

**BEFORE THE BOARD OF PACIFIC COUNTY COMMISSIONERS
PACIFIC COUNTY, WASHINGTON
RESOLUTION NO. 2023- _____**

**A RESOLUTION ADOPTING NEW COUNTY ROAD STANDARDS
AND RESCIND RESOLUTION NO. 99-089**

WHEREAS, Pacific County needs updated Road Standards under Ordinance 163 to address existing issues in implementation of the standards and new requirements for new development and increased density in some areas of the County; and

WHEREAS, Pacific County Road Standards were promulgated in Board of Commissioners Resolution No. 99-089, and there are areas in need of updates where standards have changed or need additional clarification; and

WHEREAS, Pacific County has regulated the development of roads, curbs and sidewalk improvements through the Pacific County Road Standards; and

WHEREAS, all of the documents listed above need to be integrated; and

WHEREAS, the County Engineer has formulated and circulated for review to other departments and neighboring jurisdictions a new Road Standards Manual, incorporated their comments and recommends approval of this document; and

WHEREAS, no adverse comments have been received as part of the SEPA process pertaining to the updated Road Standards; now therefore

IT IS HEREBY RESOLVED pursuant to the authority conveyed in Subsection 3.I of Pacific County Ordinance No. 163 that Exhibit 1, enclosed, is adopted as the new Pacific County Road Standards as of January 1, 2024; and

IT IS FURTHER RESOLVED that Board of Commissioners Resolution 99-089 (which encompasses the previous version of the Pacific County Road Standards) is hereby rescinded as of January 1, 2024.

PASSED by the following vote this _____ day of _____, 2023 by the Board of Pacific County Commissioners meeting in regular session at South Bend, Washington, then signed by its membership and attested to by its Clerk in authorization of such passage:

_____YEA; _____NAY; _____ABSTAIN; and _____ABSENT

BOARD OF COUNTY COMMISSIONERS
PACIFIC COUNTY, WASHINGTON

Lisa Olsen, Chair

ATTEST:

Jerry Doyle, Commissioner

Amanda Bennett, Clerk of the Board

David Tobin, Commissioner

Pacific County Road Standards



Exhibit 1

Prepared by: Grace Amundsen Barnkow, P.E., M.P.A., County Engineer

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1.00 INTRODUCTION

The purpose of these standards is to provide standardized road design and construction elements for consistency and to ensure, so far as practical, that minimum requirements of the motoring public are met. These requirements include safety, convenience and economical maintenance.

These standards are not intended to provide for all situations but to be flexible in form or content. They are intended to assist, but not substitute for, competent work by design professionals. It is expected that land surveyors, engineers, architects, and contractors will bring to each project the best of the skills from their respective disciplines and trades.

These standards are also not intended to unreasonably limit any innovative or creative effort. However, any deviations from these road standards are subject to the approval of the County Engineer based on satisfactory evidence that the proposed variance will produce a equivalent facility.

2.00 GENERAL CONSIDERATIONS

2.01 Shorten Designation

These Road Standards shall be cited as the "standards."

2.02 Applicability

These standards shall apply to all design and construction required within county right of way, proposed right of way, accesses thereto, and utility work within rights of way.

These standards shall also govern all design and construction within private easements as provided herein or as provided by county regulations.

2.03 Exemptions

These standards shall not apply to the following:

- A. Logging roads or agricultural roads intended for the sole use of the owner or developer.
- B. Maintenance work within county rights of way by county forces.
- C. Temporary repairs made on an emergency basis.
- D. Reconstruction, rehabilitation, and resurfacing (3R Standard) as defined in the WSDOT Local Agency Guidelines (LAG Manual).

2.04 Interpretation and Enforcement

Interpretation and enforcement of these standards shall be the responsibility of the County Engineer or designated representative.

2.05 Adopted Pacific County Specifications

Except where these standards provide otherwise, or by contract with Pacific County, all design and construction, including materials, shall be in accordance with the relevant sections of the following:

- a. "Standard Specifications for Road, Bridge, and Municipal Construction" (latest edition) published by Washington State Department of Transportation and referred to as "Standard Specifications" amended as follows:
 1. The term "Commission" or "Washington State Highway Commission" shall be interpreted to mean "Board of Pacific County Commissioners."
 2. The term "Department" or "Department of Transportation" shall be interpreted to mean "Pacific County Department of Public Works."
 3. The term "Secretary" or "Secretary of Transportation," shall be interpreted to mean the "County Engineer."
 4. The term "Engineer" shall be interpreted to mean the "County Engineer" or duly authorized representative(s).
 5. The term "State" shall be interpreted to mean "Pacific County, acting through its authorized representative(s)."
 6. The term "Contractor" shall also be defined as "Individuals or Corporations constructing roads within Pacific County."
 7. Sections 1-02 through 1-10 inclusive of Division 1 are deleted in their entirety, excluding Public Works projects.
 8. Section 1-01, entitled "Definition of Terms," shall be retained.
- b. "Standard Plans" (latest edition), published by Washington State Department of Transportation.
- c. "Manual on Uniform Traffic Control Devices", published by the U.S. Department of Transportation, (latest edition) as amended and approved by Washington State.

2.06 Other Specifications

The following specifications may be followed when specifically cited by these road standards, or in the absence of County specific standards when applicable and approved by the County Engineer.

- A. "General Special Provisions," (latest edition) adopted by Washington State Department of Transportation and American Public Works Association, referred to as "GSPs".
- B. "Standard Specifications for Highway Bridges," (latest edition) adopted by the American Association of State Highway and Transportation Officials, referred to as the "AASHTO Bridge Specifications."
- C. "Washington State Department of Transportation Design Manual," (latest edition), referred to as the "WSDOT Design Manual."
- D. "Washington State Department of Transportation Hydraulics Manual," (latest edition) referred to as the "WSDOT Hydraulics Manual."
- E. Washington State Department of Transportation "Local Agencies Guidelines," (latest edition) referred to as the LAG manual.
- F. "A Policy on Geometric Design of Highways and Streets," (latest edition) published by the American Association of State Highway and Transportation Officials (AASHTO).
- G. "Highway Capacity Manual," (latest edition) published by the Transportation Research Board (TRB).
- H. "Trip Generation Manual," (latest edition) published by the Institute of Traffic Engineers.

- I. "Parking Generation Manual," (latest edition) published by the Institute of Traffic Engineers.
- J. "Surface Water Design Manual," (latest edition) published by King County.
- K. Washington State Department of Transportation "Bridge Design Manual," (latest edition) referred to as the WSDOT Bridge Manual (BDM).
- L. The Access Board's "Public Rights-of-Way Accessibility Guidelines," (latest edition) referred to as PROWAG.
- M. "ADA Standards for Accessible Design," (latest edition) referred to as ADAAG.
- N. "AASHTO Guide for Planning, Design, and Operation of Pedestrian Facilities," (latest edition) published by the American Association of State Highway and Transportation Officials (AASHTO).
- O. "NACTO Urban Street Design Guide," (latest edition) published by the National Association of City Transportation Officials (NACTO).
- P. "Code of Federal Regulations 28 CFR Part 35," or approved equivalent per the LAG manual.
- Q. "Interim Final Rules U.S. Department of Justice," or approved equivalent per the LAG manual.
- R. "Architectural and Transportation Barriers Compliance Board WSDOT/Standard F40 Series Current International Building Code," (latest edition) referred to as IBC.
- S. "Washington State Amendments to the IBC," (latest edition) published by Washington State.
- T. "AASHTO Guide for the Development of Bicycle Facilities", (latest edition) referred to as Bike Guide.
- U. "AASHTO Geometric Design of Very Low Volume Local Roads (ADT < 400)", (latest edition) published by the American Association of State Highway and Transportation Officials (AASHTO).

3.00 ROAD TYPES AND GEOMETRICS

The primary considerations used in determining the type of road are location, traffic volume and function. Section 4.00 and the attached Appendices shall be used to determine the minimum standard.

For convenience, a list and map of major and minor collectors is contained in the Appendices. Before using the appendix, the classification of a particular road or right of way should be verified with the County Engineer. While this appendix should be updated regularly, a road that has recently changed classification may not be updated therein.

3.01 Functional Classifications in Rural Areas

The following are road or right of way classifications based on the anticipated Average Daily Traffic (ADT) ten years hence:

- A. Access Collector (ADT 0 to 400)
- B. Minor Collector (ADT 400 to 1000)
- C. Major Collector (ADT 1000+)
- D. Private Road
- E. Unmaintained County Right of Way
- F. Driveways

See Appendix G for a list of Minor and Major collectors.

3.02 Typical Roadway Design Standards for New Construction

To obtain the geometric design for new or existing roads, first determine the traffic and parking generation per section 4.00, then see applicable design and construction standards in the attached Appendices. For the purposes of this manual in general and this section in particular, the LAG Chapter 42 Design Matrix Definitions and Project Type Definitions are adopted as part of the Pacific County Road Standards.

These additional standards apply to County Roads:

	Major Collector	Minor Collector	All Other Roads
Maximum Grade	9%	10%	12%
Typical Lane Width	11-12 feet		
Typical Turn Lane Width	12 feet		
Superelevation	8%		
Grade	12%		
Recommended Minimum Right-of-Way Width	84 ft	60 ft	60 ft
Typical Shoulder Width	8 ft	6 to 8 ft	4 ft
Design Speed			
Level	50 MPH	50 MPH	40 MPH
Rolling	40 MPH	40 MPH	30 MPH
Mountainous	30 MPH	30 MPH	30 MPH

Design speed is a basis for determining the geometric elements of the road, and does not imply that this is the posted or legally permissible speed. Maximum grade may be exceeded for short distances. Shoulder width should be expanded by two feet for guardrail installation.

Design Speed	25-30	35	40	45	50+
Horizontal Curvature Radius for 6% superelevation	231	340	485	643	833
Stopping Sight Distance	200	250	305	360	425-570
Entering Sight Distance	335	390	445	500	555-665
Passing Sight Distance	500	550	600	700	800-1000

3.03 Cul-de-Sacs/Turn Arounds

- A. A cul de sac or an approved turnaround is required on any dead-end access road serving two (2) or more parcels, for driveways in excess of three hundred (300') feet from the nearest turnaround or cul de sac to allow for emergency vehicle access.
- B. When a commercial access street changes from a public to private designation a public turnaround shall be required, regardless of whether another fire access turnaround is provided elsewhere.
- C. Minimum right of way diameter is one hundred (100') feet for cul de sacs.
- D. Minimum pavement width is eighty (80') feet in diameter.
- E. The maximum cross slope in a bulb shall not exceed six percent in any direction.
- F. A permanent cul-de-sac shall not be longer than 600 feet measured from centerline of intersecting loop or through street to the center of the bulb section.
- G. Cul-de-sac Island: A cul-de-sac island is an optional feature for any cul-de-sac when bulb paved diameter is 80 feet or less; mandatory when bulb paved diameter exceeds 80 feet. If provided, island shall have full depth cement concrete vertical curb and gutter. Minimum island diameter shall be 20 feet and there shall be at least 22-foot-wide paved traveled way in a shoulder-type section and a 30 foot wide paved traveled way in a curb-type section around the circumference. An island shall be grassed or landscaped. The adjoining property owners or homeowner's association shall be responsible for the landscaped and or grassed area within the island and the island's curbing. Additionally, if the island curbing is damaged the adjoining property owners or homeowner's association shall be responsible for its repair or replacement.
- H. For typical cul de sac or turnaround plans, see the Appendices.

3.04 Dedications

- A. Road right of way should be a minimum of sixty (60') feet to accommodate transportation requirements, parking, utility and buffer requirements. Right of way widths less than sixty (60') feet may be required where geometric or physical factors warrant.
- B. Easements shall be provided for all public facilities placed outside of the right of way as required.
- C. Additional right of way may be required to be dedicated as a condition of development approval. In order to conform to minimum standards where developments abut an existing public road or private right of way, dedications may be required for extension or expansion of existing public roads or new roads to provide continuity with the circulation system. The requirement for the dedication of additional right of way will be determined by the County Engineer at the time of development review.

3.05 Intersections/Turn Lanes/State Highway Connections

Intersections and turn lane design shall be submitted to the County Engineer for review and approval. Intersection design for Access Collectors is as shown in the Appendices. Intersection design for Minor or Major Collectors or at such other locations as determined by the County Engineer should be determined by a Traffic Study, provided by the developer and reviewed and approved by the County Engineer, in accordance with the relevant standards as outlined in section 2.06.

Construction of turning lanes (either left or right), curb ramps, traffic signals or intersection improvements may be required as determined by the County Engineer. Turning lane design shall be in accordance with plans approved by the County Engineer.

All costs including right of way acquisition, utility relocation, and/or construction of intersection improvements required as a result of a proposed development shall be the sole responsibility of the developer.

The design of any proposed county road that intersects with a state highway shall be submitted to the County Engineer and the Washington State Department of Transportation (WSDOT) for approval. WSDOT approval of the proposed design must be received prior to development approval. Improvements to the state highway are to be the sole responsibility of the developer and the Washington State Department of Transportation.

3.06 Railroad Grade Crossing

All proposed railroad crossings on dedicated right of way must be submitted to the County Engineer prior to being forwarded to the Railroad and the Utilities and Transportation Committee for approval. Additional railroad crossings will not be approved if alternate access is available.

3.07 Traffic Control

- A. In subdivisions or commercial developments, permanent signs, signals and/or pavement markings may be required to provide roadway safety. All costs of such signs and markings shall be borne by the developer.
- B. All work in the right-of-way on a shoulder or lane requires a temporary traffic control plan, approved by the County Engineer. Where applicable, typical traffic control plans from Section K of the WSDOT Standard Plans may be adopted, with or without modification. Work that is not compliant with an approved Traffic Control Plan may result in a STOP Work Order.
- C. All construction and permanent signing in the area of construction or reconstruction shall be the responsibility of the developer and shall conform to the MUTCD.
- D. Traffic Control Plan shall be approved by the County Engineer prior to construction.

4.00 TRIP GENERATION

4.01 Trip Generation Guidelines

All development permit applications shall include sufficient data to determine the amount of additional traffic generated by the development. Such data shall be used as a guideline for access road and/or driveway requirements. In addition, high impact development, as defined in Subsection 4.02 may require a traffic study as determined by the County Engineer.

The Trip Generation Manual and Parking Generation Manual will be used for an impact assessment of the proposed development. If the developer has additional information which would warrant a deviation from these guidelines, it shall be provided to the County Engineer for review.

4.02 High Impact Land Use

A traffic study is required for any developments which the County Engineer feels may create one of the following conditions:

- A. Developments served by road systems which are at or appear that, following development will be at or below the level of service "D" during peak hour, as defined by the Highway Capacity Manual.
- B. Developments which may cause hazardous traffic or road conditions or aggravate known hazardous traffic or road conditions.
- C. Developments generating 10 or more PM Peak Hour Trips, or increasing off site parking demand by 10 or more spots.
- D. Individual circumstances will also be considered that may justify a variation from the procedures contained herein, where to do so will further the purposes of these standards, including existing roadway conditions, traffic volumes, accident history, expressed community concern and other factors.

Developments meeting these conditions may require off site mitigation in the right of way as a condition of development, as determined by the County Engineer based on site history, the traffic study, and any other information which may be prudent.

4.03 Development Resulting in Excessive Public Expenditures

Since developments will ordinarily be participating in the cost of improvements, funding of complete improvements may take several years to become available. In the event the location or nature of a proposed development would necessitate an excessive expenditure of public funds to meet the anticipated road needs for safety, Pacific County may deny approval of the development. As an alternative, the developer may modify the proposal so that the need for road improvements is lessened, or decide to bear all or more than a proportionate share of the road improvement cost which Pacific County cannot reasonably finance.

4.04 Traffic Study

- A. A traffic study may be required by the County Engineer in order to provide sufficient information to assess the impact on the transportation system and level of traffic service. This decision will be based upon the criteria in section 4.02.
- B. Traffic studies shall be conducted by a qualified individual or firm acceptable to the County Engineer. Studies involving the use of expert opinion or analysis beyond a cursory compilation of available data and traffic projections shall be conducted by a qualified professional engineer with experience in traffic engineering.
- C. The level of detail and scope of a traffic study may vary with the size, complexity and location of the proposed development. The traffic study shall contain a thorough review of both the short and long-range impacts of the proposed development on the transportation system, and shall include AM and PM Peak Hour Trip and Parking generation based on the Trip Generation Manual and Parking Generation Manual. The County Engineer may also require that the traffic study include other information necessary for a thorough review of the impacts of the proposed development on the transportation system. Review fees for a professional traffic engineer may be assessed, at the discretion of the County Engineer.

4.05 Mitigation Plan

If the County Engineer determines, based on the Traffic Study, public concerns, an independent engineering analysis, or other factors, that a Mitigation Plan is required, the County Engineer will inform the developer in writing of the necessity of the plan, and make recommendations for elements of that plan. The developer may propose alternative measures for mitigation. The developer may choose to cancel or modify the development, or submit a mitigation plan for approval that addresses the County Engineer's concerns to the satisfaction of the County Engineer.

5.00 ROADWAY BASES AND SURFACING

5.01 General Requirements

All roadway materials shall be in accordance with the Washington State Department of Transportation Standard Specifications.

5.02 Subgrade Requirements

Subgrade should be uniform, stable and compacted to 95%. Any evidence of instability in the subgrade soils as indicated by water content, springs, fine grained or organic soils, slides or settlement (but not limited to the aforementioned) shall be evaluated by a qualified professional and resolved to the satisfaction of the County Engineer prior to the start of construction. If necessary, the material shall be sampled and tested sufficiently to establish load bearing capacities for the proposed construction methods. That testing should be at the developer's expense. Both the soils analysis and the resulting roadway design shall be subject to review and approval by the County Engineer.

6.00 CONSTRUCTION PLANS AND STAKING

6.01 Submittal Procedure

When construction of permanent improvements of any kind in the right of way is required, the developer shall provide a set of construction plans. The plans shall be prepared and submitted for review to the County Engineer.

Final plans and profile drawings must be approved by the County Engineer prior to start of construction.

Plan sheets and profile sheets or a combined plan and profile sheet, and detail sheets shall be good quality reproducibles, in sheet sizes twenty-four by thirty-six (24" by 36") inches, or digital files of good quality and in a format accessible to the County Engineer.

- A. First submittal shall be the plan and profile, showing all utilities, drainage, drainage plan and other related facilities and detail sheets. One (1) set of drainage calculations shall be included with the submittal. Temporary erosion and sedimentation control details may be incorporated with either the road plans or the drainage plans. A grading and erosion sedimentation control plan, as required, may be incorporated in either the road plans or drainage plans, or may be submitted separately. If corrections are required, one (1) set of check prints or digital files will be returned to the developer.

- B. Subsequent submittal shall be a complete set of original plans, two (2) complete sets of prints, and one (1) set of corrected calculations, and one (1) set of the check prints and calculations. Upon final design approval by the County Engineer, the original set of plans will be signed and returned in the format submitted to the designing engineer.
- C. The approval of the construction plans shall be effective for two (2) years. It may be extended in six-month intervals by approval of a written request submitted by the developer prior to expiration, at the option of the County Engineer. Prior to granting an extension, the plans shall be revised to comply with current standards.
- D. "As-built" drawings shall be submitted prior to final acceptance of any road, structure, or facility for maintenance by Pacific County. One (1) complete set of reproducible corrected plans, in a format acceptable to the County Engineer, shall be submitted. Such drawings shall describe any and all revisions or additions to the approved plans. In addition, the designing engineer and/or developer shall submit a letter of certification stating that the work and materials were inspected and were in conformance to the "as-built" plans submitted.

