



Kittitas County Department of Public Works

Post Event Survey **Results** Road Standards Update Public Meeting April 19, 2011 – Cle Elum, WA

Ten respondents scored the meeting as follows:

1.) How did you hear about this event?

Newspaper 50%

Mailer 10%

Web 20%

Word of mouth 10%

Sign or Flyer 20%

Other _____ Jan Ollivier 10% _____

❖ **Two respondents circled two items**

2.) Using a scale from one (poor) to five (excellent), how would you rate the value of the information presented? (Circle your response) **1 2 3 (30%) 4 (50%) 5 (20%)**

3.) Were your questions or concerns answered? (Circle your response) **Yes (80%) or No (10%) Not sure (10%) – this was not an option, but someone wrote it in**

4.) What other issues would you like to see at an open house/public meeting from Kittitas County? From the Public Works Department? **Grade and fill (10%)**

**Please rate the following on a scale where
“1” is poor and “5” is excellent:**

5.) The knowledge and friendliness of the Public Works staff

5 – Excellent (40%)

4 – Very Good – (40%)

3 – Good-(20%)

2 – Fair

1 – Poor

Optional: Your name _____

Email or postal address _____

6.) Your overall impression of this public meeting

5 – Excellent – (50%)

4 – Very Good (30%)

3 – Good (20%)

2 – Fair

1 – Poor

Optional: Your name _____

Email or postal address _____

- 4 – Very (40%)
- 3 – Good (20%)
- 2 – Fair (20%)
- 1 – Poor

Optional: Your name _____

Email or postal address _____



Kittitas County Department of Public Works

Kittitas County Road Standards Update Public Meetings

The Kittitas County Department of Public Works is updating the Kittitas County Road Standards. The updates will impact developers, land owners, and the general public.

You're invited to attend one of two public meetings to learn more about the updates, interact one-on-one with County personnel, and share your comments and concerns.

Some of the Road Standards updates include:

- ▶ Public and private road standards
- ▶ On-system road requests
- ▶ Alignment with Fire Code
- ▶ Traffic Impact Analysis guidelines
- ▶ Road certification requirements

To review a draft copy of the proposed Road Standards updates and to sign up for email updates, please visit the Road Standards Update web page at:

www.co.kittitas.wa.us/publicworks

You may also visit or call the Department of Public Works at:

411 N. Ruby St, Suite #1
Ellensburg, WA 98926
509-962-7523

We hope to see you there!

You're invited!

Tuesday, April 19, 2011

Centennial Center
719 E. 3rd St
Cle Elum, WA
6:00 pm - 8:00 pm

Wednesday, April 20, 2011

Hal Holmes Community Center
209 N. Ruby St
Ellensburg, WA
6:00 pm - 8:00 pm

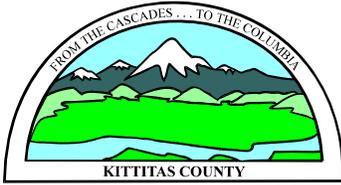


Kittitas County

Department of Public Works
411 N Ruby ST, Suite 1
Ellensburg WA 98926

You're invited!

Kittitas County Public Works is hosting special meetings to discuss updates to the Road Standards.



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Kirk Holmes, Director

White Paper: Kittitas County Road Standards Update Proposal

Why is Kittitas County proposing a road standards update?

Kittitas County Road Standards are requirements for developers and other private parties constructing or modifying roads that need county permits or are required by a land use activity. The County also uses the standards for its own construction of new County roads or reconstruction of existing roads.

The last formal update to the Kittitas County Roads Standards was in September 2005. Since the last update, requirements, practices, and industry standards have changed. Additionally, the county has heard from the development community and land purchasers that several standards are poorly defined and need clarification.

Therefore, the Kittitas County Public Works Department is seeking approval from the Board of County Commissioners to update the road standards to reflect new road design and construction requirements / practices. The proposed updates will also ensure road standards comply with current stormwater management requirements, fire codes, environmental policies, state and federal requirements, and the County's Comprehensive Plan and transportation plan. Additionally, proposed updates will clarify the standards, where necessary, so they are easy to understand and enforce.

Why is it important to update the road standards now?

For the past three years, the Kittitas County Public Works Department has considered developer and land purchaser comments, permit application inconsistencies, and other recurring issues associated with the current road standards. Internal review of this data has revealed several flaws in the road standards, resulting in some developers failing to fully comply with the standards and the County struggling to enforce certain codes. The County must correct these flaws to improve its operations and foster proper and complete implementation of the standards by developers.

What are the benefits to updating the road standards?

The proposed road standard updates will require all parties to employ industry best practices when building roads, ensuring the safety of our transportation system, conservation of the environment, and protection of tax payers' investments.

The proposed road standard updates present several other benefits to the County, land purchasers, and developers. For the County, well-defined road standards will: improve the application review and approval process, freeing up time and money to invest in other projects; enable better enforcement of codes; and foster improved communication and relationships with developers and land purchasers.



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Kirk Holmes, Director

For land purchasers, the proposed road standard updates will protect their investment and eliminate potential costly liabilities. For example, one proposed road standard update specifies that developers must complete roadway developments and/or improvements according to County standards and engineer certification before they can sell the property. This clarification prohibits developers from passing the task (and cost) of completing road improvements onto purchasers, and prevents common disputes between the parties.

For developers, the proposed road standard updates will clearly state what is required for land use development and construction projects. This will improve the application preparation and submission process and streamline communication with County officials. Certain proposed updates may result in developers experiencing additional upfront project costs and potential cost increases. The updates may also require developers to adopt new business practices.

In addition, the road standard updates will align with Fire Marshal code requirements (Title 15) in the County code. The Kittitas County Public Works Department has and will continue to communicate with the Fire Marshal during and after the update process to ensure code consistency, and most importantly, life safety.

What are the priority updates?

The County has identified four road standard items in Chapter 1 that require extensive updates:

Second access requirements

The current road standards are unclear about second access requirements. The proposed update includes clarifying the requirements of privately maintained ingress-egress routes. See Appendix A for more information.

Timing of improvements

The current road standards are unclear regarding when a developer must build roadway improvements. The proposed update specifies that developers must construct and improve roadways prior to the County's issuance of final project approval. Or, in lieu of construction, the developer may bond for the estimated costs of construction, per RCW 58.17.130 (Bond in lieu of actual construction of improvements prior to approval of final plat — Bond or security to assure successful operation of improvements). See Appendix A for more information.

Bringing new county roads onto the county system

Current road standards specify that the County considers on-system road requests after a road is constructed. The proposed road standards update specifies that developers must petition the Board of County Commissioners prior to roadway construction to provisionally accept the road onto the County road maintenance system. After construction and approval by the County Engineer, the developer shall petition the Board of County Commissioners for final approval to



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bring the road onto the County road system for maintenance. For more information, see Appendix A.

Working with other agencies

The current standards are unclear about the joint review process. The proposed update clarifies the process in which the County jointly reviews applications with other agencies and requires a permit or agreement from other agencies prior to preliminary approval. For more information, see Appendix A.

The County has also identified a road standard item in Chapter 4 that requires extensive updates:

Private road standards

Currently, there are four different private road standards, which vary by average lot size. The proposed update eliminates two of the four standards by requiring developers to construct private roads serving 15 or more lots to public road standards. For more information, see Appendix A.

