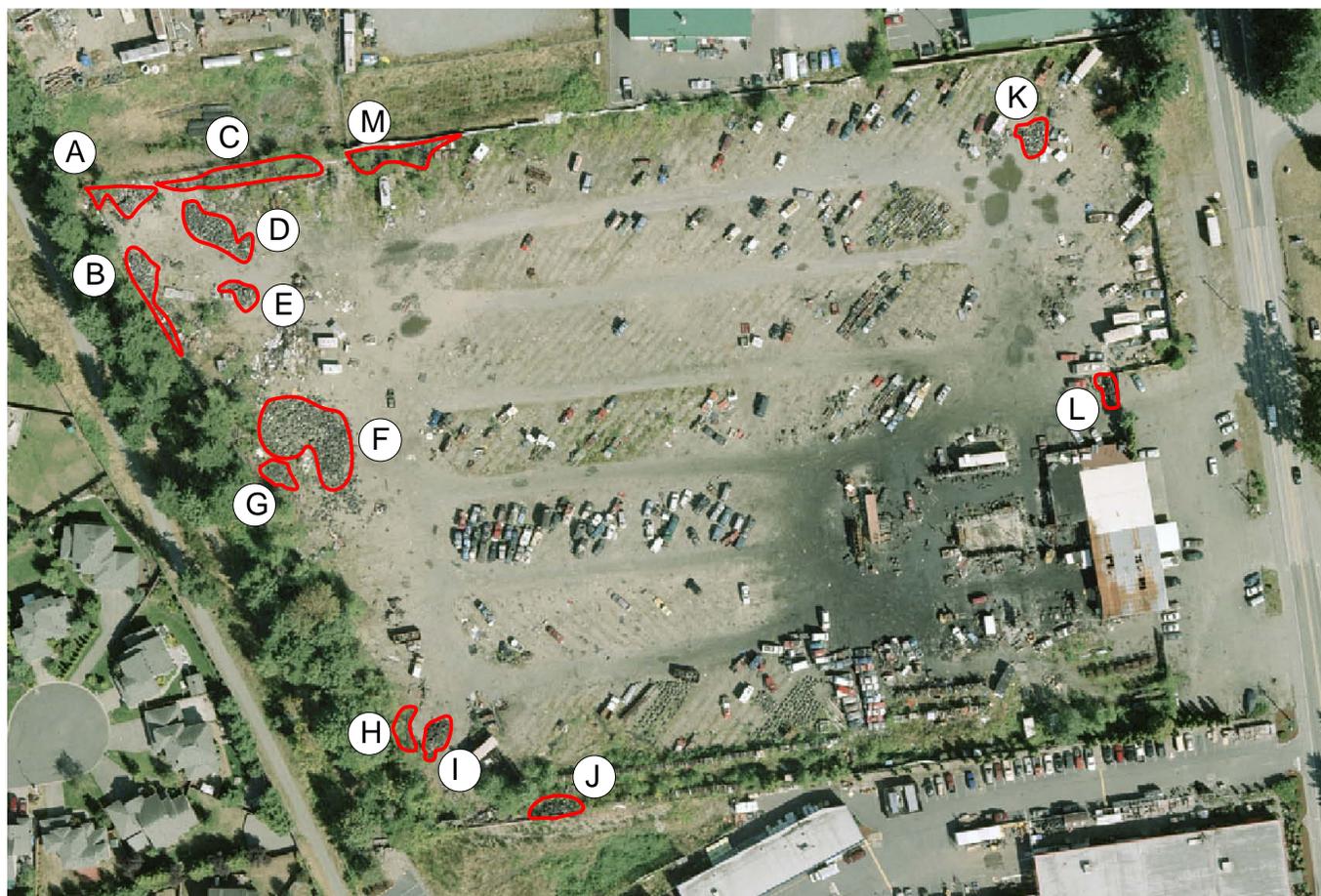
Important Note: This figure contains information in color.
Black & white photocopies may not be suitable for review.



Project File: 01-0377-A-S17.vsd

Japanese Auto Wrecking
Kent, King County

Site
17



Legend

 (A) Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

**Mapping reduced to 8.5 x 11 for report production.
Original 11 x 17 mapping available at Ecology offices.**

Approximate Drawing Scale: 1" = 100'
0 ft. 60 ft. 100 ft. 200 ft.

Important Note: This figure contains information in color.
Black & white photocopies may not be suitable for review.



**Four Corners Auto Wrecking
Maple Valley, King County**

**Site
18**



Mapping reduced to 8.5 x 11 for report production.
Original 11 x 17 mapping available at Ecology offices.

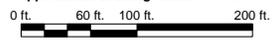
Legend

  Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

Approximate Drawing Scale: 1" = 100'



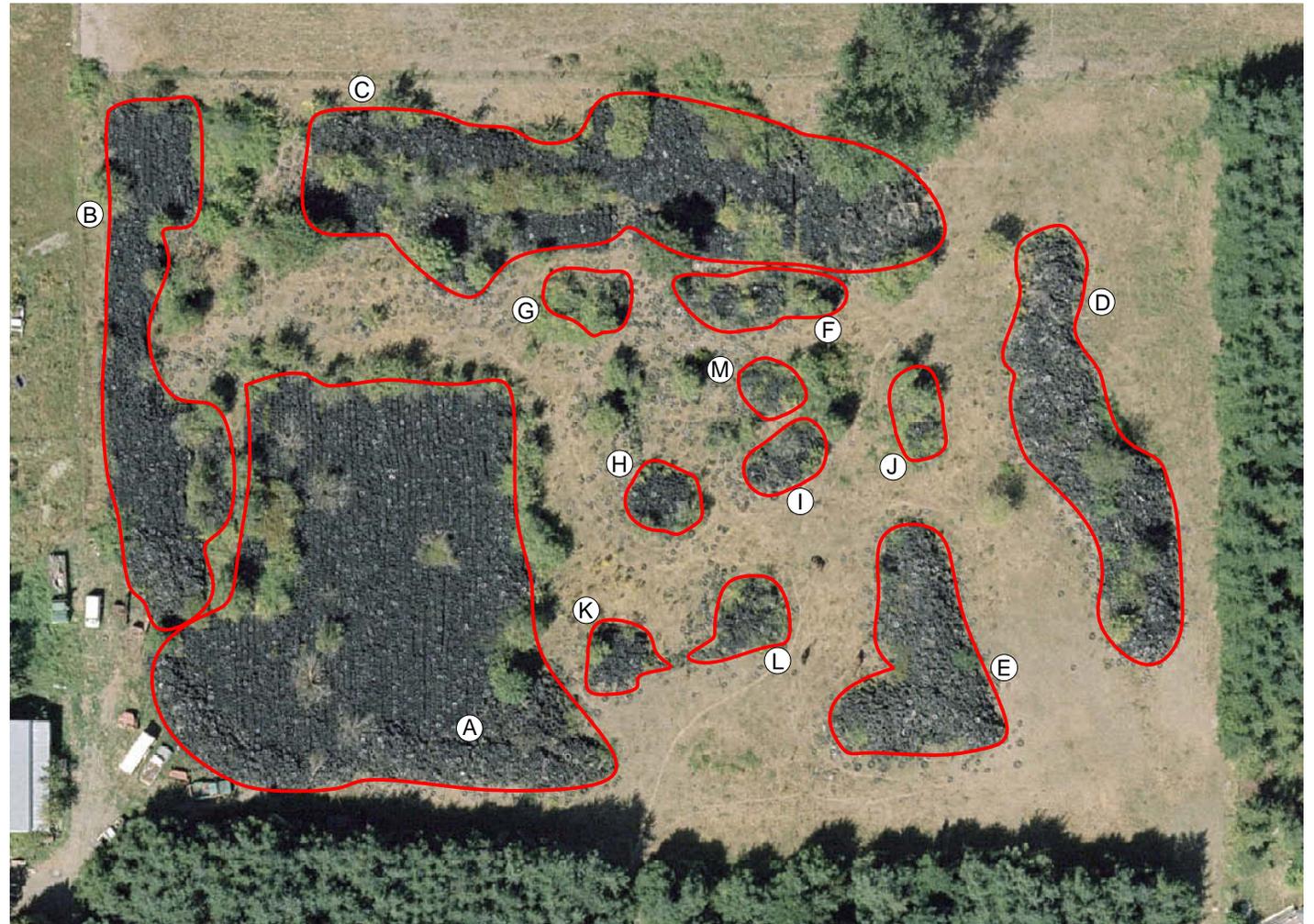
Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.



Project File: 01-0377-A-S19.vsd

Goldendale – Tire Shredders
Goldendale, Klickitat County

Site
19



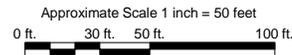
Legend

 (A) Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

Mapping reduced to 8.5 x 11 for report production.
Original 11 x 17 mapping available at Ecology offices.



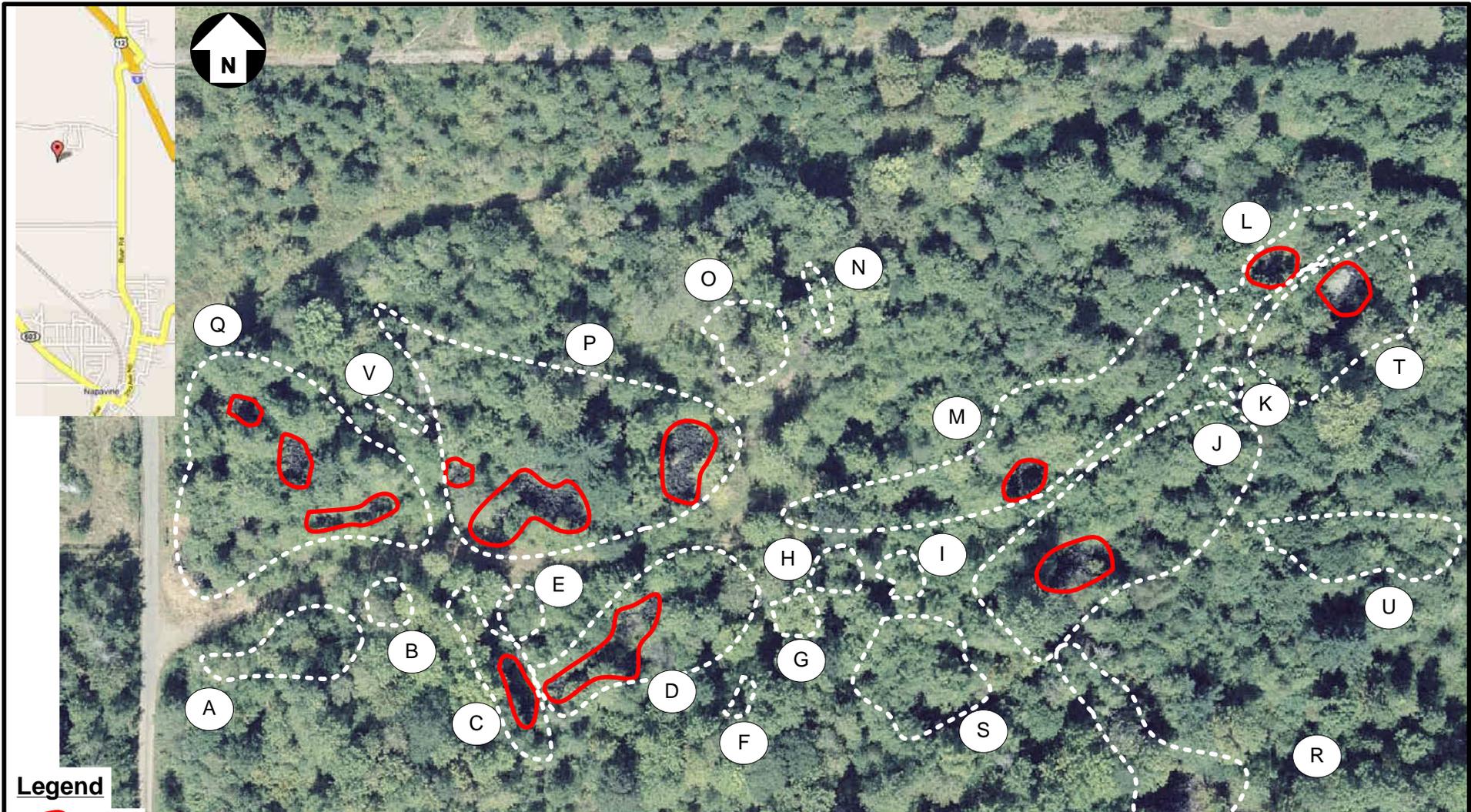
Important Note: This figure contains information in color.
Black & white photocopies may not be suitable for review.



Project File: 01-0377-A-S20.vsd

Petty Tire Pile
Toledo, Lewis County

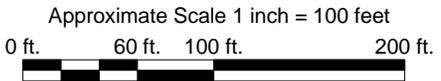
Site
20



Legend

 **A** Tires Visible in Current Aerial Photograph and Identifier

 Approximate location of tire piles shown in 1995 SCS Engineering Report (1993 Aerial Photo)



*g*o**logics**

Project File: 01-0377-A-S21.vsd

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

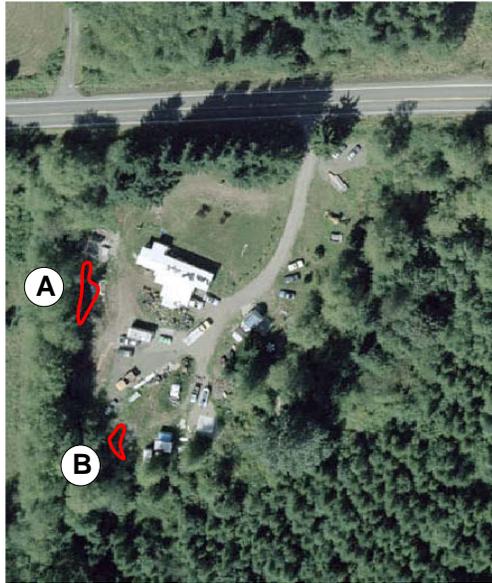
Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.

Napavine Tires / Sommerville Road
Napavine, Lewis County

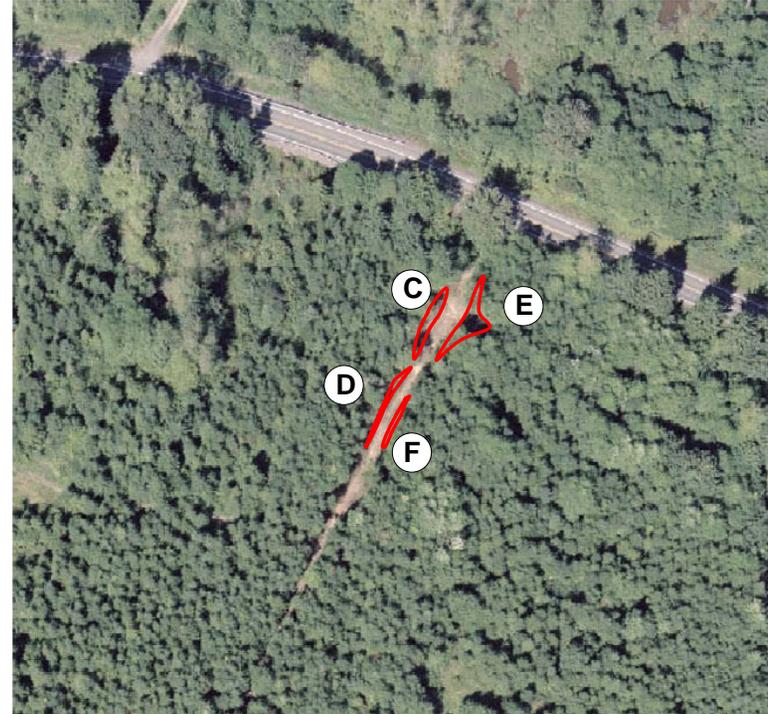
Site
21



West Area



East Area



Legend

  Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

Mapping reduced to 8.5 x 11 for report production.
Original 11 x 17 mapping available at Ecology offices.