6.02 Plan Elements

Plan elements shall include the following:

- A. A vicinity map shall be drawn on the cover sheet in an appropriate scale to show the proximity of the project to major roadways, cities or towns. Indicate project location with regard to Section, Township, and Range.
- B. Road alignments with 100-foot stationing, reading from west to east or south to north, and stationing at points of curve, tangent, and intersections with ties to sections and/or quarter corners, or Grassline Survey monuments in the vicinity of the development.
- C. Retractable bearings and distances on center lines based on the section subdivision.
- D. Curve data, degree of curve, radius, delta, arc length and tangent distances on all horizontal curves.
- E. Right of way lines and width of proposed road and intersection.
- F. All topographic features with right of way limits and sufficient area beyond to resolve questions of setback, slope, drainage, access onto abutting property, and road continuations. A minimum of fifty (50') feet shall be shown on either side of center line and a minimum of two hundred (200') feet shall be shown from the end of the road.
- G. All existing and proposed utility locations.
- H. Identification of all proposed roads, existing roads, subdivisions, property ownerships and easements.
- I. All traffic control and street signing locations.
- J. Existing and proposed drainage, indicating direction of flow, size, and kind of each drainage channel, pipe, and structure and other requirements as specified by the County Engineer.
- K. Labelled scale with one inch equals 50 feet (1"=50'). However, one inch equals one hundred feet (1"=100') may be acceptable for large lot developments. Details may be shown at a convenient and legible scale.
- L. When the plan view extends over more than one sheet, the first sheet shall show an overall developmental layout, with the relationship of roads, utilities, drainage, lots,

- and other features clearly indicated, including roads. When more than five (5) plan sheets are required, the first sheet shall show a table of contents and index sheet.
- M. Typical roadway sections of proposed road including information on functional road classification, and typical sections for any utility trenches, drainage features (including ponds and infiltration trenches), and driveways that show material types, depths, and side slopes.
 - N. An erosion and sedimentation control plan, showing the location and control measures intended to minimize the effects of erosion due to construction operations shall be submitted, including at a minimum stabilisation of disturbed soils, stockpile cover, stabilised construction entrance, and perimeter control (e.g., a silt fence). These features should appear on the plan set and include or reference details.

Standard details for erosion and sediment control features can be adopted by reference from Appendix C of the Surface Water Design Manual by referencing the relevant detail on the plan view with a label to the location of the relevant erosion and sediment control feature (e.g. Install silt fence per detail C.3.6.A of the Surface Water Design Manual).

- O. The notes shall reference the relevant specifications and design standards, and any standard details included by reference in the plan set (e.g., erosion control or traffic control plans).
- P. The Standard Plan Notes (see the Appendices) should be included physically in every approved plan set.
- Q. Other data necessary for the specific project.

6.03 Profile Elements

Profile elements shall include the following:

- A. Original ground line along center line and right of way lines at one hundred (100') foot stations and at significant topographic features. When a road extends to the perimeter of the project, ground lines shall be extended at least two hundred (200') feet to show any changes in contour which might affect the profile of the proposed road.
- B. Final road, sewer, water and storm drainage profile.
- C. Road profiles shall be clearly labeled generally to show center line except as required by the County Engineer. Values for grade and length of vertical curve shall be shown with the profiles on a numbered grid.
- D. Super elevation data is required and shall be included.
- E. A profile of the returns showing the stations and elevations, the beginning, midpoint, and ending.
- F. Data used on all benchmarks will refer to established control.
- G. Vertical scale one inch equals five feet (1"=5'). Vertical scale may be one inch equals ten feet (1"=10') if the optional horizontal scale is used.

6.04 Typical Cross-Section

- A. Widths of pavement, ditch and rights of way.
- B. Type of sub-grade soil(s) and type and depth of base and surfacing.
- C. Slope of crown and ditch design.

- D. A separate, full-width roadway typical section for each road or portion of road having a different section.
- E. All other data necessary for a specific project.

6.05 Typical Drainage Plan

The drainage plan may be submitted with the above plan and profile for the road design or on separate sheets. In either case, the drainage plan shall include runoff calculations based on topographic maps, location of features, specific size, sizing calculations, grades, and materials for all conveyance, and elevation data on all hydraulic features, and facilities for infiltration, dispersion, retention and/or detention if applicable. The drainage plan should consider drainage features a quarter mile up and downstream for offsite run on, and downstream existing drainage issues.

6.06 Construction Staking

In order to ensure that design is carried through to the final product, construction staking by a qualified individual is required. Staking will consist of the following as a minimum:

- A. Slope Stake Sub-Grade
- B. Top Base
- C. Top Course
- D. Drainage

7.00 ROADSIDE FEATURES

7.01 Side Slopes

- A. Side slopes shall be constructed no steeper than 1.5:1 on fill slopes and 1:1 on cut slopes. Specific slope stabilization measures such as a geogrid or block wall as well as safety measures such as guardrail will be required where these slopes are not achievable. Flatter slopes are preferred and may be required if there are indications that the soil conditions are unstable and subject to sliding or blowing.
- B. Side slopes shall be stabilized by seeding or by other planting or surfacing materials acceptable to the County Engineer.

7.02 Right of Way Permits

A Right of Way Use Permit is required for any permanent work to be accomplished in the County Right of Way (including but not limited to sewer or water extensions, franchise utility work, storm drainage, driveway connections, well installation, retaining walls, sidewalks, curbs and gutters, major landscaping, utilities, street lighting, paving or any other excavation or pertinent installation in the Right of Way), or any temporary activity requiring the closure of a shoulder, lane or road, or overhead work. This permit is not required for routine maintenance of existing frontage features, such as lawn mowing or gardening, that does not require work in the roadway or shoulder, or overhead work.

7.03 Approach Roads/Driveways

Construction shall not be allowed before issuance of the permit. The following standards apply to new accesses:

- A. Residential driveways are those serving less than five (5) single family dwelling units. All others shall be considered commercial.
- B. Commercial driveways and driveways with a grade greater than 12% shall be paved with a minimum of 2" of asphalt concrete pavement, or otherwise permanently stabilized to an equivalent degree (i.e., concrete, geogrid, etc.).
- C. Driveway widths and locations are determined at the time of acquisition of access permit. As a rule, driveway widths are:
 - a. Residential driveways: minimum width twelve (12) feet, maximum width thirty-five (35) feet.
 - b. Commercial driveways: minimum width is twenty-five (25) feet, maximum width (without a traffic study) is forty (40) feet. Wider may be permissible with a traffic study and some form of intersection control or signage.
- D. An access plan shall be submitted for all proposed access development for review by the County Engineer. No person shall be permitted to build or construct any approach to any county road without first obtaining permission from the County Engineer. The following guidelines shall be followed for developments using a county or private road for access from individual lots:
 - a. **Major Collectors.** Internal collection of traffic will be achieved wherever possible. The number of access points shall be a function of traffic volume on the major collector, but generally they shall not exceed one (1) access point per nine (900') hundred feet of frontage. Driveways directly giving access on to major collectors may be denied if alternate access is available.
 - b. **Minor Collectors.** The same general guidelines apply as major collectors. The maximum number of access points shall be (1) access point per seven (700') hundred feet.
 - i. Roadways with 400 to 1000 ADT will meet the provisions of minor collectors.
 - ii. Roadways with greater than 1,000 ADT or greater than 200 DHV will meet the provisions of major collectors.
 - c. **Local Access.** Internal collection of traffic desirable.
 - i. The maximum number of access points shall be one (1) access point per two hundred (200) feet.
 - ii. Individual driveways will be allowed for roads with 150 ADT or less including projected traffic from development.
 - iii. For roadways with 150 to 400 ADT, individual driveways may be allowed, with County Engineer review of necessity.
 - iv. The most recent edition of the AASHTO Geometric Design of Very Low Volume Local Roads (ADT < 400) design guidance is adopted by reference for Local Access Roads, except where the Pacific County standard is higher.
 - d. **Private Roads, Driveways and Unmaintained County Right of Way.**
 - i. The requirements will be determined by the County Engineer based on the proposed development, the potential for the development, and future road and traffic considerations.
 - ii. Private roads serving three or more homes must be permanently established by tract or easement with a minimum width of 30 ft and a maintenance agreement. Private roads serving more than nine houses

or major commercial/industrial development may require right of way dedication of the private road as a local access road as a condition of development.

- iii. Private roads, and driveways should be accessible at all times for emergency and public service vehicle use, and must not result in land locking of present or future parcels. Unmaintained County Right of Way may be maintained by Pacific County Public Works to a minimal standard for the purpose of access by emergency vehicles, where required in the course of their duties.
- iv. A reasonable maintenance agreement must be in place for unmaintained County Right of Way used for access to private development, including the connection to the roadway. The County does not accept maintenance responsibilities for access to private developments off of the unmaintained County Right of Way, until such a time as the unmaintained County Right of Way is brought up to County Standards and adopted by the Board of County Commissioners into the Road Log. Any future access off of existing development access to the unmaintained County Right of Way will also need to agree to a maintenance agreement.
- e. **Joint Use Driveways.** A joint-use driveway tract may be used to serve two parcels:
 - i. Minimum driveway tract width shall be 30 feet. Minimum driveway length shall be 20 feet from right-of-way line. Radius returns on paved apron shall have 10-foot radii. Driving surface shall be 18 feet, paved or gravel, with a paved apron from the edge of pavement of intersecting street to right-of-way line or 20 feet, whichever is greater.
 - ii. A maintenance agreement/easement document must be in place for the driveway, including the connection to the roadway.
- f. **Loop and Multiple Driveways.** A parcel should only be served by a single driveway, except where the lot frontage is more than 150', driveways can be placed to meet the minimum sight distance and distance between driveway requirements, and the driveways connect to local access road, private roads, unmaintained County Right of Way, or two different streets. Variances from this standard require an abbreviated traffic study.

E. Access roadways or driveways will be located to provide the following minimum entering sight distance:

Existing Speed Limit	Sight Distance
<30	335
35	390
40	445
45	500
50	555
55	610
60	665

*This entering sight distance value for driveways shall be used for all classes of road unless prior approval is obtained from the County Engineer.

- F. Driveways and accesses will approach the county road at ninety degrees (90°) or as close as possible. An approach angle of sixty degrees (60°) or less requires a traffic study and will likely require off site mitigation.
- G. Requests for approach roads/driveways giving access directly onto major and minor collectors may be denied if alternate access is available.
- H. Requests for additional approach roads/driveways for lots that already possess one may be denied, even if a second access point is available, if the County Engineer believes the granting of that secondary road approach is not in the interests of the County.
- I. All abandoned driveways shall be removed and the shoulders and ditch sections shall be properly restored.
- J. Maintenance of approach roads/driveways shall be the responsibility of the owner(s) whose property they serve.
- K. Each approach road/driveway must provide access to an off-road private parking area with a number of parking spots appropriate to the land use, based on the Parking Generation Manual. Each vehicle entering the driveway must be able to park, stand, or load entirely off the right of way. For any approach road/driveway off a major collector, an adequate turnaround area shall be provided so that vehicles exit the property in a forward direction.
- L. No approach road/driveway shall be allowed to access a public or private parking area in conjunction with industrial, commercial, multiple family dwelling, or any use that requires a vehicle to back onto any street.
- M. No approach road/driveway shall be constructed in such a manner that restricts existing drainage or constitutes a hazard to a street lighting standard, utility pole, traffic control device, fire hydrant, or other public facility. Relocation shall be arranged through the agency involved and the cost shall be borne by the developer.
- N. Approach road/driveway materials shall be approved by the County Engineer.
- O. All surface drainage must be contained and directed to adequate drainage facilities. No surface drainage shall flow onto a county road surface. The approach road/driveway shall have a slope of two percent (2%) toward the ditch from its connection with the county road. All approaches should have a culvert across the driveway to convey drainage where there is an existing drainage channel, stormwater pipe or ditch. Approaches without those features will be required to either install a ditch or infiltration trench per the details in the appendices, or drain at a 2% minimum slope away from the road(s) to be infiltrated, dispersed, or otherwise treated on site.
- P. No portion of driveway width shall be allowed within 5 feet (5') of side property lines where it intersects with the street right-of-way line in residential areas or nine feet in commercial areas except as follows:
 - i. Joint use driveways, as defined in 7.02.C.e
 - ii. Driveways may utilize full width of narrow "pipe stem" parcels or easements if approved by Development Engineer, where other access is infeasible.
 - iii. On cul-de-sac bulbs, turnarounds, or hammerheads as necessary for proposed residential access.

- iv. With a temporary construction easement from the neighboring property, where other driveway locations are infeasible.

Q. Culverts.

- (a) **Length.** The length of culvert required for approach road/driveway construction is dependent upon the width of the approach road/driveway and the ditch depth and shall be determined during the process of issuing an ROW Access Permit. However, no approach road/driveway culvert shall be less than twenty (20') feet long.
- (b) **Diameter.** Culvert diameter depends upon the amount of drainage to be handled and will be determined during the process of issuing a permit or, in the case of a new development, by the design engineer. However, the minimum diameter approach/road culvert shall be twelve (12") inches.
- (c) **Variance.** All new driveways should include a culvert across the access, except where specifically exempted by the County Engineer. Where there is no existing ditch or other stormwater conveyance to tie into, addition of a ditch or infiltration trench along the frontage per the requirements of the standard details in the Appendices apply. Criteria for exemption include being at the crest of a hill, on site storage/infiltration/dispersion of runoff (a Declaration of Covenant is required for this option) or site-specific conditions subject to the approval of the County Engineer.
- (d) **Material.** The following new or like new materials may be used for driveway culverts:
- Plain and reinforced concrete pipe
 - Corrugated or spiral rib aluminum pipe
 - Corrugated steel pipe with aluminized or galvanized treatments (1, 2, or 5)
 - Spiral rib steel pipe with aluminized or galvanized treatments (1, 2, or 5)
 - Ductile iron (water supply, Class 50 or 52) pipe
 - Lined corrugated polyethylene (CPE) pipe
 - Polypropylene pipe (PP)
 - Polyvinyl chloride (PVC) pipe (min. 3 ft of cover in the Right of Way or under drivable surfaces)
 - High-density polyethylene pipe (HDPE; including solid wall polyethylene pipe)
 - Other. Subject to approval by the County Engineer, other pipe materials and methods may be used provided that the conditions make it feasible, material in this context has available data, and acceptable user experience with the product can be thoroughly demonstrated.
- (e) **Connections to existing culverts.** Installation shall be made by using the same size and material as that of the existing culvert. Connecting culverts require the placement of a structure, such as a catch basins for clean outs.
- (f) **Placement.** Culvert shall be laid true to line and grade with a minimum twelve (12") inches of cover unless otherwise approved in advance by the County Engineer.
- (g) **Installation.** During Installation, all joints shall be sealed in a manner that prohibits intrusion of surrounding materials or soils. If a closed system has been

infiltrated by soils due to improper installation, the developer shall be responsible.

- (h) **Tying to Private Storm.** Connections between private storm systems outside of the right of way and drainage in the right of way must include a clean out. Stormwater connections between private systems and the system in the ROW should be perforated. A Declaration of Covenant (see the Appendices) is required prior to installation. Connections to the public system will not be approved without a drainage report showing sufficient infiltration, retention/detention, or dispersion to reduce water flowing into the public system during 100-year 24-hour stormwater events to predevelopment levels.

7.03 Survey Monuments

- A. All existing survey control monuments which are disturbed, lost, or destroyed during construction shall be replaced by a registered surveyor at the expense of the developer.
- B. Survey control monuments shall be placed or replaced in accordance with land surveying principles and in conformance with all applicable state and local regulations.
- C. Survey monuments shall be placed at all exterior boundaries.
- D. Standard monuments shall be of materials and quality acceptable to the Department of Natural Resources and the County Engineer. Roads to be dedicated to Pacific County or monuments placed in existing county roads or rights of way shall use monuments approved by the County Engineer. Surface roadway monuments will not be allowed unless approved by the County Engineer.
- E. A monument case with a brass disk embedded in concrete shall be placed at the centerline of roads at all points of curves, points of tangent, and intersections, and at the center of cul de sacs.
- F. A signed statement from the land surveyor that all monuments and corners indicated on the development have been set in their proper location and are in good condition will be required prior to field inspection and prior to final approval of road.

7.04 Mail Boxes

Mail boxes are the responsibility of the individual owner and the U.S. Postal Service, and should be set as follows:

- A. U.S. Postal Service approval for location, type and box design is required.
- B. Mailbox supports will be of approved design.
- C. In the case of new road construction or reconstruction requiring mail boxes to be moved back or rearranged, the builder shall coordinate with the U.S. Postal Service.
- D. Mailboxes will be grouped or unitized wherever possible. New multi-unit development shall unitise mailboxes.
- E. Mailboxes obstructing required minimum sight lines or street side parking require prior approval by the County Engineer, and may be required to be moved at the owner's expense if already installed.

7.05 Landscaping

The following guidelines shall be utilized in evaluating and administering proposed or existing landscape areas within County rights of way:

- A. Any plantings or other improvements encroaching upon the right of way are subject to removal when the right of way is needed for public use.
- B. Continuous culvert shall have an approved catch basin at the property corner, at the inlet end of pipe, cross culvert or at a minimum of one (1) every three hundred (300') feet of pipe.
- C. Major landscaping changes, such as removal of trees over 2" in diameter, drainage ditches or pedestrian improvements, or the addition of retaining walls, more than fifty cubic yards of fill, fences, pedestrian improvements, or work of a similar scale, require a Right of Way permit and approval of the property owner(s) with frontage on the proposed change. Utilities with franchise agreements with Pacific County are exempted from the requirement for property owner permission. Additional requirements may apply, including replacement plantings, slope stabilization, or installation of culvert pipe to maintain the functions of the Right of Way. Major landscaping work done without a permit after adoption of this standard may be removed or remediated by County Forces at the developer's expense if it negatively impacts stormwater, safety, or access.
- D. Areas where developments disturb or compact landscaping (including natural landscaping) in the Right of Way and it is not being made impervious (i.e., being graveled or paved) must get soil amendment to restore the moisture holding capacity of the soil. Compost or topsoil should be a minimum of 8 inches thick, have a suitable pH for landscaping (4.5-7.0), and when feasible, the subsoil level shall be scarified for to six inches with some incorporation of upper materials to avoid stratified layers.

8.00 RETAINING WALLS AND FENCING

8.01 Design Criteria

Retaining walls, whether on public or private roads shall be designed and constructed to meet the minimum requirements of the Standard Specifications. Retaining walls with a height of four (4') feet or greater shall be designed by a professional engineer licensed by the State of Washington, and shall be submitted for approval by the County Engineer. 4' minimum chain link fence or metal handrail is required for any rockery or wall height over 18" in the Right of Way. Fences over 6' in height may require structural review. All retaining walls and fences placed in the ROW require a ROW permit, and may be subject to removal if sight lines are obstructed or future development impeded.

9.00 BRIDGES

9.01 Design Criteria

Bridges (including culverts meeting the requirements to be inspected as a bridge), whether on public roads or private roads, shall be designed and constructed to meet minimum requirements set forth in the AASHTO Bridge Specifications and the WSDOT Bridge Design Manual. All new bridges shall be designed to carry an HS20-44 or greater live load, or greater if required by funding sources. Bridges located within a mile of Interstate Highways must be designed for Type EV2 and EV3 trucks. Design vehicles required by the County may be updated by the County Engineer if required by new design standards. Design life of bridges and culverts shall be 50 years.

The bridge width shall compromise the full existing width and configuration of the road being served, to include the traveled way plus shoulders, sidewalk, walkway, and/or bike lane, or the full design roadway width, whichever is greater. In no case will the width be less than twenty-six (26') feet for two-lane traffic or 13' for one-lane traffic. Requirements of utilities shall be duly considered. Bridges shall be constructed of steel, concrete, steel and concrete or treated timber. Bridge clearance shall meet WSDOT standards, 16.5 feet minimum.

Substandard guardrail transitions and terminals must meet current standards for all new construction or reconstruction projects. Vehicular railing must be AASHTO Crash Tested Rail, or Approved NCHRP 350 Crash Tested Rail. Pedestrian railing must be AASHTO NCHRP 350. Approach railing must be AASHTO Crash Tested Rail, or Approved NCHRP 350 Crash Tested Rail.

WSDOT Standard Plans and Specifications relevant to Bridge construction are adopted by reference. Bridge design shall be prepared by a professional engineer licensed by the State of Washington. Final approval shall be made by the County Engineer. Review fees for a professional structural engineer may be assessed, at the discretion of the County Engineer.

10.00 UTILITIES

10.01 Franchising Policy

Utilities to be located within the county road right of way shall be constructed in accordance with current franchise and permit procedures and in compliance with these standards. In the use of right of way, utilities shall be given consideration after the traffic carrying requirements of the roadway have been met. Use of right of way for utility installation will be granted on an individual case basis, but in no circumstance will a utility be allowed to create an adverse effect on the roadway or public using the roadway. Any utility, including individuals installing a utility service such as a well, working within a county right of way must secure a franchise from the Board of Pacific County Commissioners.

