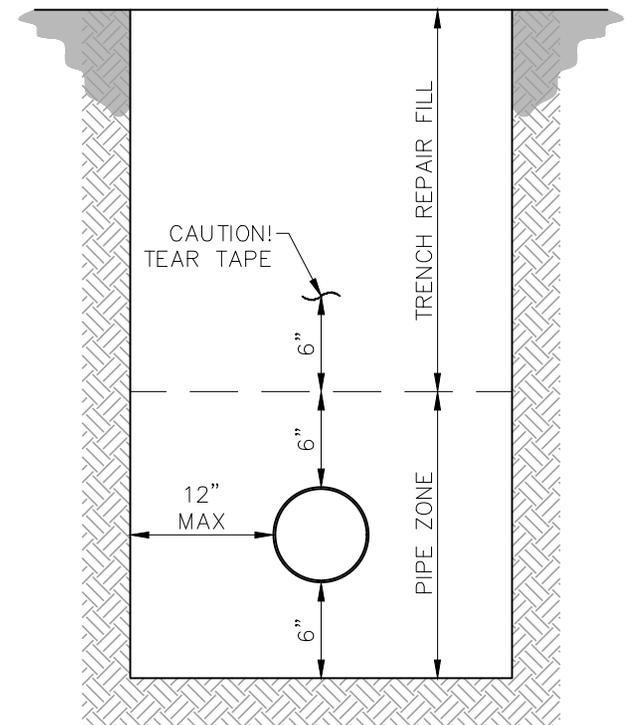
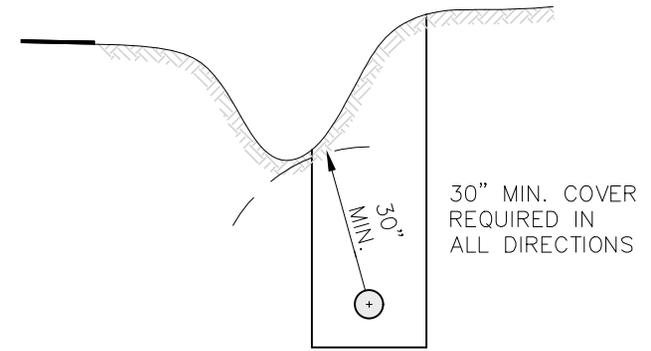
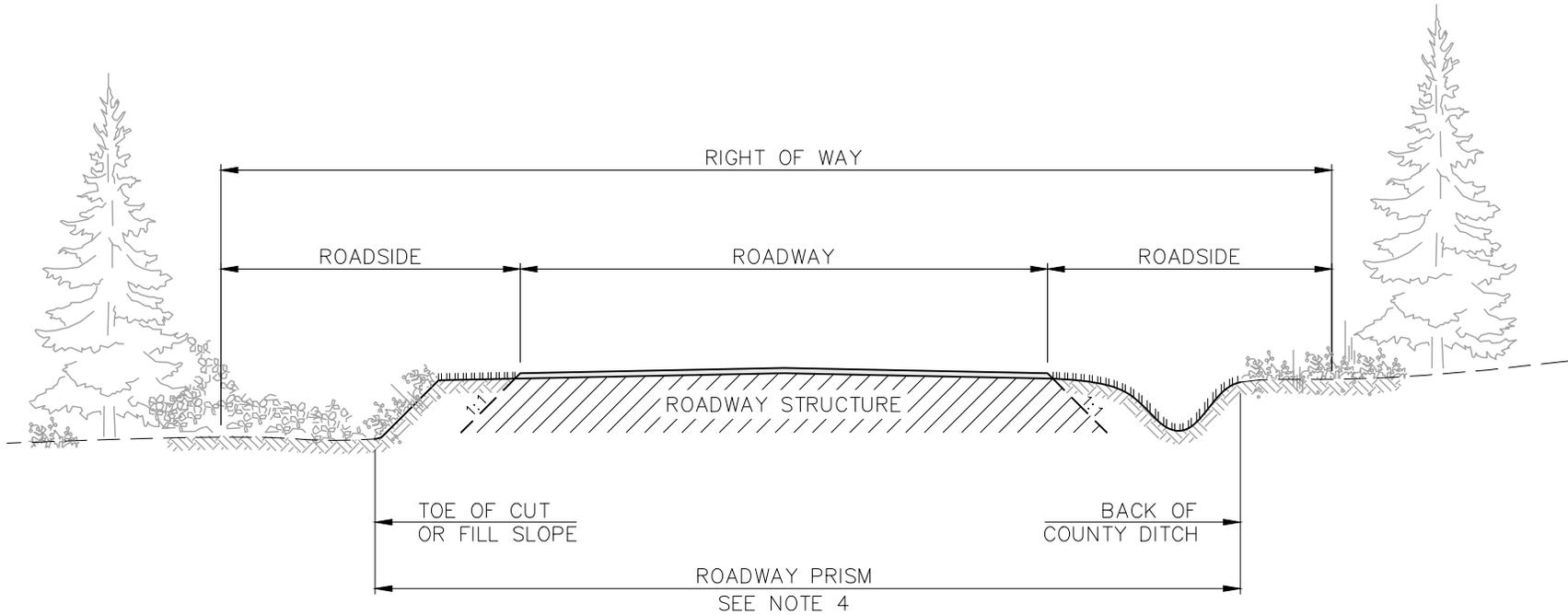