Other proposed updates to the road standard include variance procedure (Chapter 1), road certification requirements (Chapter 4), and private road design requirements and access spacing (Chapter 5). See Appendix A for more information. The County proposes several general updates to the Kittitas County Road Standards for consistency and grammatical accuracy purposes. The County proposes to re-write and clarify all standards that are confusing and/or contradictory in nature. The County will also re-organize the material into logical chapters and formats.

What are the costs associated with communicating the road standard updates?

QUADCO has provided \$10,000 for public outreach. Public outreach tactics may include media relations, County web site updates, fact sheet creation, and informational e-mail campaigns. The County may also host a professionally facilitated public meeting or charrette, or use the standard County public meeting process, to address public concerns and obtain input on the road standard updates. The County will consider all comments received during the public meeting / charrette. The comments received may or may not impact the final road standard updates.

Authorizing RCW:

Chapter 36 of Revised Code of Washington (RCW): Counties

Chapter 36.75 of Revised Code of Washington (RCW): Road and Bridges - general provisions
The State statutes have vested Kittitas County with powers to maintain, administer, alter, add, delete, acquire property, and regulate traffic on the public roads under its jurisdiction.

Chapter 36.86.030: Standards

Road and bridge standards may be amended from time to time by resolution of the county legislative authority, but no standard may be approved by the legislative authority with any



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minimum requirement less than that specified in this chapter. Two copies of the approved standards shall be filed with the Department of Transportation for its use in examinations of county road work.

Kittitas County Public Works Department

EVENT: Kittitas County Road Standards Update Public Meetings
LOCATION: April 19 - Cle Elum Senior Center; April 20 - Hal Holmes
TIME: 5 pm - 8 pm (5 pm set up, 6 pm event start)
PURPOSE: Educate developers and community about Road Standard Updates

Complete Started
 Tentative

AI	DUE DATE	ACTION ITEM	LEAD	DATE COMPLETED	NOTES
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I. GENERAL LOGISTICS

A. FACILITY LOGISTICS & SET UP

1	3/14/2011	Scout site details and restrictions	Amanda		
2	3/23/2011	Set-up diagram	Amanda/Team		

Equipment Logistics

1	4/11/2011	PA system/mics			
4	4/11/2011	Event signs			
5	4/11/2011	Tables and chairs			provided by venue

B. MATERIALS

*Photos/Filming

1	4/11/2011	Digital camera			
2	4/11/2011	Digital voice recorder			

*Handouts (to Print)

1	3/17/2011	Event flyer	Team/Alex		
2	3/21/2011	Road Standard updates flyer	Team/Alex		
3		Other Public Works handouts?			
4	4/6/2011	Sign in sheets	Amanda		
5		Giveaways?			

*Display Materials

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1	3/15/2011	Draft Communications Plan	Amanda		
2	3/15/2011	Send Comm. plan for review	Amanda/Team		

C. Invitees/RSVPS

1	3/14/2011	Pull permit data	Jan		
1	3/16/2011	Compile list of invitees & send around for review	Jan/Amanda		
1	3/17/2011	draft email invite	Amanda		
2	3/17/2011	create mailer list	Amanda		
3	3/22/2011	send mailer	Public Works		
4	3/22/2011	send email invites	Public Works		
5	4/11/2011	send reminder email via personal invite	Public Works		
6	4/11/2011	send reminder email via distribution list	Public Works		
7	4/4/2011	post event invite flyers	Amanda		
7	4/8/2011	post event on community calendars	Amanda		

Press Contact

1	4/5/2011	draft & finalize press release	Amanda/Team		
2	4/5/2011	draft & finalize media Advisory	Amanda/Team		
3	4/12/2011	Submittal of press releases to press contacts and pitching	Amanda		
4	4/15/2011	Draft and finalize media kit	Amanda		
5	4/15/2011	Send media advisory	Amanda/Kirk		
6	4/18/2011	Media follow-up calls	Amanda		

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AI	DUE DATE	ACTION ITEM	LEAD	DATE COMPLETED	NOTES
1	3/21/2011	Start creating Road Standard updates displays	Team/Alex		
2	4/4/2011	Complete display boards and send to printers	Team/Alex		
3		Other Public Works displays?			

Website

1	3/21/2011	Update Road Standards web page with update info and distribution list	Jan		
2	3/21/2011	Update Hot Topics on County page	Jan		
3	3/21/2011	Update Notices alert box	Jan		
4	4/12/2011	Add press release to County page	Jan		

*Supplies

1	ongoing	Create meeting supplies box	Amanda		
3	4/4/2011	Reserve Easels (TBD)	Amanda/Christina		
5	4/18/2011	Verify / update PI supplies box	Amanda		

II. OUTREACH/COMMUNICATIONS/COORDINATION

A. SPEAKERS COMMUNICATIONS

1	3/14/2011	Determine expert panel	Team		
2	3/31/2011	Event Agenda	Team/Amanda		
3	3/31/2011	Speaking points	Team/Amanda		
3	4/6/2011	Determine facilitator talking points	Team		

B. COMMUNICATIONS PLAN

Kittitas County Public Works Department

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E. Networking

City Councils

1	4/4/2011	Ellensburg City Council	Team		
	3/22/11 or 4/12/11	Roslyn City Council	Team		
2	4/12/2011	Cle Elum City Council	Team		
3	4/12/2011	Kittitas City Council	Team		

III. HOSPITALITY

A. HOSPITALITY

1	3/30/2011	Determine refreshments	team		
2	4/18/2011	Pick-up food and supplies	Amanda		

IV. FOLLOW-UP

A. FOLLOW-UP

1	4/22/2011	Tally exit surveys	Amanda		
1	4/21/2011	Return materials	Amanda		
4	4/25/2011	Lessons learned	Team		



Road Standards Public Meeting Communications Plan

What is the goal of the event?

Kittitas County Public Works staff will provide information to the public about Kittitas County Road Standard updates. The events are designed to educate and inform the public in advance about the updates, as well as generate support.

How will we measure our success?

- Number of attendees at each public meeting
- Number of media outlets attending the events
- Evaluation of press coverage
- Exit survey
 - Positive comments
 - Event demonstrates Kittitas County Public Works is accountable and professional
 - Give the public information (written, verbal, visual) which helps them understand the purpose, need, and scope of the updates

What are the public relations opportunities and risks?

- The Road Standard updates are needed – it's been six years since the last update, and construction best practices and requirements have changed.
- It's been six years since the last update – why has the County waited so long?
- The updates will protect land purchaser's investment and eliminate potential costly liabilities. (*Research for legal cases in other counties. Make sure to prepare key messages for this topic.*)
- The updates will ensure the safety of our transportation system, conservation of the environment, and protection of tax payers' investments.
- The updates will clearly state what is required of developers for land use development and construction projects.
- The updates allow the county to better enforce codes.



- Developers may not support the updates, causing anger and frustration, because certain updates may result in them experiencing additional upfront project costs, potential cost increases, and new business practices. (*Why is the County updating the standards now, in such a bad economy? This may negatively impact developers' bottom line.*)
- Staff must be prepared for “grand standing,” and know how to communicate with a hostile audience member.