10.02 Utility Locations

Utilities within the right of way on new roads or in roadways where existing topography, utilities, or storm drainage are not in conflict shall be located, and right of way restoration completed as indicated below and as shown in the Appendices. Where existing utilities or storm drains are in place, new utilities shall conform to the standards as nearly as practical and yet be compatible with the existing installations. All utilities shall be buried at least (30") inches below the finished grade, except the minimum cover in ditches may be twelve (12") inches below flow line grade. Exceptions shall be approved when necessary to meet the special requirements or restrictions. In locating utilities within the right of way, precedence shall be given to gravity design systems.

- a. Storm Sewers: Installed in the ditch line at a depth to be approved by the County Engineer. (Minimum cover twelve (12") inches.)
- b. Sanitary Sewers: Five (5') feet either side of centerline at a depth approved by engineer. Laterals shall be installed to the right of way line. Additional construction may be required to prevent future disruption to the road facility.

- c. Electrical Utilities: Power, telephone, and cable television will preferably be placed underground, on either side of the road at a depth of at least thirty (30") inches and posted accordingly. Otherwise these utilities shall be placed on poles set back of ditch line or pedestrian path, at locations compatible with driveways, intersections and other design features. To the maximum extent practical, these utilities should share common trenches or poles so that disruption of the road base and/or the number of poles in the right of way is held to a minimum.
- d. Water Lines: Thirty (30") inches below ditch line. Otherwise, in the shoulder outside the traveled lane on pavement edge.

10.03 Utilities in New Developments or Unmaintained County Rights of Way

- a. Utility poles and underground utilities, including service crossings shall be installed or relocated prior to the start of road construction if planned road cuts and fills are minimal and the location of road elements can be clearly identified in advance. Otherwise, such utilities, including service connections, shall be installed or relocated after the subgrade has been completed but before surfacing has been placed. All underground utilities making roadway crossings shall be cased in a conduit. Conduit shall extend past the normal ditch line unless approved by the County Engineer.
- b. All utility installations inside unmaintained county rights of way shall be done under a revocable permit approved by the County Engineer.
- c. Pipe materials and overall installation work shall be done in accordance with WSDOT Standard Specifications and GSPs.

10.04 Utilities on Maintained County Rights of Way

- a. Utility trenching or transverse cuts across the paved roadway will not be permitted unless it can be shown that alternatives, such as boring, jacking, or relocating outside the paved area are not feasible or unless the utility can be installed prior to reconstruction or overlay.
- b. When trenching or cutting is permitted, the following procedure applies: Pavement patching shall include cutting, removal and disposal of the existing pavement; preparation, placement and compaction of backfill material; placement and compaction of aggregate base material; placement and compaction of crushed surface top course material; temporary patch (if required); application of tack coat; and construction of surfacing to conform to like kind pavement.

Please see typical section for utility work under pavement in the Appendices. All work shall be performed in accordance with the applicable sections of the WSDOT Standard Specifications and GSPs and the following:

1. Pavement cutting: The existing pavement shall be first cut by an appropriate means to facilitate removal. Immediately prior to placement of the permanent patch, the existing pavement shall be cut as directed by the County Engineer, per the typical section in the Appendices in the absence of location specific direction. The pavement shall be removed so as to provide a firm, neat, straight, vertical edge to join. The contractor shall be responsible for maintaining the edge. Additional cuts will be required to correct broken or damaged edges.

2. Backfilling. Backfilling shall be done in accordance with the WSDOT Standard Specifications, Section 7-04.3(3), or equivalent. Minimum width of trench shall be two (2') feet to accommodate a vibratory compactor.
3. Temporary pavement patching. A temporary two (2") inch thick cold asphalt plant mix patch may be required to be placed and maintained over the excavated area until final settlement has occurred. The temporary patch shall then be removed and the existing pavement cut before permanent repairs are made.
4. Permanent pavement repair. The structural capacity of the patch shall be equal to the section of the existing pavement, but in no case shall the thickness of the asphalt concrete be less than two (2") inches compacted. Full depth asphalt concrete patches shall be placed in layers not exceeding two (2") inches with adequate compaction.
5. Tack Coat. A tack coat of CSS-1 or approved equal shall be uniformly applied to all edges to be joined and lapped six (6") inches over the existing pavement. The lines from the new asphalt pavement shall be raked over the tack coat, feathered and rolled or tamped to seal the joint.
6. Asphalt concrete. Asphalt concrete used for patching shall be Class 1/2 inch HMA Superpave and shall be furnished, placed and compacted in conformance with the WSDOT or APWA Standard Specifications.
7. Portland Cement Concrete. Cement concrete mix used for patching shall be Class 4000 and shall be furnished, placed, and compacted in conformance with the WSDOT Standard Specifications.
8. Permeable Pavement. Permeable Pavement specifications should be per the GSPs for Permeable Pavement.
9. Unpaved shoulders shall be patched similar to the roadway section except the asphalt application may be omitted.
- c. No person, firm or corporation shall commence work or permit any person, firm or corporation to commence work on construction, alteration, repair, or removal of any utility or the cutting, excavation, fencing, paving, or other improvement of any street, alley or other public place, or do other activity causing a disruption to traffic or placing any permanent installation in the right of way of Pacific County without first obtaining a Pacific County Right of Way (ROW) Permit, except under emergency conditions and then only by the franchise holder. Emergency repairs by private individuals is not permitted. If an emergency condition occurs, notification shall be made to Pacific County Public Works as soon as possible, with explanation of what occurred and what work was done within the right of way.

11.00 INSPECTION

11.01 Basis for Control of the Work

- a. Work performed in the construction or improvement of County or development transportation facilities, whether by or for a private developer, by County forces, or by a contractor shall be done to the satisfaction of the County Engineer and in accordance with approved plans. It is emphasized that no work shall be started until such plans are approved, except for emergency repairs and regularly scheduled maintenance. Any revision to such plans shall be approved by the County Engineer. A set of "as built" drawings will be required at the completion of the project, prior to final acceptance.

- b. The County Engineer shall have authority to enforce the standards as well as other referenced or pertinent specifications and appoint such personnel as necessary to inspect the work. In the absence of an adopted standard, the County Engineer may designate an adopted topic specific standard for the project in development review.

11.02 Inspection Criteria

On all road construction and other work performed within or with a drainage connection to county rights of way, inspections will be done under the control of the County Engineer, or by other inspectors as deemed necessary by the County Engineer. Unless otherwise instructed by the County Engineer, the inspections shall be made as follows:

- Inspection #1. Temporary sedimentation and erosion control in accordance with approved plans.
- Inspection #2. Underground drainage, at the stage that trenching and placing of pipe are completed but prior to cover.
- Inspection #3. Underground utilities, including sewers, shall be inspected during backfilling for compliance with APWA Standard Specifications. General roadway inspection is required when completing the drainage system, underground utilities, and roadway grading, including gravel base and compaction.
- Inspection #4. General roadway at the stage that crushed surfacing top course has been placed and compacted.
- Inspection #5. General roadway, while paving is in progress.
- Inspection #6. Overall roadway, final, after paving, monument inspection, cleaning of drainage systems, and all necessary clean up.
- Structural Inspections. Structural inspections shall be at critical stages of foundation, placement and assembly of components and final completion and tests, as directed by the County Engineer or Building Official.

11.03 Notification Requirements

The developer shall notify the County Engineer's office at least forty-eight (48) hours in advance of each required inspection. Failure to comply with inspection requirements will necessitate appropriate testing and certification as directed by the County Engineer. Costs of such testing and certification shall be borne by the developer, including overtime if required. At the time that such action is directed by the County Engineer, no further work will be permitted until all tests have been completed and all corrections have been made to the satisfaction of the County Engineer.

11.04 Revisions to Inspection Sequence

If the developer believes that the inspection sequence indicated above does not fit the requirements of a particular project, a request to the County Engineer in sufficient time to permit revision to the inspection schedule should be made.

11.05 Required Inspection to be Performed by the Developer or Other Agencies

When it is determined by the County Engineer that work being performed requires quality control inspection, the developer or agency performing the work shall be required to furnish qualified inspector(s) acceptable to the County Engineer. All inspection work performed shall be coordinated with the County Engineer.

11.06 Materials Sampling and Testing

Material sampling and testing shall be at a frequency determined by the County Engineer. Testing and sampling may be performed by a private testing laboratory, in which case, certified test reports shall be furnished to the County Engineer. Materials testing costs will be paid by the developer responsible for the work.

12.00 BONDS

12.01 Performance Bonds and Surety

Improvements constructed in the County right of way require a performance bond or a surety, which must be posted with the County Engineer until the improvement is completed by the developer and accepted by Pacific County. This bond or surety will guarantee the completion of road and/or drainage improvements that are required by the development, or the stabilization of disturbed soils and restoration of the right of way if the development work is abandoned after work has begun. The bond or surety provided shall conform to the following conditions:

1. The bond or surety shall be of a form approved by the County's Attorney.
2. The bond or surety shall be equal to one hundred (100%) percent of the construction estimate approved by the County Engineer, or \$5,000, whichever is greater. Included in this estimate shall be twenty-five (25%) percent factor accounting for contingencies and inflation. Bonds under \$5,000, or bonds with utilities and public agencies secured by an agreement, may be waived at the discretion of the County Engineer.
3. The bond or surety period shall be for two (2) years, at which time it must be extended for the interval of the any permit extension at the option of the County Engineer. A new amount will be calculated at that time. If the bond is allowed to lapse in this period, a STOP Work order will be issued and a fine may be assessed for the restoration of the right of way if the bond is not renewed. If the permit and bond is expiring without restoration of the right of way, the bond or surety may be claimed for an amount equal to the actual costs of right of way restoration.
4. The surety or bond shall be used by the County Engineer to make the required improvements if the improvements are not made in the allotted time.
5. Ninety (90%) percent of the surety may be released upon completion and approval of the work by the County Engineer (or replaced by a maintenance bond for 10% of the value). The remainder shall be held until the road is accepted for maintenance by the Board of County Commissioners, *and* one year has passed since final acceptance for landscaping establishment and a guarantee on workmanship. Performance bond or surety requirements may be waived at the discretion of the County Engineer for projects for which the total estimated cost of potential restoration to the County would be less than \$5,000, for which another bond has already been received (for example, phased projects), or for which an agreement for ongoing work has been accepted by the Board of County Commissioners.

13.0 DEVELOPMENTS UTILIZING COUNTY RIGHTS OF WAY

13.01 Purpose

It is the purpose of this section to establish a permit system for and standards regulating the use of unopened, unimproved or unmaintained county rights of way or existing service roads in order to assure that road improvements are sufficient for normal and emergency vehicular traffic; and to provide equitable sharing of improvement costs; and to further the orderly development of the county road system; and to otherwise protect the public health, safety and welfare. No development permits shall be issued for any purpose until these requirements have been fulfilled.

13.02 Permit Required

County road rights of way shall not be improved or used for access purposes, nor shall development approval authorizing such improvements or use be granted, nor shall traffic control be placed restricting the public's ability to use the thoroughfare unless a Right of Way (ROW) permit has been issued. If improvements are done without a permit, owner will be required to bring them up to specifications within a reasonable time frame, or pay a fine equal to the cost to the County of restoration or response.

- a. **Improvement Plans.** An engineering plan of the proposed road including cross sections, drainage, alignment, utility locations, and any additional information deemed pertinent by the County Engineer will be required. Follow the submittal procedure checklist in section 6.01. Cost for the development of such plan and required studies shall be borne by the permit applicant.
- b. **Required Improvements.** The improvements shall be completed to provide normal and emergency vehicular access and provide available utilities to the proposed development farthest from an established and maintained public road. All construction shall be done in a manner acceptable to the County Engineer, and the permittee shall be responsible for forty-eight (48) hour notice to the County Engineer requesting necessary construction inspections.
- c. **Survey.** The permit applicant will bear the cost for the right of way in the area of the improvements to be surveyed by a licensed land surveyor. Such survey shall be recorded in accordance with the Survey Recording Act.
- d. **Traffic Control Plans.** All work inside of the ROW or traveled way that may impact the traveling public (including shoulder work, driveway connections, and trucks entering and leaving the roadway) requires an approved Traffic Control Plan, compliant with the MUTCD with WSDOT modifications. Pacific County adopts the WSDOT Standard Traffic Control Plans by reference, and applicants may refer to an applicable traffic control plan from that set of Standard Plans on their site plan in lieu of providing a site specific one, where there are not any features of the site requiring substantial modification of that plan to be applicable.
- e. **Trenching.** All open trenches for work in the Right of Way shall be non-skid plated, pinned, shimmed (suitable for H20 loading) and/or backfilled and capped with temporary HMA where authorized by the County at the end of each work day.

- f. **Materials Within Right of Way.** The permit shall contain a statement regarding the use or disposition of timber, soil, rock, sand, vegetation, or other materials found within the right of way. The applicant shall provide such information as necessary. If not utilized in the construction of roadway improvements, such material shall be disposed of in accordance with directions of the County Engineer, in consultation with abutting property owners. Any affected fences located within the right of way shall be disposed of and/or relocated in accordance with directions of the County Engineer, in consultation with the property owner.
- g. **Abutting Property Owner Notification.** A permit applicant shall provide certification that all owners of property abutting each side of the right of way within 200' of the construction have been contacted and informed of all proposed improvements. Any objection of such property owners shall be stated along with the manner in which the applicant proposes to resolve the objections or address their concerns.
- h. **Signs.** When deemed necessary by the County Engineer, the permit shall require that the roadway be posted with "PRIVATELY MAINTAINED ROAD" and/or "END OF COUNTY MAINTAINED ROAD" signs provided by the Public Works Department. The initial cost of the sign(s) shall be borne by the permit applicant, and the County will maintain such required signs. New access roads shall also be designated with lettering on legible signs meeting MUTCD requirements clearly visible from the intersecting County Road, City Road, or State Highway. Such sign costs shall be borne by the permit applicant, and the County will maintain such required signs.
- i. **Additional Right of Way and Tributary Improvements.** The permit applicant will be required to deed right of way necessary to fulfill the minimum road right of way width prescribed by State Statute (RCW 36.86.010) or to preserve existing drainage channels still in use after the proposed development. If the County Engineer certifies that an existing road or drainage serving the proposed development cannot properly accommodate the increased traffic or drainage volume and type, the permit applicant will be required to provide additional right of way and to improve existing service roads to the appropriate standard as adopted by the Board of County Commissioners.
- j. **Plan Approval.** Upon approval of the road development plans, the required work shall be completed prior to final approval. As an alternative to completion prior to final occupancy, additional bonds or securities satisfactory to the County may be accepted in lieu of actual construction. Said bonds shall be in an amount to be determined by the County Engineer and shall have a final expiration date of not more than two (2) years.
- k. **Maintenance.** The County shall provide no maintenance to a road improved to less than the adopted standard. Such maintenance is the responsibility of the property owners serviced by that section of road. If an applicant, at no expense to the County, constructs a road upon county right of way which meets all of the standards of road construction of the

applicable adopted standards and the County Engineer so certifies the construction, the Board of County Commissioners may accept the road into the County Road System. Pacific County will not accept private roads for maintenance as public roads unless Pacific County determines that there is a benefit to the public.

13.03 Land Division

Development of the road system associated with a land division shall be in accordance with the requirements of the Pacific County Road Standards and relevant Pacific County Ordinances. If so certified by the County Engineer, the development may necessitate acquisition of additional right of way and improvements to tributary service roads in accordance with Subsection 13.02.G.

13.04 Commercial or Multi-Family or Large Development

The following standards apply to Commercial or Multi-Family or Large Property Development:

- 1) **Engineering and Drainage Plans.** Detailed engineering and drainage plans shall be required for commercial or multi-family developments or large single family residential development (>5000sf of new impervious surfaces), regardless of location. Cost for the development of such plan and required studies shall be borne by the developer. Such plans and studies shall be in accordance with the requirements for long plat developments and shall include other information deemed pertinent by the County Engineer. Sites that disturb more than one acre, are part of a common plan of development that will ultimately disturb one acre or more, are a significant contributor of pollutants or could be reasonably expected to cause a violation of any water quality standard will also be required to apply for coverage under the Construction Stormwater General Permit.
- 2) **Road Construction.** The permit applicant shall be required to construct roads to the standards adopted by the Board of County Commissioners. If so certified by the County Engineer, the development may necessitate acquisitions of additional right of way and improvements for tributary service roads in accordance with Subsection 13.02.G.

13.05 Single Family Residence

The following standards apply to Single Family Residence Development:

- 1) **Permit Conditions.** ROW Permits to use county right of way for access to a single-family residence will be issued subject to the following terms and conditions. A permittee seeking a first permit will be required to clear and grub the right of way to an adequate width (14' minimum) and grade, drain and surface the roadway in accordance with the Pacific County Road Standards and to make such additional improvements as may be required by the County Engineer.
- 2) **Subsequent Permits.** Subsequent permits issued for a right of way improved under prior permits shall require the permittee to further improve the constructed roadway as designated by the County Engineer, per the details in the Appendices. If considered appropriate, the County Engineer may recommend the formation of a road improvement district (RID).

13.06 Permit Conditions for Temporary Access

The County Engineer may issue a permit authorizing temporary and limited use of unopened and unmaintained county road right of way for access to short-term activities such as construction or logging. The permit shall require construction of roadway facilities to standards prescribed by the County Engineer in view of the duration and nature of the desired use. A performance bond shall be required prior to issuance of the permit guaranteeing restoration of the right of way and blocking of access at the expiration of the permit period. The permit shall specify minimum improvements required in accordance with the adopted standards. Construction of such improvements to the satisfaction of the County Engineer shall be completed within one (1) year, to be extended upon written request prior to expiration in up to one (1) year increments, or the permit shall expire.

13.07 Compliance with Laws and Ordinances

A. Other Permits: It is the sole responsibility of the permit applicant to obtain all other required permits and approvals prior to development approval. Culvert placement may require Hydraulic Project Approval. Construction site operators are required to be covered by the Construction Stormwater General Permit if both of the following conditions apply:

- The construction project (adjacent or phased projects count as one project for the purposes of triggering this requirement) disturbs land* through clearing, grading, excavating, or stockpiling of fill material that meets one of the following criteria:
 - Sites that disturb one acre or more.
 - Sites that are smaller than one acre that are part of a larger common plan of development that will ultimately disturb one acre or more and discharge stormwater to surface waters must apply for a permit.
 - Sites of any size discharging stormwater to state waters (Waters of the State) that we determine to be a significant contributor of pollutants.
 - Sites of any size that we reasonably expect to cause a violation of any water quality standard.
- There is any possibility that during construction, stormwater could run off your site or enter a conveyance system that leads to surface waters. In almost every case it does. If the location of your site poses no possibility that rainfall or snowmelt could leave the site or enter a waterway, you do not need a permit.

* Count the cumulative acreage of the whole project, whether it's single or multiphase. Include off-site disturbance acreage from support activities related to the construction site. This applies if your project is a portion (less than one acre) of a larger project planned over time. If the criteria for the Construction Stormwater General Permit are revised, the more recent permit conditions will prevail over the requirements of this section.

B. Environmental Review: The permit process described in this policy is subject to the Washington State Environmental Policy Act.

14.0 FRONTAGE IMPROVEMENTS

14.01 Frontage Improvements and Maintenance

Acceptable curbing and sidewalk frontage improvements are required with any commercial or multi-family development, or residential development within identified Pedestrian Development areas, as designated by the County Engineer. Developments in this area shall include all new construction and any substantial modification wherein (1) the cost of the

change is estimated to be at least fifty percent (50%) of the value of the existing structure or property (for undeveloped property) or (2) the change is to allow a higher occupancy usage (i.e. single-family residential to multi-family residential or commercial, or multi-family residential to commercial).

Any applicable development requiring or utilizing an approach to a county road shall provide curbing, sidewalk, and crossing improvements as specified by the County Engineer in accordance with the AASHTO Guide for Planning, Design, and Operation of Pedestrian Facilities and the NATCO Urban Street Design Guide. ADA improvements provided must be in accordance with PROWAG, ADAAG, Code of Federal Regulations 28 CFR Part 35, Interim Final Rules from the U.S. Department of Justice, The Architectural and Transportation Barriers Compliance Board WSDOT/Standard F40 Series Current International Building Code, and Washington State Amendments, whichever standard is greater, to the extent feasible. Any County road improvements including bicycle facilities shall additionally comply with the Bike Guide.