Approximate Drawing Scale: 1" = 100'
0 ft. 60 ft. 100 ft. 200 ft.

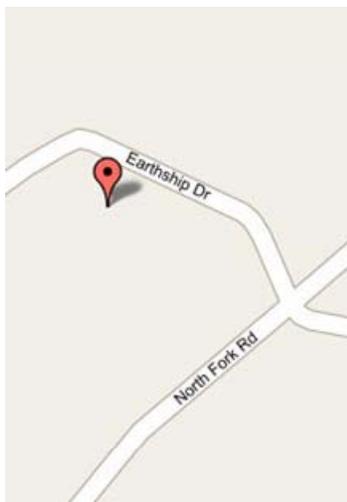
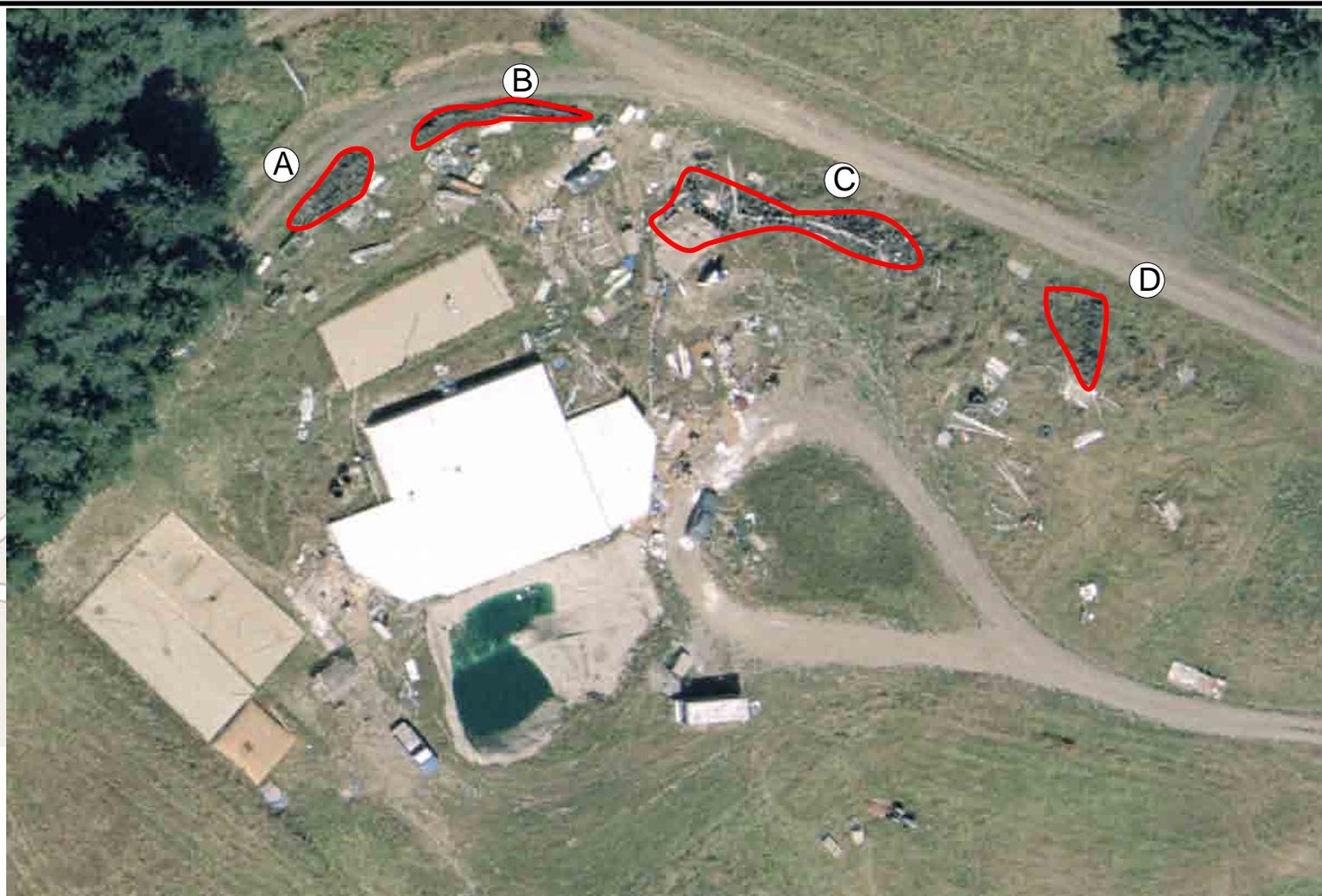
Important Note: This figure contains information in color.
Black & white photocopies may not be suitable for review.



Project File: 01-0377-A-S22.vsd

Denton Properties
Onalaska, Lewis County

Site
22



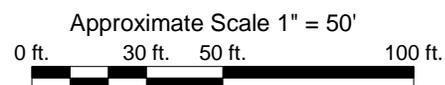
Legend

 (A) Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

Important Note: This figure contains information in color.
Black & white photocopies may not be suitable for review.



*g*logics

Project File: 01-0377-A-S23.vsd

Avron

Chehalis, Lewis County

Site

23



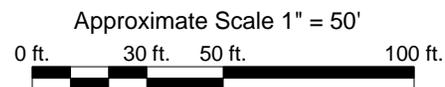
Legend

  Approximate Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

Important Note: This figure contains information in color.
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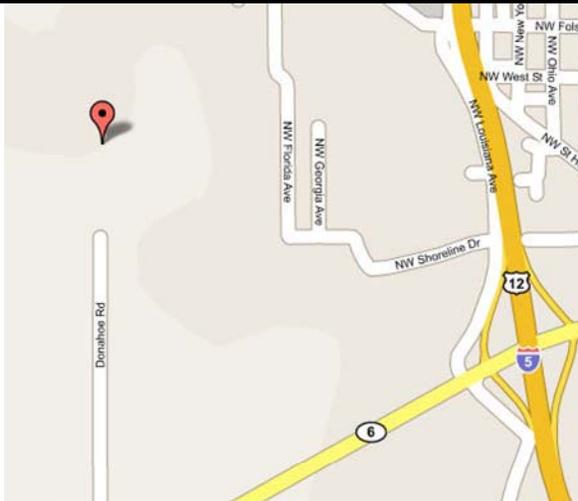
Project File: 01-0377-A-S24.vsd

Goff Road

Adna, Lewis County

Site

24



Legend

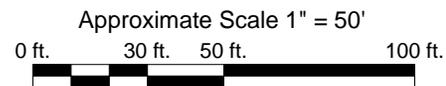
 **A** Tire Pile Location and Identifier

 Approximate Tire Pile Boundary

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

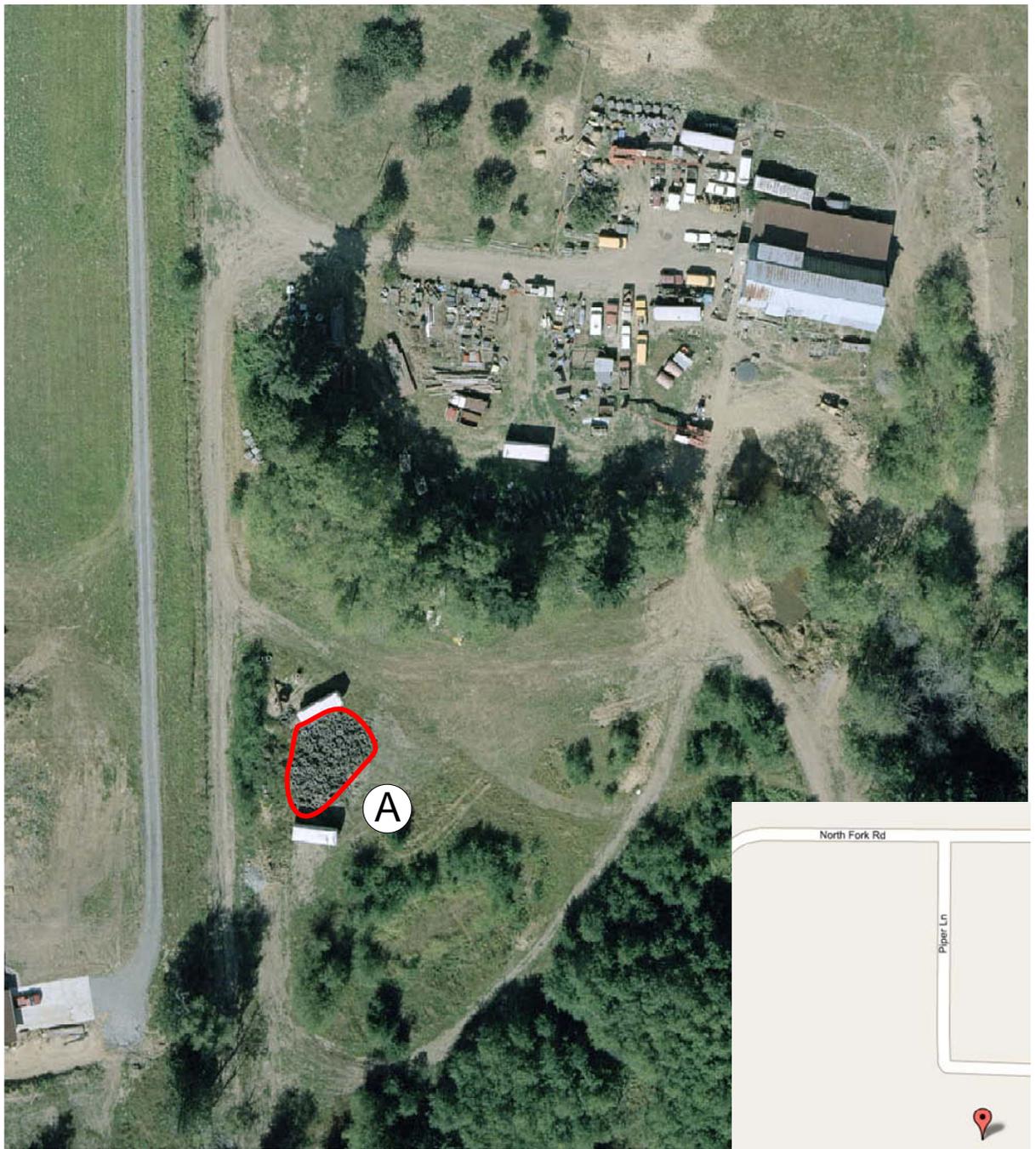
Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.



Project File: 01-0377-A-S25.vsd

Donahoe Road
Chehalis, Lewis County

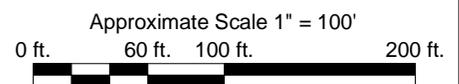
Site
25



Legend



Tire Pile Location and Identifier



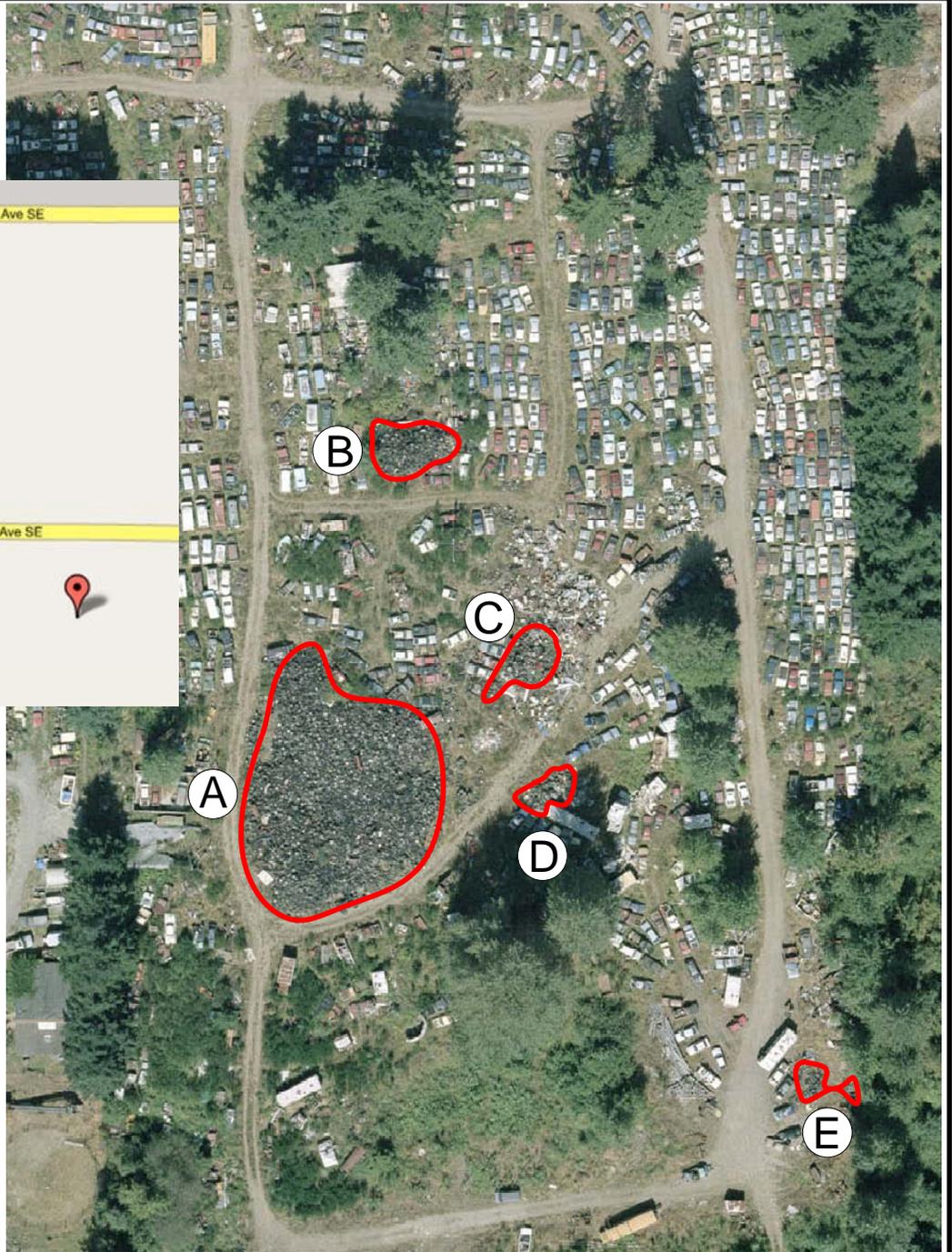
See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

Important Note: This figure contains information in color.
Black & white photocopies may not be suitable for review.

Levine Property
Chehalis, Lewis County

Site
26



Legend

 (A) Tire Pile Location and Identifier

Approximate Scale 1 inch = 100 feet
0 ft. 60 ft. 100 ft. 200 ft.