What are our communications objectives?

- Earn local media coverage about the events that highlight our Road Standard update key messages, as well as promote the good work Public Works does every day.
- Obtain 10 + attendees at the Ellensburg public meeting
- Obtain 10 + attendees at the Cle Elum public meeting
- Get 80% of the attendees to fill out the exit survey

What are our communications strategies?

- Lead with the web
- Word of mouth
- Post fliers
- E-mail distribution lists
- Send postcards/mailed using permit database
- Media advisories, press releases
- Personal e-mail invites to key decision makers, media, and partners
- Post information on community calendars
- Advertisement in local newspapers (*provide legal department with copy two weeks in advance*)

Who is our primary audience?

- Developers
- Land purchasers
- Media
- Local government officials

Who is our secondary audience?

- General public



What are our key messages?

Who are the team members and what is their affiliation?

- Kirk Holmes, Public Works Director
- Jan Ollivier, Transportation Manager
- Christina Wollman, Planner
- Brenda Larsen, Fire Marshal
- Doug D-Hondt, Public Works
- Amanda Sullivan, PRR, Communications
- Alex Sobie, PRR, Graphics

What are the planned events:

- Tuesday, April 19, 2011 – Cle Elum Senior Center, 5-8 pm (5 pm set up, 6 pm start); includes water and coffee.
- Wednesday, April 20, 2011 – Hal Holmes, 5 – 8 pm

What is the event format for public meetings?

- At event start time, facilitator welcomes everyone and invites them to enjoy refreshments and one-on-one conversations with County officials. Directs audience to familiarize themselves with topic and materials. The formal discussion will begin in 15 minutes.
- During this time, it's a casual open house "style" with display boards set up around the room, refreshments, and individualizes one-on-one discourse with project experts.
- After 15 minutes, the facilitator will address the audience and explain the Road Standard Updates.
- After the talk, the facilitator will open the floor to audience members for comments and questions. Introduce the "parking lot" concept.
- County experts will be seated, panel style, next to the facilitator and will answer the audiences' technical questions.
- After all audience members have had the opportunity to be heard, the facilitator will adjourn the meeting.
- Staff will remain at the event for another 15 minutes to talk one-on-one with attendees.



What are our communications tools and timeline?

- March 14 – pull permit data
- March 14 – reserve venues
- Week of March 14 – create event flyer
- March 21 - post dates and event info on County Web pages; create distribution list and post sign up info on web
- March 22 – send email using distribution list / email local electeds, other stakeholders / send mailer
- Week of March 21 – start creating display boards and Road Standard update info flyer
- Week of March 21 – Create set up diagram
- Week of March 28 – create speaking points/key messages
- Week of March 28 – create exit survey
- April 4 – Finalize display boards and send to printers
- April 4 – Ellensburg City Council Meeting
- Week of April 4 – place flyers
- Week of April 4 – write and approve press release *and media advisory?*
- Week of April 4 – place ads in local papers
- April 11 – send reminder emails
- Week of April 11 – pitch media
- Week of April 11 – gather supplies
- April 12 – Cle Elum City Council and Kittitas City Council meetings
- *April 15 – send media advisory? Create media kits*
- April 19, 20 – Public Meetings

Venue Contact information



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DEPARTMENT OF PUBLIC WORKS

Kirk Holmes, Director

Kittitas County Road Standards Update

Communication strategy and objectives – a snapshot

In spring 2011, the Kittitas County Public Works Department plans to release Road Standard Updates providing specific, consistent road design elements for developers and other private parties constructing or modifying road or right-of-way facilities that require county licenses or permits. The updates will impact certain members of the public, so a systematic communications program is needed.

Target Audiences:

Elected officials
Development community
Land purchasers
Media
General public

Communication goals:

- Create awareness of the Road Standard Updates among the development community, land purchasers, and the general public.
- Provide developers, land purchasers, and interested public parties with regular updates regarding the road standards update process.
- Build trust and accountability with developers, land purchasers, and the general public.
- Create high visibility for the importance of the Road Standard Updates to Kittitas County.

Communication strategies:

- Coordinate messaging
- Proactive information to developers, land purchases, and the public
- Conduct media relations and public outreach
- Ensure transparent communications
- Use plain talk
- Lead with the web
- Manage expectations
- Record and measure communication effectiveness

Communication tools available:

- Kittitas County Public Works home page
- E-mail distribution list (for developers)
- Fact sheet / Mailer
- News releases for milestones and media pitching
- Facilitated public meeting **OR** standard county process for public meetings
- Face-to-face meetings
- Presentations to city councils / chambers
- Advertisements in local papers

CHAPTER 4 – ROAD DESIGN CRITERIA

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12.04.010 Scope

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The purpose of this chapter is to present Kittitas County criteria for the design of public and private roads and streets. It is to be used by developers and their engineers in the design of roads for which approval by the Kittitas County Department of Public Works is required, or which are required to be constructed by a land use development activity.

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12.04.020 General

The provisions stipulated in this section are general in nature and shall be considered as applicable to all parts of these specifications, including any supplements and revisions.

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All road construction within the public or private right-of-way shall be designed by or under the direct supervision of a civil engineer, licensed to practice in the State of Washington as required by KCC 12.08. All drawings and support data submitted to the County for approval must bear his/her seal and signature. The design criteria, as presented, are intended to aid in preparation of plans and specifications, and shall be considered as minimum standards.

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As with any design criteria, occasions may arise where the minimum standards are either inappropriate or not feasible due to unusual circumstances. In these cases a variance to these criteria shall be considered. Variance requests shall follow the procedures outlined in KCC 12.01.130.

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12.04.030 Design Requirements

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A. Road surfacing requirements shall be in accordance with Chapter 4 of the WSDOT Pavement Guide, Volume 1 – Pavement Policy, current edition as amended, and tables 4-1 through 4-4 of this chapter.

B. Design Speed – The minimum design speed for all roads shall be 25 MPH. Design speeds shall be based upon WSDOT Design Manual and AASHTO current editions.

C. Intersections

1. Location of new arterial and collector streets shall be in accordance with the general guidelines reflected in the WSDOT Design Manual.

2. All new intersections will have a minimum straight tangent length prior to beginning any curves in accordance with AASHTO, current edition.

3. Residential streets should be designed to direct traffic to collector streets and adequately provide for circulation and movement within the subdivision.

4. The design of intersections on arterial streets shall be in accordance with WSDOT Design Manual.

5. Separation of intersections shall be in accordance with WSDOT Design Manual access spacing design criteria.

D. Vertical Alignment - Connection with existing streets shall be smooth transitions and existing grades shall be shown for at least 150 ft on all sides of the connection. Vertical alignment designs shall be in accordance with the applicable WSDOT or AASHTO design manual.

E. The grade and ground lines of all streets that dead-end, except cul-de-sacs, shall be continued for 500 ft beyond the proposed construction, unless that property is under different ownership. The grade and ground lines of all arterials shall be designed to continue 1000 ft beyond the end of proposed construction unless that property is under different ownership.