If a site was required to construct improvements as a condition of development, those improvements should be maintained to a reasonable standard by the adjacent property owner, and kept clear of obstructions. Adjacent landowners shall also keep drainage ditches and swales clear of noxious weeds, debris and fill, to the extent possible.

14.02 Permitting Requirements

Any development installing improvements per the requirements of 14.01 must first obtain a Right of Way permit for these improvements. Where frontage improvements are not requirements, property owners with frontage on County Roads are permitted to do minor landscaping, such as planting flowers or mowing a lawn, at their own risk and cost. These improvements may be modified or removed at the County's discretion for future improvements such as widening a road or to address a concern such as bushes blocking a ditch or sight lines.

A Right of Way permit is only required if these improvements constitute a permanent physical change in the right of way. The permit is not required for routine maintenance of existing frontage features, such as lawn mowing, removal of invasive species, or gardening, that do not require work in the roadway or shoulder, or overhead work. Major changes such as removal of a storm drain, ditch, or living tree (or topping that is likely to result in removal), or adding fill, retaining walls, fences, pedestrian paths or similar improvements require a Right of Way permit.

Removal of trees, shrubs or vegetation from the County Right of Way as part of the normal permitting and construction process is permitted, subject to planning requirements with regards to wetlands and shoreline management, and may include requirements for replacement vegetation and slope stabilization for the purposes of erosion prevention and stormwater management, if applicable. If someone who is not the adjacent property owner wishes to remove or harvest trees, shrubs or vegetation from the County Right of Way, they must first obtain written permission from the adjacent landowner and provide that written permission as part of the application for a Right of Way permit. Any harvestable timber

removed from County Right of Way remains the property of the County, and developers should contact the County Engineer for information on disposal.

14.03 Standard Plans

The attached standard plans in the Appendices are hereby adopted as the standards that apply to county right of ways addressed in Section 14. The WSDOT Standard Specifications and GSPs apply to this work.

14.04 Access off of a State Highway

Any applicable development requiring or utilizing an approach to a State highway shall provide curbing, sidewalk and road surface improvements as specified by the Washington State Department of Transportation.

15.00 VARIANCES

15.01 Variance Standards

If an applicant desires a variance from these standards, an application for a variance must be submitted to the County Engineer, including any applicable fees in the fee table. An engineering variance to deviate from these standards may be granted by the County Engineer upon satisfying the following minimum criteria which must be shown to be based on sound engineering principles:

1. The application for a variance clearly indicates those sections of the standards which are relevant to the proposed alternative, together with a clear explanation of how the requested variance meets the essential elements and intent of these standards.
2. The application for a variance includes a specific description of the proposed alternative to the standards along with supporting documentation sufficient for the County Engineer to make a determination as to whether the variance should be granted.
3. The variance is not contrary to the public interest.
4. The variance shall not constitute a grant of special privilege inconsistent with the limitation upon uses of other properties in the vicinity and zone in which the property on behalf of which the application was filed is located.
5. The special circumstances necessitating the variance did not result from any action of the applicant.
6. The variance requested is the minimum variance required to grant relief to the applicant, and that there is no feasible alternative with results more in line with the intent of the Road Standards.
7. The requested variance will not compromise safety, function, fire protection, transit needs, appearance and maintainability.
8. The requested variance complies with requirements of the International Fire Code and any other applicable codes as referenced by the Road Standards.

9. If the requested variance is a major (>10%) or precedent setting one, in the judgement of the County Engineer, final approval for the variance will be referred to the Board of County Commissioners, with an engineering report recommending a decision.

APPENDICES

A: Declaration of Covenant

WHEN RECORDED RETURN TO:

Pacific County Public Works

211 N Commercial St.

Raymond, WA 98577

Grantor(s):

Grantee: Pacific County

Abbreviated Legal Description:

Parcel #: _____ Section/Township/Range: _____

Project Name/Permit Number: _____

DECLARATION OF STORMWATER FACILITY MAINTENANCE COVENANT

In consideration of Pacific County granting the permit listed above for the real property described above, the undersigned Grantor(s), the owner(s) declares that they will observe, consent to, and abide by the conditions and obligations set forth herein, with regards to the above- described property ("Property") being subject to a privately maintained stormwater drainage, detention, including but not limited to pipes, swales, tanks, vaults, ponds, and other engineered structures, including any Low Impact Development Best Management Practices (LID BMP's) designed to manage stormwater and/or stormwater treatment system (the "Stormwater Facilities"), and also covenants and agrees as follows:

DUTIES OF GRANTOR(S):

1. Grantor(s) shall regularly inspect and maintain/repair the Stormwater Facilities on the Property in accordance with the standards of the Pacific County Road Standards and the referenced maintenance standards from the most recent edition of the King County Surface Water Design Manual (KCSWDM) specifically including Appendix D ("Maintenance Requirements for Privately Maintained Drainage Facilities").
2. For Parcels with Permeable Pavement, the following applies: The area covered by permeable pavement as depicted by the flow control BMP site plan, on record with Pacific County, and design details must be maintained as permeable pavement and may not be changed without written approval either from the County or through a future development permit from the County. Permeable pavements must be inspected after a major storm event to make sure it is working properly. Prolonged ponding or standing water on the pavement surface is a sign that the system is defective and may need to be replaced. If this occurs, contact the pavement installer or the County for further instructions. A typical permeable pavement system has a life expectancy of approximately 25-years. To help extend the useful life of the system, the surface of the permeable pavement should be kept clean and free of leaves, debris, and sediment through regular sweeping or vacuum sweeping. The owner is responsible for the repair of all ruts, deformation, and/or broken paving units.
3. For Parcels with Dispersion, the following applies: The area designated as a flow path for dispersion as depicted by the flow control BMP site plan, on record with Pacific County, and design details must be maintained as permeable surfaces of the same type as depicted on the planset, and may not be changed without written approval either from the County or through a future development permit from the County. Compacted soils will not function for dispersion, and should be amended if pooling is frequently visible on the surface.

4. Grantor(s) shall inspect the Stormwater Facilities as often as conditions require, but in any event at least once each year. Grantor(s) shall, within four weeks after each inspection, maintain/repair the Stormwater Facilities as required by the standards noted above.
5. Grantor(s) shall inspect each element of the Stormwater Facilities whenever the County's Public Works Director or designee ("Director"), in their sole discretion, determines that unacceptable conditions exist within or adjoining to the Stormwater Facilities. Similarly, the Director or designee, in his/her sole discretion, may require the Grantor(s) to complete the maintenance/repair of the Stormwater Facilities within a shorter time period than allowed in Section 2, above.
6. Grantor(s) is hereby required to obtain written approval from the Director or designee prior to grading, filling, piping, cutting or removing vegetation (except for routine and minor landscape maintenance) in open vegetated drainage facilities (such as biofiltration swales, channels, ditches, ponds, etc.) or performing any alterations or modifications to the Stormwater Facilities. Grantor(s) shall obtain all necessary permits and provide all required land surveys as required by the Road Standards and any other applicable state and federal rules and regulations.
7. Grantor(s) is hereby required to keep free from all debris, including preventing materials stored outside from leaking, spilling, or being dumped in the stormwater system, or that may collect on top of, or in, roof downspout infiltration systems, yard drains with overflow, or any dry well, grated drain cover, catch basin or infiltration system, if any, located within privately owned lots that are part of the overall Stormwater Facilities located within the development.
8. Grantor(s) shall assume all responsibility for the implementation and cost of any maintenance and/or repairs to the Stormwater Facilities.

RIGHTS OF THE COUNTY:

1. The County shall have ingress and egress rights to the Property for inspection, maintenance and monitoring of the Stormwater Facilities in order to determine that performance, operational flows, and/or absence of defects in the Stormwater Facilities, are in accordance with the Road Standards. Property owners are notified a minimum of one week in advance of these inspections, excepting the provisions of paragraph 3.
2. If the County determines that, pursuant to the KCSWDM & Road Standards, the Stormwater Facilities require maintenance and/or repair work, the Director or Designee shall deliver written notice to the Grantor specifically describing the required maintenance and/or repair. The notice shall also set a reasonable time in which Grantor must complete the described work. The notice shall also state that the County or its authorized agent may perform the authorized maintenance and/or repair if the Grantor(s) fails to complete the maintenance and/or repair within the time allowed.
3. If the Grantor(s) does not complete the required maintenance and/or repair within the time allowed as set forth in the Director's notice, the County or its authorized agent will not commence the maintenance and/or repair work described in the Director's notice until at least seven (7) calendar days after the expiration of the time allotted to Grantor to make the maintenance and/or repair. However, if the Director determines, at his or her sole discretion, that the flow control or water quality facility on the Property creates an immediate issue for downgradient properties (e.g. flooding, erosion, property damage, safety hazard, or degradation of surface or groundwater quality), an emergency inspection and repair may be necessary.
4. If the County or its authorized agent performs the required maintenance and/or repairs to the Stormwater Facilities, Grantor(s) shall reimburse the County all its costs incurred in completing the maintenance and/or repairs within thirty (30) calendar days of Grantor's receipt of the County's invoice for that work, accompanied by supporting evidence of the costs being billed. Overdue payments shall accrue interest at the rate of twelve percent (12%) per annum.

Any notice or consent required to be given or otherwise provided for by the provisions of this agreement shall be effective either upon personal delivery or three (3) calendar days after mailing

by Certified Mail, return receipt requested. This Covenant shall be a covenant running with the land forever and be binding upon the Grantor, its heirs, successors and assigns.

GRANTOR(S)

Signature

Date

Print Name

State of Washington
County of Pacific

State of Washington
County of Pacific

I certify that I know or have satisfactory evidence that _____ (name of person) is the person who appeared before me, and said person acknowledged that (he/she) signed this instrument and acknowledged it to be (his/her) free and voluntary act for the uses and purposes mentioned in the instrument.

Dated: _____

I certify that I know or have satisfactory evidence that _____ (name of person) is the person who appeared before me, and said person acknowledged that (he/she) signed this instrument, on oath stated that (he/she) was authorized to execute the instrument and acknowledged it as the

(type of authority, e.g., officer, trustee, etc.) of

(name of party on behalf of whom instrument was executed) to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: _____

(Seal or stamp)

Signature

Title

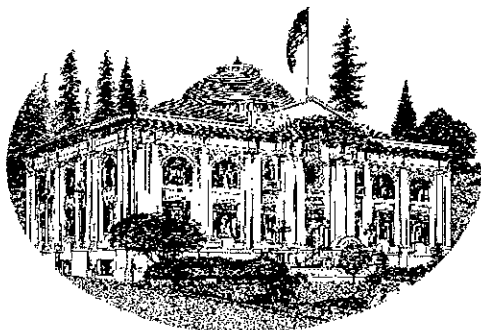
My appointment expires: _____

(Seal or stamp)

Signature

Title

My appointment expires: _____



PACIFIC COUNTY COURTHOUSE
NATIONAL HISTORIC SITE

COUNTY OF PACIFIC

Department of Public Works
211 N Commercial Street, Raymond, WA 98577
Email: pw@co.pacific.wa.us Web: www.co.pacific.wa.us

Willapa Harbor Area
(360) 875-9368
FAX 875-9377

Peninsula Area
(360) 642-9368
FAX 642-9377

Naselle
(360) 484-7368

North
Cove/Tokeland
(360) 267-8368

B: Bond/Surety Form

Pacific County Application Number: _____

Bond #: _____

I/we _____, as Principal, and _____ as
Surety, are held and firmly bound unto Pacific County, a political subdivision of the State
of Washington, as Obligee, hereinafter referred to as the County, in the full and just sum of
\$_____ (min. \$5,000), the payment of which to be made we do bind ourselves,
successors and assigns firmly by these presents.

The purpose of this bond is to secure the completion and approval of the following
requirements:

- | | |
|--|--|
| <input type="checkbox"/> Landscaping | <input type="checkbox"/> Reclamation |
| <input type="checkbox"/> Park/Playground | <input type="checkbox"/> Construction of new development |
| <input type="checkbox"/> Fencing | <input type="checkbox"/> Temporary Approach |
| <input type="checkbox"/> Street Trees | <input type="checkbox"/> Streetlights |
| <input type="checkbox"/> Reforestation | <input type="checkbox"/> Sidewalks |
| <input type="checkbox"/> Wetland installation/monitoring | <input type="checkbox"/> Sewer/septic installation & maintenance |
| <input type="checkbox"/> Fire hydrants | <input type="checkbox"/> Signage |
| <input type="checkbox"/> Water or Sprinkler System | <input type="checkbox"/> 12-month Defect and Maintenance |

The requirements will be met, or the work performed in accordance with the applicable
County ordinance(s), approvals, permits, mitigation and/or approved plans.

The Principal is developing a certain parcel(s) of land in unincorporated Pacific County,
with parcel numbers: _____.

The County requires that a good and sufficient bond be furnished by said Principal
guaranteeing the satisfactory completion of said requirements or work. The condition of this
obligation is such that said Principal shall complete said requirements and perform work to
the satisfaction of the County. This obligation shall remain in full force and effect until a

written release is received from Pacific County. The Surety shall inform the County if coverage lapses for any reason 60 days prior to that coverage lapsing, and the Principal shall replace this bond with a new coverage document prior to the lapse of coverage.

Upon failure of the Principal to complete the requirements or work, the Surety shall, within 60 days of receiving notice of Principal's failure make a written commitment to Pacific County that it will (a) cure the default to the satisfaction of the County within a time period agreed to by the Surety and the County, or (b) tender to the County the full amount of the Bond, to be used to complete the required work by County forces. Should the Surety elect option (b), then upon completion of the requirements or work and acceptance of such requirements or work by the County, the County shall, after acceptance of any warranty, monitoring, or other ordinance requirements, return any excess to the Surety.

The obligations of the Surety and Principal shall not be discharged and shall remain in effect in the event of any extension of time for the Principal's performance of the requirements or work, including amendments thereto. The Surety hereby waives notice of any extensions or amendments. The Principal's obligation to perform the requirements or work or pay fees and other amounts is not limited to the amount of this Bond.

No right of action shall accrue hereunder to or for the use of any persons, firm or corporation other than the County. If this project becomes part of an incorporated area, Pacific County may transfer its rights and obligations under this Bond to any successor jurisdiction. Notice of the transfer will be mailed to the last known address of the Principal and Surety.

This guarantee creates an obligation on the part of the Principal/Surety to Pacific County and is NOT transferable EXCEPT through the posting of a replacement guarantee. It is the responsibility of the Principal to ensure this obligation is transferred prior to sale or transfer of this project or underlying property. If this financial guarantee is collected for any reason, Pacific County will not accept subsequent financial guarantees from the above-named Principal.

Principal	Surety
Name of Company	Name of Surety
Name of Principal	Street Address
Street Address	City, State, Zip
City, State, Zip	Phone
Phone	
Signature of Principal	Signature of Surety

Surety Corporate Seal must be included with the signature on this page. Attach Power of Attorney Form to Bond.

Only original signatures will be accepted. Do not email this form.

C: ROW Permit Form

Return to:
PACIFIC COUNTY
DEPARTMENT OF
COMMUNITY
DEVELOPMENT

PERMIT NUMBER _____

APPLICANT NAME: _____ APPLICATION DATE: _____

The undersigned hereby applies for a (Circle the requested type) **Right-of-Way / Temporary Use Permit** in accordance with the Pacific County Road Standards to use County road right-of-way for (state the purpose):

The Permit is being requested to utilize the following described County road right-of-way. Sketch right-of-way being requested for use, or attach drawing. Show existing County road being intersected, location of property to be served and length of request):

The applicant certifies that all owners of the property abutting on each side of the right-of-way have been provided written notification of the permit application. Any objections of such property owners should be attached to this application, with a response from the applicant.

Traffic Control Plans for any work in the road or shoulder should be attached to this application.

Signed this _____ day of _____.

DATE: _____

ROW CONDITIONS OF APPROVAL

The following conditions are hereby made a part of this permit and are agreed to as a condition of approval of the permit:

1. All permits shall be picked up within 30 days of notification by the Department of Community Development that the permit is ready for issuance. Failure to pick up the outstanding permit(s) and pay all outstanding fees within the specified timeframe shall result in the forfeiture of all permit documentation and all application fees paid to date on that project. Any subsequent permitting on the same parcel by the same property owner requires the submittal of new permit application materials and the payment of all new fees at the time of application.
 2. I authorize employees and officials of Pacific County and/or the Flood Control Zone District No. 1 of Pacific County the right to enter and remain on the property in question to determine whether a permit should be issued and whether special conditions should be placed on any issued permit. I have the legal authority to grant such access to the property in question. I also acknowledge that if a permit is issued for land development activities, no terms of the permit can be violated without further approval by the permitting entity. I understand that the granting of a permit does not authorize anyone to violate in any way any federal, state, or local law/regulation pertaining to development activities associated with a permit. I hereby certify under penalty of perjury under the laws of the State of Washington that the following is true and correct:
 3. The information provided in this application contains no misstatement of fact.
 4. I understand this permit is subject to all other local, state, and federal regulations. Note: If Pacific County and/or the Flood Control Zone District No.1 of Pacific County has reason to believe that erroneous information has been supplied by an authorized agent of the owner(s) of the property in question and/or by the owner(s) themselves, processing of the application may be suspended.
 5. The undersigned hereby applies for a (Circle the requested type) **Right-of-Way / Temporary Use** Permit in accordance with the Pacific County Road Standards to use unimproved, unmaintained County road right-of-way for access to the following described parcel of property (include the Assessor's Parcel Number):
 6. This permit is not valid to access property for subdivisions, short plats, commercial or industrial use.
 7. Emergency vehicles, service vehicles and the general public will not be denied the right to use this right-of-way. Approval of this permit shall not diminish public ownership or grant any exclusive privileges to the permittee.
 8. The permittee(s) accept sole responsibility for construction and maintenance of the permitted improvements, unless otherwise indicated in this application.
 9. The permittee shall obtain all other required permits and approvals including environmental review.
 10. The permittee shall be responsible for coordination with adjacent property owners, and relocate or dispose of any affected fences or appurtenances within the right-of-way, as directed by the Engineer.
 11. The County Engineer has determined that the permittee (shall, shall not) be required to have the right-of-way surveyed.
 12. The County Engineer has determined that the permittee (shall, shall not) be required to deed additional to Pacific County.
 13. The County Engineer has determined that the permittee (shall, shall not) be required to provide a drainage study.
 14. The County Engineer has determined that the permittee (shall, shall not) be required to provide 2 sets of detailed engineering and drainage plans, or one electronic set.
 15. The County Engineer has determined that a bond for road construction as provided for in Section 12.00 of the Pacific County Road Standards (is, is not) required. The amount of the bond shall be _____.
 16. The County Engineer has determined that the permittee (shall, shall not) be required to provide liability insurance in the amount of _____. Pacific County is to be named as an additional insured on the policy.
 17. The County Engineer has determined that the following additional requirements shall apply:
-
-

18. The permit applicant (shall, shall not) be required to record a covenant running with the land and for the benefit of the county which contains:
 - ___ A legal description of the lot(s) or parcel(s) to be served by the right-of-way use permit;
 - ___ A statement stating that access to such parcel is across a county right-of-way that is not maintained by the county, that the county is not responsible for maintenance of the right-of-way and that responsibility for maintenance of the road rests jointly and equally with the permit holder or assigns;
 - ___ A statement that the owner of the parcel will not oppose participation in a County Road Improvement District, if formation of such a district is deemed necessary by the County;
 - ___ A prohibition against subdividing such parcel without obtaining either plat or short plat approval therefore, or if exempt from platting, a right-of-way use permit for the additional lots being created;
 - ___ A statement that the right-of-way use permit conditions are binding on the successors and assigns of the owner unless the permit is canceled per terms of this ordinance; and
 - ___ The acknowledged signature(s) of the owner of such parcel(s).
19. The permittee(s) shall assume sole responsibility for the safe and adequate operation and maintenance of any improvements to the county right-of-way during the period of time the permit is in effect. For those roads accepted onto the System, Pacific County will assume responsibility for all operation and maintenance following formal establishment proceedings.
20. The requirements herein shall be a covenant that remains with the land being served. This covenant shall be binding upon the heirs, successors, and assigns of the property.
21. (If creating a road) We further grant unto the Pacific County Engineer irrevocable power of attorney for the formation of a County Road Improvement District. This Power of Attorney shall be binding upon ourselves, our heirs, successors and assigns. However, the Power of Attorney shall only be enforced when prompted by action of the Board of County Commissioners through a resolution.

