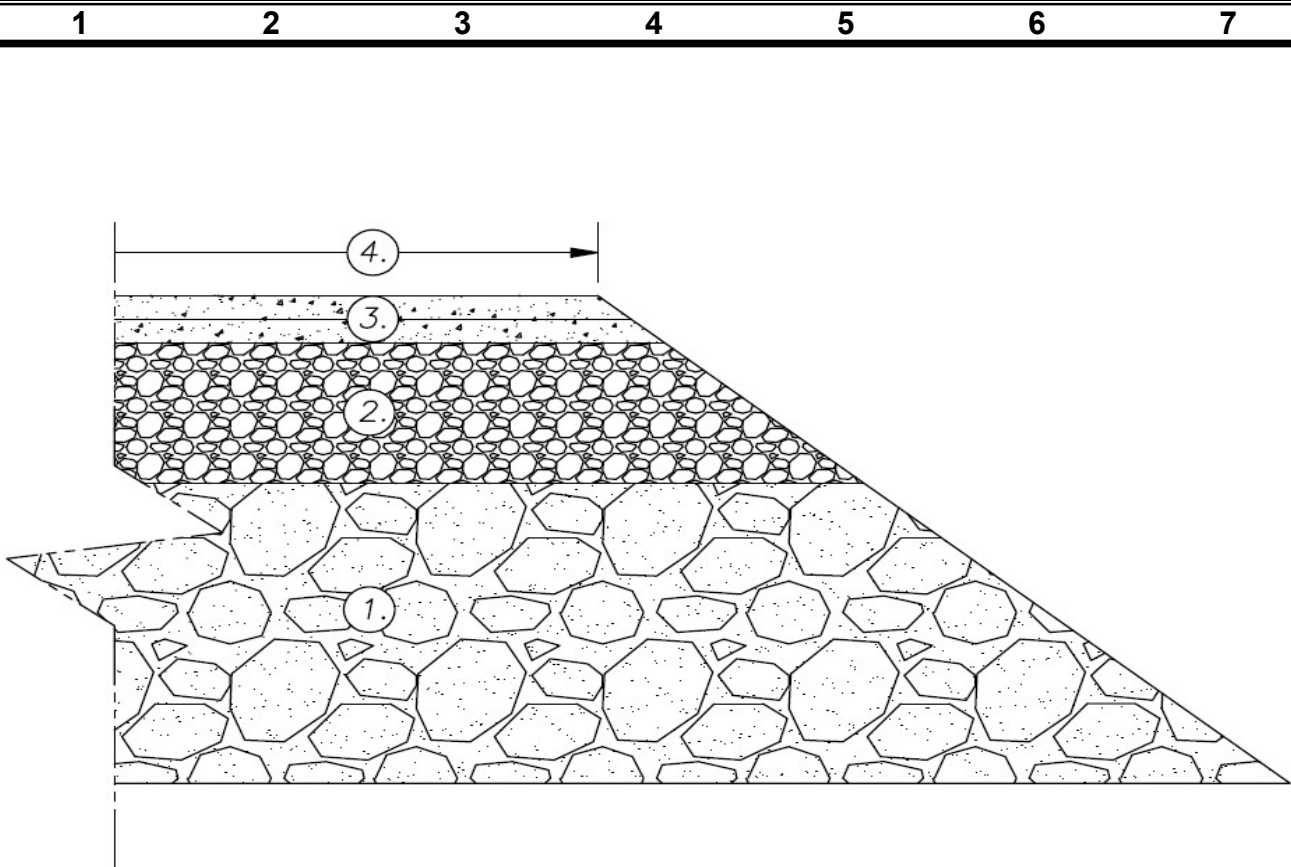


WAC 136-18-030**Authorization of construction by county forces projects.**

Every proposed construction by county forces road project shall be a part of the county's annual construction program as defined in RCW 36.81.130 and WAC 136-16-020. Additions to the program, and/or substitutions in the program, may be made by unanimous action of the county legislative authority at any time as provided in RCW 36.81.130. No construction work shall be done on any project until it has been authorized by resolution of said authority. The resolution shall include:

- (1) A brief description of the project;
- (2) A vicinity map showing the location of the project and its limits, provided that in lieu of individual vicinity maps, a single vicinity map showing the location of all projects may be included with the resolution adopting the annual program;
- (3) Identification of the project in terms of the officially adopted annual program;
- (4) The county engineer's estimate of construction costs prepared pursuant to the completion of such preliminary engineering; and
- (5) Construction plans as shall be necessary and sufficient.