F. Sight Triangle Standards shall be in accordance applicable WSDOT or AASHTO design manuals. Site triangles shall be shown on the preliminary and final land segregation documents. Site triangles shall apply to all private and public roads. Site triangles shall be in conformance with current editions, as amended. Plat notes and covenants shall reflect that site triangles shall be kept free of all trees, bushes, landscaping, fences or obstacles greater than 30 inches in height.

G. Street Projections into Future Adjoining Subdivisions.

1. The location of proposed streets shall allow for the proper conveyance of the storm sewer and sanitary sewer system.

2. Stub Street: Where a street is indicated to dead end into an adjacent unplatted area, the developer shall provide written approval from the adjacent landowner to discharge his storm drainage from the street onto the adjacent land if such drainage does, in fact, occur.

3. Stub streets shall end at the property line with a cul-de-sac unless the Engineer recommends otherwise.

4. Type III barricades shall be permanently installed at the end of all stub streets that do not end in a cul-de-sac.

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Table 4-1

Local Access Roadway and Right-of-Way Requirements

Lots	<40 MPH Design Speed		>40 MPH Design Speed	
	Roadway Width	ROW Width	Roadway Width	ROW Width
0-15 Lots	24	60	26	60
16-25 Lots	24	60	26	60
26-40 Lots	24	60	26	60
> 40 Lots	26	60	26	60

Design criteria in accordance with applicable WSDOT or AASHTO Design Manuals

Table 4-2
Local Access Road Surfacing Requirements

Lots Served	Right-of-Way Width	Roadway Width	Surface Material	Material Depth
0-40 Lots	60	24	BST/AC P	See Table 4-3 and 4-4
>40 Lots	60	26	BST/AC P	See Table 4-3 and 4-4

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Table 4-3
BST Surfacing and Structural Requirements

Number of Lots	Subgrade Condition	Structural Number	Crushed Stone Depth	BST Surface Class A
0 Lots - 14 Lots	Poor	2	13.5 inches	3/4 inch nominal
	Average	1.5	9.5 inches	
	Good	1.1	6.5 inches	
15 Lots - 25 Lots	Poor	2.53	17.5 inches	3/4 inch nominal

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	Average	1.93	13 inches
	Good	1.45	11 inches

26 Lots - 40 Lots	Poor	2.95	21 inches	3/4 inch nominal
	Average	2.25	15 inches	
	Good	1.71	12 inches	

> 40 Lots	Poor	3.31	24 inches	3/4 inch nominal
	Average	2.25	18 inches	
	Good	1.93	13 inches	

BST Class A is a Bituminous Surface Treatment Class A as defined in WSDOT Standard Specifications 5-02.1(1), current edition.

ACP should be used on grades exceeding 10%

Subgrade Conditions	P	Mr =5000 psi	AASHTO SOIL	A4, A5, A6, A7
	A	Mr =10000 psi	AASHTO SOIL	A2
	ver	Mr= 20000 psi	AASHTO SOIL	A1, A3

Design assumes the area is well drained and not susceptible to frost.
Crushed stone depth may be reduced based upon on site soils investigation.

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Table 4-4
ACP Surfacing and Structural Requirements

Number of Lots	Subgrade Condition	Structural Number	ACP Surface	Crushed Stone Depth
0 Lots – 14 Lots	Poor	2.01	2.5	7
	Average	1.88	2.5	6
	Good	1.62	2.5	4
15 Lots - 25 Lots	Poor	2.53	2.5	11
	Average	2.27	2.5	9
	Good	2.27	2.5	9
26 Lots - 40 Lots	Poor	2.81	3	11.5
	Average	2.36	3	8
	Good	2.36	3	8
> 40 Lots	Design for greater than 40 lots shall be in accordance with WSDOT Pavement Policy, Volume 1, as amended.			

Subgrade Conditions	Poor	Mr =5000 psi	AASHTO Soil	A4, A5, A6, A7
	Average	Mr =10000 psi	AASHTO Soil	A2
	Good	Mr =20000 psi	AASHTO Soil	A1, A3
Design assumes the area is well drained and not susceptible to frost. Crushed stone depth may be reduced based upon on site soils investigation.				

12.04.040 Design Criteria within an Urban Growth Area

- A. The County and cities shall create an interlocal agreement stipulating the road standards within the Urban Growth Areas (UGA). Until interlocal agreements are entered into, the Kittitas County Road Standards shall apply.

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- B. Roads proposed within the UGA shall conform and support the road system or grid, Transportation Plan and Comprehensive Plan of the affected city.
- C. Roads constructed within the UGA shall comply with the road standards of the affected city or Kittitas County Road Standards, whichever is more stringent. The city shall have the final approval of the road alignment, geometry and construction requirements.
- D. Utilities constructed within the UGA shall comply with the requirements of the affected city.

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 <#>Roads alignments proposed within an Urban Growth Area shall conform and support the road system or grid for the affected city.¶
 <#>Roads constructed for the purpose of serving urban densities shall comply with the road standards of the affected city if there is an agreed pre-annexation agreement for city services.¶
 <#>Roads constructed for the purpose of serving urban densities, without a pre-annexation agreement shall comply with the applicable WSDOT or AASHTO Guidelines for urban roads.¶
 <#>Roads constructed for the purpose of initially serving rural densities shall comply with County Standards. Setbacks shall meet future urban right of way requirements.¶
 <#>All roads within an Urban Growth Area shall be hard surfaced.¶
 <#>Counties and cities shall create an inter-local agreement stipulating the road standards within the Urban Growth areas.¶
 <#>All lots created within an Urban Growth Area (UGA) shall conform to the applicable city road standards. If the division is creating lots at a density that is not covered by city standards then county standards shall apply, but the city shall have fir ... [1]

12.04.050 Design Standards (MOVED FROM CHAPTER 12.01.170(C))

The design standards established in this title represent minimum values. The sources for these design standards include applicable standards established by AASHTO and WSDOT. Every effort has been made in this title to provide consistent, accepted, and established standards to follow, which will result in a safe and efficient public and private road system at a reasonable cost to construct and maintain, while at the same time minimizing adverse environmental impacts.

In addition to the specific design standards found throughout other parts of this title, the following general design principals shall be adhered to insofar as practical.

1. Layout of lots and blocks should provide desirable settings for structures by making use of natural contours and maintaining existing views, affording privacy for the residents and protection from adverse noise and vehicular traffic. Natural features and vegetation of the area should be preserved where practical. The resulting road system must, however, provide for the safe and efficient movement of people and goods and also allow for proper construction and maintenance practices to occur.
2. Tree masses and large individual trees should be preserved. The system of roadways, sidewalks, bicycle and equestrian trails, and the lot layout should be designed to take advantage of visual qualities of the area.
3. In high-density development particularly, pedestrian ways, bike paths, and equestrian trails should be separated from roadways used by vehicular traffic. Sidewalks should be designed to provide all residential building sites with direct access to all neighborhood facilities, including schools and school collection points, parks and playgrounds, churches and shopping areas.
4. Roads should be located with appropriate regard for topography, creeks, wooded areas, and other natural features, which would enhance attractive development.
5. Roads should not be located so as to closely parallel streams or be subject to flooding. There should be a vegetated strip to trap soil carried by runoff between the toe of fill and the stream channel.