**NOTES**

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.



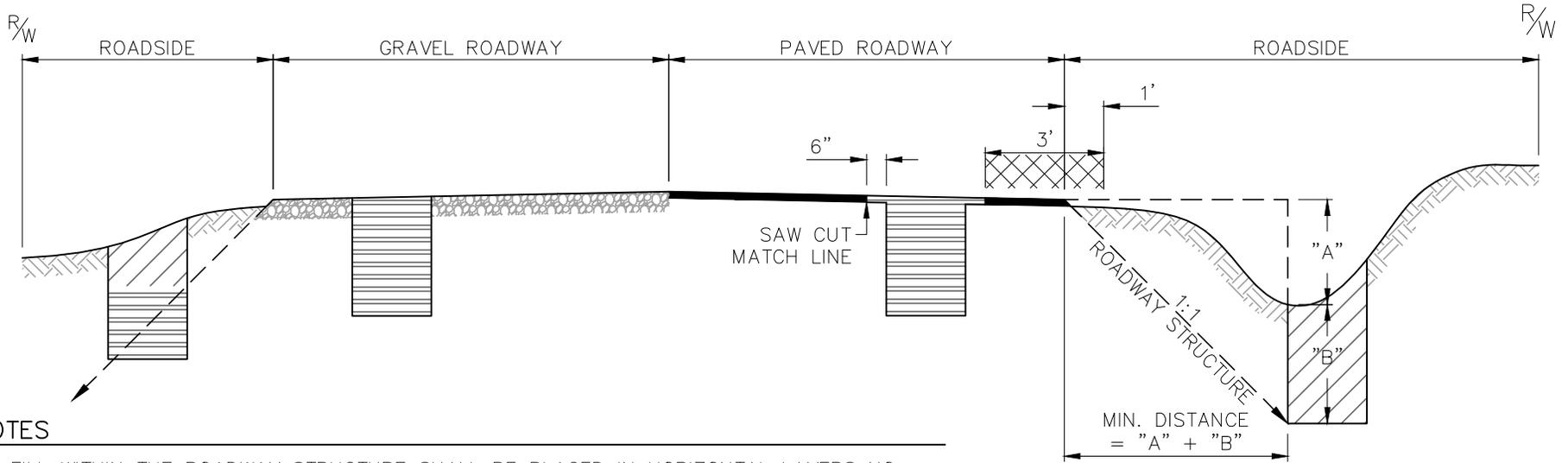
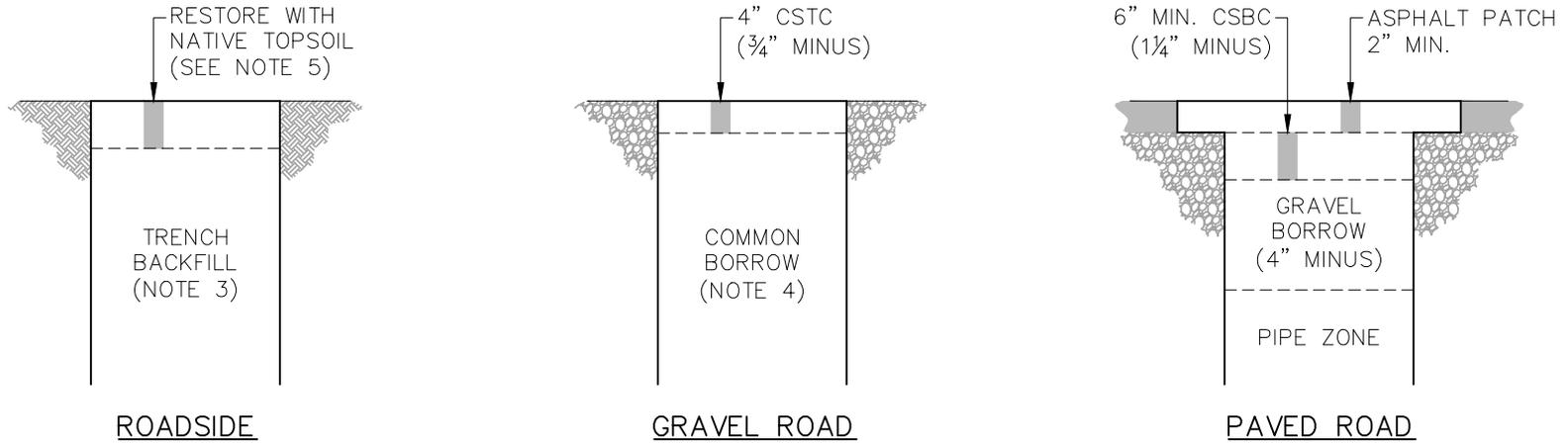
<b>UTILITY ACCOMMODATION STANDARDS</b>		
 <p><b>Public Works Department</b> <b>San Juan County</b></p> <p>COLIN F. HUNTEMER, PE COUNTY ENGINEER</p>	2016.08.02	<p><b>STANDARD PLAN</b></p> <p style="font-size: 2em;"><b>300</b></p>



