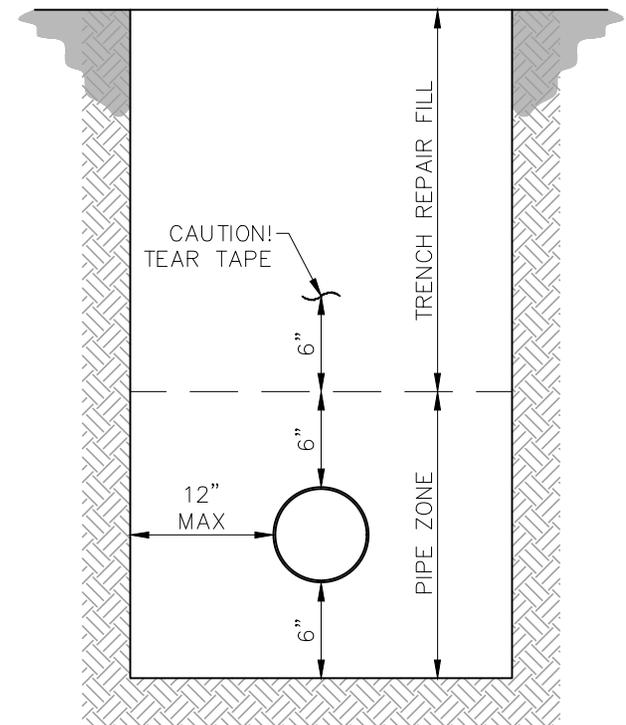
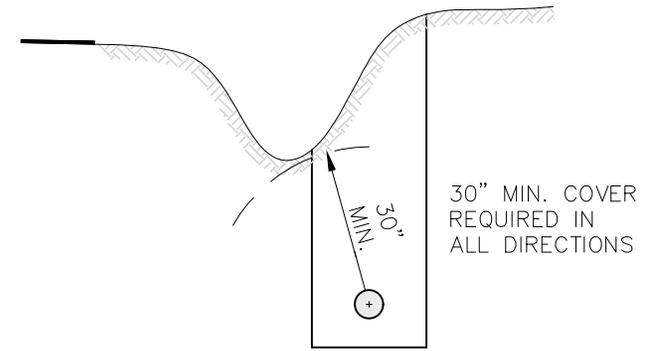


**NOTES**

1. DEVIATIONS FROM THESE STANDARDS WILL BE ON A CASE-BY-CASE BASIS, SUBJECT TO APPROVAL BY THE COUNTY ENGINEER.
2. SEE WSDOT STANDARD SPECIFICATIONS FOR MATERIALS AND METHODS.
3. ASPHALT PATCH: ALL ASPHALT PATCH METHODS MUST HAVE PROJECT SPECIFIC APPROVAL. ASPHALT CUTS SHALL BE NEAT, UNIFORM AND VERTICAL. IF ANY PORTION OF A LONGITUDINAL PAVEMENT CUT AFFECTS A WHEEL TRACK AS DETERMINED BY THE ENGINEER, THE ENTIRE LANE SHALL BE REMOVED AND REPLACED. WHERE AN EXISTING PATCH OR CRACK IS IN CLOSE PROXIMITY TO THE NEW CUT, THE ENGINEER MAY REQUIRE REMOVAL OF THE EXISTING PATCH OR CRACK AND ANY INTERVENING PAVEMENT. ALL ASPHALT PATCHES SHALL BE RECTANGULAR IN SHAPE AND CONSTRUCTED TO BE PARALLEL AND PERPENDICULAR TO THE ROAD CENTERLINE. PRIOR TO PATCHING, CLEAN AND HEAT EDGES AND TACK WITH EMULSIFIED ASPHALT. SEAL JOINT WITH HOT ASPHALT.
4. PIPE ZONE BEDDING: THE ENGINEER MAY APPROVE THE USE OF NATIVE MATERIAL FOR PIPE ZONE BEDDING SUBJECT TO THE CONDITIONS OF STD. SPEC. 9-03.12(3).
5. PERMANENT ACCESS POINTS: PERMANENT ACCESS POINTS TO UTILITY STRUCTURES OFF THE COUNTY ROAD REQUIRE SITE SPECIFIC DESIGN AND JUSTIFICATION. ACCESS POINTS SHALL BE MINIMALLY DESIGNED AND STRATEGICALLY LOCATED.
6. TRAFFIC CONTROL: AT NO TIME DURING CONSTRUCTION WILL ANY COUNTY ROAD BE ENTIRELY CLOSED. AT A MINIMUM ONE-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. ALL TRAFFIC CONTROL AND CONSTRUCTION SIGNS SHALL BE PROVIDED, INSTALLED, AND MAINTAINED IN ACCORDANCE WITH THE LATEST ISSUE OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). ALL FLAGGERS SHALL BE STATE CERTIFIED. SEE STD. SPEC. 1-10 FOR MORE INFORMATION.
7. ROADSIDE EXCAVATIONS: ALL EXCAVATIONS SHALL BE SECURED IN ACCORDANCE WITH WSDOT STD. SPEC. 1-07.23(1). DROP-OFFS EXCEEDING TWO FEET REQUIRE SUBSTANTIAL PROTECTION AND WARNING SIGNS.
8. STREET TRACKED EQUIPMENT: STEEL TRACKED EQUIPMENT IS NOT PERMITTED ON PAVED COUNTY ROADS WITHOUT PROTECTIVE MATS OR SITE SPECIFIC APPROVAL.
9. STAGING: STAGING OF VEHICLES AND EQUIPMENT IS NOT PERMITTED IN THE VEHICLE TRAVELED WAY. STAGED VEHICLES OR EQUIPMENT SHALL BE PARKED IN A MANNER THAT DOES NOT IMPEDE THE VISIBILITY OR SAFETY OF OTHER MOTORISTS. VEHICLES AND EQUIPMENT LEFT OUTSIDE OF THE VEHICLE TRAVELED WAY OVERNIGHT SHALL BE ACCOMPANIED BY A LIGHTED BARRICADE.
10. MONUMENTS: SURVEY MONUMENTS ARE COMMONLY SET ALONG THE RIGHT OF WAY AND AT PROPERTY CORNERS. THE CONTRACTOR SHALL TAKE CARE WHEN PERFORMING EXCAVATIONS IN THE RIGHT OF WAY TO NOT DISTURB EXISTING MONUMENTS. ALL LAND BOUNDARY SURVEY MONUMENTS THAT ARE REMOVED OR DESTROYED SHALL BE REPLACED AT THE CONTRACTORS EXPENSE (332-120 WAC).
11. FINAL CLEANUP AND RESTORATION: ROADWAYS SHALL BE CLEANED AND SWEEPED BOTH DURING AND AFTER EACH WORKING DAY. DISTURBED SOILS SHALL BE FINAL GRADED, SEEDED, AND MULCHED. DITCHES THAT ARE LINED WITH ERODIBLE SOIL AND SUBJECT TO RAPID FLOWS SHALL REQUIRE AN EROSION CONTROL BLANKET.



<b>UTILITY ACCOMMODATION STANDARDS</b>		
<p><b>Public Works Department</b> <b>San Juan County</b></p> <p>COLIN F. HUNTEMER, PE COUNTY ENGINEER</p>	2016.08.02	<p><b>STANDARD PLAN</b></p> <p style="font-size: 2em;"><b>300</b></p>