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6. In mountainous terrain, it may be preferable to provide more right-of-way than the minimum required to construct the road itself. The road will be permitted to wind around within the right-of-way to reduce cuts and unnecessary scarring, provided minimum standards are met. This higher standard right-of-way will permit improvements of the alignment as traffic warrants.
7. Existing roads, including roads in subdivisions having preliminary plat approval in adjoining properties, shall be continued at equal or greater width and in similar alignments by roads proposed in the subdivision, unless variations are approved.
8. **8.** Roads within **rural** subdivisions should be designed as a system of circulation routes so that the use of local roads by through traffic will be discouraged.
9. Roads shall intersect at right angles as **much as** possible. Written approval from the Engineer shall be required if an intersection is proposed that would deviate more than 10 degrees from perpendicular.
10. When a tract is divided into lots 200% or larger, on average, than the underlying zoning, such lots or parcels shall be arranged to permit the logical location and opening of future streets or roads.

12.04.060 Geotechnical Investigation

Geotechnical conditions shall be investigated and tested in accordance with WSDOT **Geotechnical Design Manual** or AASHTO **design manuals**. The County Engineer may require additional **geotechnical** investigation based upon specific site conditions.

12.04.070 Private Roads (MOVED FROM CHAPTER 12.12)

Private roads shall **comply with** the following conditions:

1. Private roads shall meet the minimum access requirements of the International Fire Code as adopted by the County, **or Kittitas County Road Standards, whichever is more stringent**, and
2. Shall be designed and constructed in conformance with AASHTO Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT < 400), **most recent edition**, and
3. **Shall permanently establish a right-of-way or easement** recorded with the Kittitas County Auditor, providing legal access to each affected lot, dwelling unit, or business, and
4. **Stormwater generated by roads shall be managed and retained on-site with a stormwater system that conforms to the specifications of the most current version of the Stormwater Management Manual for eastern Washington, and**

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5. Will not result in land locking of existing or proposed parcels, and

6. Will be maintained by the developer or legally responsible owner or homeowners' association or other legal entity made up of all benefited property owners, under the provisions of an acceptable and recorded "Private Road Maintenance Agreement", and

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7. Clearly described, on the face of the plat, short plat, or other development authorization, signed as a private road according to Public Works Road Naming & Signing Standards (Appendix A), and a disclosure statement filed with the County Auditor stating that Kittitas County is not responsible for the maintenance, and

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8. A cul-de-sac turn-around meeting the requirements of KCC 12.01.095(E) shall be constructed at the end of all roads serving three (3) or more lots. For developments located prior to the end of the road, either the entire private road must be constructed to private road standards, or a hammerhead may be allowed on the project site with approval of the Fire Marshal. Turnarounds must conform to the requirements specified by the International Fire Code, and

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9. The following notes shall be placed on the face of the plat, short plat, or other development authorization, as appropriate:

A. "Kittitas County will not accept private roads for maintenance as public roads until such roads are brought into conformance with current Kittitas County Road Standards and formally adopted by the Kittitas County Board of County Commissioners. There is no guarantee that roads brought into conformance with Kittitas County Road Standards will be brought onto the county road system.

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B. "Entire private road shall be inspected and certified by a civil engineer licensed in the State of Washington specifying that the road meets Kittitas County Road Standards as adopted [Date of adoption by BOCC], prior to the issuance of a building permit. Any future subdivision or land use action will be reviewed under the most current road standards."

Comment [CW1]: Comm Crankovich suggested change - "Kittitas County will not accept **consider accepting private roads onto the County road system** for maintenance as public streets or roads until such streets or roads are brought into conformance with current Kittitas County Road Standards (KCC Title 12). This requirement will include the hard surface paving of any street or road surfaced originally with gravel."

C. "Maintenance of the access is the responsibility of the property owners who benefit from its use."

D. "An approved access permit will be required from the Department of Public Works prior to creating any new driveway access or performing work within the county road right-of-way."

E. "Any further subdivision or lots to be served by proposed access may result in further access requirements. See Kittitas County Road Standards."

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12.04.080 Private Road Design Criteria

Private roads shall comply with the design requirements of Table 4-5.

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**Table 4-5
Private Road Minimum Design Standards**

Design Elements	Road Type			
	Driveway	Joint-Use Driveway	Private Road ⁽²⁾	Private Road ⁽²⁾
Number of Parcels and/or Dwelling Units Served	1	2	3-14	15+ ⁽⁵⁾
Minimum Easement Width	0	30 ⁽³⁾	60 ⁽³⁾	KCC 12.04.030 ⁽⁵⁾
Paved Apron ⁽¹⁾	N/A	N/A	Req'd	Req'd
Roadway Width	12' or 16' ⁽⁶⁾	12' or 16' ⁽⁶⁾	20'	KCC 12.04.030
Shoulder Width	N/A	N/A	1	KCC 12.04.030
Minimum Centerline Radius (ft)	N/A	N/A	60	KCC 12.04.030
Surfacing Requirements ^(2,4)	Gravel	Gravel	Gravel	KCC 12.04.030
Minimum Crushed Base	N/A	N/A	6"	KCC 12.04.030
Maximum Grade %	15	15	12	12
Cul-de-Sac Required	N/A	N/A	Req'd	Req'd
County Road Approach Permit	Req'd	Req'd	Req'd	Req'd
Stopping Site Distance	N/A	N/A	AASHTO	AASHTO
Ditch Slope (inside slope)	2:1	2:1	2:1	2:1

(1) Applies to all roads accessing existing paved roadway.

(2) All private roads shall be inspected and certified by a civil engineer licensed in the State of Washington for conformance with the current edition of the Kittitas County Road Standards.

(3) Existing road easements may be 40'. New road easements shall be 60'. Existing driveway easements may be 20'. New driveway easements shall be 30'.

(4) Crushed surfacing per WSDOT Standard Specifications.

(5) Private roads serving 15 or more lots must be designed to a public road standard. Roads will remain private until accepted by the BOCC in accordance with KCC 12.01.170.

(6) Any new driveway longer than 150' in length shall have a width of no less than 16'. New driveways less than 150' in length shall have a width of no less than 12'. If KCC 20.02.020 is stricter, the stricter standard shall apply.

12.04.090 Private Road Construction Control, Inspection and Certification

Prior to final approval, the entire private road serving a development shall be certified by a civil engineer licensed in the State of Washington to meet Kittitas County Road Standards, or be constructed to meet the minimum requirements of the International Fire Code and be bonded for final improvements in accordance with KCC 12.01.150. The certification shall include all private roads used to access the development from a County or other publicly maintained road. The certification shall be prepared in accordance with the Department of Public Works Private Road Certification Guidelines. All information from the Private Road Certification Guidelines shall be presented for the certification to be complete.

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The following provides additional information on the road certification guidelines:

1. Compaction Testing:

Materials used to construct private roads shall be compacted as specified by KCC 12.09.040. Testing methods and results shall be included in the road certification.

2. Bridges:

Bridges serving private roads shall have a certified load rating of at least 75,000 pounds. Certification of bridges shall follow the guidelines of KCC 12.07.030. All inspection and testing results shall be included in the road certification.

3. Road Grade:

Maximum grade shall not exceed 12%. The County Engineer may require profile sheets or grade between stations to be included in the road certification.