See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

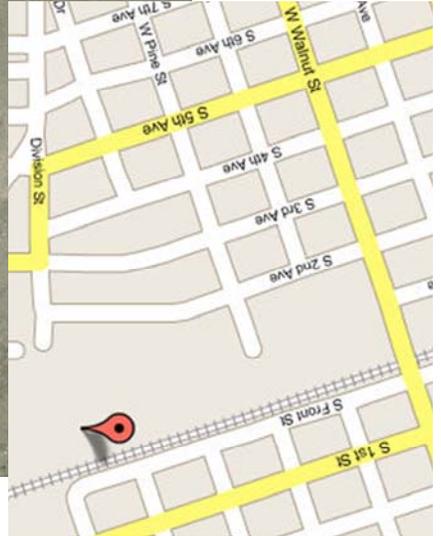
Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.

Project File:
01-0377-A-S28.vsd



John's Auto Wrecking
Olympia, Thurston County

Site
28



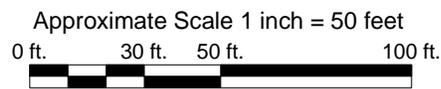
Legend

 (A) Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

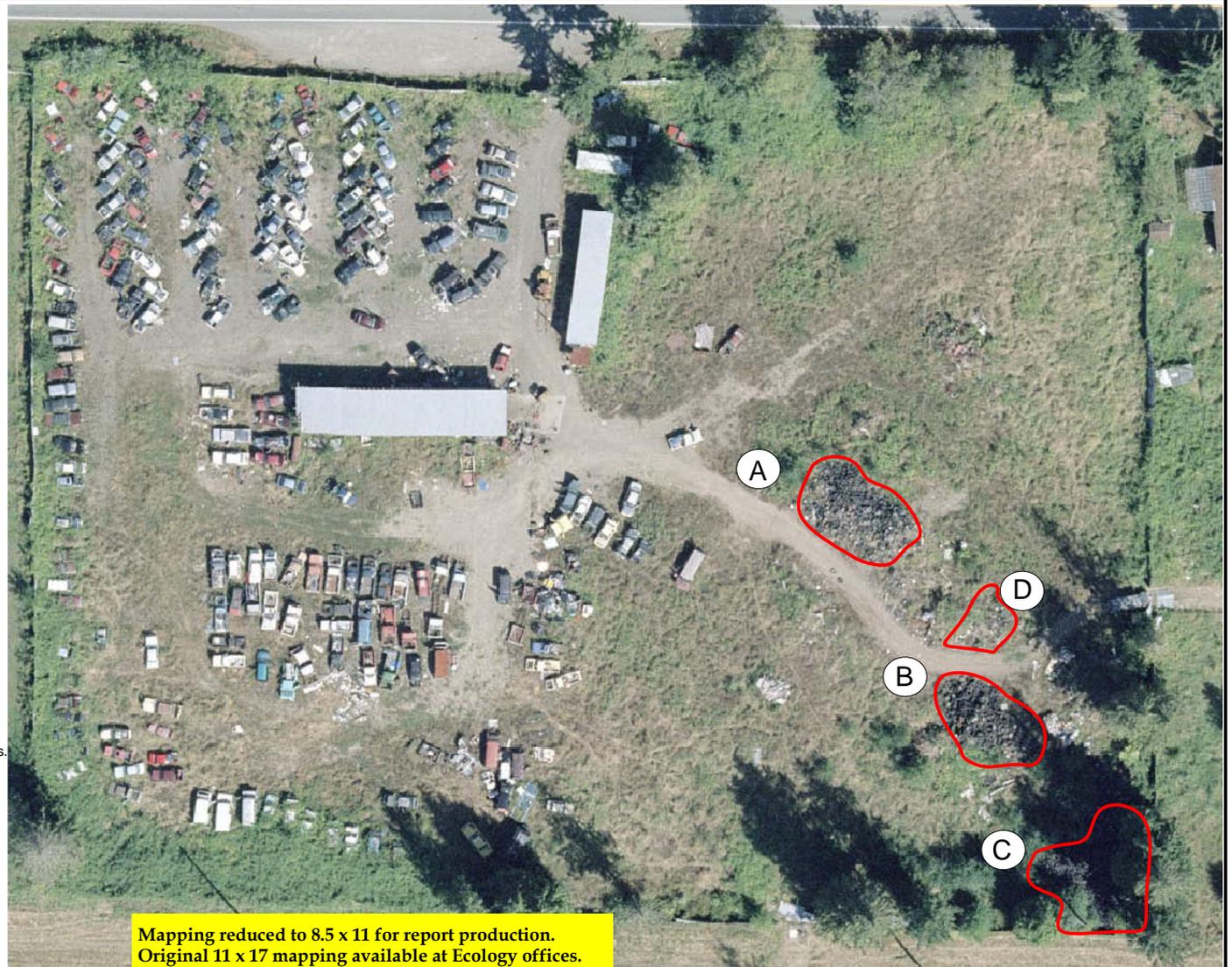
Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.



*g*logics
Project File: 01-0377-A-S31.vsd

Central Recycling
Yakima, Yakima County

Site
31



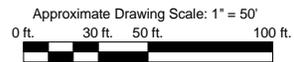
Legend

 A Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

Mapping reduced to 8.5 x 11 for report production.
Original 11 x 17 mapping available at Ecology offices.



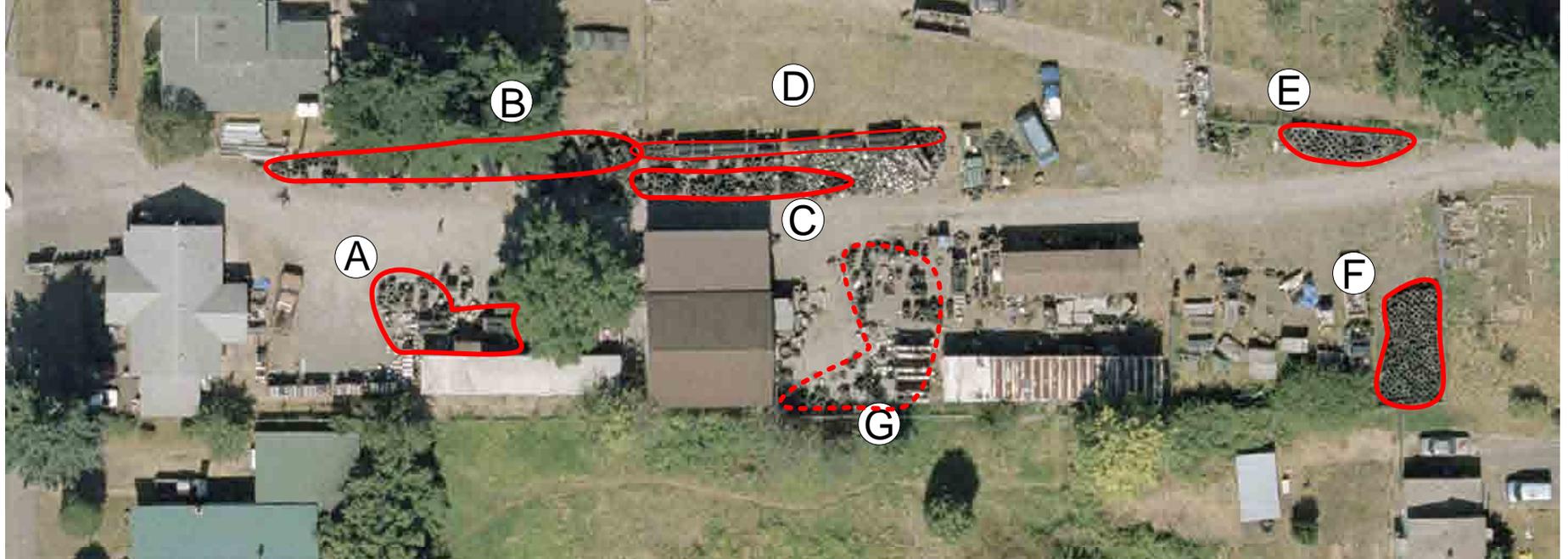
Important Note: This figure contains information in color.
Black & white photocopies may not be suitable for review.



Project File: 01-0377-A-S32.vsd

C & F Auto Wrecking
Duvall, King County

Site
32



Legend

-  (A) Tire Pile Location and Identifier
-  (G) Scattered Tires

Approximate Scale 1 inch = 50 feet
 0 ft. 30 ft. 50 ft. 100 ft.



Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.



Project File: 01-0377-A-S33.vsd

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

<p>Radical Radials Centralia, Lewis County</p>	<p>Site 33</p>
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Approximate Scale 1" = 100'
 0 ft. 60 ft. 100 ft. 200 ft.

Legend

  Scattered Tire Piles and Identifier, Piles Not Visible in Aerial Photo

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

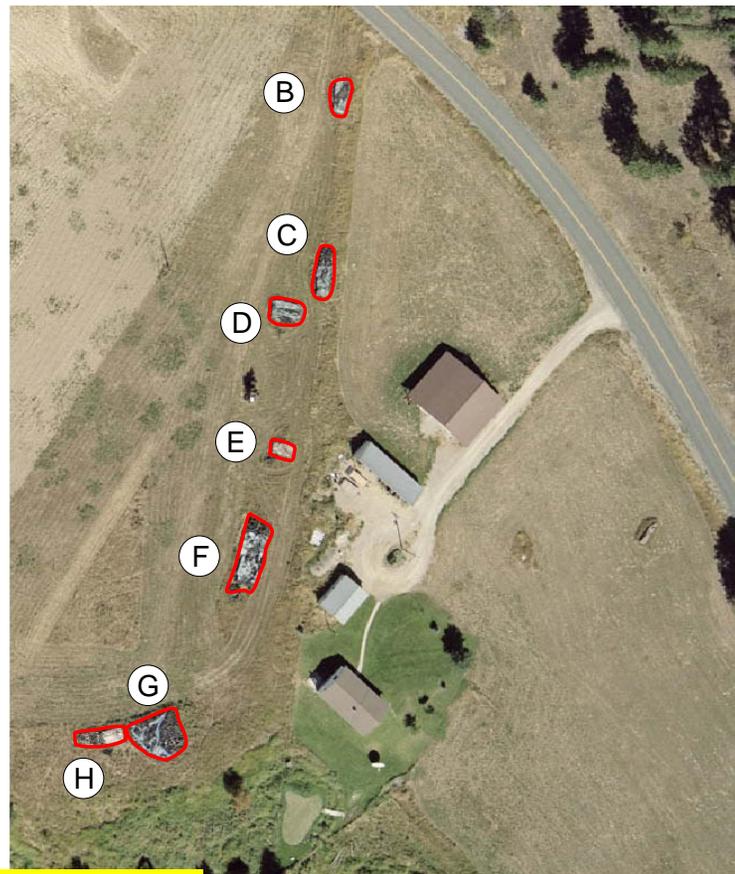
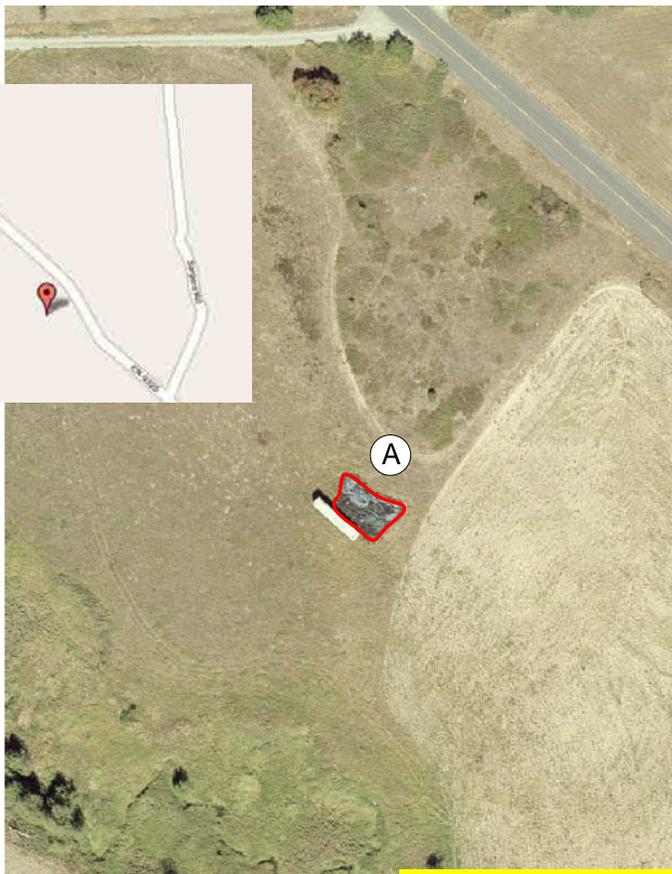
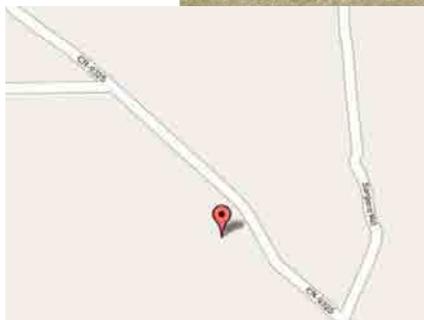
Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.

Japanese Gulch
Everett, Snohomish County

Site
35

West Site

East Site



Legend

-   Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

Mapping reduced to 8.5 x 11 for report production.
Original 11 x 17 mapping available at Ecology offices.

Approximate Drawing Scale: 1" = 100'
0 ft. 60 ft. 100 ft. 200 ft.

Important Note: This figure contains information in color.
Black & white photocopies may not be suitable for review.

g-logics
Project File: 01-0377-A-S37.vsd

Marble Valley
Addy, Stevens County

Site
37



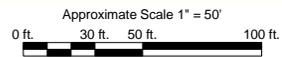
Legend

Approximate Tire Pile Boundary and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005) and G-Logics Site Observations.