REQUIREMENTS

If construction requirements are not completed within 2 year(s) of the above date, this application for a Right-of-way Use Permit shall become null and void.

Do not sign until requirements are approved by the County Engineer or designee.
--

We, the undersigned, agree to the terms set forth herein.

Signed this _____ day of _____.

DATE: _____

This permit is not valid for obtaining a mobile home placement permit or building permit until the County Engineer has signed the following statement.

All requirements of this permit have been completed or bonded for completion:

Pacific County Engineer

Date

D: Standard Plan Notes

Standard plan notes must be included on all plans. Notes may be included directly or by reference. At the applicant's discretion, notes which in no way apply to the project may be crossed out and noted as non-applicable with an explanation. For example, if General Note #14 was not applicable, it would be crossed out with a note added such as "No ROW work associated with this project". Standard Plan notes should not be modified. If a note does not fully apply to a project, cross the non-applicable sections out and include a separate note meeting the intent of the note being replaced, or an explanation for why the crossed out section should not apply. Approval of such minor changes are at the discretion of the County Engineer.

GENERAL NOTES

1. All construction shall be in accordance with the Road Standards, all applicable standards as adopted by the Road Standards and all conditions of the permits and land use actions. It shall be the sole responsibility of the applicant to correct any error, omission, or variation from the above requirements found in these plans. All corrections shall be at no additional cost or liability to Pacific County.
2. The design elements within the plans have been reviewed by the County Engineer and/or a designated representative. Some elements may have been overlooked or missed by the plans reviewer. Any variance from adopted standards is not allowed unless specifically approved by the County Engineer in writing prior to construction.
3. Approval of the drainage or Right of Way work described as part of this permit and shown in the plans does not constitute an approval of any other construction (domestic water conveyance, sewer conveyance, gas, electrical, building etc.) shown. All work shown on these plans need to be permitted by Pacific County prior to the start of construction. More than one permit may be necessary for the work shown.
4. A preconstruction meeting may be required by the County Engineer to be held between the County Engineer or designated representative, the applicant, the applicant's construction representative, and representatives from the various utilities being constructed or affected by these plans on-site or virtually no later than 72 hours prior to start of on-site construction. Call Pacific County Public Works to arrange a time for a representative to meet with the contractor, sub-contractors, and utility representatives. All contractors and sub-contractors will need to show proof of State L & I contractors' registration and business license at the pre-construction meeting.
5. A copy of the latest approved plans, permits, and all associated documents must be on the job site at all times during construction.
6. It shall be the applicant's/contractor's responsibility to obtain all applicable construction easements necessary before initiating work on private property.
7. Groundwater encountered during excavation shall be disposed of per section 7-08 of the WSDOT standard specifications.
8. All roadway subgrade shall be backfilled and compacted to 95 percent density (WSDOT 2-06.3).
9. Open cutting of existing roadways is not allowed unless specifically approved by the Pacific County Public Works Director or designee and noted on these approved plans.

10. When there is no active construction activity, trenching in the roadway must be covered with steel plates and the lanes reopened. Each side of the plate shall have a minimum of 12 inches bearing on the sides of a cut, and shall be anchored by steel pins shimmed to prevent movement, and oriented to be perpendicular to traffic. Plates shall be bedded on temporary pavement patch material and the bedding shall be tapered on all sides to provide smooth transition for all users. Plates shall be textured to provide a non-skid surface in dry and wet conditions. All plates shall be highlighted with paint, and advance warning signs, as required by the MUTCD and State of Washington supplement to it, shall be used to identify the presence of the plate.

11. The contractor shall be responsible for providing adequate safeguards, safety devices, protective equipment, flaggers, and any other needed actions to protect the life, health, and safety of the public, and to protect property in connection with the performance of work covered by the contractor. Any work within the traveled right-of-way that may interrupt normal traffic flow shall require an approved traffic control plan. Section 1-07.23, "Traffic Control," of the WSDOT standard specifications shall apply in its entirety.

12. Construction noise shall be limited. Normal working hours are from 8:00 a.m. to 7:00 p.m. Monday through Friday (non-holidays), and 9:00 a.m. to 5:00 p.m. on weekends and holidays. On rural major collector roads, however, hours of operation shall be limited from 8:30 a.m. to 3:00 p.m. on weekdays, unless a specific exemption is requested and approved by the County Engineer for reasons of preventing disruptions to the traveling public. Additional restrictions may apply based on permit conditions or specific site characteristics, and should be noted on the approved Traffic Control Plan(s). Requests for such after-hours work must be submitted to the Pacific County Public Works 72 hours in advance of such work and must be approved in writing. County staff time for after-hours, Saturday, Sunday, and holiday work will be billed at the rate of one and one half times the standard hourly rate.

13. No lane closure or work will be allowed on major collectors during the times listed above unless approved by the Pacific County Engineer or designee:

- From midnight 3 days prior to the 4th of July to midnight Monday after the 4th.
- From midnight 3 days prior to Thanksgiving to midnight Monday after Thanksgiving.
- From midnight December 23rd, or the Friday prior, if it occurs on a Saturday or Sunday, to midnight January 2nd, or the Monday after, if it falls on a Friday, Saturday or Sunday.
- During a festival, parade, or major event requiring a nearby road closure.

14. The contractor shall provide uniformed officers with marked police vehicles in accordance with the approved Traffic Control Plan(s) or Permit Conditions, if required.

DRAINAGE NOTES

1. All pipe and appurtenances shall be laid on a properly prepared foundation in accordance with WSDOT Standard Specifications 7-02.3(1). Reductions in compaction requirements are allowed to accommodate bioretention or permeable pavement installations.

2. Steel pipe shall be galvanized and have asphalt treatment #1 or better inside and outside (KCRS 7.03).

3. All drainage structures, such as catch basins and manholes, shall have locking frames and grates or solid locking lids. All drainage structures associated with a permanent detention/retention facility shall have solid locking lids.
4. All catch basin grates shall conform to the latest edition of the KCRDCS drawing numbers 7- 013, 7-017, 7-018, 7-019, 7-020, or 7-021, and shall include the stamping "Outfall to Stream, Dump No Pollutants". All grates and solid covers within the Right-of-Way shall have EON lock, Ergo round covers, or approved equivalent.
5. All driveway culverts located within County Right-of-Way shall be of sufficient length to provide a minimum 3:1 slope from the edge of the driveway to the bottom of the ditch. Driveway culverts shall be 12" diameter concrete or equivalent with beveled end sections on all exposed ends to match the side slope, and are to have quarry spalls for erosion protection on each end. Additional diameter may be required based on present or future drainage needs. Elevation of inverts and outlets should be set to provide adequate drainage, taking into account other up and downstream culverts.
6. The standard rock lining of ditches shall be in accordance with the most recent edition of the King County Surface Water Design Manual and section 9-13 of the WSDOT standard specifications. Rock gradation shall be as follows: passing 8-inch square sieve 100%; passing 3-inch square sieve 40%; and passing ¾ inch sieve 10%. Installation shall be placed so as to form a firm, dense protective mat and conforming to the design surface of the ditch. Individual rocks shall not protrude more than 3 inches from that surface.
7. All storm pipe, detention tanks & vaults, water quality tanks & vaults, and combined detention & water quality tanks & vaults shall be subject to testing per section 7-04 of the WSDOT standard specifications and County standard procedures.
8. Detention tanks must pass an exfiltration test per the WSDOT 2016 7-04.3(1)b standard prior to finalizing the STE permit.
9. Site clearing is limited seasonally between October 1 and March 30 inclusive, unless otherwise approved with a written decision by the County Engineer.
10. Prior to the construction of any improvements and/or buildings on the site, those portions of the stormwater facilities necessary to accommodate the control of surface and stormwater runoff discharge from the site during construction must be constructed, approved, and functioning properly.
11. Drainage inlets (stub-outs) shall be provided for each individual lot, except for those lots approved for infiltration by the County Engineer. Stub-outs shall conform to the following:
 - a) Each outlet shall be suitably located at the lowest elevation on the lot, so as to service all future roof downspouts and footing drains, driveways, yard drains, and any other surface or subsurface drains necessary to render the lots suitable for their intended use. Each outlet shall have free-flowing, positive drainage to an approved stormwater conveyance system or to an approved outfall location.
 - b) Outlets on each lot shall be located with a five-foot-high, 2" x 4" stake marked "storm" or "drain". The stake shall extend above surface level, be visible, and be secured to the stub-out.
 - c) Pipe material shall conform to underdrain specifications described in KCRS 7.03. If non-metallic, the pipe shall contain wire or other acceptable detection.
 - d) Drainage easements are required for drainage systems designed to convey flows through individual lots.

e) The applicant/contractor is responsible for coordinating the locations of all stub-out conveyance lines with respect to utilities (e.g., power, gas, telephone, television, etc.).

f) All individual stub-outs shall be privately owned and maintained by the lot homeowner.

13. Pipe cover notes:

a) For cover less than 1 ft. ductile iron pipe is used.

b) For cover from 1 ft. to 2 ft. use reinforced concrete pipe.

c) For a min. 2 ft. cover - any material listed in the current edition of the King County Surface Water Design Manual other than PVC may be used.

d) PVC pipe requires at least 3 ft. cover.

e) All PVC pipes require a sand collar when connecting to a concrete structure.

Notes: All dimensions are measured from top (outside) of pipe. Cover is the material over the outside top of the pipe (cover may not include the material of the pipe. If you have a three-foot grade differential between the invert of a 12" diameter pipe and the finished grade, you do not have two foot of cover over the pipe.

Exceptions may be granted in nonvehicular areas.

14. The Contractor shall provide video footage of all pipes installed in Right-of-Way to the County.

15. All drainage projects in or near state waters are required to obtain hydraulic project approval from the State of Washington prior to construction.

16. The max depth from the finished grade to the pipe invert on a Type 1 catch basin is 5 ft. Figures 7-003, 7-004, and 7-005 from the KCRDCS are adopted by reference for catch basin installation details.

EROSION AND SEDIMENT CONTROL NOTES

1. The approved Stormwater Erosion and Sediment Control/Pollution Prevention Plan (ESC/SWPPP), if required, must be kept on the construction site at all times.

2. Approval of the erosion and sediment control (ESC) measures shown in the approved plans does not constitute an approval of permanent road or drainage design (e.g., size and location of roads, pipes, restrictors, channels, retention facilities, LID BMPS, utilities, etc.) unless that is also covered by this permit.

3. The implementation of these ESC plans and the construction, maintenance, replacement, and upgrading of these ESC BMPS is the responsibility of the applicant/ESC supervisor until all construction receives final approval.

4. The boundaries of the clearing limits shown on this plan shall be clearly flagged by survey tape or fencing, prior to construction, unless specifically allowed by the County Engineer or designee. During the construction period, no disturbance beyond the clearing limits shall be permitted. The clearing limits shall be maintained by the applicant/ESC supervisor for the duration of construction.

5. Stabilized construction entrances shall be installed at the beginning of construction and maintained for the duration of the project. Additional BMPS, such as constructed wheel wash systems or wash pads, may be required to ensure that all paved areas are kept clean and tracking out to road right-of-way does not occur for the duration of the project.

Pedestrian access route to be maintained at all times.

6. Protect all bio retention facilities, rain gardens, and permeable pavement from sedimentation through installation and maintenance of erosion and sediment control BMPS. Restore permanent BMPS to their fully functioning condition if they accumulate sediment during construction.

7. Prevent compaction of bio retention facilities and rain gardens by excluding construction equipment and foot traffic.

8. The ESC facilities shown on this plan must be constructed prior to or in conjunction with all clearing and grading so as to ensure that the transport of sediment to surface waters, drainage systems, and adjacent properties is minimized.

9. The ESC facilities shown on this plan are the minimum requirements for anticipated site conditions. During the construction period, these ESC facilities shall be upgraded as needed for unexpected storm events and modified to account for changing site conditions (e.g., additional cover measures, additional sump pumps, relocation of ditches and silt fences, perimeter protection, etc.).

10. The ESC BMPS shall be inspected daily by the applicant/ESC supervisor and maintained to ensure continued proper functioning. Written records shall be kept by the CESCL (if required) of weekly reviews of the ESC BMPS, to be copied on request for the County.

11. Any areas of exposed soils, including roadway embankments, that will not be disturbed for two days during the wet season or seven days during the dry season shall be immediately stabilized with the approved ESC cover methods (e.g., seeding, mulching, plastic covering, etc.). 12. Any area needing ESC measures not requiring immediate attention shall be addressed within seven (7) days. Dry season only.

13. The ESC BMPs on inactive sites shall be inspected and maintained a minimum of once a month or within twenty-four (24) hours following a storm event.

14. At no time shall more than one (1) foot of sediment be allowed to accumulate within a catch basin. All catch basins and conveyance lines shall be cleaned prior to paving. The cleaning operation shall not flush sediment-laden water into the downstream system.

15. Any permanent flow control facility used as a temporary settling basin shall be modified with the necessary erosion control measures and shall provide adequate storage capacity. If the facility is to function ultimately as an infiltration system, the temporary facility must be graded so that the bottom and sides are at least three feet below the final grade of the permanent facility.

16. Cover BMPs will be applied in conformance with Appendix D of the surface water design manual.

17. Where straw mulch for temporary erosion control is required, it shall be applied at a minimum thickness of 2 to 3 inches.

18. For projects that disturb greater than 1 acre, or are a part of a larger common plan of development that disturbs greater than 1 acre, the following applies:

a) The discharge monitoring log/reports must be kept onsite at all times.

b) Discharges from the construction site greater than 25 NTU (nephelometric turbidity units) must be treated prior to discharge and said treatment method must be approved and field verified by County inspection staff. [Note: treatment approval and verification does not release property owner/developer from the responsibility or liability of ensuring state water quality standards (WAC-173-201A) are met for direct or indirect discharges to the receiving water(s)].

19. Prior to the beginning of the wet season, all disturbed areas shall be reviewed to identify which ones can be seeded in preparation for the winter rains. Disturbed areas shall be seeded within one week of the beginning of the wet season. A sketch map of those areas to be seeded and those areas to be covered by other methods shall be submitted to the engineering review division. The County Engineer or designee can require seeding of additional areas in order to protect surface waters, adjacent properties, or drainage facilities.
20. The construction project approved by this permit is subject to inspection under the Road Standards without prior notice.

STRUCTURAL NOTES

1. These plans are approved for standard site, road and drainage improvements only. Plans for structures such as bridges, vaults, fences over 6' in height, and retaining walls over 4' in height or with a surcharge require a separate review and approval as a Building permit by DCD prior to construction (SMC Title 13 and SMC 11.05.040).
2. Rockeries are considered to be a method of bank stabilization and erosion control. Rockeries shall not be constructed to serve as retaining walls. All rockeries in Pacific County road right-of-way shall be constructed in accordance with the International Building Code.

RECOMMENDED CONSTRUCTION SEQUENCE

1. Hold the erosion sedimentation control pre-construction meeting on site.
2. Hold the pre-construction meeting and an initial erosion sedimentation control (IESC) at the County, virtually, or on site.
3. Post a sign with name and phone number of the site's ESC supervisor.
4. Flag and/or fence the clearing limits as required by the approved plans, permit conditions; or SEPA conditions.
5. Install catch basin protection if required.
6. Grade and install construction entrance(s).
7. Install perimeter protection (silt fence, brush barrier, etc.).
8. Clearly mark locations of proposed bio retention facilities, rain gardens, and permeable pavement and install ESC BMPS to protect them from compaction and sedimentation.
9. Construct sediment ponds and traps.
10. Inspection of ESC measures by a Public Works inspector prior to commencement of grading activity, if required by the permit conditions.
13. Grade and stabilize construction roads.
14. Demolition of existing structures and site features.
15. Construct surface water controls (interceptor dikes, pipe slope drains, etc.) simultaneously with clearing and grading for project development.
16. Maintain erosion control measures in accordance with County standards and manufacturer's recommendations.
17. Relocate surface water controls and erosion control measures or install new measures so that as site conditions change the erosion and sediment control is always in accordance with the County erosion and sediment control standards.

18. Cover all areas that will be unworked for more than seven days during the dry season or two days during the wet season with straw, wood fiber mulch, compost, plastic sheeting or equivalent.
19. Stabilize all areas that reach final grade within seven days.
20. Upon completion of the project, all disturbed areas must be stabilized and best management practices removed as appropriate.
21. Prior to final inspection approval, conduct an infiltration test for any bio retention or permeable pavement installation to confirm that the permanent BMPS were not impacted by construction activities. If needed, restore or replace bio retention or permeable pavement BMPS, so that they are fully functioning upon completion of construction activities.

E: Traffic Study instructions

The traffic safety study shall include the following basic information:

1. A scale drawing of the proposal indicating the road system, right of way, type of roads, access points, and other features of significance in the road system.
2. Vicinity map showing transportation routes to be impacted by the development.
3. Type of dwelling units proposed (single family, multiple family, attached, detached, etc.) and trip generation factors for the development. In cases of activity other than residential, the same type of information will be required (commercial, industrial, etc.)
4. The volume of traffic expressed in terms of Average Daily Traffic (ADT) on that roadway network between the development and nearest state highway which can reasonably be expected to be used by existing traffic (pedestrians, cars, trucks, etc.) and by traffic from the development. This volume of traffic shall be expressed in terms of current Average Daily Traffic along with directional distribution (D Factor), peak hour demand (K ratio) and percentage of trucks (T Factor), in the traffic stream.
5. Physical features of the roadway network involved, with regard to functional classification, capacity, safety, and operations.
6. Capacity analysis of the road system affected by the development proposed between the development and the nearest state highway which can reasonably be expected to bear traffic generated by the development. Capacity analysis may generally assume conditions for two (2) lane highways without access control, urban and suburban arterials, and at-grade intersections as defined in the Highway Capacity Manual.
7. Level of service and volume to capacity ratio (V/C) are to be determined and indicated within the report, showing factors used and methodology.
8. Volume figures used shall consist of:
 - (i) Current Average Daily Traffic (ADT)
 - (ii) Projected ADT at completion of proposal
 - (iii) Growth projection if completion is more than two (2) years away.
9. The staged increased traffic volumes caused by the development as it is developed with regard to all transportation routes.
10. Traffic volumes will be projected for twenty (20) years into the future.
11. Other similar data that may be required to provide a complete and thorough analysis.

F: Private Road Maintenance Covenant Template

THIS COVENANT is recorded in connection with the creation of a private road to serve the parcels described. The purpose of this covenant shall be to provide adequate funds for the repair and maintenance of the private road described below for the continued use and benefit of the owners thereof. This Covenant touches and concerns the land and shall run with the land for as long as the private road described below is used to serve one or more of the lots described below.

1. Owners

The term "owner" shall mean any person holding beneficiary interest in a lot described in paragraph 2 below or any plat thereof whether by deed, real estate contract or other instrument evidencing the ownership of the lot.

2. Responsibility of Owners.

The owners of all lots or plat thereof shall designate a "responsible Owner" and an assistant for purposes of administering this Covenant. An affirmative vote of a majority of the owners of the lots described herein, or any plat thereof shall be sufficient to designate the responsible owner and assistant. Until such time as 50% of the lots in the plat are sold the original plat owner(s) shall be the responsible owner, after which time the original owner shall call a meeting of the lot owners for the purpose of explaining the duties of the "responsible owners" and "assistant," choosing a new "responsible owner" and "assistant" and giving to them monies collected to date together with any bank accounts and bank statements related to this matter.

The "responsible own" and "assistant" shall serve for a minimum of one year after which they may call all lot owners together and designate a new "responsible owner" and/or "assistant" and assign maintenance duties, monies and statements over to them at that time.

3. Property served by the Private Road and subject to Terms of this Covenant.

(INSERT LEGAL DESCRIPTION OF PROPERTY)

The term "lots" shall also include each new lot which may be created by the further division of property described above.

4. Private Road to be covered by this Agreement.

(INSERT LEGAL DESCRIPTION OF PRIVATE ROAD TO BE
MAINTAINED PURSUANT TO THIS COVENANT)

5. Standards of Maintenance.

- A. Maintenance shall include, but not be limited to road surfacing, shoulders, gates, signs, storm drainage facilities and vegetation control (Section 12.05.200.2.F).
- B. The private road shall be maintained in a safe condition so as to allow free and reasonable passage of such vehicular traffic as may be reasonable and necessary in order that all parties may enjoy full and free use of the parcels of real property affected hereby.
- C. A recommended periodic maintenance schedule, prepared by the engineer for this project is attached.