4. Stormwater Management:

On-site stormwater management that conforms to the specifications of the most current version of the Stormwater Management Manual for eastern Washington is required of this development. Stormwater systems shall be designed to store stormwater generated by a 24-hour, 25-year storm event. Stormwater system designs shall be prepared and stamped by a civil engineer licensed in the State of Washington. The stormwater system design shall be presented to the Department of Public Works and approved by the County Engineer prior to final approval. The stormwater system construction shall be certified by a licensed engineer. The certification shall be included with the road certification and is required prior to the issuance of a building permit.

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5. Geotechnical Analysis:

Geotechnical conditions shall be investigated and tested in accordance with WSDOT Geotechnical Design Manual or AASHTO design manuals. The County Engineer may require additional geotechnical investigation based upon specific site conditions. Results shall be included in the road certification.

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12.04.040 Design Criteria within an Urban Growth Area

Roads alignments proposed within an Urban Growth Area shall conform and support the road system or grid for the affected city.

Roads constructed for the purpose of serving urban densities shall comply with the road standards of the affected city if there is an agreed pre-annexation agreement for city services.

Roads constructed for the purpose of serving urban densities, without a pre-annexation agreement shall comply with the applicable WSDOT or AASHTO Guidelines for urban roads.

Roads constructed for the purpose of initially serving rural densities shall comply with County Standards. Setbacks shall meet future urban right of way requirements.

All roads within an Urban Growth Area shall be hard surfaced.

Counties and cities shall create an inter-local agreement stipulating the road standards within the Urban Growth areas.

All lots created within an Urban Growth Area (UGA) shall conform to the applicable city road standards. If the division is creating lots at a density that is not covered by city standards then county standards shall apply, but the city shall have final approval of the road alignment and geometry. All roads within the UGA shall be city or county owned and maintained roads. No landlocked parcels will be allowed.

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Shall be inspected and certified by a licensed professional engineer for conformance with the above referenced standards. In the alternative, an applicant may request the private roadway to be inspected and subject to the approval of the Public Works Director. If certification by the Public Works Director/County Engineer is desired, submission of road plans and necessary testing documentation that confirms compliance with Kittitas County Road Standards is required, and services will be performed on a reimbursable basis, and

CHAPTER 5 DRIVEWAYS AND ACCESSES

12.05.010 Authority

Pursuant to RCW 36.75.130, local governments are authorized to regulate vehicular access to and from any public road under their respective jurisdiction from or to property adjoining a public road.

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12.05.020 Purpose

It is the purpose of this section to provide the procedures and standards necessary to protect the public health, safety, and welfare, maintain smooth traffic flow, maintain road right-of-way drainage, and protect the functional level of the public roads while meeting state, regional, local, and private transportation needs and interests.

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12.05.030 Implementation

1. No person shall construct any access providing direct movement to or from any Kittitas County maintained road from or to property adjoining the road without an access permit issued by the Kittitas County Department of Public Works, hereinafter called the "Department".

2. Access permits shall be issued only in compliance with this chapter, Table 12-1, and the Kittitas County Access Permit. Accesses shall be designed as shown in Exhibits 1340-3, 1340-4, 1340-5 and 1340-6 of the WSDOT Design Manual, most recent version. In no event shall an access be allowed or permitted if it is detrimental to public health, welfare, and safety. Spacing requirements for all access points are shown in Table 5-1. Site distance requirements are shown in Table 5-2.

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3. Direct access from a subdivision to the County Road shall not be permitted unless no other alternative exists. Newly created lots shall access onto an internal road system and not directly onto a County Road, unless approved by the County Engineer. Lots adjoining County Roads shall access from the lowest classified road or from a joint-use driveway, when possible. Police, fire, ambulance, and other emergency stations shall have a right to direct access to County roads.

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Deleted: Vehicular access to or from property adjoining a Kittitas County road shall be provided to the general street system, unless such access has been acquired by a public authority.

4. Lots that access State Routes, Forest Service Roads, railroad or other easements or rights-of-way will require separate access permits from those agencies. These permits shall be required before preliminary approval can be given to any land use application. The County cannot grant access to roads or easements it does not control.

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5. All lots created must show proposed access locations that conform to access/spacing requirements on the face of the plat, unless the County Engineer decides the location may be determined through the access permit application.
6. Parcels adjacent to a public road shall be accessed by an internal subdivision road if available.
7. No more than one access shall be granted to an individual parcel or to continuous parcels under the same ownership unless it can be shown that:
 - a. The additional access would be beneficial to the public traveling the public road;
 - b. Allowing one access would be in conflict with local safety regulations;
 - c. The additional access would not be detrimental to public health, safety and welfare; or
 - d. The additional access is for agricultural use only and the access location meets spacing and site distance requirements. Any change of use of the agricultural access will require the access to be reevaluated to meet the conditions of Kittitas County Road Standards.

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12.05.040 Obtaining a Permit

1. Persons wishing to apply for direct access to a County road should contact the Kittitas County Department of Public Works. The Department may require any of the following items, when relevant to the evaluation of an access:
 - a. Road and driveway plan and profile.
 - b. Complete drainage plan of the site that impacts the road right-of-way.
 - c. Map and letters detailing utility locations before and after development in and along the road.
 - d. A subdivision zoning or development plan.
 - e. Property map indicating other access and abutting public roads and streets, and
 - f. Proposed access design.
2. Upon receiving the access permit application and permit fee, the Department shall use this section for evaluation of the request. The Department shall work cooperatively with the applicant and attempt to resolve all difficulties prior to taking final action on the request. The Department shall act upon the request within 15 days.
3. A completed access permit shall conform to Kittitas County Road Standards. Before denying an access request, the Department shall discuss the reasons for the denial with the applicant and attempt to resolve the reasons for the denial. Where the access design standards are not entirely applicable, the Department shall consider site specific and local conditions.
4. Any appeals of a denial of an access permit shall be resolved through the Road Variance Committee and follow the guidelines of KCC 12.01.130.

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Deleted: If the Department approves the request, a permit shall be prepared and transmitted to the applicant for signature. After receiving a signed permit and any required fee payment, the Department shall mark the permit paid, sign the permit and return a copy to the applicant. If the applicant does not agree to all the terms and conditions of the permit, the permit shall be deemed denied. ¶

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12.05.050 Construction of Access

1. The permit shall be deemed expired and null and void if the access is not under construction before the expiration of any time limits noted on the permit. When the permittee is unable to begin construction within the authorized time limits of the permit,

the permittee, may request an extension from the Department. Any request for an extension must be submitted to the Department before the permit expires.

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2. The expected dates of construction and use of the access shall be included on the request for an access. The permittee shall notify the Department at least 48 hours prior to any construction in County right-of-way. The access shall be completed in an expeditious and safe manner and shall be finished within the time limits established on the permit.

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3. The Department shall inspect the access upon completion of construction to ensure that all terms and conditions of the permit are met. The Department may request to inspect the access during construction.

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4. The construction of the access and its appurtenances as required by the terms and conditions of the permit shall be completed at the expense of the permittee.

5. It is the responsibility of the permittee to complete the construction of the access according to the terms and conditions of the permit. The Department may order a halt to any unauthorized construction or use.