**Mapping reduced to 8.5 x 11 for report production.
Original 11 x 17 mapping available at Ecology offices.**



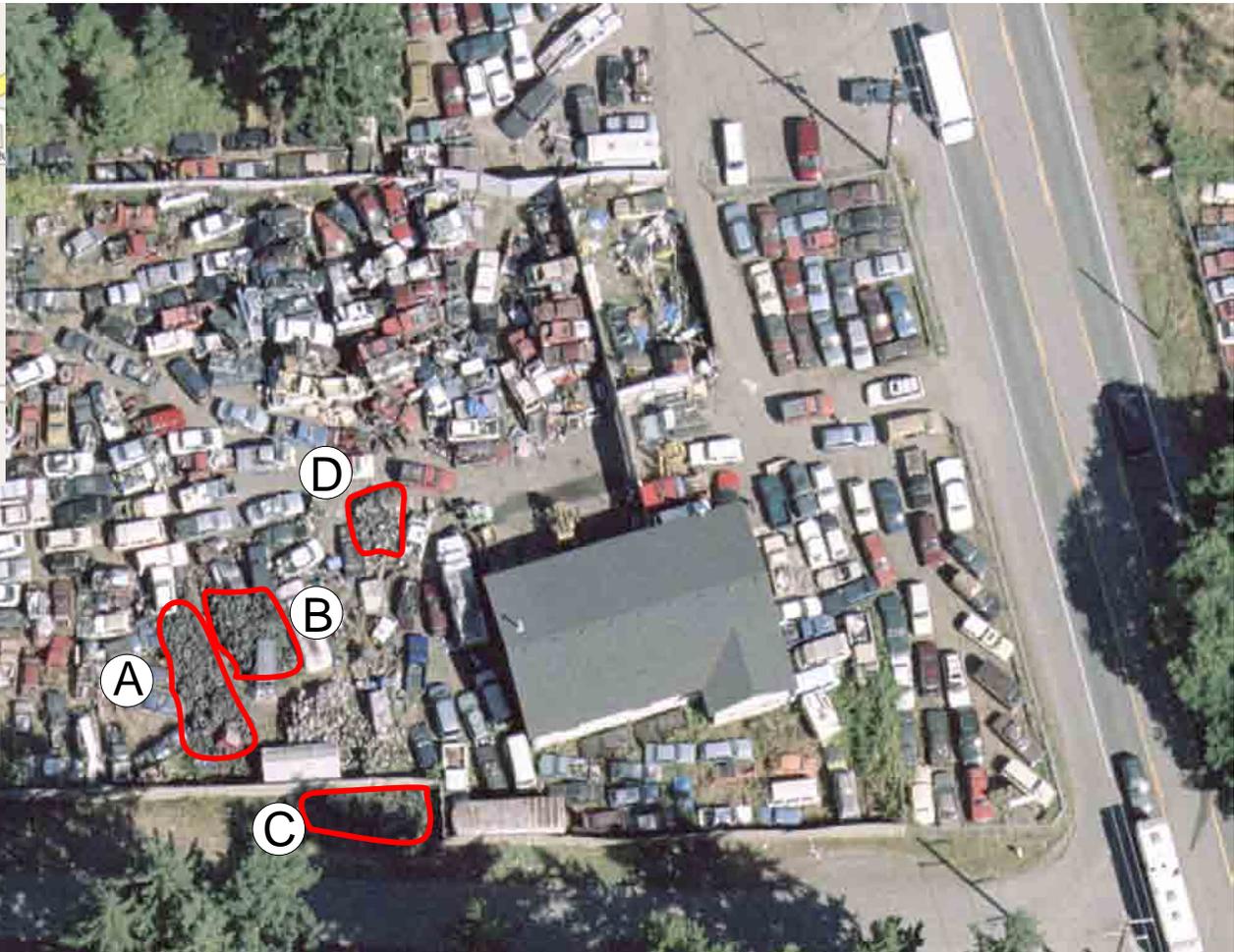
Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.



Project File: 01-0377-A-S38.vsd

Sargent Road
Rochester, Thurston County

Site
38



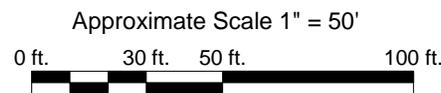
Legend

 **(A)** Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

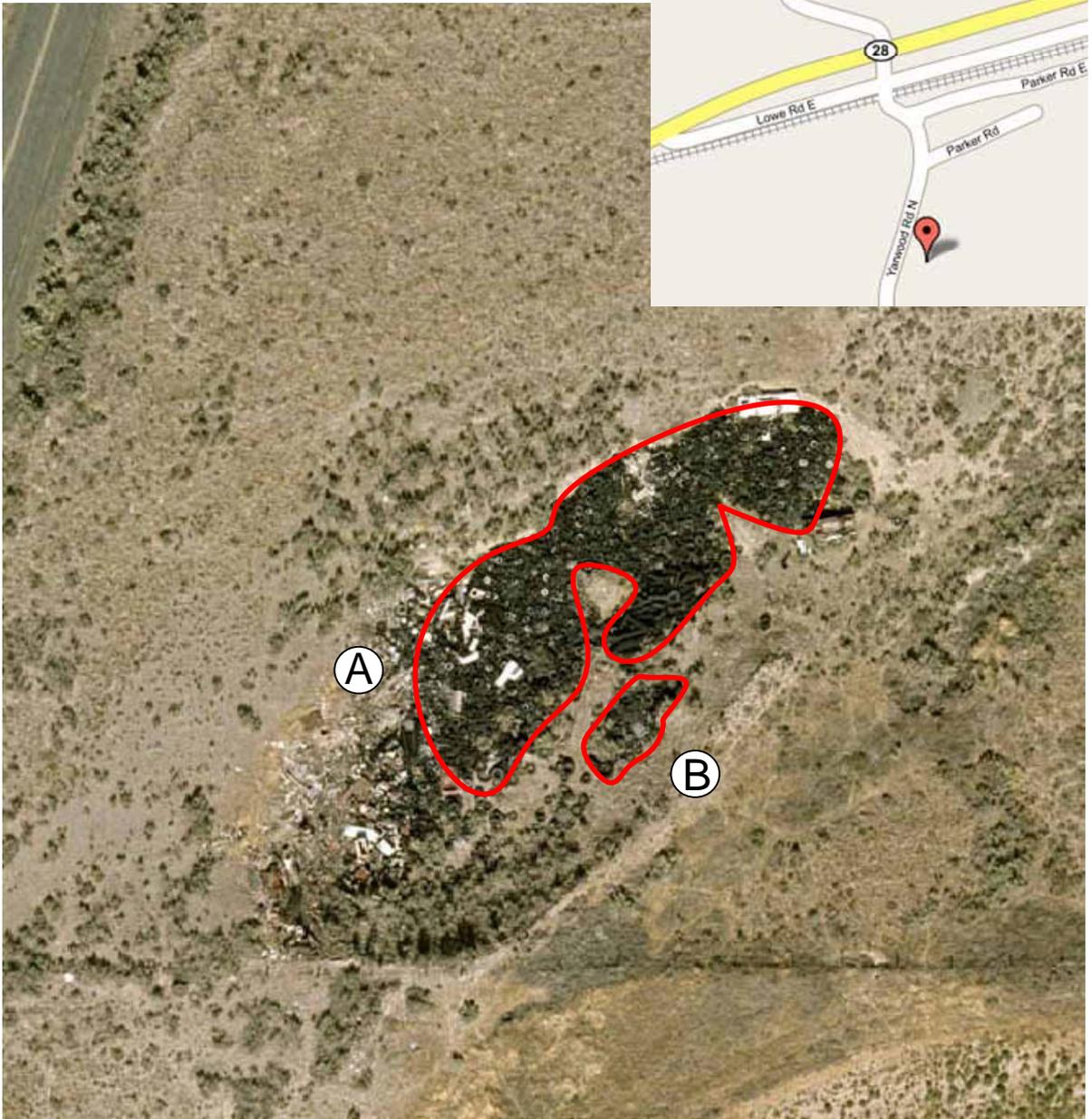
Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.



Project File: 01-0377-A-S39.vsd

Port Hadlock
Port Hadlock, Jefferson County

Site
39

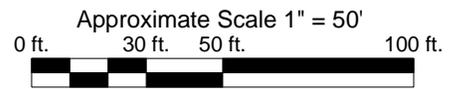


Legend

 **(A)** Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).



Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.



Project File: 01-0377-A-S40.vsd

Lamona
Lamona, Lincoln County

Site
40

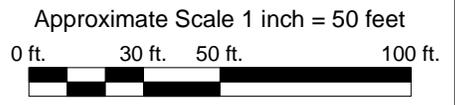


Legend

 **(A)** Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).



Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.



Project File: 01-0377-A-S41.vsd

Airport Auto Wrecking
Port Orchard, Kitsap County

Site
41



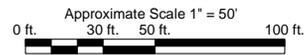
Mapping reduced to 8.5 x 11 for report production.
Original 11 x 17 mapping available at Ecology offices.

Legend

  Suspected Tire Pile Boundary and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).



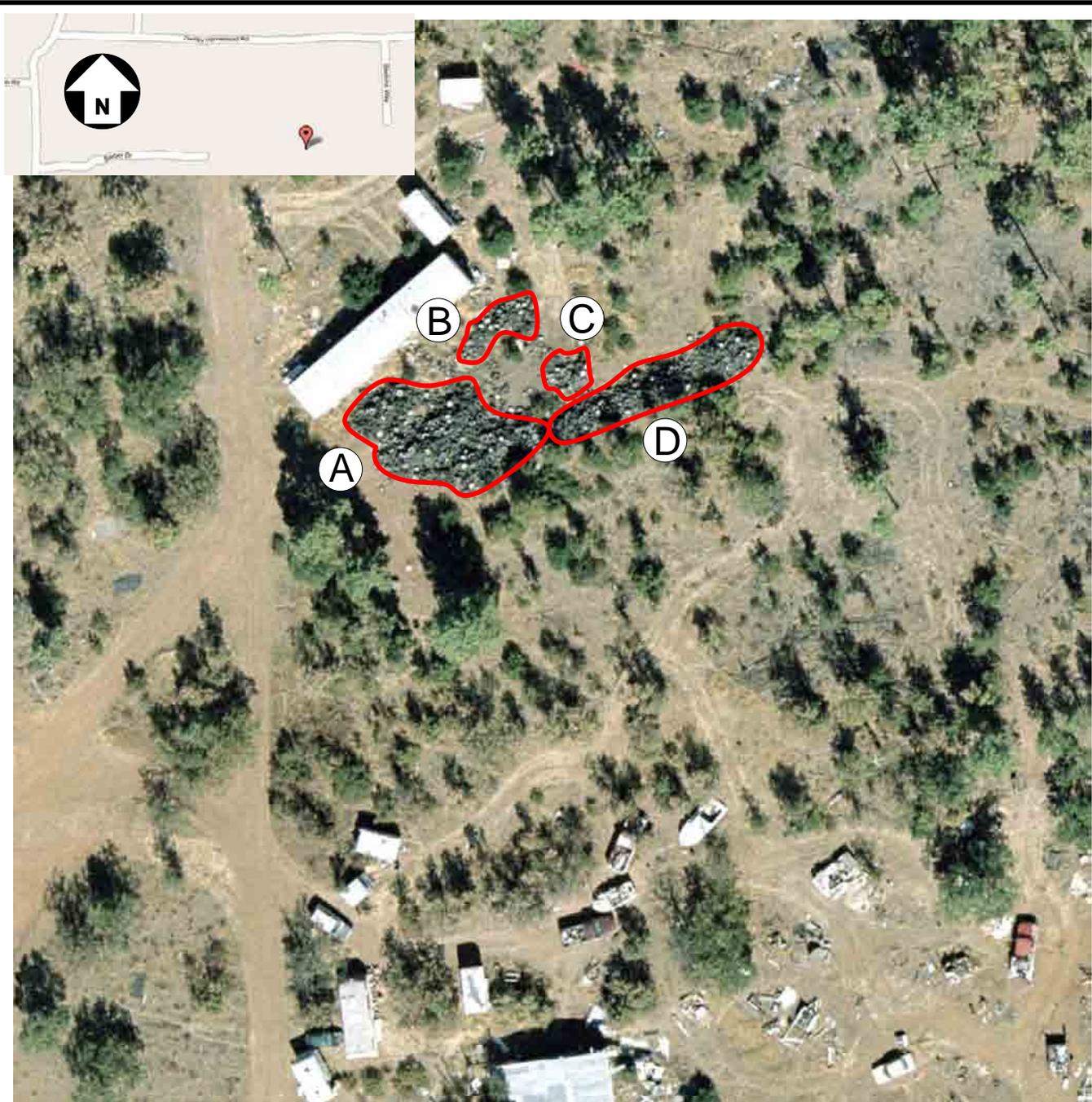
Important Note: This figure contains information in color.
Black & white photocopies may not be suitable for review.

g-logics

Project File: 01-0377-A-S43.vsd

Triebenbach
Poulsbo, Kitsap County

Site
43

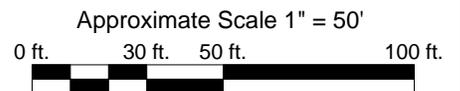


Legend

  Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).



Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.



Project File: 01-0377-A-S47.vsd

Baehm Site
Riverside, Okanogon County

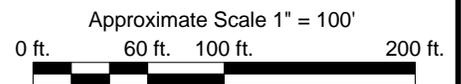
Site
47



Legend

 (A) Tire Pile Location and Identifier

 Area of Scattered Tires



See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.

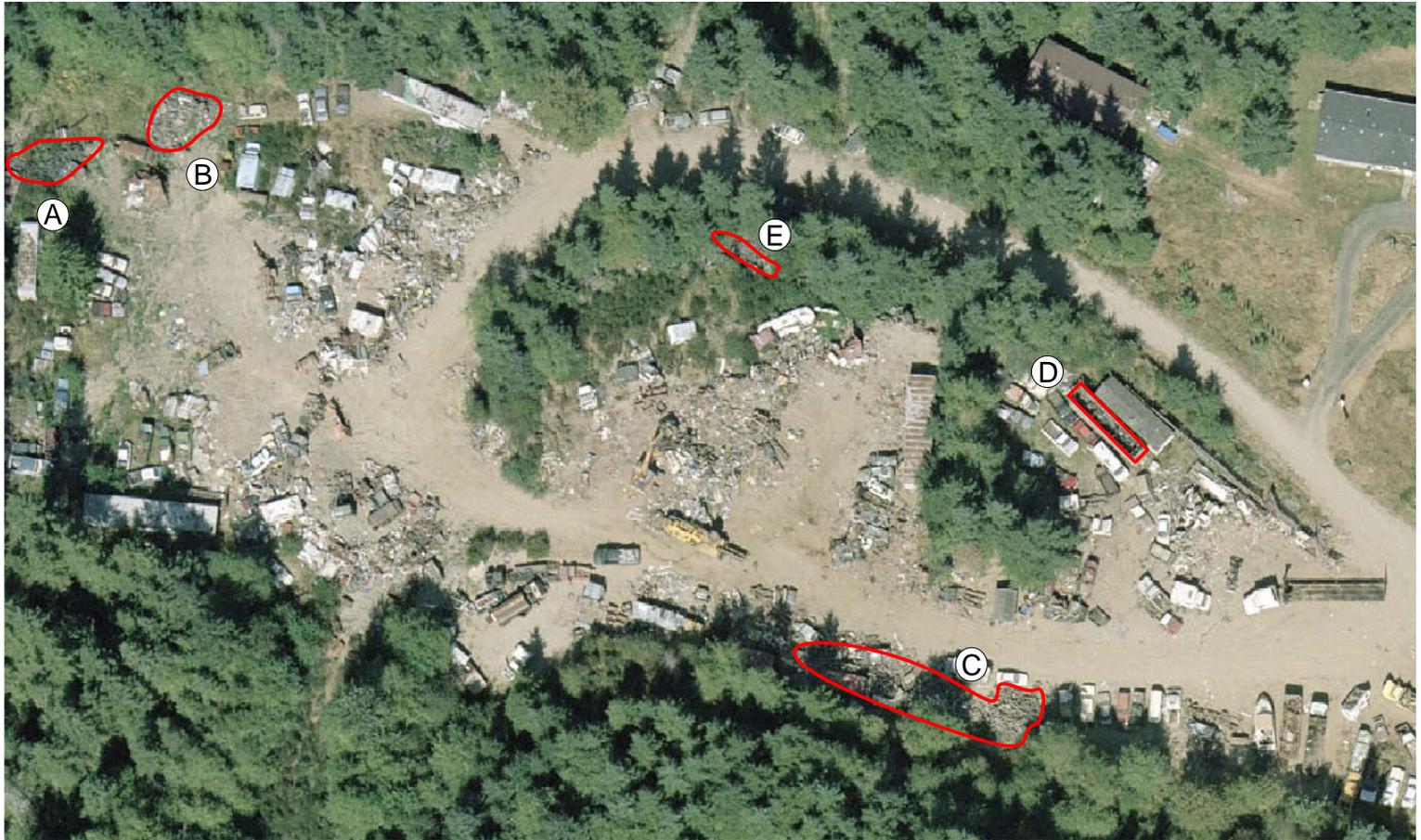
Mapping Reference: Walker Associates Aerial Photograph (2005).