**NOTES**

1. SEE WAC 468-34-110 FOR COMPLETE DEFINITION OF TERMS.
2. AREAS WITHIN THE ROADWAY PRISM ARE INTEGRAL TO THE FUNCTION AND PERFORMANCE OF THE ROADWAY INCLUDING COUNTY DITCHES AND CUT AND FILL SLOPES.
3. THE ROADWAY STRUCTURE INCLUDES AREAS OF STRUCTURAL FILL REQUIRED TO SUPPORT THE ROADWAY. UNLESS CONDITIONS REQUIRE OTHERWISE, THE ROADWAY STRUCTURE EXTENDS OUT FROM THE EDGE OF THE ROADWAY AT A 1:1 SLOPE.
4. FOR INTERPRETATIONS PERTAINING TO SJCC TITLE 18, THE ROADWAY PRISM IS THE LIMITS OF THE EXISTING DEVELOPMENT AREA (SJCC 18.20 DEFINITIONS)

<b>UTILITY ACCOMMODATION DEFINITIONS</b>		
 <b>Public Works Department</b> <b>San Juan County</b>	2015.06.19	<b>STANDARD PLAN</b> 305
RACHEL E. DIETZMAN, PE COUNTY ENGINEER		

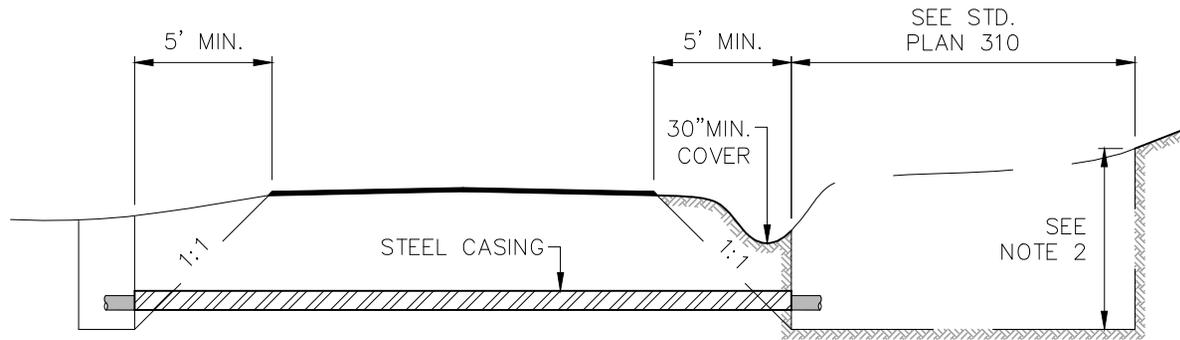
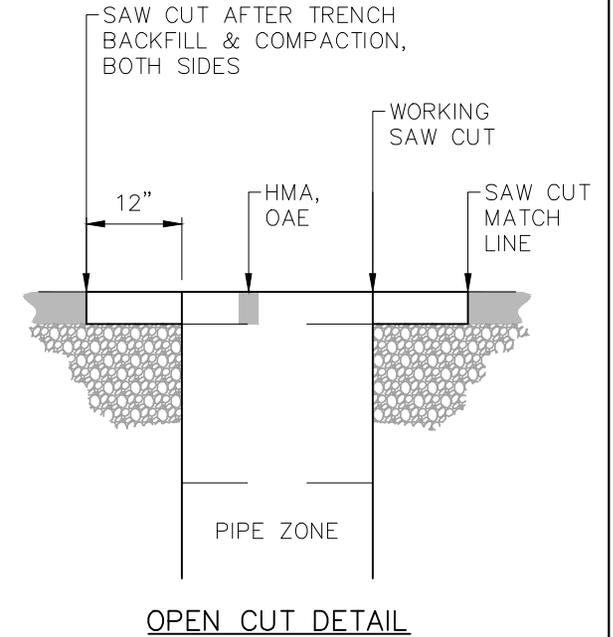
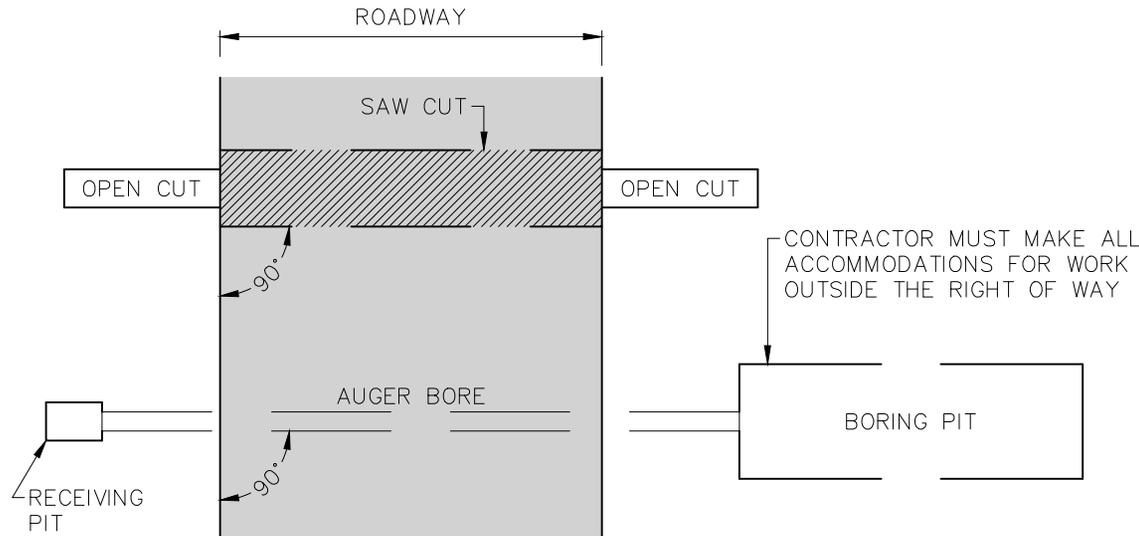


