

SKAGIT COUNTY ROAD STANDARDS

APPENDIX D

STANDARD PLAN NOTES

- A. All materials and workmanship shall be in accordance with the requirements of the most current edition of the State of Washington, Department of Transportation Standard Specifications for Road and Bridge Construction and Skagit County Road Standards.
- B. Inspection of the storm drain system must be called for before any backfill is placed for the drain system.
- C. Catch basins shall be Type 1 or Type 2, WSDOT Standard Plans, frame and grate unless otherwise noted. The outside edge of the catch basin shall be placed at the intersection of the curb and gutter and 0.010' to 0.015' below finished grade, or in the gutter line of the rolled edge section.
- D. If adequate inspection is not called for before completion of the roadway construction, it may be necessary for core drilling and testing to be performed to assure an acceptable quality of roadway. When core drilling is found to be necessary, the applicant will be held responsible for all costs incurred.
- E. It will be the applicant's responsibility to contact all utility companies in order to assure that all lines, pipes, poles and other appurtenances are properly located and their installation is coordinated with the road construction. All utility relocation work shall be at the expense of the applicant and must be in accordance with Skagit County Road Standards prior to road acceptance.
- F. Culvert pipe shall be concrete, aluminum or plastic 12-inch diameter minimum pipe with beveled ends unless otherwise noted. Beveled ends shall be a minimum of 3:1 in the ditch line or match the slope in a cut or fill section.
- G. Buried utilities are shown in their approximate location. The applicant shall have the utilities verified on the ground prior to any construction.
- H. Onsite erosion control measures shall be the responsibility of the applicant and be in place prior to construction. Any problems occurring before final acceptance by Skagit County and within 24 months thereafter shall be corrected by the applicant.

- I. Any revisions to plans must be made by the Project Engineer and approved by the Engineer prior to any implementation in the field.
- J. All pavement markings shall conform to the requirements of the MUTCD.
- K. Before striping takes place the applicant shall contact the Skagit County traffic office for coordination of the striping.
- L. A copy of the approved plans must be on the job site whenever construction is in progress.
- M. Skagit County shall be notified 72 hours before construction is started. The applicant shall be responsible for scheduling a pre-construction conference with the County. Other jurisdictions, Project Engineer, utility companies, subcontractors and other necessary parties to the project shall be present at the pre-construction conference.
- N. Slopes shall be stabilized to prevent erosion. In case erosion occurs in ditches, ditch lining is to be provided as requested and specified by the County.
- O. Where newly constructed paving meets existing paving, the applicant shall overlay and feather new pavement to provide a smooth transition from existing to proposed paving. Application of a thin paint coat of emulsified asphalt shall be applied to insure proper bonding.
- P. The completed surface of all courses shall be of uniform texture, smooth, uniform as to crown and grade, and free from defects of all kinds. The completed surface of the wearing course shall not vary more than 1/8 inch from the lower edge of a 10-foot straightedge placed on the surface parallel to the centerline. The transverse slope of the completed surface of the wearing course shall vary not more than 1/4 inch in 10-feet from the rate of transverse slope shown on the plans.
- Q. Materials sampling and testing shall be at a frequency and magnitude as specified in the Standard Specifications or determined by the County Engineer. In the case of plat roads, a private testing laboratory shall perform testing and sampling. Certified test reports shall be furnished for all tests performed by private testing laboratories.
- R. All utility work within existing pavement requires a minimum roadway reconstruction from the centerline, to include grinding the existing pavement and replacing it with a minimum 0.17' pavement.