Project File: 01-0377-A-S49.vsd

**Shale Pit Road
Kittitas, Kittitas County**

**Site
49**



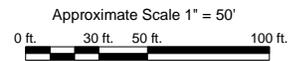
Legend

 (A) Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

Mapping reduced to 8.5 x 11 for report production.
Original 11 x 17 mapping available at Ecology offices.



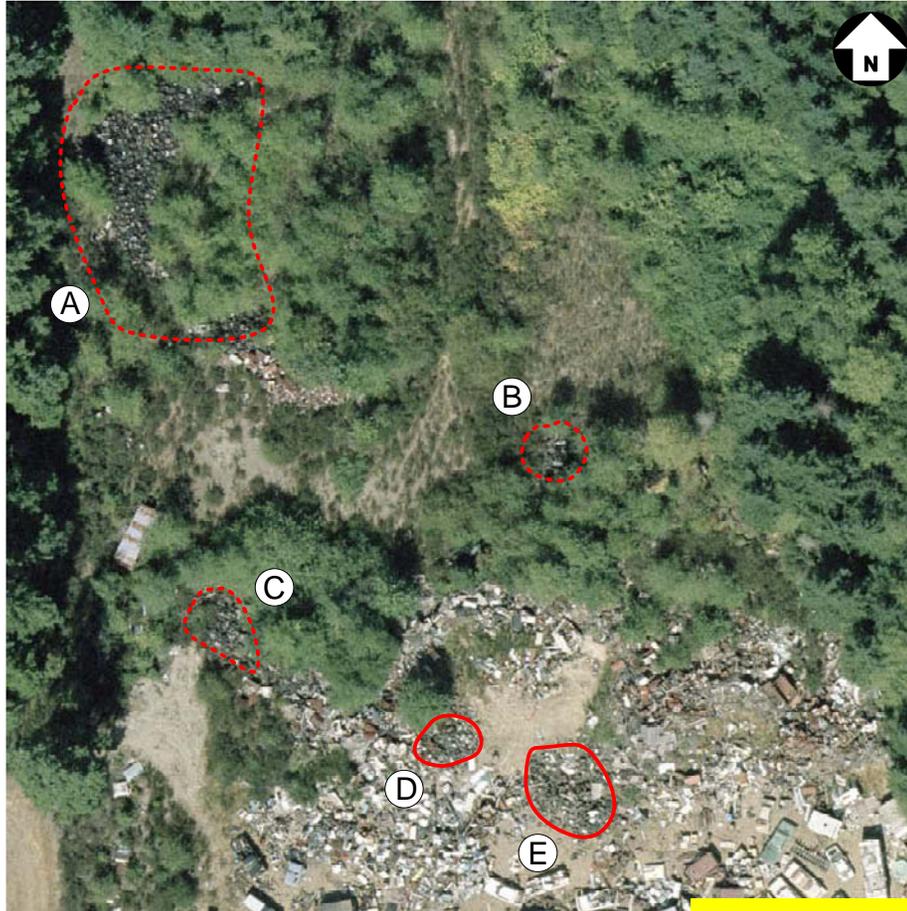
Important Note: This figure contains information in color.
Black & white photocopies may not be suitable for review.



Big Jakes
Shelton, Mason County

Site
50

North End



South End



Legend

-  (A) Approximate Pile Location (partially obscured)
-  (F) Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

Mapping reduced to 8.5 x 11 for report production.
Original 11 x 17 mapping available at Ecology offices.

Approximate Scale 1" = 50'
0 ft. 30 ft. 50 ft. 100 ft.

Important Note: This figure contains information in color.
Black & white photocopies may not be suitable for review.



g-logics

Project File: 01-0377-A-S51.vsd

**Highway 3 Auto Wrecking
Shelton, Mason County**

**Site
51**



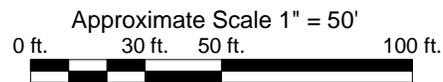
Legend

 A Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

Important Note: This figure contains information in color.
Black & white photocopies may not be suitable for review.

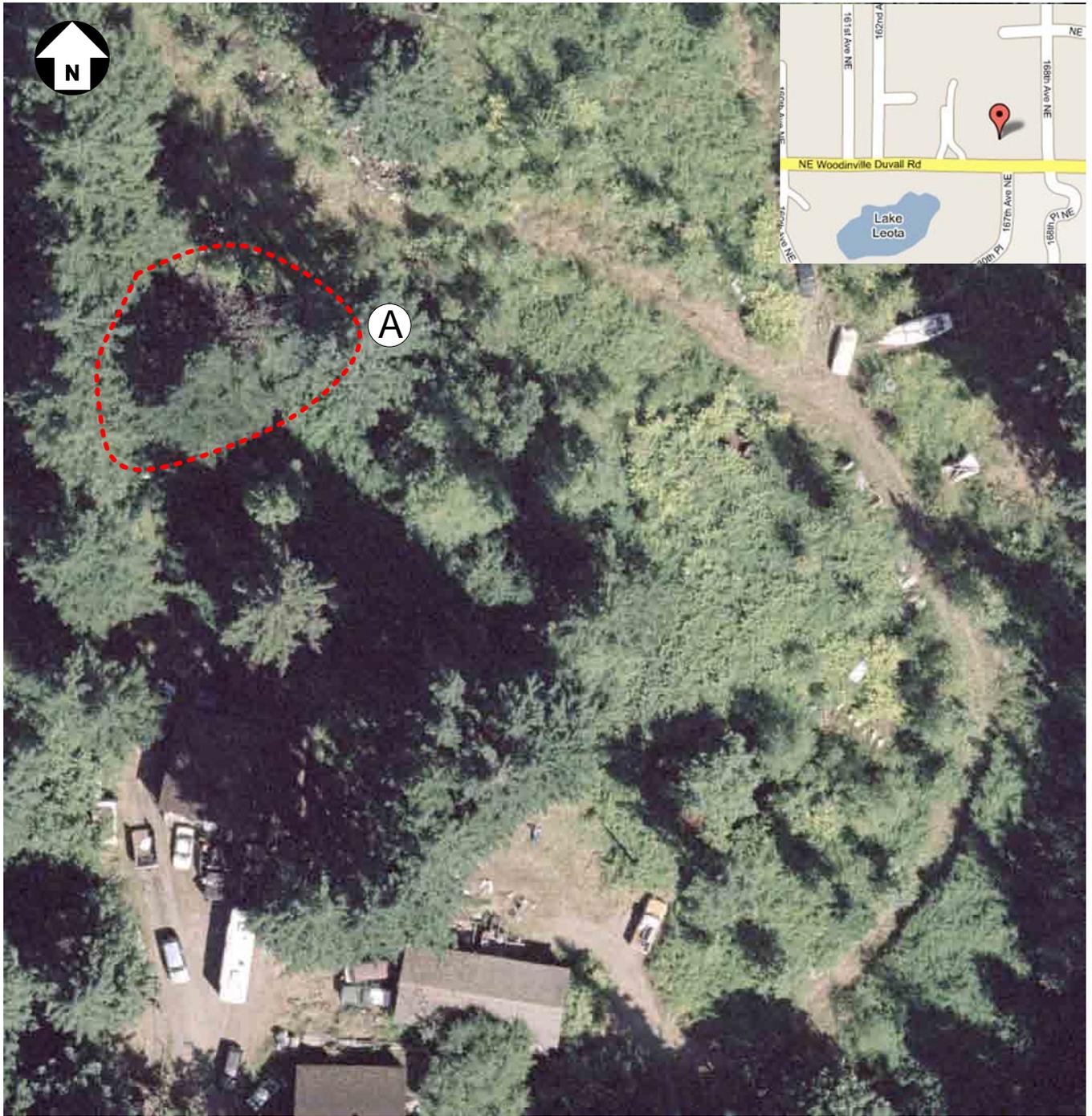
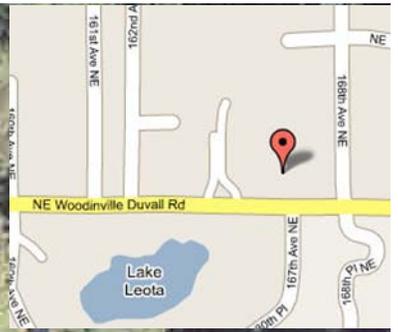


g-logics

Project File:01-0377-A-S52.vsd

All West Coast Auto
Shelton, Mason County

Site
52



Legend

  Approximate Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

Approximate Scale 1 inch = 50 feet
0 ft. 30 ft. 50 ft. 100 ft.



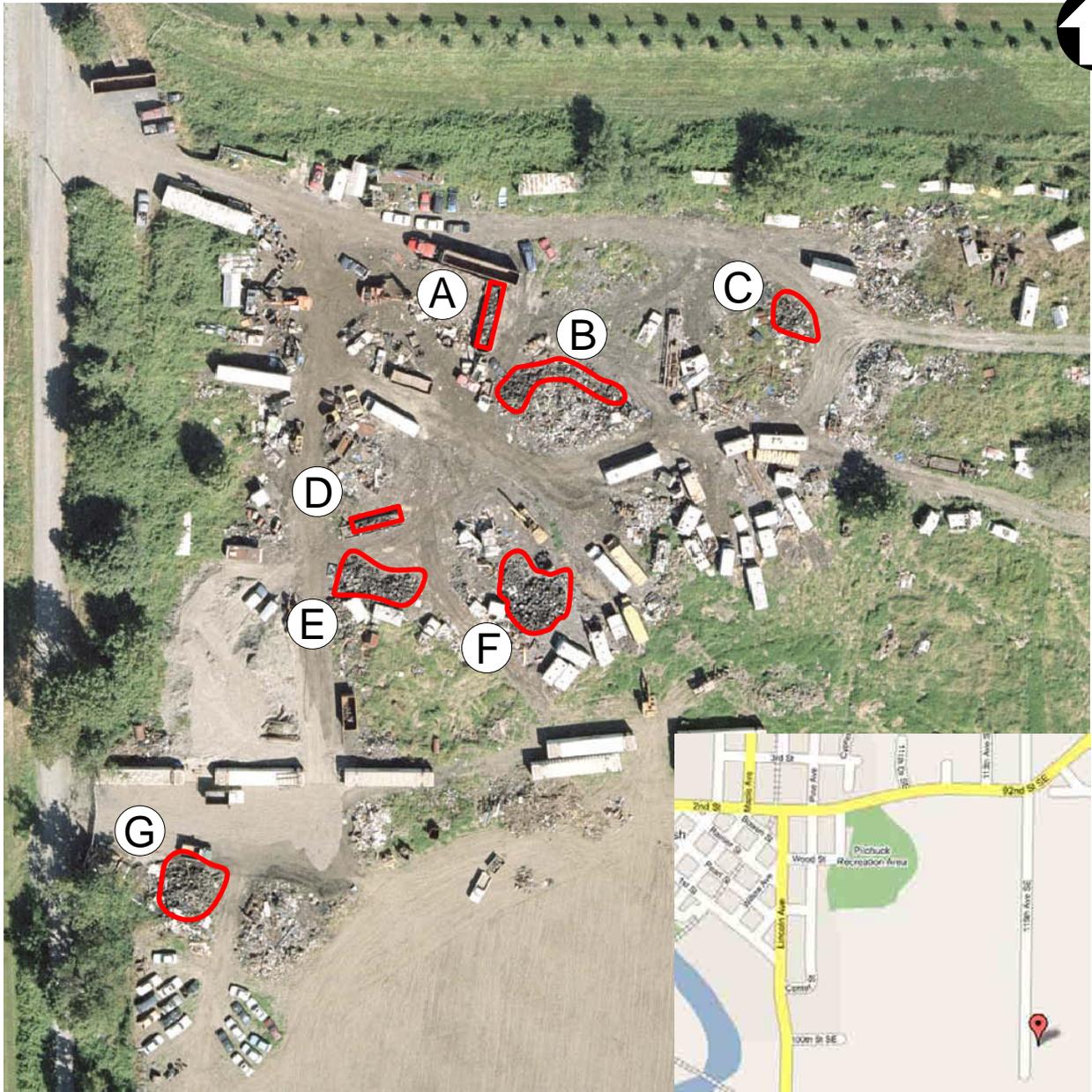
Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.



Project File: 01-0377-A-S53.vsd

Sparks Property
Woodinville, King County

Site
53



Legend

 **A** Tire Pile Location and Identifier

Approximate Scale 1 inch = 100 feet
0 ft. 60 ft. 100 ft. 200 ft.

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.



Project File: 01-0377-A-S57.vsd

Monroe Auto Salvage
Snohomish, Snohomish County

Site
57



Legend

 (A) Tire Pile Location and Identifier

 (I) Tire Rows (representative), Approximately 40 Rows

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

**Mapping reduced to 8.5 x 11 for report production.
Original 11 x 17 mapping available at Ecology offices.**

Approximate Drawing Scale: 1" = 100'
0 ft. 60 ft. 100 ft. 200 ft.

Important Note: This figure contains information in color.
Black & white photocopies may not be suitable for review.

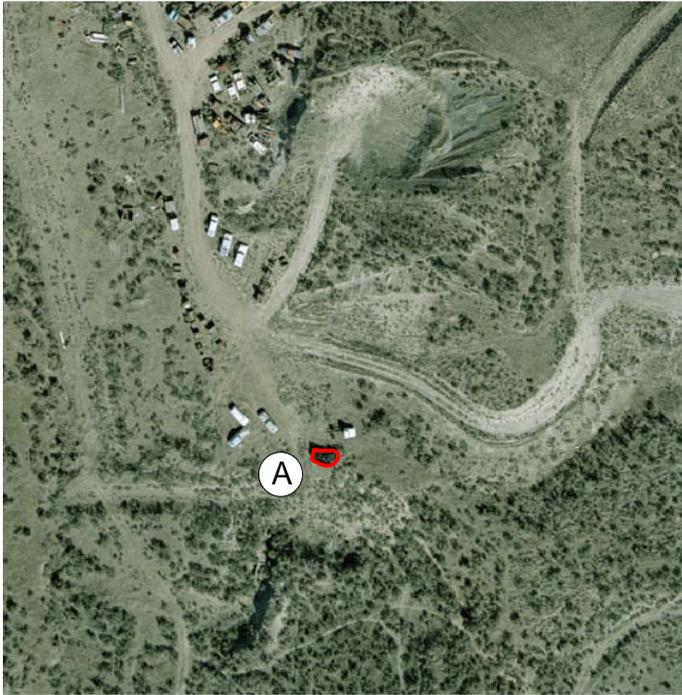
g-logics
Project File: 01-0377-A-S58.vsd