6. Adequate construction signing, in conformance with MUTCD, most recent edition, is required at all times during access construction. This may include, but is not limited to, the use of signs, flashers, barricades and flaggers. The Department and its duly appointed agents and employees shall be held harmless against any action for personal injury or property damage sustained by reason of the exercise of the permit.

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7. The hours of work on or immediately adjacent to the highway may be restricted due to peak hour traffic demands and other pertinent roadway operating restrictions.

8. A copy of the permit shall be available for review at the construction site. If necessary, minor changes and additions may be ordered by the Department to meet unanticipated site conditions.

9. All Commercial and Industrial Driveways shall be constructed in accordance with Figure 1340-4 or 1340-5 of the WSDOT Design Manual, most recent addition, as amended by Kittitas County. For commercial or industrial driveways with heavy traffic volumes or a significant number of trucks, the Engineer may require construction of the access as a road intersection. This requirement will be based on a Traffic Impact Analysis (TIA) submitted, by the applicant that considers, among other factors, intersection spacing, sight distances and traffic volumes. The TIA shall be completed in conformance with KCC 12. 01.097.

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12.05.060 Use of Access

1. Where, in the course of construction by any Kittitas County Department it is necessary to reconstruct, relocate, or bring into conformance with this section an existing access, that Department shall initiate the appropriate procedures and agreements.

2. It is the responsibility of the property owner to ensure that the use of the access to the property is not in violation of the section, permit terms and conditions. The terms and conditions of the permit are binding upon all assigns, successors-in-interest and heirs.

3. When there are changes in property use which result in changes in the type of access operation and/or the access is not in conformance with this section, the reconstruction, relocation, and conformance of the access to this section may be required at the expense of the owner.

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12.05.070 Illegal Access to the County Road

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The property owner shall be sent written notice of any illegal access location or use. The owner shall be given ten (10) days notification of pending actions, after which the Department may install barriers across or remove any access not conforming to this section at the expense of the owner.

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12.05.080 Conditions for Approval of New Driveways

1. Driveways directly accessing arterials and major or minor collectors may be denied if alternate access is available.
2. All abandoned driveways shall be removed at the owner's expense.
3. Maintenance of driveway approaches shall be the responsibility of the owner whose property they serve. The County will not maintain accesses.
4. Maintenance of any driveway culvert shall be the responsibility of the owner whose property they serve. Damaged or failing culverts must be replaced by the owner whose property they serve. If the culvert is in need of replacing the county may give the property owner 30 days notice to replace the culvert. After such time the County may replace the culvert and charge the owner the cost of the replacement. The County will not maintain accesses.
5. For driveways crossing an open ditch that is anticipated to carry stormwater flows, culverts shall be 15 inches in diameter or larger, with beveled ends. The beveled ends shall have a 4:1 slope. The culvert type, diameter and length shall be constructed as required by the County and noted on the Access Permit. Approved materials for culverts are new galvanized steel with beveled ends or new HDPE pipe with beveled ends. Any other substitute requires the approval of the Director of Public Works.
6. Driveways crossing an irrigation ditch, railroad or a WSDOT-owned road shall receive approval by the appropriate agency prior to issuance of the County's access permit.
7. No driveway or road shall be constructed within five (5) feet of the side yard boundary, unless the driveway or road is shown to be part of an ingress/egress easement.

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**Table 5-1
Access Spacing Requirements^(1,2)**

Road Classification (FFC ⁽³⁾)	Speed	Access ⁽⁴⁾ Spacing
<u>Rural Arterial</u> Rural Major Collector	Above 35	<u>475 ft.</u>
	35 and below	<u>250 ft.</u>
Rural Minor Collector	Above 35	300 ft.
	35 and below	150 ft.
Rural Local Access All Urban Classifications	Above 35	100 ft.
	35 and below	100 ft.

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⁽¹⁾ Any access that cannot meet applicable spacing will require a request for a variance

⁽²⁾ Residential & Urban zones will be evaluated on a case by case basis

⁽³⁾ Federal Function Class - Refer to KCC 12.03.030

⁽⁴⁾ Includes public and private roads and all other access points

**Table 5-2
Sight Distance Requirements**

<u>Speed</u>	<u>Distance</u>
<u>25 Mph</u>	<u>150 ft.</u>
<u>35 Mph</u>	<u>250 ft.</u>
<u>50 Mph</u>	<u>475 ft.</u>

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Treatment Facilities: Control structures or devices that remove pollutants from stormwater.

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Twenty-Four Hour Storm: A rain storm measured in terms of a 24-hour duration.

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Volume: Accumulated run off for a given storm event.

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'X' Year Storm: A storm representing an intensity of magnitude that could recur as follows:

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Storm	Average Recurrence During 100 Years
2-Year	50 times
10-Year	10 times
25-Year	4 times
50-Year	2 times
100-Year	1 time

12.06.030 When Stormwater Plan or Stormwater Review is Required

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All development proposals will be evaluated based on location, size, existing runoff conditions, topography and nearest downstream tributary. Stormwater plans will be required for those development proposals which demonstrate a potential for significant stormwater impacts. Specific review requirements will be addressed under administrative rules. Any construction practice that disturbs greater than one (1) acre must apply for a Washington State Department of Ecology permit under the new NPDES rules.

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12.06.040 When Plans Are Not Required

The following development actions are exempted from a stormwater review except in extreme circumstances where significant impacts are anticipated.

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- A. Residential Building Permits
- B. Zoning Variances

Any appeal of the County Engineer's determination of the applicability of drainage plan requirements shall be to the Board of Kittitas County Commissioners (BOCC) as provided in Section 12.06.030.

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12.06.050 General Requirements

All persons proposing land development and/or approvals as outlined in Section 12.06.030 shall provide a stormwater plan for surface water flows entering, flowing within and leaving the subject property. The plan is to conform to the following standards and requirements:

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- A. The Kittitas County Engineer shall require plans for storm drainage and detention facilities to be prepared by a registered Civil Engineer currently licensed by the State of Washington and qualified by experience and education in the field of

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hydraulics, hydrology, or a closely related field. Stormwater plans or revisions to any approved plan shall be reviewed and approved by the Department of Public Works prior to any construction.

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B. Stormwater plans shall correspond to this chapter and the Stormwater Management Manual for Eastern Washington, current edition.

C. On-site stormwater improvements must be sufficient to mitigate impacts due to flooding, erosion, sedimentation or pollution.

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D. All drainage system elements must provide for adequate maintenance and accessibility at all times. Stormwater facilities shall be designed to eliminate interference from underground utilities and from conditions which exceed design loads for any pipe or other structural element.

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E. The designer of any stormwater element shall consider system reliability in terms of layout, specifications of materials and methods of installation.

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F. The impact of a system failure should be analyzed both in terms of on-site and off-site effects. The impacts may be to adjacent properties or to elements of the public drainage system or other private systems.

G. No drainage originating inside of a building or structure shall be connected to the stormwater or surface water systems.

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H. Developer shall meet all other applicable laws for water quality prior to discharge to any wetland, stream, or lake.

I. Developers are encouraged to be innovative and give high priority to fish, wildlife, plant materials and related total resource management systems.

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12.06.060 Basic Requirements

A. Discharge at Natural Location: All surface and storm water runoff from a proposed development that would construct new or modify existing drainage facilities should be discharged at the natural location and not be diverted onto or away from the adjacent downstream property. Diversions may be allowed if it corrects an existing problem and meets Federal and State regulations.