**NOTES**

1. FILL WITHIN THE ROADWAY STRUCTURE SHALL BE PLACED IN HORIZONTAL LAYERS NO MORE THAN 6 INCHES AND COMPACTED TO 95 PERCENT MAXIMUM DENSITY.
2. FILL OUTSIDE THE ROADWAY STRUCTURE SHALL BE PLACED IN HORIZONTAL LAYERS NO MORE THAN 2 FEET THICK AND COMPACTED USING LOADED HAUL EQUIPMENT, MACHINERY OR OTHER APPROVED METHODS.
3. TRENCH BACKFILL SHALL BE EXCAVATED MATERIAL FREE OF WOOD WASTE, DEBRIS, CLODS OR ROCKS GREATER THAN 6 INCHES IN ANY DIMENSION (STD. SPEC. 9-03.15).
4. MATERIAL FOR COMMON BORROW SHALL CONSIST OF GRANULAR OR NONGRANULAR SOIL AND/OR AGGREGATE WHICH IS FREE OF DELETERIOUS MATERIAL AND IS NONPLASTIC (STD. SPEC. 9-03.14(3)).
5. EXISTING TOPSOIL, INCLUDING ANY PERTINENT VEGETATION AND SOD, SHALL BE STRIPPED AND PRESERVED ONSITE PRIOR TO TRENCH EXCAVATION. THIS TOPSOIL SHALL BE SPREAD BACK OVER THE TRENCH AND COMPACTED TO 6 INCHES NOMINAL DEPTH. ACTUAL DEPTH AND COMPOSITION CONTINGENT ON AVAILABILITY OF SUITABLE TOPSOIL.

-  COMPACTION REQUIRED ACCORDING TO NOTE 1
-  COMPACTION REQUIRED ACCORDING TO NOTE 2
-  NO TRENCHING PERMITTED IN THIS THREE FOOT ZONE

<b>UTILITY TRENCH REPAIR DETAILS</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>310</b></p>