**Auto Scraps
Kennewick, Benton County**

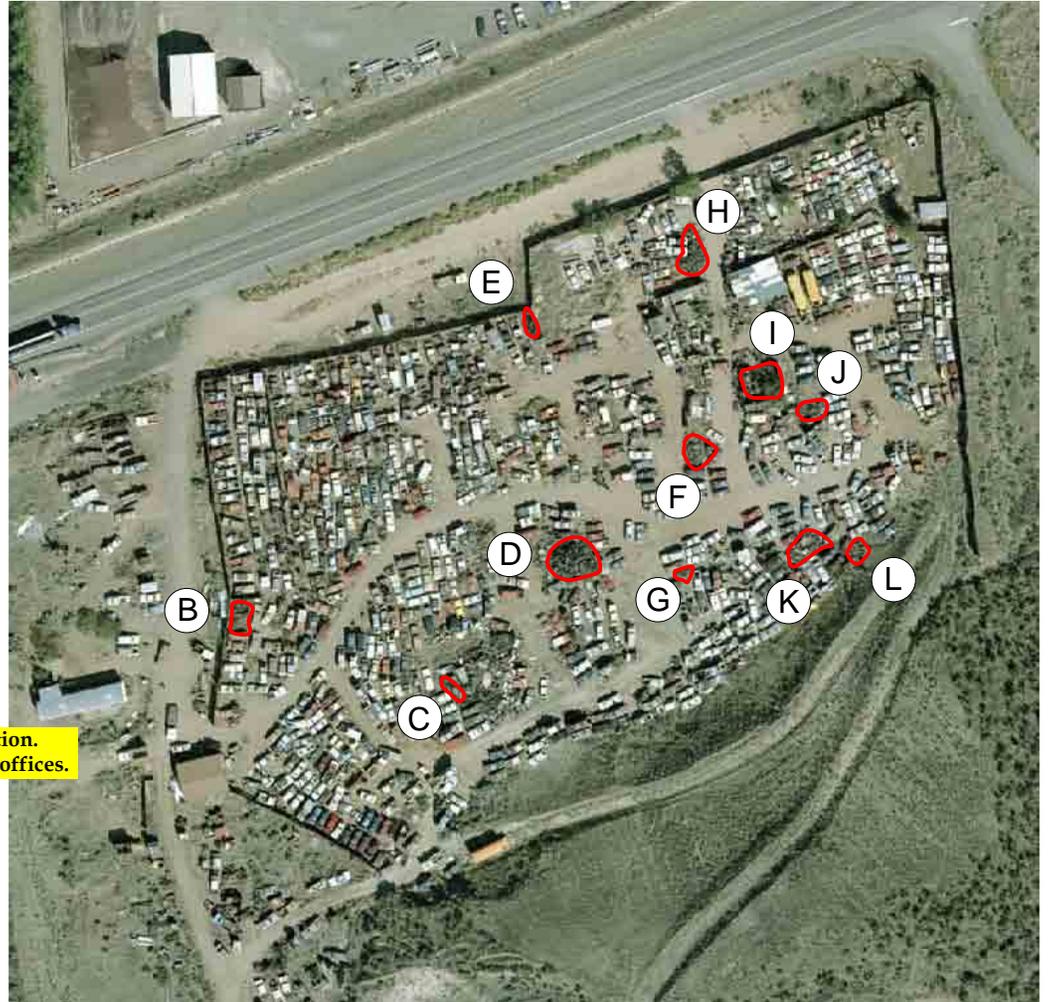
**Site
58**



South End



North End



Mapping reduced to 8.5 x 11 for report production. Original 11 x 17 mapping available at Ecology offices.

Approximate Drawing Scale: 1" = 100'

0 ft. 60 ft. 100 ft. 200 ft.

Legend

  Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.



Project File: 01-0377-A-S59.vsd

**Savage Auto Wrecking
Prosser, Benton County**

**Site
59**



Legend

  Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

Mapping reduced to 8.5 x 11 for report production.
Original 11 x 17 mapping available at Ecology offices.

Approximate Scale 1" = 50'



Important Note: This figure contains information in color.
Black & white photocopies may not be suitable for review.



Project File: 01-0377-A-S60.vsd

Trejo Site
Prosser, Benton County

Site
60



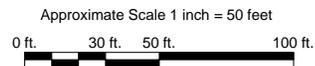
Legend

 (A) Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

Mapping reduced to 8.5 x 11 for report production.
Original 11 x 17 mapping available at Ecology offices.



Important Note: This figure contains information in color.
Black & white photocopies may not be suitable for review.



Project File: 01-0377-A-S61.vsd

West Richland Auto Wrecking
West Richland, Benton County

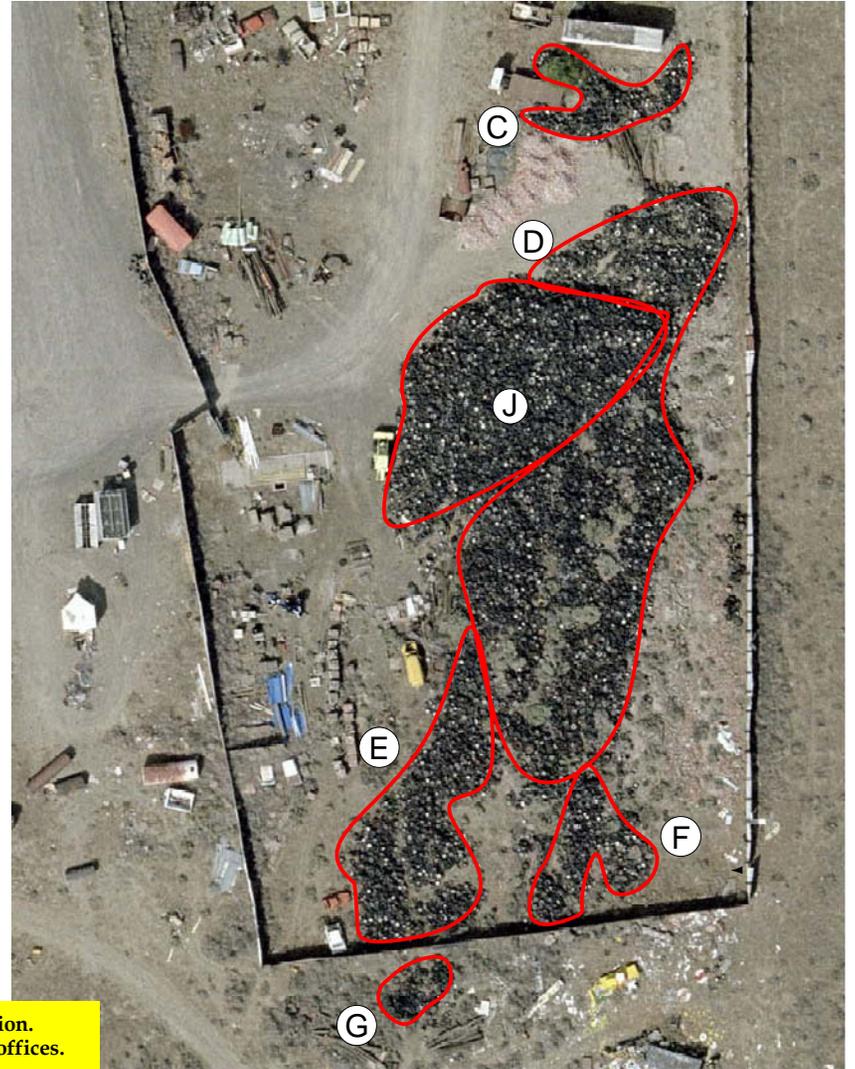
Site
61



North End



South End



Legend

 (A) Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

Mapping reduced to 8.5 x 11 for report production.
Original 11 x 17 mapping available at Ecology offices.

Approximate Scale 1 inch = 50 feet
0 ft. 30 ft. 50 ft. 100 ft.

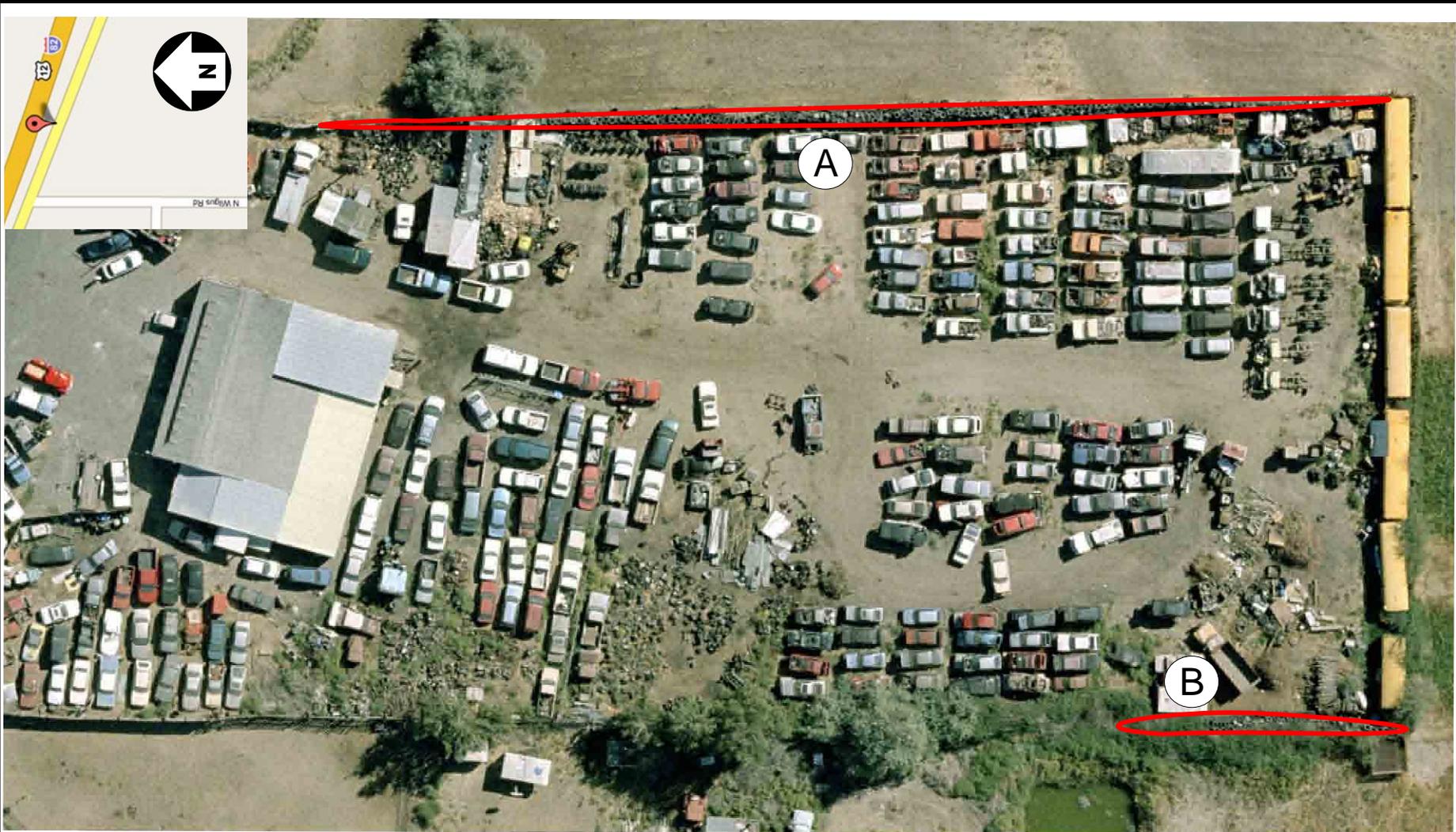
Important Note: This figure contains information in color.
Black & white photocopies may not be suitable for review.



Project File: 01-0377-A-S62.vsd

Tommy's Steel
Pasco, Franklin County

Site
62



Legend

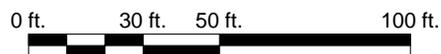
 **(A)** Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.