(1) Description	(2) Vicinity Map	(3) Annual Program Identification	(4) Construction Estimate	(5) Construction Plans
2025 Countywide 3R Program - yearly program including: base stabilization, chip-sealing, and hot mix asphalt overlays.	attached	Priority No. 8	Estimated construction costs for this project are \$500,000	attached
Bunker Creek Road 3R (MP 0.280 - 0.823) - cement treated base, crushed surfacing top course, and a bituminous treated surfacing.	attached	Priority No. 9	Estimated construction costs for this project are \$500,000	attached
Countywide Paths & Trails - construction and preservation of paths and trails at various location.	attached	Priority No. 10	Estimated construction costs for this project are \$15,000	Construction Plans are not completed for this project.
Swofford Pedestrian Improvements - construction of bike and pedestrian facilities.	attached	Priority No. 10	Estimated construction costs for this project are \$100,000	Construction Plans are not completed for this project.
Countywide Emergent Construction Projects - design and construction of emergent construction projects, and other related work.	attached	Priority No. 11	Estimated construction costs for this project are \$15,000	Construction Plans are not completed for this project.
2025 Countywide Misc. Safety & Guardrail - yearly program, perform various safety projects as needed and install guardrail at necessary locations.	attached	Priority No. 12	Estimated construction costs for this project are \$100,000	Construction Plans are not completed for this project.

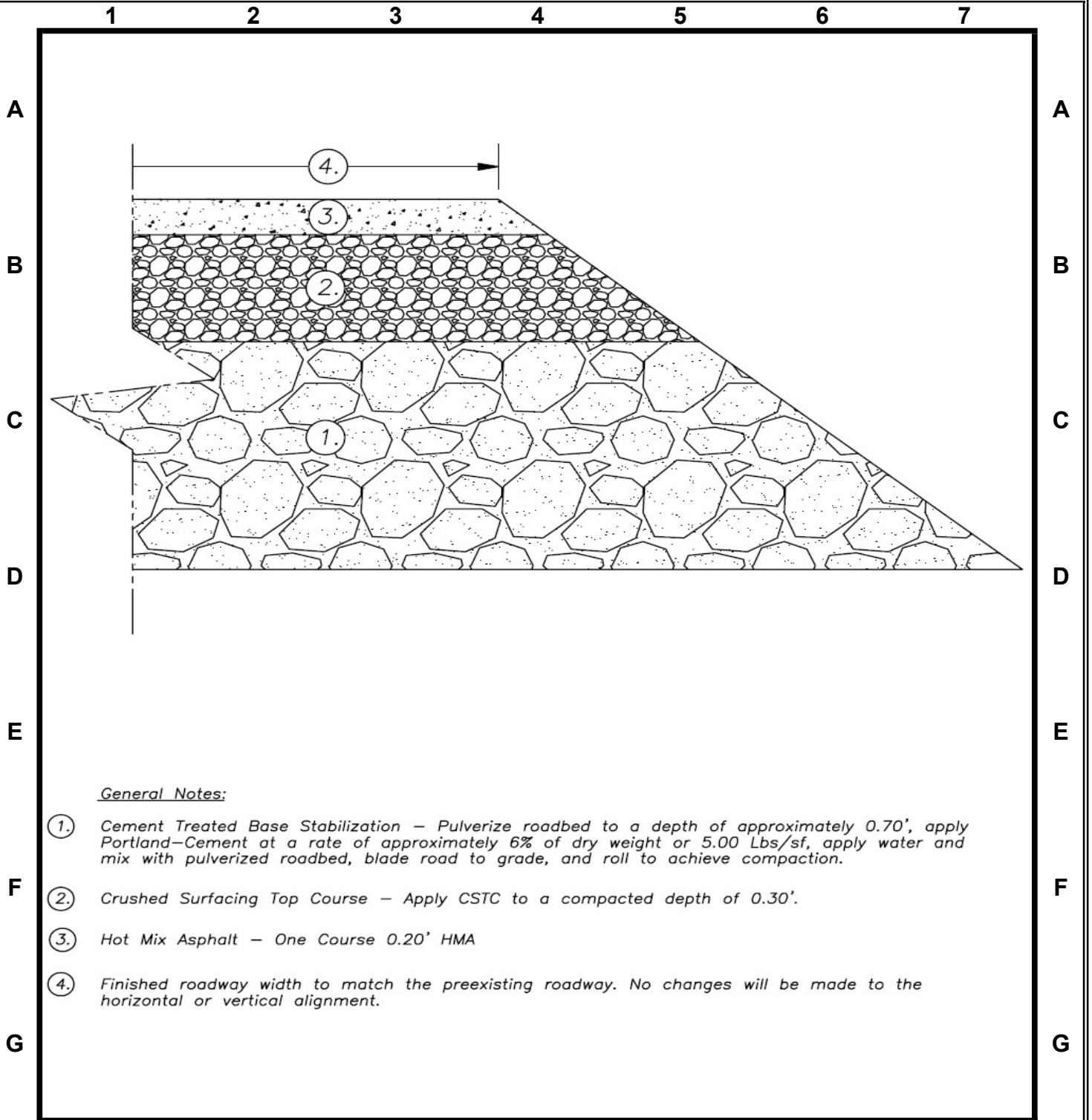


General Notes:

- ①. *Cement Treated Base Stabilization — Pulverize roadbed to a depth of approximately 0.70', apply Portland-Cement at a rate of approximately 6% of dry weight or 5.00 Lbs/sf, apply water and mix with pulverized roadbed, blade road to grade, and roll to achieve compaction.*
- ②. *Crushed Surfacing Top Course — Apply CSTC to a compacted depth of 0.30'.*
- ③. *Bituminous Surface Treatment — Apply two courses of BST.*
- ④. *Finished roadway width to match the preexisting roadway. No changes will be made to the horizontal or vertical alignment.*



County Forces Construction
Countywide 3R Program, CRP-2210
CTB & BST



County Forces Construction
Countywide 3R Program, CRP-2210
CTB & HMA

CRP-2209

LEGEND

-
- EOP PROJECT LOCATION**
END PROJECT: BUNKER CRK RD M.P. 0.823
- BOP PROJECT LOCATION**
BEGIN PROJECT: BUNKER CRK RD M.P. 0.280
- Map labels include: Deckman Road, Adna School Road, Roblin Road, Goff Road, U.S. HIGHWAY 6, Bunker Creek Road, Willapa Hills Trail, MILL CREEK, McLaughlin Road, Stearns Road, TO CHEHALIS, TO PELL, CHEHALIS RIVER, Twin Oaks Road, Frogner Road, Budget Lane, Pleasant Valley Road, and a north arrow.

OUTER LIMITS OF PULVERIZATION FOR APPROACHES*

EXISTING EDGE OF HMA

"SHOULDERS" VARIES

12-FT

12-FT

EXISTING EDGE OF HMA

"SHOULDERS" VARIES

"APPROACHES" VARIES

OUTER LIMITS OF PULVERIZATION FOR APPROACHES*

NEW SURFACING (BY OTHERS)

0.25' (2)

0.80' (1) (3)

VARIES

0.25' (2)

FIGURE 10-10

Source: FHWA, 1999

[illegible]

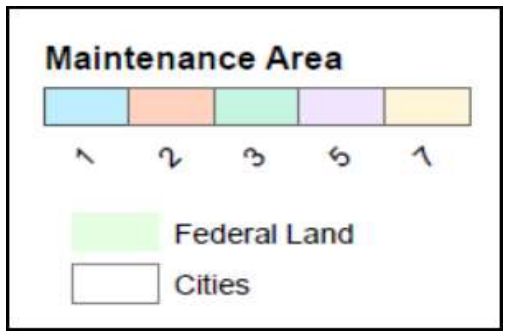
The diagram illustrates a cross-section of a typical asphalt driveway. Key features and dimensions include:

- EXISTING GROUND:** Indicated by a dashed line on the left.
- EXISTING EDGE OF HMA:** Marked by a vertical line on the left.
- "SHOULDERS" VARIES:** Label for the left shoulder area.
- 12-FT:** Dimension for the left shoulder width.
- CL:** Centerline marker.
- 12-FT:** Dimension for the right shoulder width.
- NEW SURFACING (BY OTHERS):** Label for the central asphalt layer.
- EXISTING EDGE OF HMA:** Marked by a vertical line on the right.
- "SHOULDERS" VARIES:** Label for the right shoulder area.
- "APPROACHES" VARIES:** Label for the area between the shoulders and the driveway.
- OUTER LIMITS OF PULVERIZATION FOR APPROACHES*:** Label for the rightmost edge of the driveway.
- TYPICAL ASPHALT DRIVEWAY:** Label for the main asphalt surface.
- 0.25' (2):** Dimension for the left side slope.
- VARIES:** Label for the central asphalt layer thickness.
- 0.80' (1, 2):** Dimension for the central asphalt layer thickness.
- 0.25' (2):** Dimension for the right side slope.





Road Maintenance Areas *Lewis County, Washington*



****Plans are not completed for these projects****

Countywide Program

Project vicinity determined based on need.



County Forces Construction

Countywide Paths & Trails, CRP - 2180

Countywide Emergent Construction Projects, CRP - 2181

2025 Countywide 3R Program, CRP - 2210

2025 Countywide Misc. Safety & Guardrail, CRP - 2211

vicinity map