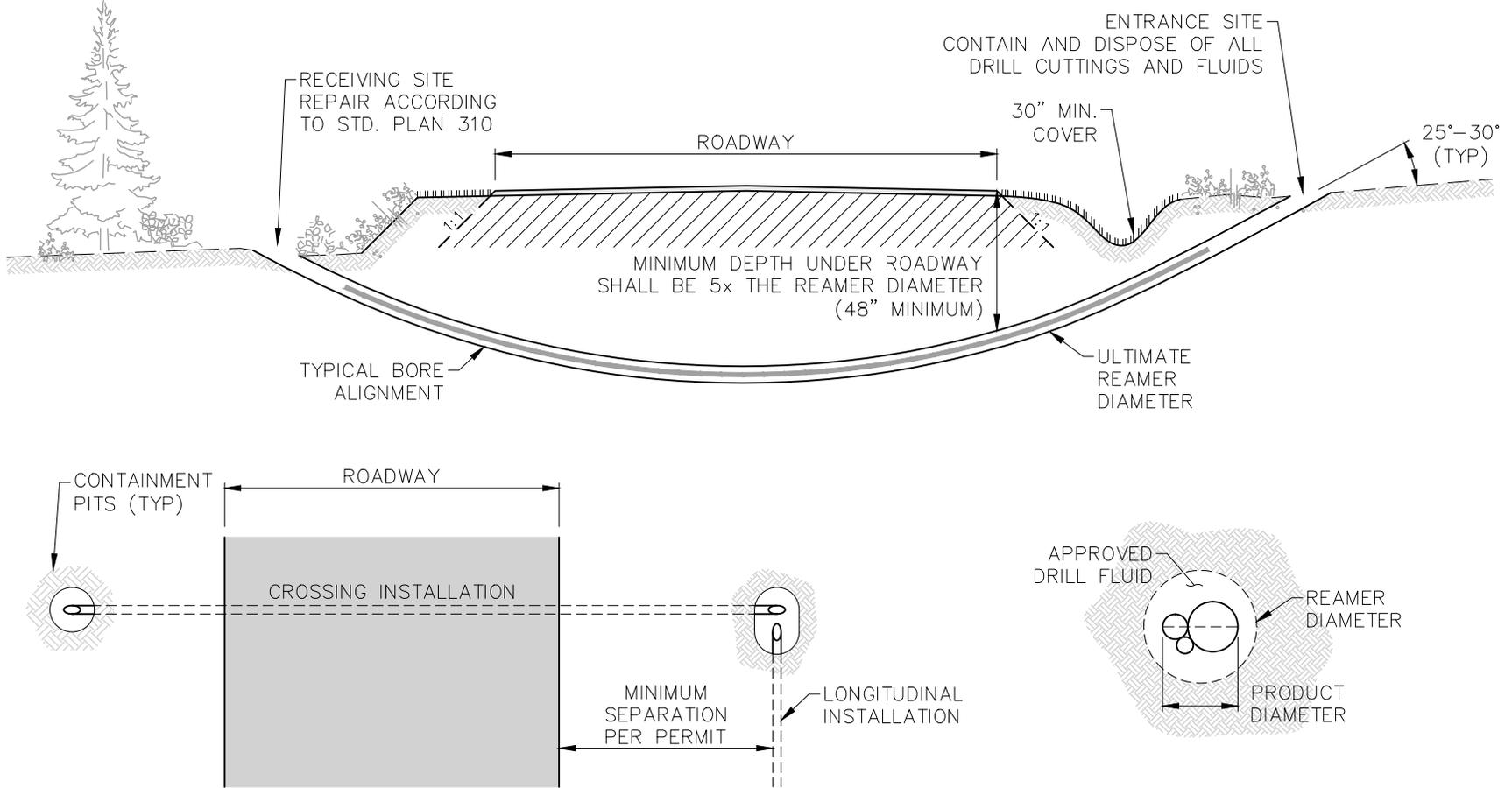


**AUGER BORE DETAIL**

**NOTES**

1. FILL WITHIN THE ROADWAY STRUCTURE SHALL BE PLACED IN HORIZONTAL LAYERS NO MORE THAN 6 INCHES AND COMPACTED TO 95 PERCENT MAXIMUM DENSITY. COUNTY INSPECTION REQUIRED FOR DURATION OF OPEN CUT ROAD CROSSING WORK.
2. IF WORKERS ENTER ANY TRENCH OR OTHER EXCAVATION 4 FEET OR MORE IN DEPTH THAT DOES NOT MEET THE OPEN PIT REQUIREMENTS OF STD. SPEC. 2-09.3(3)B, IT SHALL BE SHORED. THE CONTRACTOR ALONE SHALL BE RESPONSIBLE FOR WORKER SAFETY, AND THE CONTRACTING AGENCY ASSUMES NO RESPONSIBILITY.
3. ADEQUATE PROVISIONS SHALL BE MADE TO SAFEGUARD ANY OPEN EXCAVATION, AND SHALL INCLUDE BARRICADES, LIGHTS, FLAGGERS, OR OTHER PROTECTIVE DEVICES AS MAY BE NECESSARY.

<b>UTILITY CROSSING DETAILS</b>		
 <b>Public Works Department</b> <b>San Juan County</b>	2016.05.13	STANDARD PLAN <b>320</b>
COLIN F. HUNTEMER, PE COUNTY ENGINEER		



**NOTES**

1. LONGITUDINAL INSTALLATIONS ARE NOT PERMITTED UNDER THE ROADWAY.