6. Funds.

D. Normal Expenses.

i. Undeveloped lots.

The owner of each lot not developed by a permanent structure shall pay the sum \$_____per_____year/_____quarter/_____month (check one) to cover the pro-rata share of normal street maintenance expenses.

ii. Developed Lots.

The owner of each lot developed with any permanent structure shall pay the sum of \$_____per_____year/_____quarter/_____month (check one) to cover the pro-rata share of normal street maintenance expenses.

The responsible owner may at any time reassess these fees to adjust for inflation or increased maintenance costs, where approval of such charges is made in writing by the owners of not less than ___ 50%/___ 66%/___ 75%/___ other % (check one) of the lots described in paragraph 3.

E. Extraordinary Use.

Any lot being used for other than single family residential purposes shall be assessed an additional fee, to be paid at the same time as the fee described in paragraph 6.A.ii above, which shall compensate for the additional wear and tear due to the extraordinary use. If agreement cannot be reached on the appropriate additional charge, the responsible owner may obtain the opinion of a licensed professional engineer to ascertain the amount of the extra assessment, which opinion shall be binding on all parties.

F. Extraordinary Repairs.

The responsible owner may at any time assess additional charges for emergency repairs or extraordinary repairs where approval of such charges is made in writing by the owners of not less than _____ 50%/_____ 66 2/3%/_____ 75%/_____ other % (check one) of the lots described in paragraph 3.

7. Collections and Expenditures

The responsible owner shall have the authority to collect funds provided herein and to contract for purposes of accomplishing the provision of this covenant. In so acting, said owner shall be acting on behalf of all owners for the limited purposes described herein.

8. Changes.

The responsible owner shall annually review the charges set forth herein and may change the charges specified herein. An affirmative vote of 60 percent of the property owners of the described herein shall be sufficient to effect a change in the rates. Any other changes to this covenant shall be approved in writing and signed by the owners of record of _____ 66%/ _____ 75% (check one) of the owners of the lots described herein.

9. Administration.

The responsible owner shall be authorized to open and maintain bank accounts and engage the services of licensed professionals to assist in the administration of this covenant. In the event funds are not paid when due, said owner may maintain an action to collect the funds and shall be entitled to costs and reasonable attorney's fees upon recovery. All costs incurred by the owner shall be charged to account described above.

10. Continuing Obligation.

The covenants herein are necessary for the full use and enjoyment of the property described herein and shall be binding upon all owners, their heirs, successors or assigns. In the event any property changes hands, the new owner shall be responsible for all past due charges outstanding against the lot at the time of transfer.

SIGNED THIS _____ day of _____, _____.

_____ Owner 1	_____ Date	_____ Owner 2	_____ Date
_____ Owner 3	_____ Date	_____ Owner 4	_____ Date

STATE OF WASHINGTON
:SS
COUNTY OF PACIFIC

I hereby certify that I know or have satisfactory evidence that

Signed this instrument and acknowledge it to be _____ free and voluntary act for the uses and purposes mention in this instrument.

Dated: _____ By: _____

Notary's Signature

My Appointment Expires: _____

G: Major and minor collectors list

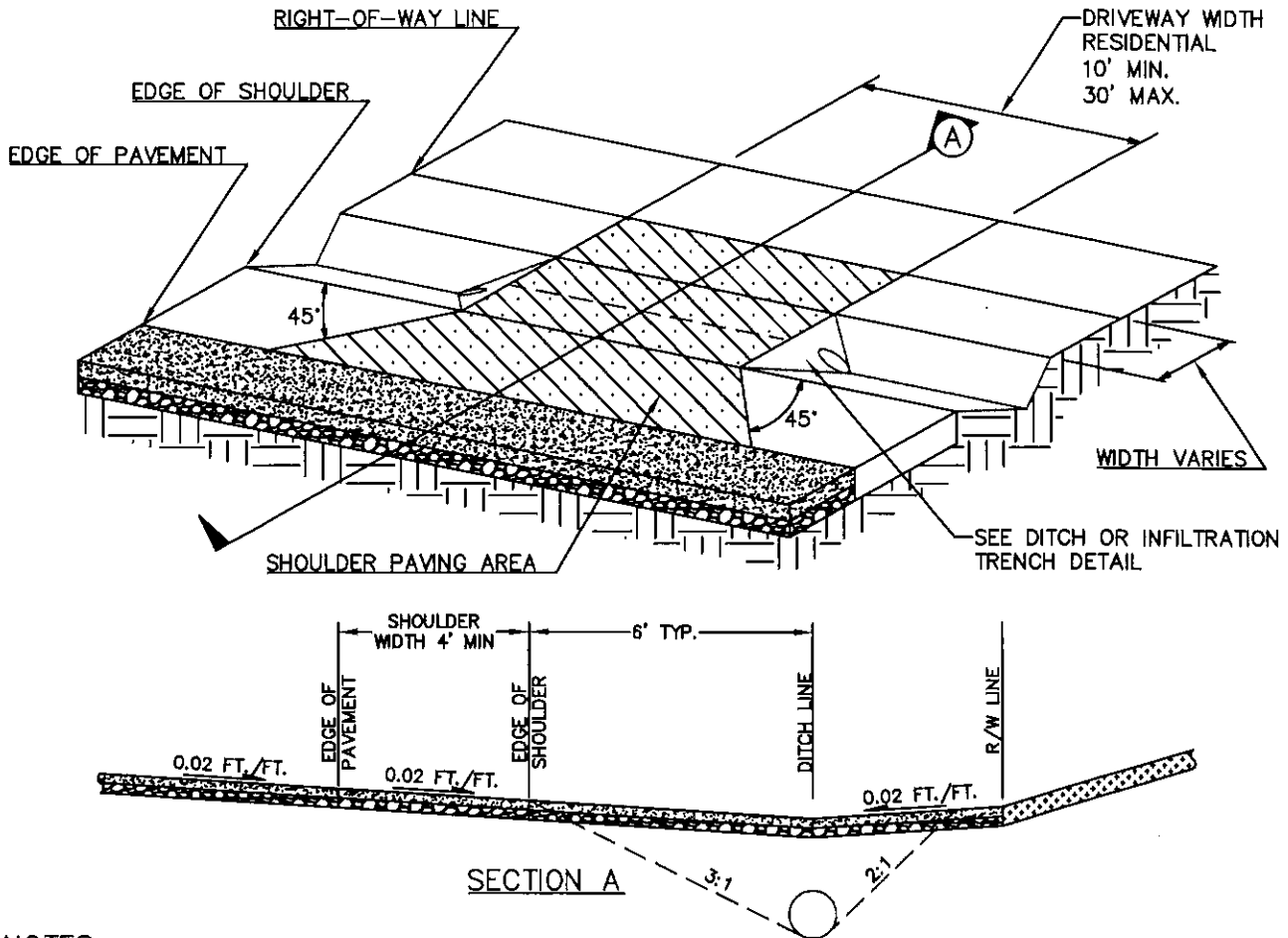
Road Name	Road Number	Beginning Mile Post	Ending Mile Post	Classification
225th St	23420	0	0.27	Minor Rural Collector
227th Pl	23800	0	1.1	Major Rural Collector
26th St	10520	0	0.06	Minor Rural Collector
270th St	27600	0	0.91	Minor Rural Collector
274th Pl	28620	0	0.34	Minor Rural Collector
295th St	31250	0	0.36	Major Rural Collector
2nd St	41270	0	0.29	Minor Rural Collector
30th St	10660	0	0.6	Minor Rural Collector
311th St	34700	0	0.27	Minor Rural Collector
68th Pl	12880	0	0.209	Minor Rural Collector
Armstrong St	66010	0	0.15	Minor Rural Collector
Bay Ave	25840	0	0.39	Major Rural Collector
Bay Center Rd	94190	0	5.73	Major Rural Collector
Bloomhardt Rd	94300	0	1.4	Minor Rural Collector
Butte Cr Rd	96300	0	14.75	Major Rural Collector
Butte Creek Rd End	96300	3.16	3.16	Major Rural Collector
Camp One Rd	96190	0	3.87	Minor Rural Collector
Coast Guard Rd	10090	2.32	2.86	Major Rural Collector
Cranberry Rd	14200	0	1.77	Major Rural Collector
Deep River Rd	19910	0	0.44	Minor Rural Collector
Elk Prairie Rd	94700	0	3.69	Minor Rural Collector
Evergreen Pk Rd	50350	0	1.27	Major Rural Collector
Fowler Rd	94290	0.62	1.92	Minor Rural Collector
Heckard Rd	69550	0	1.02	Minor Rural Collector

Road Name	Road Number	Beginning Mile Post	Ending Mile Post	Classification
I St	30870	0	3.12	Major Rural Collector
Joe Johns Rd	30000	0	1.32	Major Rural Collector
K Pl	11630	0	0.61	Minor Rural Collector
Kindred Ave	95130	0	2.99	Major Rural Collector
Knappton Rd	17690	0	1.96	Major Rural Collector
L Pl	11130	0	1.05	Minor Rural Collector
Lilly Wheaton Rd	47490	0	2.78	Minor Rural Collector
Lindgren Rd	50740	0	0.6	Minor Rural Collector
M Pl	33730	0	0.8	Minor Rural Collector
Midway Beach Rd	50860	0	0.63	Minor Rural Collector
Mill Creek Rd	69800	0	7.32	Minor Rural Collector
N Nemah Rd	94080	0	2.58	Minor Rural Collector
N St/ O St	30110	0	0.34	Major Rural Collector
North River Rd	96400	0	8.68	Major Rural Collector
North Valley Rd	19240	0	2.07	Major Rural Collector
Old State Rt 105	54870	0	0.24	Minor Rural Collector
Oldani Rd	65320	0	1.06	Minor Rural Collector
Olympia St West	15930	0	0.08	Major Rural Collector
Oregon St West	16210	0	0.09	Major Rural Collector
Oysterville Rd	37600	0	0.12	Minor Rural Collector
Oysterville Rd	37700	0	1.19	Major Rural Collector
Parpala Rd	91190	0	6.92	Minor Rural Collector
Pioneer Rd	13100	0	1.25	Major Rural Collector
Portland St West	16090	0	0.08	Major Rural Collector

Road Name	Road Number	Beginning Mile Post	Ending Mile Post	Classification
Prince St West/Water St	16180	0	0.48	Major Rural Collector
Raymond South Bend Rd	43880	0.76	1.62	Minor Rural Collector
Rue Creek Rd	47510	0	3.38	Minor Rural Collector
Rue Creek Rd	47690	0	0.15	Major Rural Collector
Salmon Creek Rd	91420	0	9.42	Major Rural Collector
Sandridge Rd	91090	0	12.49	Major Rural Collector
Sandridge Rd	91090	0	12.49	Minor Rural Collector
School St	67860	0	0.41	Minor Rural Collector
Seamobile Rd	53200	0	0.09	Major Rural Collector
Sid Snyder Dr	12580	0	0.49	Major Rural Collector
Smith Cr Rd	96300	0	14.75	Minor Rural Collector
Smith Creek Rd	60440	0	1.79	Minor Rural Collector
South Fork Rd	46730	0	5.52	Major Rural Collector
South Valley Rd	91280	0	1.93	Minor Rural Collector
Stringtown Rd	15130	0	2.7	Minor Rural Collector
Summit Ave	44050	0.13	0.45	Minor Rural Collector
Territory Rd	37400	0	0.49	Major Rural Collector
Tokeland Rd	95130	0	2.99	Minor Rural Collector
U St	23840	0	3.13	Major Rural Collector
Upper Naselle Rd	19690	0	6.3	Minor Rural Collector
V Pl	12650	0	0.76	Major Rural Collector
Valley St	16290	0	0.196	Major Rural Collector
Vernon Ave	26410	0	1.43	Minor Rural Collector
Viking Way	47550	0	0.33	Collector

Road Name	Road Number	Beginning Mile Post	Ending Mile Post	Classification
Warrenton Cannery Rd	52460	0	0.71	Minor Rural Collector
Willapa Monohon Rd	96100	0.28	5.04	Minor Rural Collector
Willapa Rd	96190	0	3.87	Minor Rural Collector
Willows Rd	10510	0.36	0.88	Minor Rural Collector

Appendix H



NOTES:

1. WITHIN THE RIGHT-OF-WAY DRIVEWAYS SHALL BE PAVED FROM THE RIGHT-OF-WAY TO THE EDGE OF PAVEMENT WITH HOT MIX ASPHALT, PERMEABLE PAVEMENT, OR CLASS 4000 CONCRETE.
2. COMMERCIAL/INDUSTRIAL DRIVEWAYS WIDER THAN 35 FT. MAY BE APPROVED BY THE COUNTY ENGINEER CONSIDERING BOTH TRAFFIC SAFETY AND THE ACTIVITY BEING SERVED. ALL DRIVEWAYS ≥ 20 FT SHALL HAVE AN EXPANSION JOINT LOCATED MID-WIDTH.
3. PIPE SHALL BE:
 - A. SIZED TO CONVEY COMPUTED STORM WATER RUNOFF.
 - B. MIN. 12" DIAM.
 - C. EQUAL TO OR LARGER THAN EXISTING PIPES WITHIN 500 FT.
4. EXPOSED PIPE ENDS SHALL BE BEVELED TO MATCH THE SLOPE FACE AND PROJECT NO MORE THAN 2" BEYOND SLOPE SURFACE. PROJECTING HEADWALLS ARE NOT ACCEPTABLE.
5. ALL NON-DI PIPE SHALL HAVE MIN. 12" COVER TO FINISH GRADE IN THE ROW.
6. PIPE SHALL BE INSTALLED IN A STRAIGHT UNIFORM ALIGNMENT AT A MIN. 0.5% SLOPE (0.5 FT. PER. 100 FT.) WITH THE DOWNSTREAM END LOWER THAN THE UPSTREAM END
7. IF ROADSIDE DITCH DOES NOT EXIST, INSTALL A PIPE AND INFILTRATION TRENCH ALONG THE FRONTAGE
8. DRIVEWAY SLOPE SHALL MATCH TO BACK EDGE OF SHOULDER, BUT SHOULDER SLOPE AND EDGE OF SHOULDER SHALL NOT BE ALTERED AS A RESULT OF DRIVEWAY CONSTRUCTION.
9. PIPING OF DITCHES SHALL BE ALLOWED ONLY WHERE DRIVEWAY ACCESS IS NECESSARY.
10. ALL PIPE CONNECTIONS IN THE ROW SHALL BE AT A T-FITTING OR STRUCTURE.
11. CULVERT INVERT ELEVATION MUST MATCH EXISTING SLOPE OF UPSTREAM AND DOWNSTREAM CULVERTS WHEN POSSIBLE.



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RESIDENTIAL DRIVEWAY PLAN

TYPE_OR_SEC-TWN-RNG

SHEET-OR-EXHIBIT

DRAWN BY: MPS

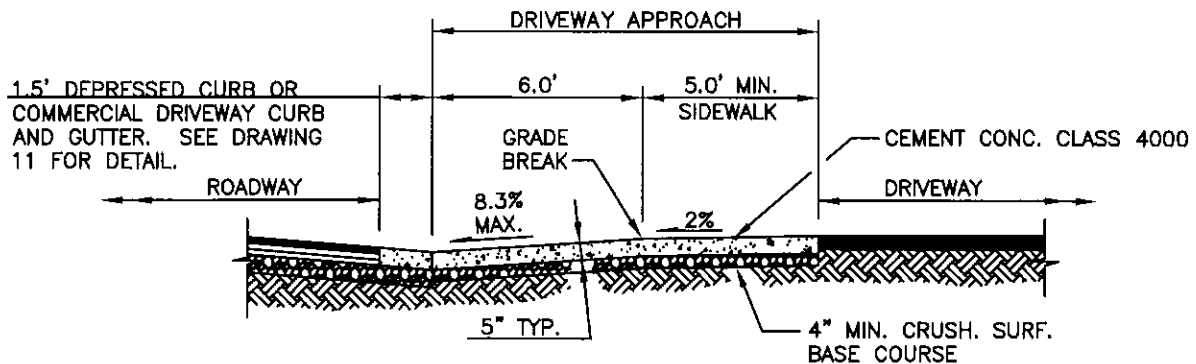
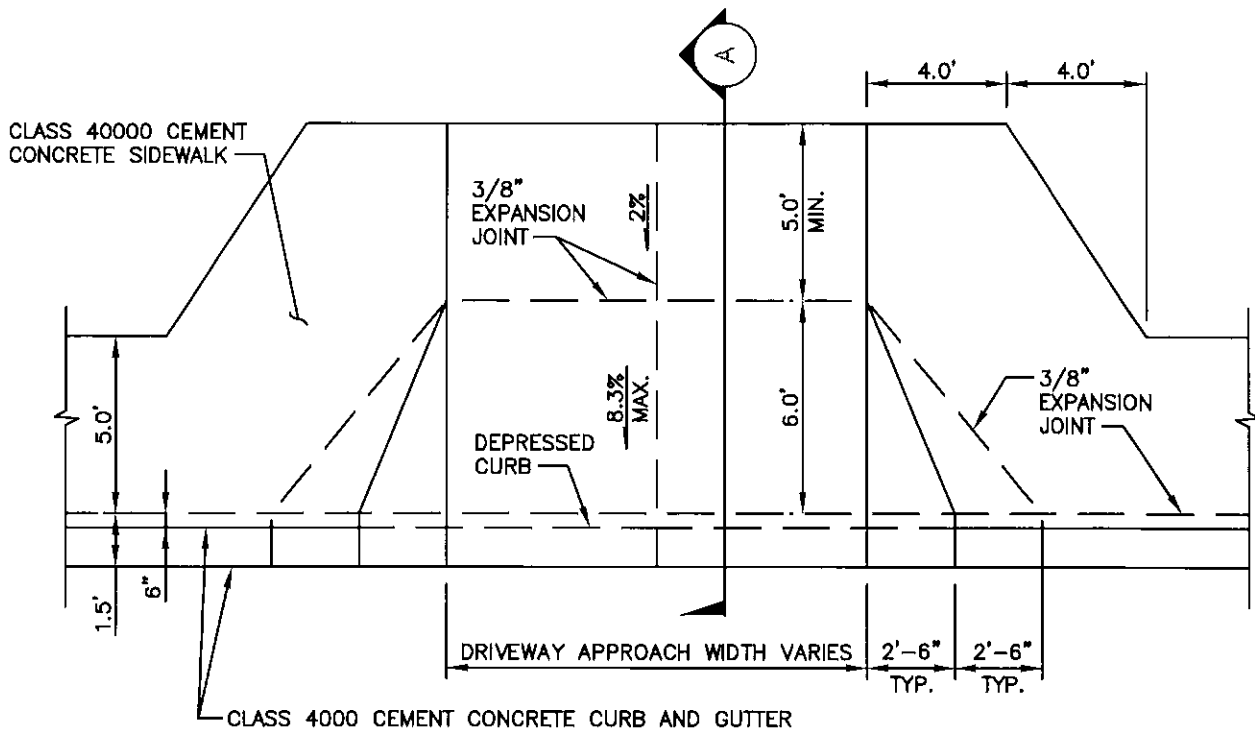
SCALE: NTS

CHKD. BY: GAB

DATE: 02/21/2023

DWG. H

Appendix I



SECTION A

NOTES:

1. COMMERCIAL/INDUSTRIAL DRIVEWAYS WIDER THAN 35 FT. MAY BE APPROVED BY THE COUNTY ENGINEER CONSIDERING BOTH TRAFFIC SAFETY AND THE ACTIVITY BEING SERVED.
2. ALL COMMERCIAL/INDUSTRIAL DRIVEWAYS SHALL HAVE AN EXPANSION JOINT LOCATED MID-WIDTH. (SEE SEC 3.04)
3. SEE SEC 7.02 FOR DRIVEWAY STANDARDS.
4. DRIVEWAYS SHALL BE LOCATED AS FAR FROM THE INTERSECTION AS POSSIBLE.
5. SEE WSDOT STANDARD PLAN FOR ADDITIONAL DETAILS.