Approximate Scale 1 inch = 50 feet

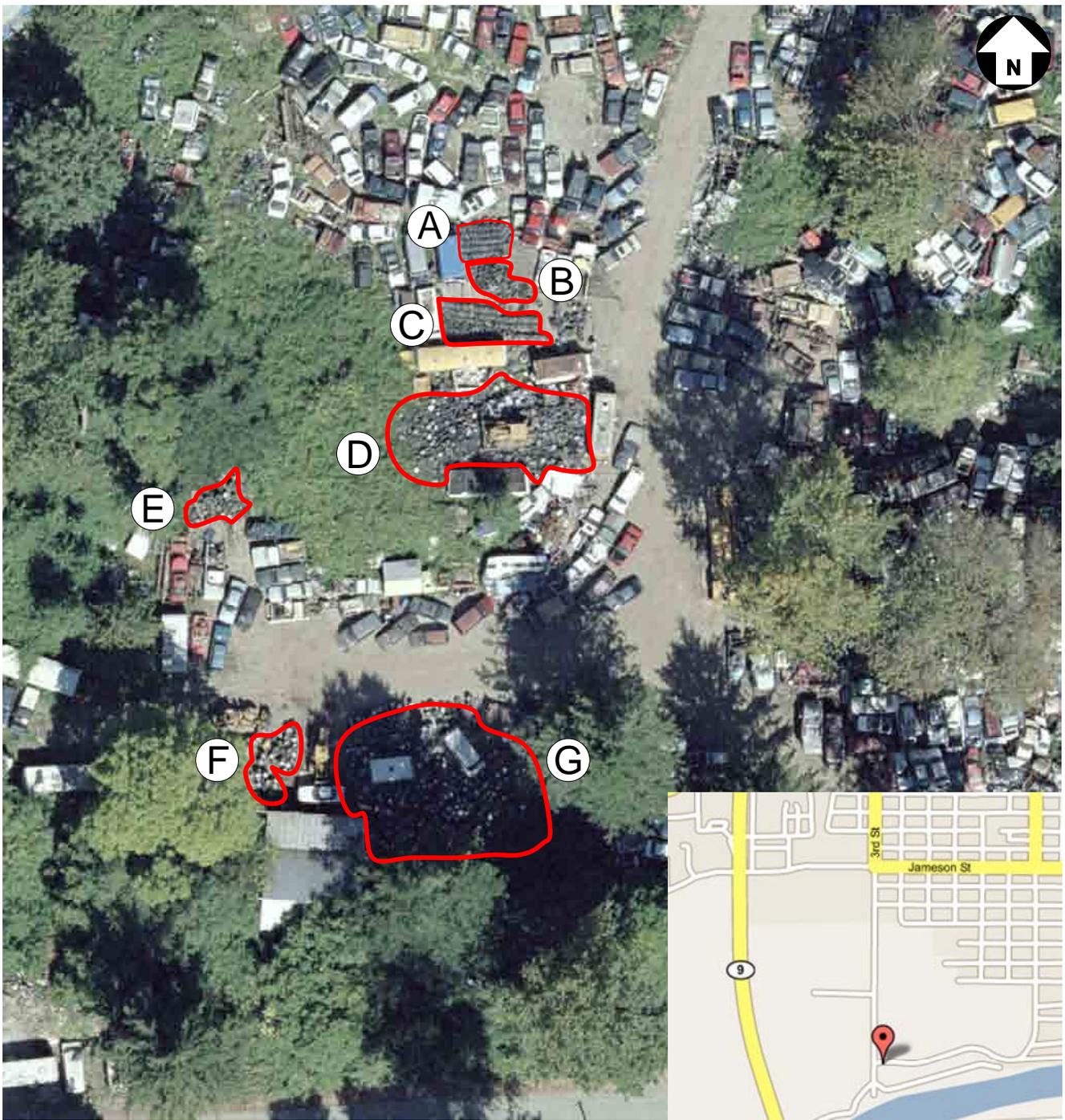


*g*o**logics**

Project File:01-0377-A-S63.vsd

**Highway Auto
Prosser, Benton County**

**Site
63**

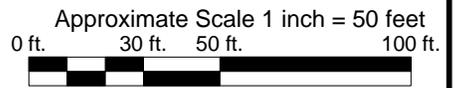


Legend

 **(A)** Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).



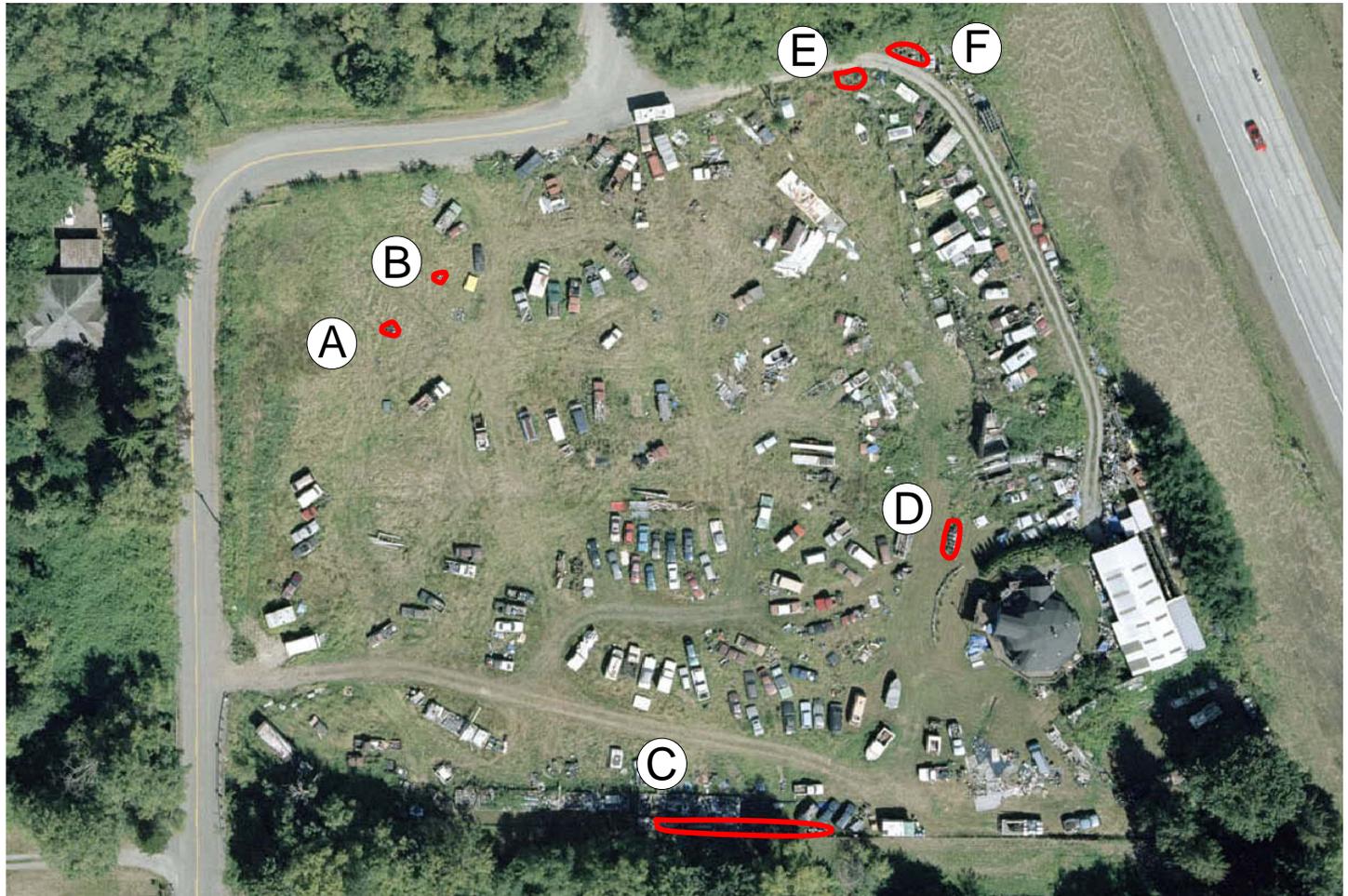
Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.



Project File: 01-0377-A-S65.vsd

Art's Auto Wrecking
Sedro Wooley, Skagit County

Site
65



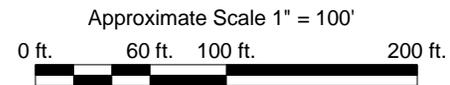
Legend

 **(A)** Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

Important Note: This figure contains information in color.
Black & white photocopies may not be suitable for review.



g·logics

Project File: 01-0377-A-S67.vsd

Johnson Site
Conway, Skagit County

Site
67



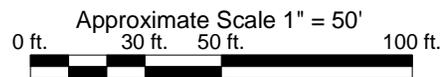
Legend

 Tire Pile Location (Other tires are scattered around the site. Entire site is considered "Pile A")

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.



g-logics
Project File: 01-0377-A-S68.vsd

Salinas Site
Burlington, Skagit County

Site
68



Legend

 A Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).



Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.

Bolser
Mt. Vernon, Skagit County

Site
69





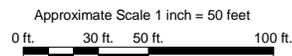
Legend

 (A) Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

Mapping reduced to 8.5 x 11 for report production.
Original 11 x 17 mapping available at Ecology offices.



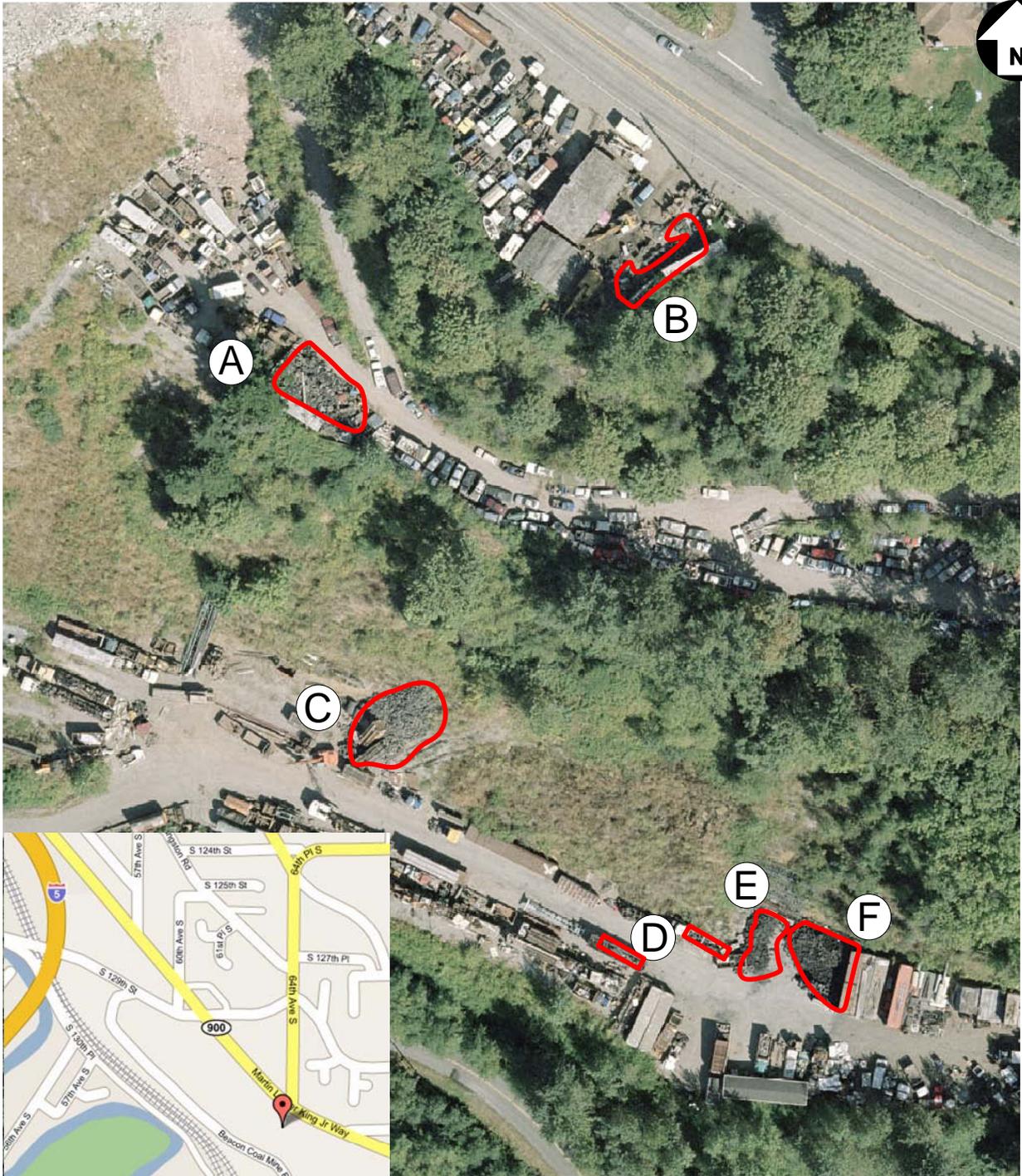
Important Note: This figure contains information in color.
Black & white photocopies may not be suitable for review.



Project File: 01-0377-A-S71.vsd

Ray's Auto Wrecking
Everett, Snohomish County

Site
71

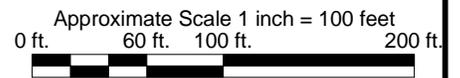


Legend

 **(A)** Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).



Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.



Legend



A

Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

**Mapping reduced to 8.5 x 11 for report production.
Original 11 x 17 mapping available at Ecology offices.**

Approximate Drawing Scale: 1" = 100'

0 ft. 60 ft. 100 ft. 200 ft.

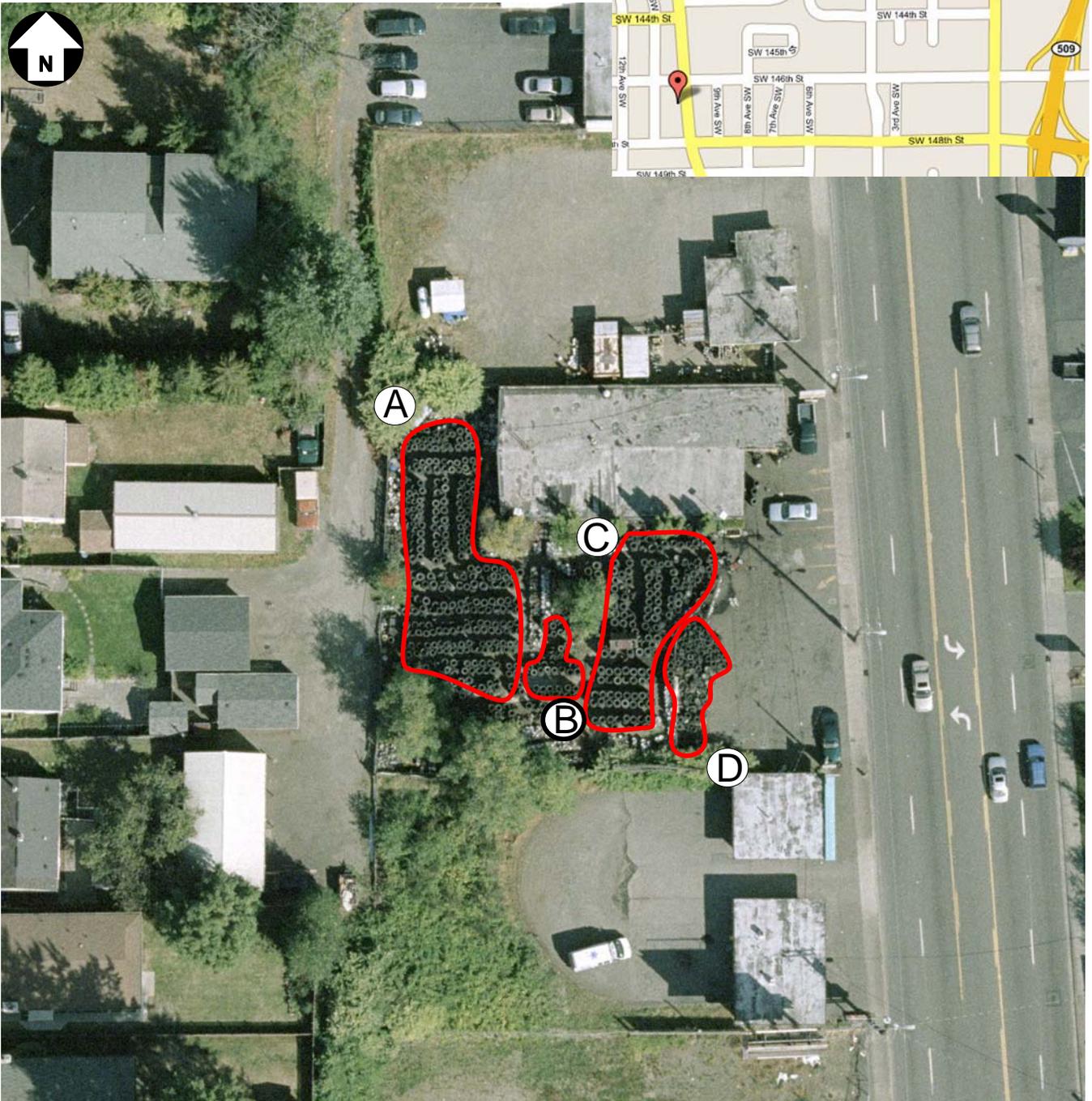
Important Note: This figure contains information in color.
Black & white photocopies may not be suitable for review.

*g-**logics***

Project File: 01-0377-A-S73.vsd

**Island Auto Wrecking
Vashon, King County**

**Site
73**



Legend

  Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

Approximate Scale 1 inch = 50 feet
0 ft. 30 ft. 50 ft. 100 ft.



Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.



Marty's Used Tires
Burien, King County

Site
74



Legend

  Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

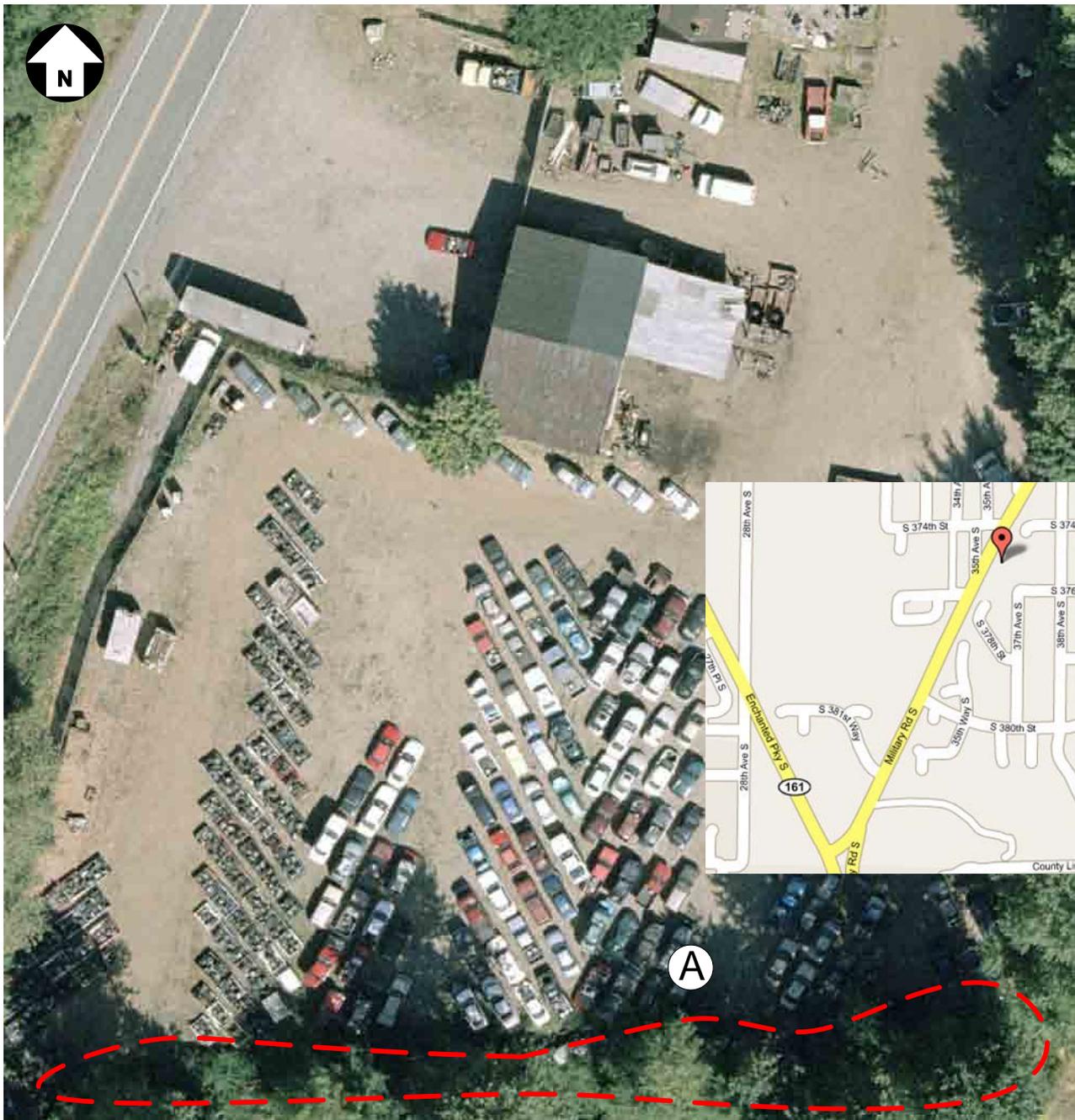
Approximate Scale 1 inch = 50 feet
0 ft. 30 ft. 50 ft. 100 ft.



Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.

Astro Auto Wrecking
Federal Way, King County

Site
75

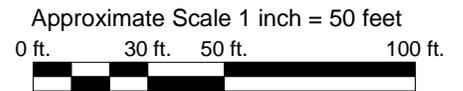


Legend

  Approximate Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).



Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.



Mapping reduced to 8.5 x 11 for report production.
Original 11 x 17 mapping available at Ecology offices.

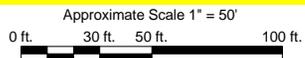
Legend



(A) Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).



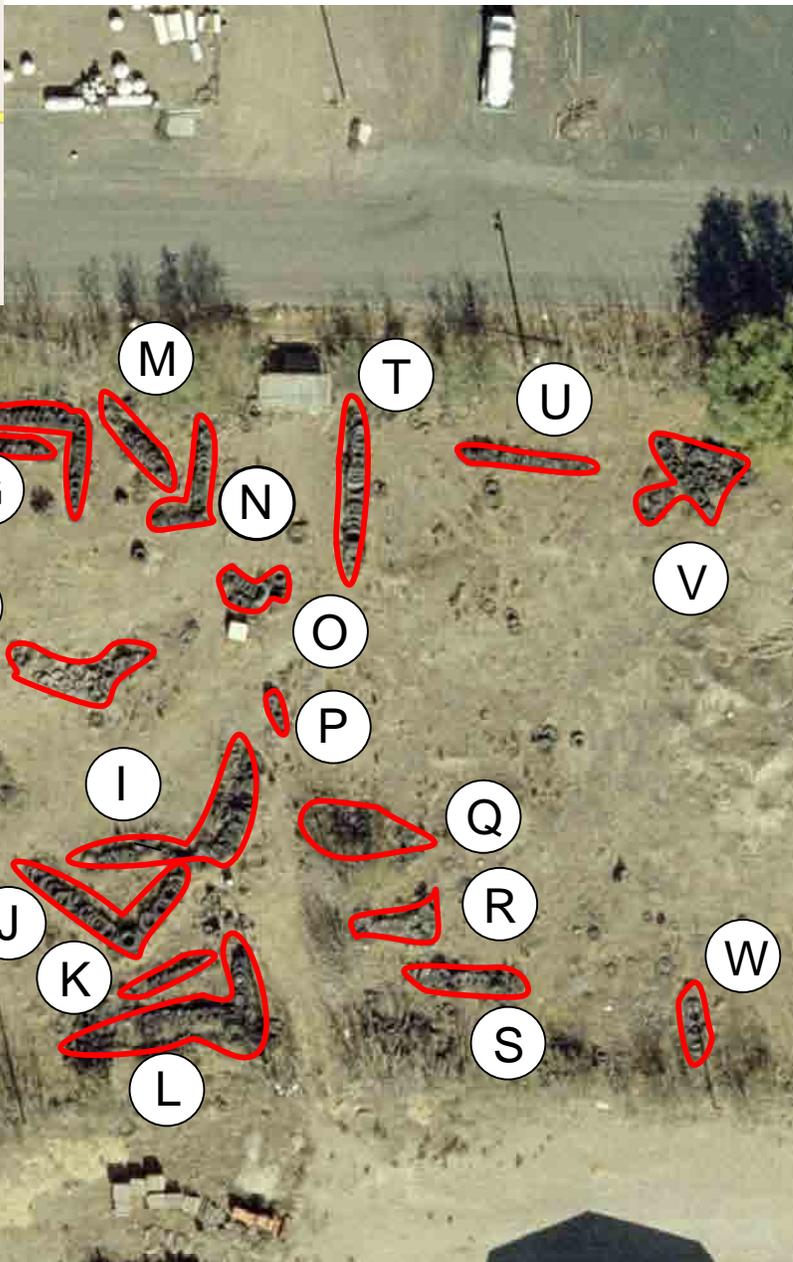
Important Note: This figure contains information in color.
Black & white photocopies may not be suitable for review.



Project File: 01-0377-A-S77.vsd

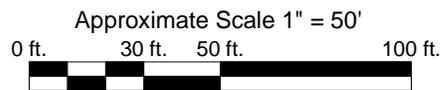
Tires Cost Less
Puyallup, Pierce County

Site
77



Legend

 (A) Tire Pile Location and Identifier



See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.

Mapping Reference: Walker Associates Aerial Photograph (2005).



Project File:01-01377-A-S80.vsd

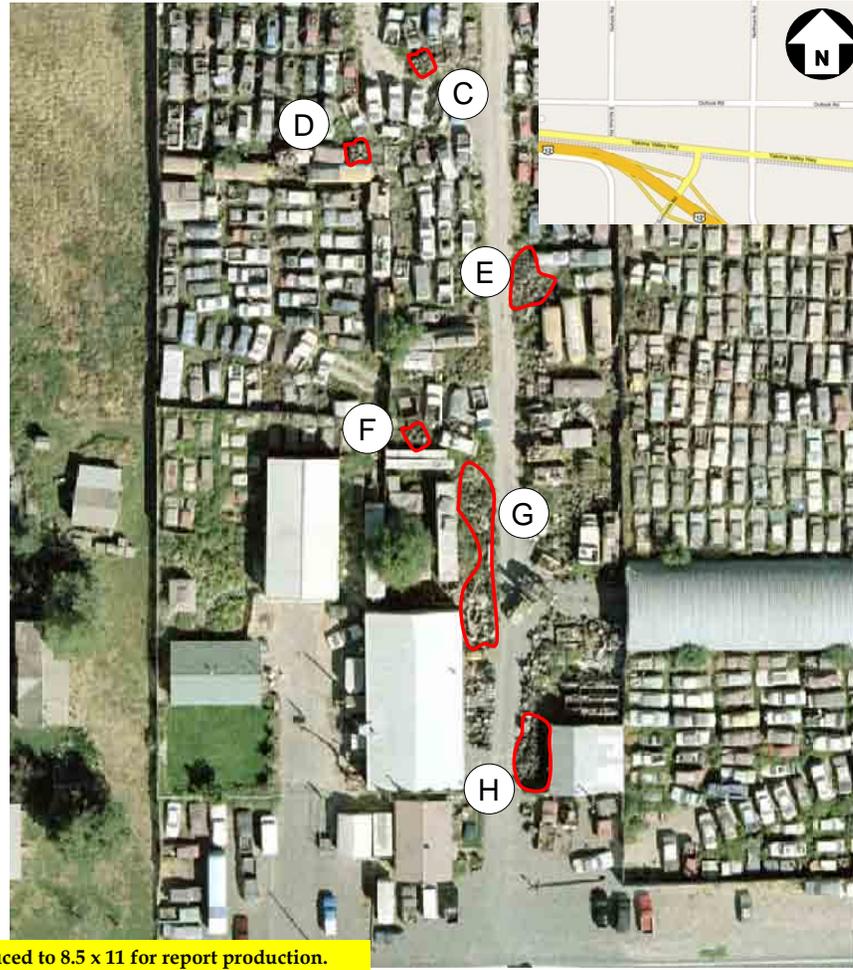
**Ben's Basin City Tire
Basin City, Franklin County**

**Site
80**

North End



South End



Legend

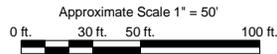
 **A** Tire Pile Location and Identifier

I Scattered Tires and Tires inside Scrap Vehicles

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

Mapping reduced to 8.5 x 11 for report production.
Original 11 x 17 mapping available at Ecology offices.



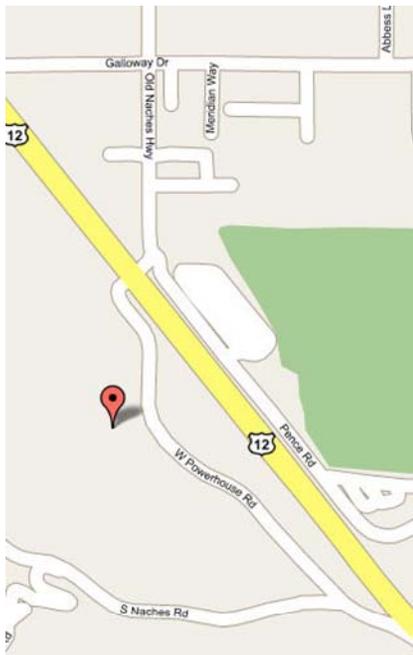
Important Note: This figure contains information in color.
Black & white photocopies may not be suitable for review.



g-logics
Project File: 01-0377-A-S82.vsd

**Tee Pee Auto Wrecking
Outlook, Yakima County**

**Site
82**



Legend

 (A) Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

**Mapping reduced to 8.5 x 11 for report production.
Original 11 x 17 mapping available at Ecology offices.**



Project File: 01-0377-A-all-S83.vsd

Approximate Drawing Scale: 1" = 100'
0 ft. 60 ft. 100 ft. 200 ft.

Important Note: This figure contains information in color.
Black & white photocopies may not be suitable for review.

Weber's Imports
Yakima, Yakima County

Site
83



Legend

  Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.

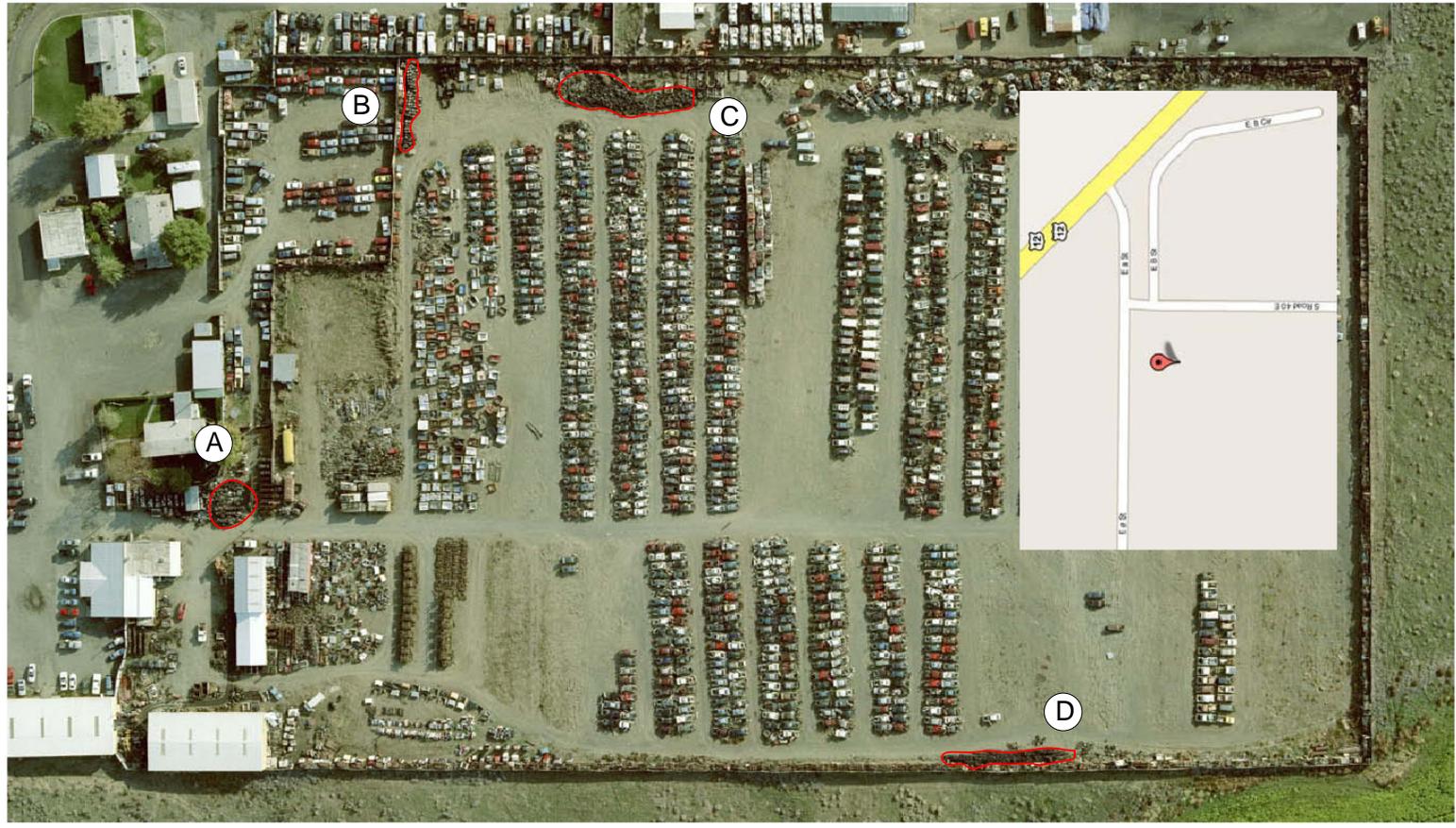
Approximate Scale 1 inch = 50 feet



g-logics
Project File: 01-0377-A-S84.vsd

**Bradley's Towing
Pasco, Franklin County**

**Site
84**



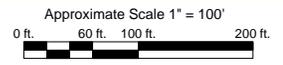
Legend

 **A** Tire Pile Location and Identifier

See report text and Appendix A for further discussion of site identification, cleanup priority ranking, PTEs, cost estimates, and cleanup schedule estimates.

Mapping Reference: Walker Associates Aerial Photograph (2005).

**Mapping reduced to 8.5 x 11 for report production.
Original 11 x 17 mapping available at Ecology offices.**



Important Note: This figure contains information in color. Black & white photocopies may not be suitable for review.



Project File: 01-0377-A-S86.vsd

Pasco Auto Wrecking
Pasco, Franklin County

Site
86