2. AS-BUILT LOGS SHALL BE PROVIDED FOR EACH INSTALLATION INDICATING PRODUCT DIAMETER(S), REAMER DIAMETER, BORE LENGTH AND DEPTH OBTAINED AT 5 FOOT INTERVALS FOR CROSSINGS AND AT 10 FOOT INTERVALS ELSEWHERE.
3. DRILLING FLUIDS SHALL CONSIST OF A BENTONITE AND WATER MIXTURE. ANY ADDITIVES SHALL BE APPROVED BY THE ENGINEER AND MUST BE CHEMICALLY INERT, BIODEGRADABLE, AND NON-TOXIC. PETROLEUM-BASED OR DETERGENT ADDITIVES ARE NOT PERMITTED.
4. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO UNDERSTAND AND UTILIZE DRILLING FLUID TECHNOLOGY PROPERLY, INCLUDING TO FORM THE BORE HOLE WITHOUT SURFACE HEAVING, AND WITH LITTLE OR NO FLUID PENETRATION AT THE SURFACE.
5. FINAL BORE HOLE SIZE SHALL BE GRADUALLY ENLARGED USING SEVERAL (ONE OR MORE) PRE-REAMING PASSES, PRIOR TO THE FINAL PULLBACK OF THE PRODUCT PIPES.

<u>PRODUCT DIAMETER</u>	<u>MAX REAMER DIAMETER</u>
LESS THAN 6"	PRODUCT + 2"
8" TO 24"	PRODUCT x 1.5
24" AND LARGER	PRODUCT + 12" MAX

<b>HORIZONTAL DIRECTIONAL DRILLING</b>		
 <b>Public Works Department</b> <b>San Juan County</b>	2015.06.30	<b>STANDARD PLAN</b> <span style="font-size: 2em;">330</span>
RACHEL E. DIETZMAN, PE COUNTY ENGINEER		