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COMMERCIAL DRIVEWAY PLAN

TYPE_OR_SEC-TWN-RNG

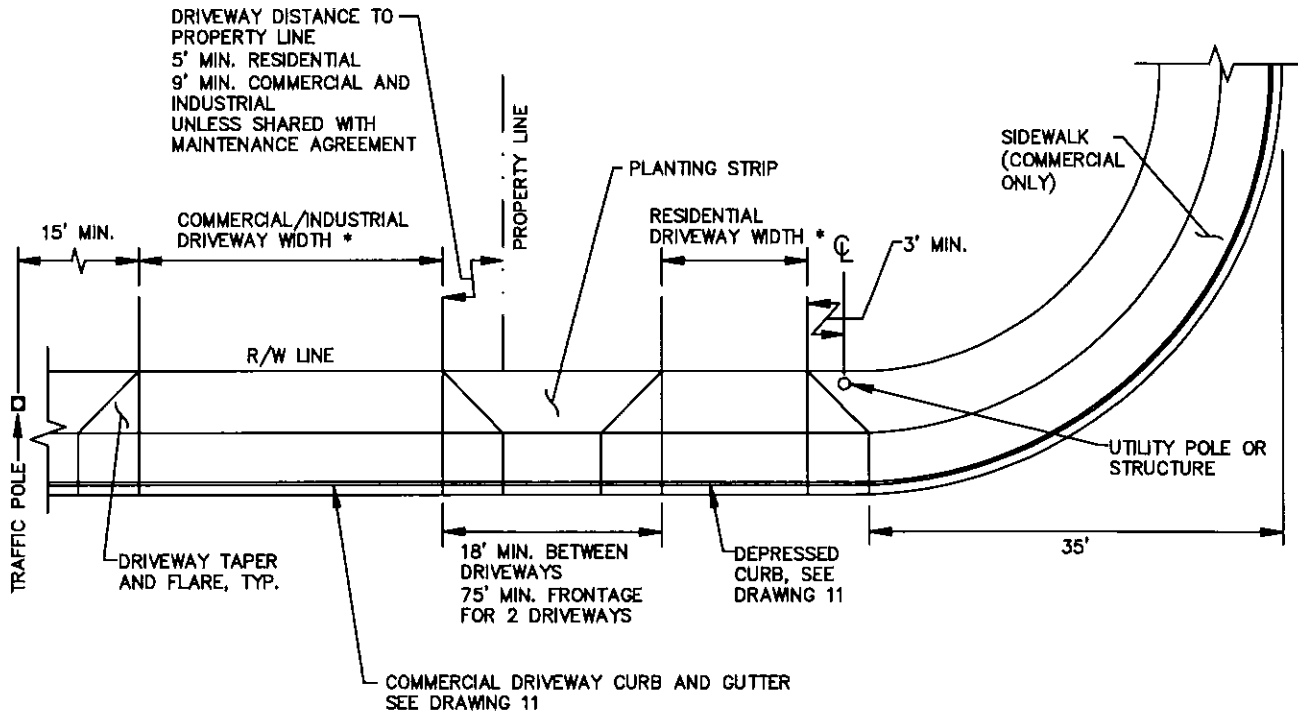
DRAWN BY: MPS

SCALE: NTS

CHKD. BY: GAB

DATE: 3/29/2023

DWG. I



NOTES:

1. NO PORTION OF ANY DRIVEWAY SHALL ENCROACH IN CURB RETURN.
2. DRIVEWAYS SHALL BE LOCATED AS FAR FROM THE INTERSECTION AS PRACTICABLE.
3. COMMERCIAL/INDUSTRIAL DRIVEWAYS WIDER THAN 35 FT. MAY BE APPROVED BY THE COUNTY ENGINEER CONSIDERING TRAFFIC SAFETY AND NEEDS OF THE ACTIVITY SERVED.
4. ALL DRIVEWAYS ≥ 20 FT. WIDTH SHALL HAVE AN EXPANSION JOINT LOCATED MID-WIDTH.
5. SEE SEC. 7.02 FOR DRIVEWAY STANDARDS.

* RESIDENTIAL 12' MIN., 30' MAX.
COM./INDUS. 25' MIN., 35' MAX.
EXCEPT ONE-WAY 20' MIN



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DRIVEWAY SPACING TYPICAL

TYPE_OR_SEC-TWN-RNG

SHEET-OR-EXHIBIT

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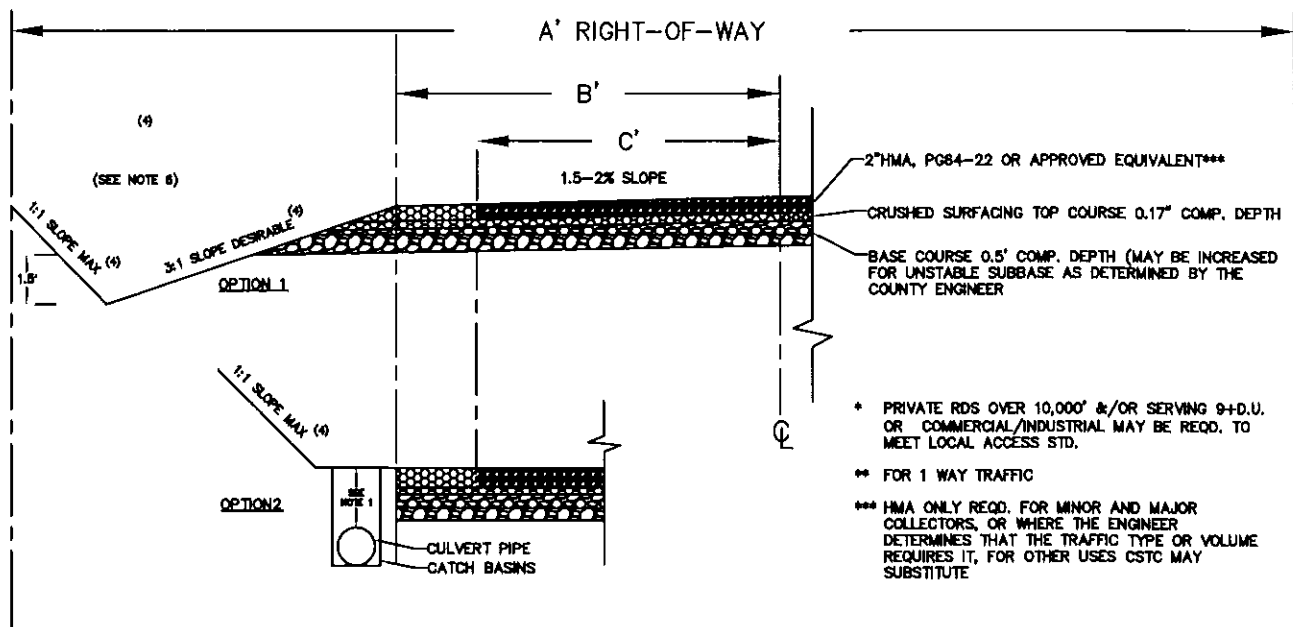
SCALE: NTS

CHKD. BY: GAB

DATE: 3-28-2023

DWG. J

HALF ST. ROADWAY SECTION



NOTES:

1. UNDER 1' OF COVER, ONLY DI PIPE ALLOWED. PVC PIPE ONLY PERMITTED W/ 3' OF COVER.
2. 95% BASE COURSE COMPACTION REQUIRED.
3. CLEAR & GRUB TO THE EXTENT REQUIRED BY THE COUNTY ENGINEER.
4. UNSTABLE SOIL MAY REQUIRE LESS SLOPE OR MORE STABILIZATION.
5. ADD 2' FOR GUARDRAIL INSTALL LOCATIONS.
6. ROADS MUST MEET, AT MIN., LOCAL ACCESS RD STANDARDS TO BE ADOPTED BY THE COUNTY FOR MAINTENANCE. ADDITIONAL SITE SPECIFIC REQUIREMENTS INCLUDE BUT ARE NOT LIMITED TO GUARDRAIL INSTALLATION, SLOPE STABILIZATION, & STRIPING.
7. WSDOT STANDARD PLANS & SPECIFICATIONS WITH REGARD TO ASPHALT & GUARDRAIL PLACEMENT ARE ADOPTED BY REFERENCE.
8. PRIVATE ROADS SERVING MORE THAN 1 RESIDENCE MUST HAVE A RECORDED MAINTENANCE AGREEMENT.
9. 811 CALL BEFORE YOU DIG APPLIES TO ALL RD PROJECTS.
10. TESC MEASURES, INCLUDING BUT NOT LIMITED TO PERIMETER PROTECTION, STABILIZED ENTRY, AND STOCKPILE COVER, APPLY TO ALL ROAD AND DRIVEWAY WORK. WORK MAY BE STOPPED AT THE DIRECTION OF THE COUNTY ENGINEER FOR ESC.
11. NEW UTILITY POLES MIN. 8' FROM LANE EDGE.
12. ALTERNATIVE DRAINAGE DESIGN (I.E. PERMEABLE PAVEMENT, DRAINAGE SWALE, ETC.) CONSIDERED ON A CASE BY CASE BASIS.
13. UNMAINTAINED COUNTY RIGHT-OF-WAY MUST MEET THE STANDARDS OF LOCAL ACCESS ROADS, EXCEPTING ONLY THAT SUCH ACCESS MAY BE ONE-WAY IF SERVING A SINGLE RESIDENCE, AND MAY BE UNPAVED.
14. WHERE REQUIRED, TURNAROUNDS AND CUL-DE-SACS SHALL BE PLACED AT THE END OF THE ROAD.
15. NO SURFACE RUNOFF SHALL BE DIVERTED ONTO THE ROAD RIGHT OF WAY WITHOUT A SEPARATE EASEMENT.

	A	B (5)	C
MAJOR COLLECTOR	84'-0"	20'-0"	12'-0"
MINOR COLLECTOR	60'-0"	17'-0"	11'-0"
LOCAL ACCESS	60'-0"	15'-0"	11'-0"
PRIVATE RD/DWY (2+ DWELLING UNITS)*	VARIES	13'-0"	9'-0"
PRIVATE RD/DWY (1 DWELLING UNITS)**	VARIES	6'-0"	5'-0"

	MAJOR COLLECTOR	MINOR COLLECTOR	LOCAL ACCESS/ PRIVATE RD./ DWY
DESIGN SPEED	40-60 MPH	35-55 MPH	35-50 MPH
MAX GRADE	9%	10%	12%
SUPERELEVATION	6%	6%	6%

DESIGN SPEED	25-30	35	40	45	50+
HORIZONTAL CURVATURE RADIUS FOR 6% SUPERELEVATION	231	340	485	643	833
STOPPING SIGHT DISTANCE	200	250	305	360	425-570
ENTERING SIGHT DISTANCE	335	390	445	500	555-685
PASSING SIGHT DISTANCE	500	550	600	700	800-1000



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HALF STREET ROADWAY SECTION

TYPE_OR_SEC-TWN-RNG

SHEET-OR-EXHIBIT

DRAWN BY:

MPS

SCALE:

NTS

CHKD. BY:

GAB

DATE:

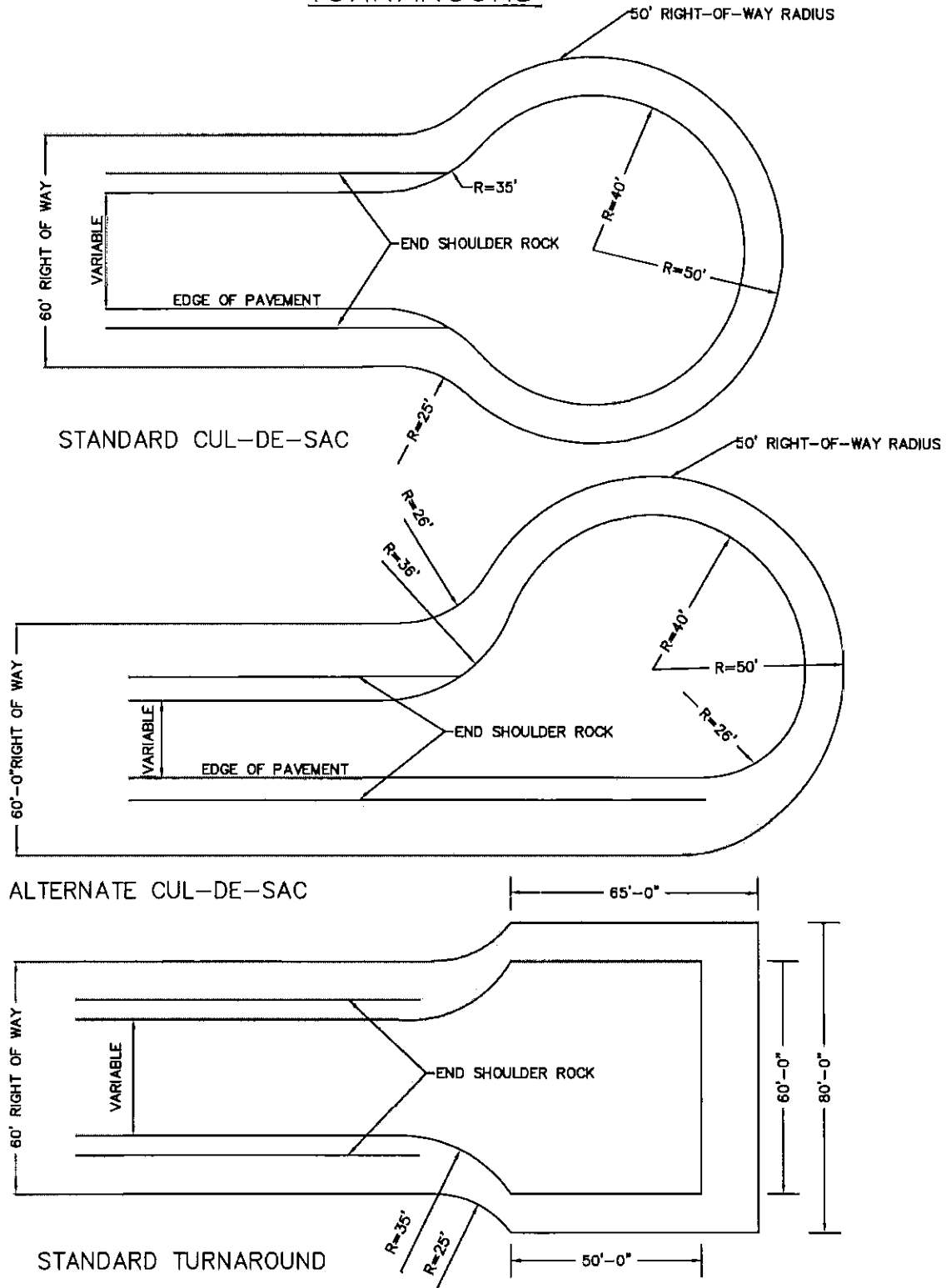
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Appendix L

STANDARD CUL-DE-SAC AND TURNAROUND



PACIFIC COUNTY

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ROADWAY_SECTION
CUL-DE-SAC_AND_TURNAROUND

TYPE_OR_SEC-TWN-RNG

SHEET-OR-EXHIBIT

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SCALE: NTS

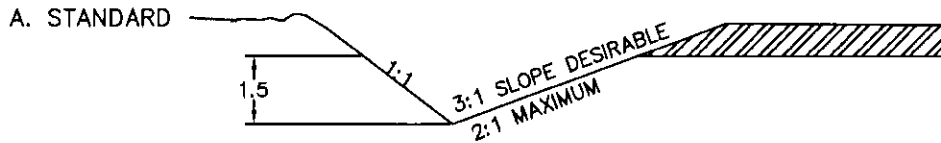
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DATE: 2-28-2023

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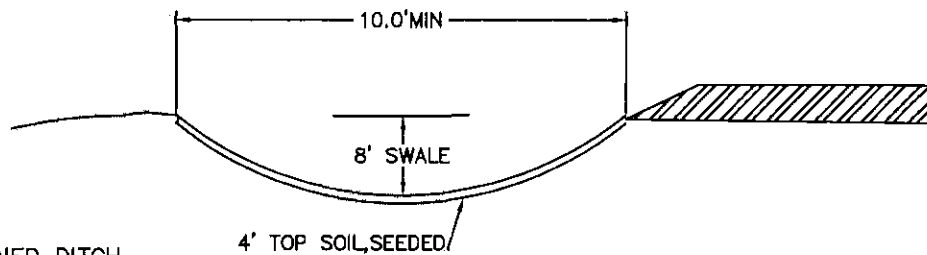
DRAINAGE

NOTE: SOIL TYPES MAY REQUIRE MORE OR LESS SLOPE THAN SHOWN

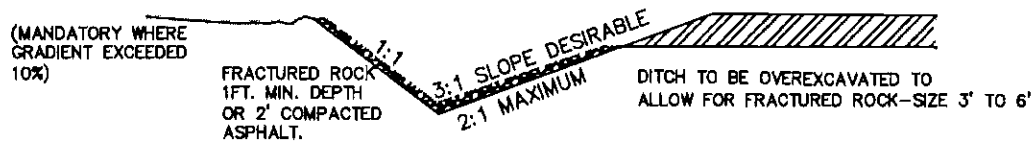


OPTIONAL (AT THE APPROVAL OF THE ENGINEER)

B. ROLLED DITCH



C. LINED DITCH



D. CATCH BASIN: DESIGN SHALL BE OF THE TYPE SPECIFIED BY THE ENGINEER IN THE MOST CURRENT EDITION OF THE STATE OF WASHINGTON STANDARD PLANS.

MAXIMUM LENGTH OF CULVERT WITHOUT CLEANOUT OPENING OR SPACING BETWEEN CATCH BASINS SHALL NOT EXCEED 150'.

- E. ROADWAY CROSS PIPES: 12' DIAM. MIN. ACTUAL SIZE TO BE DETERMINED BY ENGINEER BASED ON WATER VOLUME, HISTORY, OR NEAR BY PIPES. ALLOWABLE PIPE MATERIALS INCLUDE PLAIN AND REINFORCED CONCRETE PIPE, CORRUGATED OR SPIRAL RIB ALUMINUM PIPE, CORRUGATED STEEL PIPE WITH ALUMINIZED OR GALVANIZED TREATMENTS (1,2, OR 5), DUCTILE IRON (WATER SUPPLY, CLASS 50 OR 52) PIPE, LINED CORRUGATED POLYETHYLENE (CPE) PIPE, POLYPROPYLENE PIPE (PP), POLYVINYL CHLORIDE (PVC) PIPE (MIN. 3 FT OF COVER IN THE RIGHT OF WAY), OR HIGH-DENSITY POLYETHYLENE PIPE (HDPE; INCLUDING SOLID WALL POLYETHYLENE PIPE). OTHER MATERIALS MAY BE USED ON REQUEST WHEN SPECIFICALLY APPROVED BY THE COUNTY ENGINEER. ONLY DI PIPE IS ALLOWED FOR 1FT OF COVER.



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ROADWAY_SECTION DRAINAGE

TYPE_OR_SEC-TWN-RNG

SHEET-OR-EXHIBIT

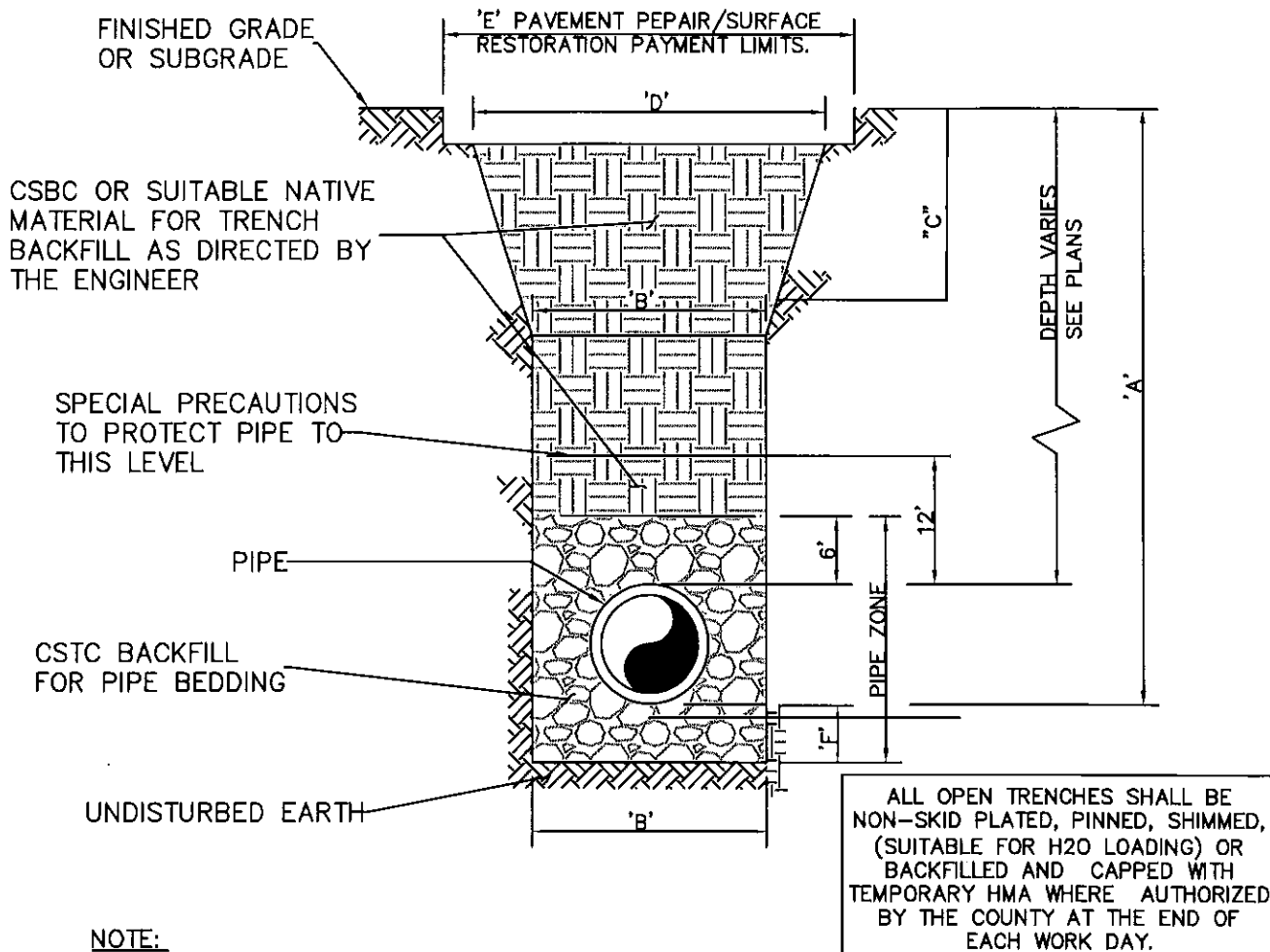
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SCALE: NTS

CHKD. BY: GAB

DATE: 2-28-2023

DWG. M

WATER, SEWER AND STORMWATER IN THE ROW**NOTE:**

1. THE TRENCH SECTIONS SHOWN ON THE PLANS FOR THE PAYMENT LIMITS FOR CSBS FOR TRENCH BACKFILL. PAYMENT FOR ALL CSBC FOR TRENCH BACKFILL SHALL BE COMPUTED FROM THE MEASUREMENT OF THE CONSTRUCTED TRENCH SECTION, TO THE MAXIMUM LIMITS AS INDICATED IN THE TABLES.
2. WHERE A "NEW ROADWAY SECTION" OR PAVEMENT REPAIR IS PROPOSED, THE TRENCH SECTION PAYMENT LIMIT LINE WILL BE BOUNDED AT THE TOP BY SUBGRADE, PER TYPICAL ROADWAY SECTION DETAILS.

TYPICAL TRENCH EXCAVATION LIMITS

PIPE DIAMETER(IN)	6 TO 8	12	18	24	36
A	8' OR LESS				
B	2.50'	3.00'	3.75'	4.50'	6.00'
C	1.50'				
D	5.50'	6.00'	6.75'	7.50'	9.00'
E	6.50'	7.00'	7.75'	8.50'	10.00'
F	4 IN		6 IN		

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ROADWAY_SECTION
WATER_SEWER_AND_STORMWATER_IN_THE_ROW

TYPE_OR_SEC-TWN-RNG

SHEET-OR-EXHIBIT

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SCALE: NTS

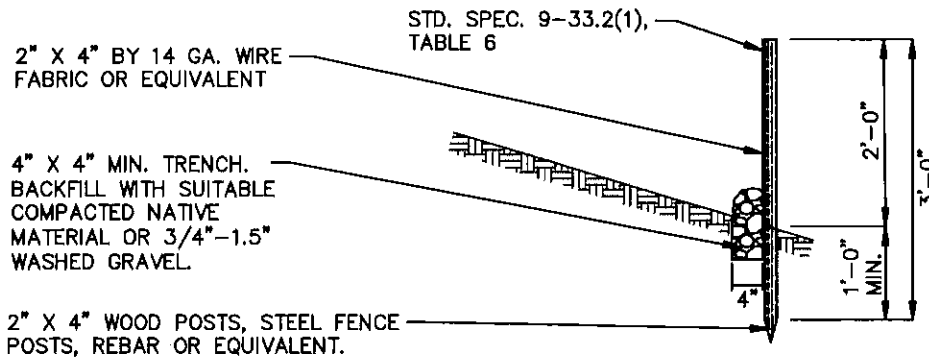
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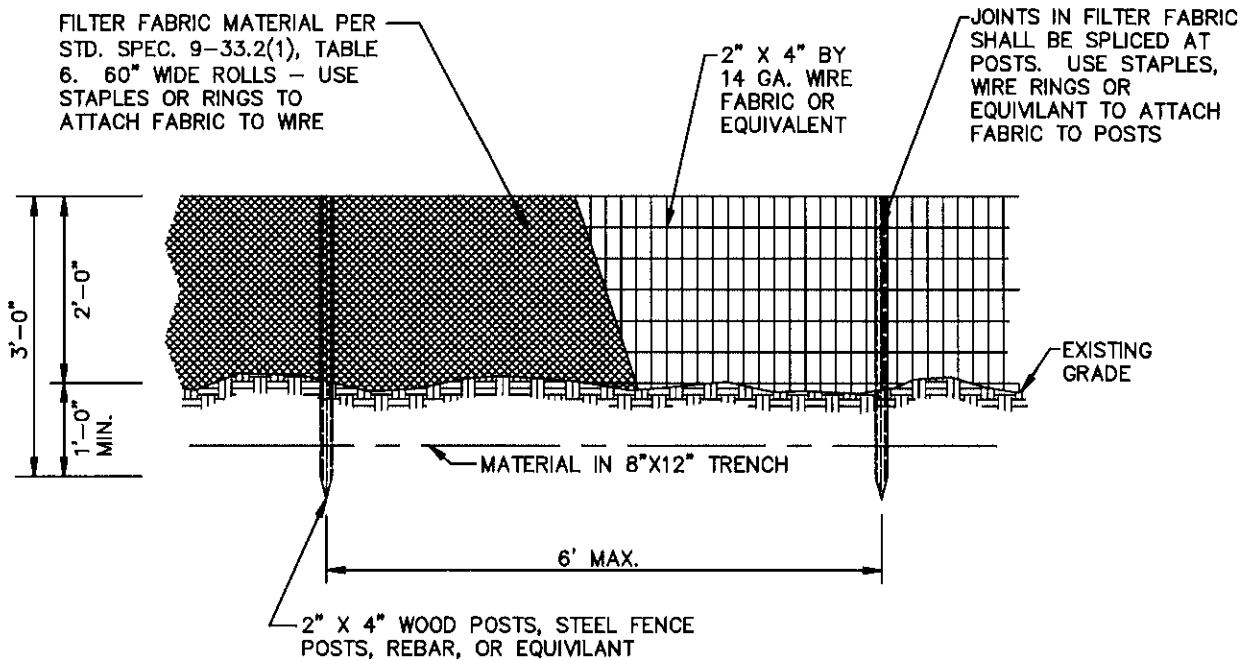
DATE: 3-21-2023

DWG. N

Appendix O



CROSS SECTION



ELEVATION

NOTES

1. MAXIMIZE DETENTION OF STORMWATER BY PLACING FENCE AS FAR AWAY FROM TOE OF SLOPE AS POSSIBLE WITHOUT ENCROACHING ON SENSITIVE AREAS OR OUTSIDE OF CLEARING BOUNDARIES.
2. INSTALL SILT FENCING ALONG CONTOURS WHENEVER POSSIBLE.
3. INSTALL THE ENDS OF THE SILT FENCE TO POINT SLIGHTLY UP-SLOPE TO PREVENT SEDIMENT FORM FLOWING AROUND THE ENDS OF THE FENCE.
4. PERFORM MAINTENANCE IN ACCORDANCE WITH STANDARD SPECIFICATIONS 8.01.3(9)A AND 8.01.3(15).
5. POST SPACING MAY BE INCREASED TO BE 8' IF WIRE BACKING IS USED.



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SILT FENCE DETAIL

TYPE_OR_SEC-TWN-RNG

DRAWN BY:

MPS

SCALE:

NTS

CHKD. BY:

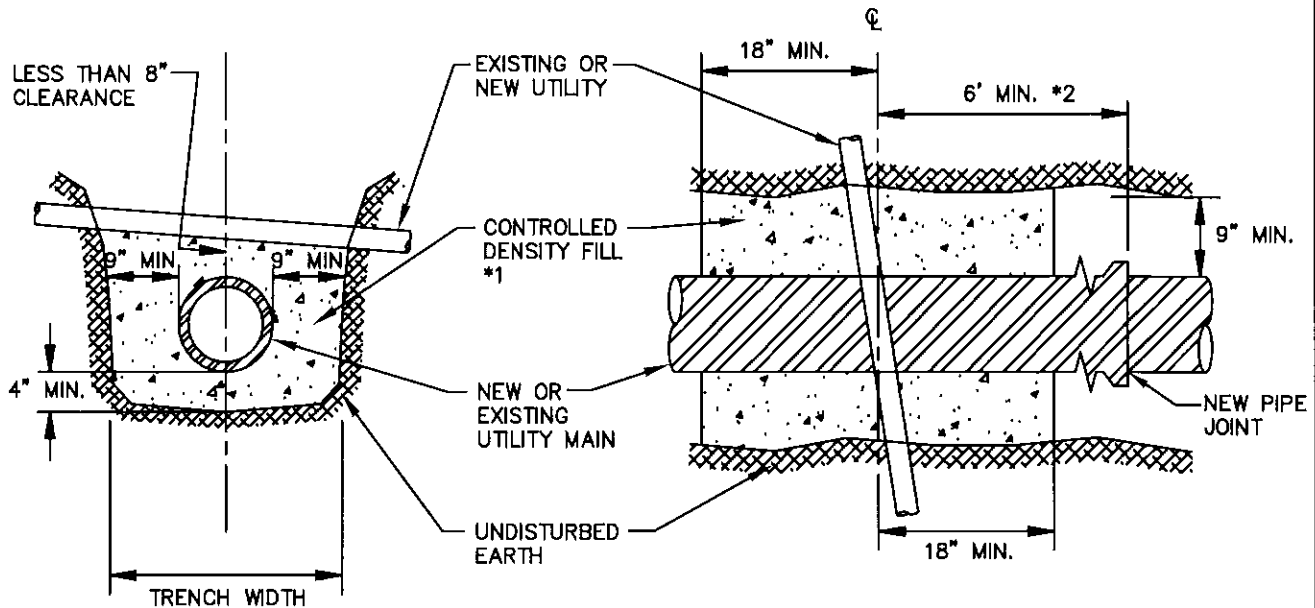
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DATE:

4/10/2023

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UTILITY CROSSING



NOTES:

1. CONTRACTOR SHALL PROVIDE CONTROLLED DENSITY FILL (CDF) PIPE ENCASEMENT AT ALL UTILITY CROSSINGS IN THE EVENT THAT AN 8" SEPARATION CANNOT BE PROVIDED. THE CONTRACTOR SHALL FAMILIARIZE THEMSELVES WITH THE SITE UTILITIES TO ANTICIPATE PROVIDING AND INSTALLING CDF ENCASEMENTS WHERE NECESSARY.
2. CONTRACTOR SHALL NOT CONSTRUCT ANY NEW PIPE JOINT WITHIN 6 FEET OF THE EXISTING CENTERLINE OF THE UTILITY CROSSING.



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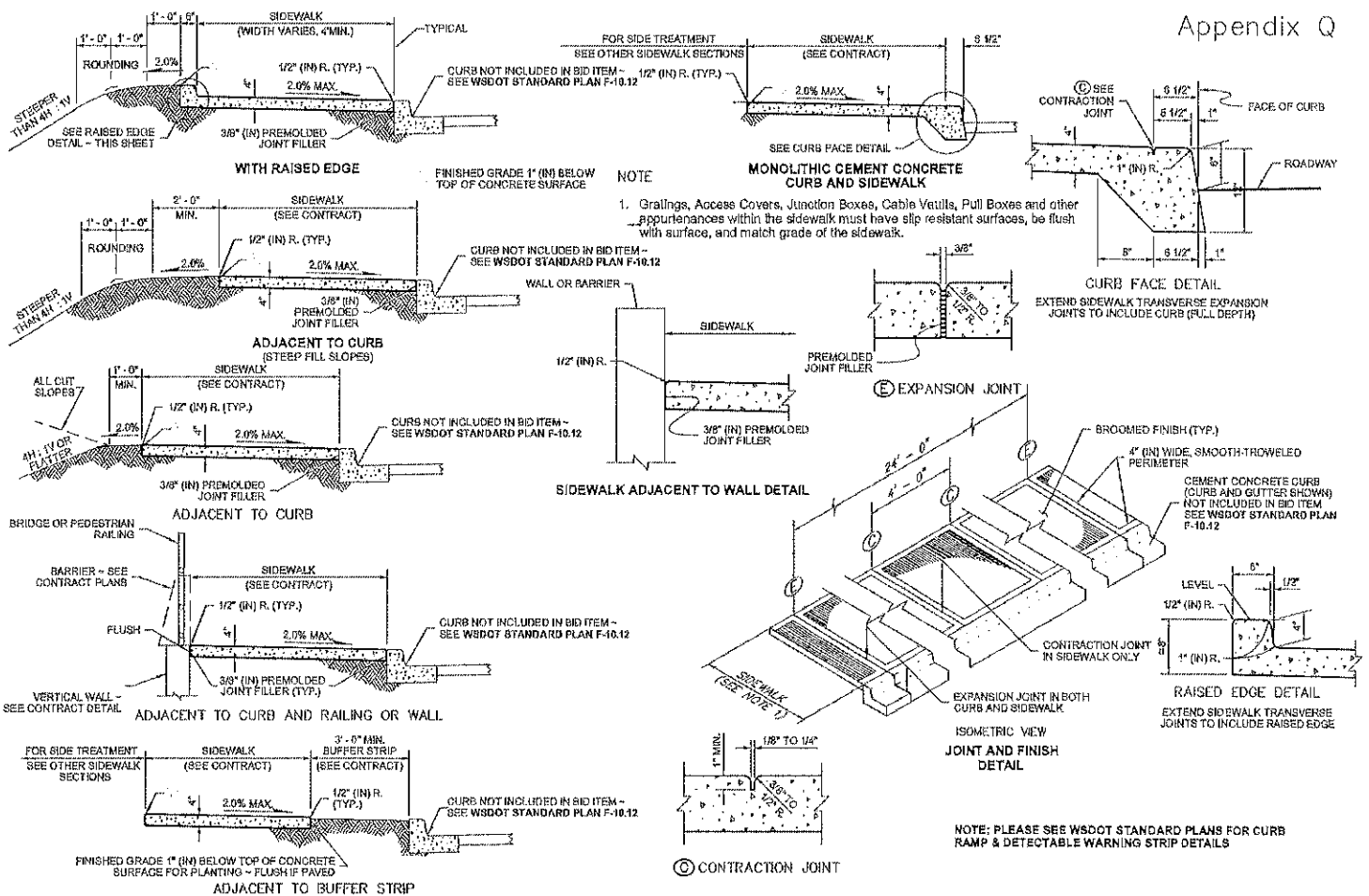
UTILITY CROSSING DETAIL

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CHKD. BY:	GAB	DATE:	4/13/2023

P

Appendix Q



TYPE_OR_SEC_TWN_RNG

Q

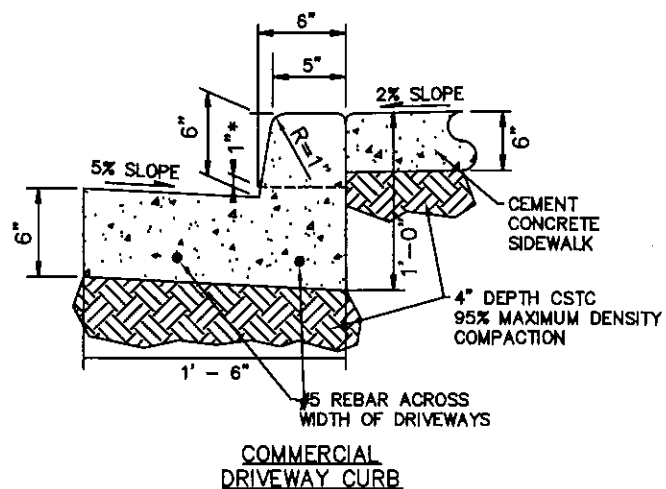
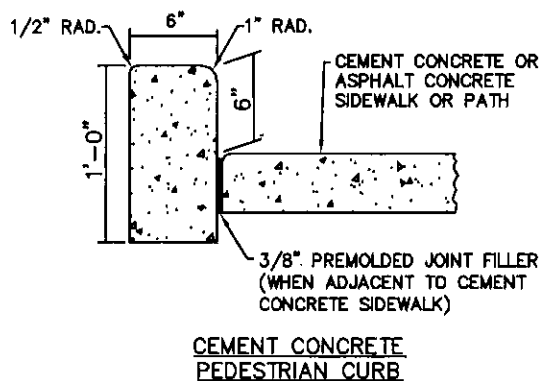
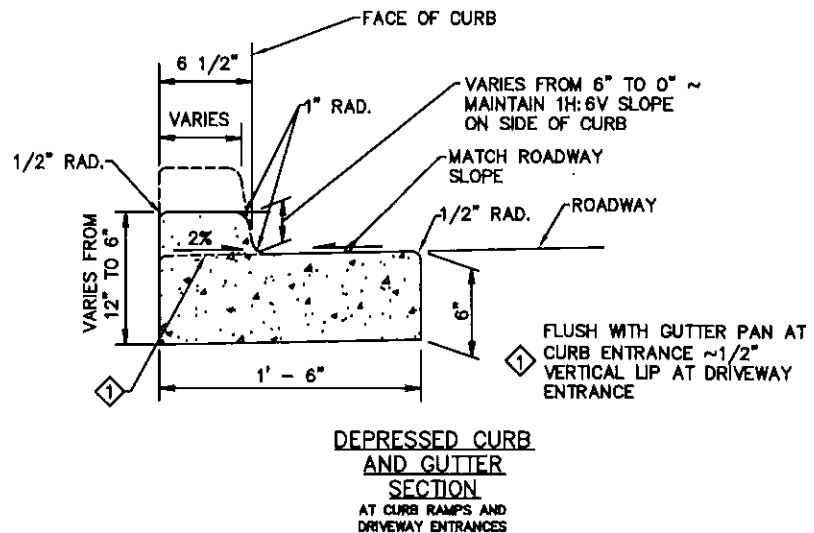
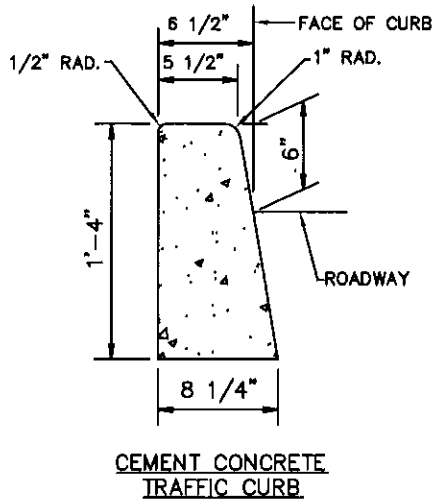
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CHKD. BY: GAB DATE: 04/20/2023 DWG. ---



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211 COMMERCIAL STREET
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FAX: (509) 875-9377

**CEMENT CONCRETE SIDEWALK
AND CURB RAMPS**
FROM WSDOT STANDARD PLAN F30.10-04

Appendix R



NOTE:
SEE WSDOT STANDARD PLAN
F-10.12-04 FOR ADDITIONAL CURB
PLANS



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TYPICAL CURBS

TYPE_OR_SEC-TWN-RNG		SHEET-OR-EXHIBIT	
DRAWN BY:	MPS	SCALE:	NTS
CHKD. BY:	GAB	DATE:	4/19/2023
			R