B. Tributary Area Analysis: Proposed developments shall identify the upstream tributary drainage area and provide an analysis of the pre-existing drainage, discharge, volume and quality and an analysis of the impact of the proposal on the drainage system.

C. Proposed projects must control the peak rate runoff to not exceed the pre-development peak rates for the site (existing condition). The methods of peak rate runoff control may include detention, retention, and/or infiltration. On site bio-filtration or treatment facilities in combination with infiltration systems is the preferred method for management of on-site stormwater and shall be considered before transporting stormwater off-site.

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D. For all proposed developments requiring a drainage conveyance system, the conveyance system must be analyzed, designed and constructed to handle existing off-site tributary flows and on-site stormwater flows caused by development of the project.

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E. Developments involving clearing and grading and that propose new or modification of existing drainage facilities should include an erosion/sedimentation control plan providing measures to prevent sediment-laden runoff and pollutants from leaving the site during construction. Erosion/sedimentation control may be achieved by structural control measures (sediment trap or pond, or oil/water separators), covers (mulch, sodding, plastic covering) and/or construction practices (filter fabric, quarry rock driveway pads).

F. Maintenance and operation of all private stormwater facilities is the responsibility of the property owner or a properly formed homeowners association and shall be done in compliance with Kittitas County maintenance standards.

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G. For the construction or modification of any stormwater facility other than roadside ditches, the applicant shall be required to have a construction bond. The construction bond shall be posted prior to beginning construction. The bond shall be in an amount sufficient to cover the cost of work on or off the site.

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12.06.070 Drafting Standards and Contents

The stormwater plan shall be prepared in conformance with Section 12.08, this chapter, and the Stormwater Management Manual for Eastern Washington, current edition.

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12.06.080 Design Criteria

A. Runoff Control

1. Developments shall be designed and constructed to provide control of the quality, discharge, and volume of stormwater runoff both during and after construction. Erosion and sedimentation control plans shall be submitted and approved by the Department of Public Works, prior to the beginning of any construction. Peak discharge control and detention facilities shall be provided in accordance with the Development Standards. Biofiltration, oil/grease separation devices, or other pollution control mechanisms are to be installed prior to occupancy and relapse of any performance securities held by the County.

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2. The on-site drainage system including conveyance, flow restriction, detention, pollution control, and emergency overflow elements must be properly designed and sized to handle runoff from the site and conveyance through the site. The design should be carefully analyzed for potential problems, flow impediments, construction or maintenance difficulties, and potential erosion or other property damage.

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3. Allowable Release Rates

- a. The peak discharge rate from the road right-of-way or from the total subdivided property shall not exceed 0.2 cfs per acre for site of five (5.00) acres or less.
- b. For sites with tributary basins greater than five (5) acres or sites less than five (5) acres in area which are deemed to have significant impacts due to runoff quantity shall be limited to the pre-development peak runoff for a “two-year” storm. Peak runoff rate shall be computed using the Soil Conservation Service TR-55 method, modified Santa Barbara Urban Hydrograph Method or other approved models.
- c. Stormwater detention facilities shall be provided to store all surface water runoff in excess of the allowable peak discharge in accord with provisions for “detention facilities” of these standards up to the “100-year” discharge or meet the design criteria in Item seven (7) under Detention Facilities.

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4. Oil Separation Devices:

Whenever paved parking or access roadway drains to an open waterway or stream, an oil/grease separation device shall be installed by the Developer. The device shall be constructed and installed consistent with current state of the art requirements. It shall be located at a point where it can be easily maintained and where it will intercept floating contaminants flowing off road surfaces, parking lots, and other sources of pollutants. Selection and sizing of oil separation device type shall be subject to approval of the County Engineer. The applicant should consider the use of vegetative or other natural filtration means. Effluent discharges from any oil removal treatment device to the storm sewer or surface water system shall be in compliance with Washington State Department of Ecology regulations for discharge to storm drains or surface waters.

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- a. Oil separators discharging to a storm water system or directly to a waterway require approval from the Washington State Department of Ecology.
- b. All storm water must enter the separator through an inlet pipe, unless the separator is an integral part of an approved catch basin.
- c. The property owner assumes full responsibility and liability for proper maintenance and operation of the oil separator, unless the separator is a part of a publicly-operated drainage system.
- d. Access to the separator shall be maintained for inspection at all times.

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- e. Oil accumulation in the oil separator compartment shall not exceed three (3) inches at any time.
 - f. Following oil removal the separator shall be backfilled with clean water to prevent oil carry-over to clear well.
 - g. Waste oil accumulations removed from the separator shall be disposed of in an acceptable manner and shall not be disposed or discharged to the ground water, storm drains, or streams.
 - h. Design of an oil separator facility shall be based upon flows from an approved detention system over the area contributory to the oil separator and provision of one hour retention time in the oil separator at that flow. In addition the oil separator must be designed with a depth to width ratio of between 0.3 and 0.5.
5. Erosion and Siltation Control:

In addition to catch basins, measures such as suggested in Section 6-E of these standards should be provided as necessary during and after construction to prevent erosion and to prevent silt from being carried off-site and/or into receiving bodies of water.

B. Detention Facilities

- 1. All stormwater runoff originally from and/or drainage to any proposed development shall be controlled and/or conveyed in accordance with all County standards and policies and as described in these standards. When existing conditions make stormwater detention impossible for a portion of a site, in lieu of providing detention for such an area, at the discretion of the County Engineer, compensatory storage volume and reduction of allowable release rates may be provided on another portion of the site. In no case shall the runoff from the total site exceed the allowable release rate.
- 2. When a direct discharge of "100 year" or greater capacity in conjunction with pollution control to a major receiving body such as Yakima, Teanaway, and Columbia Rivers and Keechelus, Kachess, and Cle Elum Lakes is provided said control or conveyance of stormwater runoffs shall be shown on a drainage plan which shall be prepared by the developer's licensed civil engineer and shall be submitted for review and approval by the Washington State Department of Ecology.
- 3. The stormwater detention requirement may be waived at the discretion of the County Engineer if the volume of storage calculated for that development is less than 250 cubic-feet and if the site has no environmental, hydraulic, or hydrologic constraints which must be mitigated by providing storage.
- 4. Prior to occupancy of any single phase of a phased development, storm drainage facilities should be completed and operational to provide runoff

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control, detention, and water quality treatment for the phase for which occupancy is requested.

5. Stormwater detention systems shall be designed to maximize reliability, ease of maintenance, and water quality of runoff and shall minimize hazards to persons or property (both on-site and off-site), nuisance values, and risk of failure. Deleted:
6. Sufficient detention storage capacity shall be provided to store the excess runoff from the developed site during a storm event having a probability of occurrence commonly known as the "100-year storm". A non-erosive overflow path shall be provided from each detention facility to protect adjacent property from damage.
7. Detention basin performance shall be such that discharge from the development area meets the following criteria:
 - a. 50% of the predevelopment two-year peak release rate for the two-year developed design storm.
 - b. The pre-developed 25-year peak release rate for the 25-year development design storm.
8. Sizing: In calculating the storage volume provided, "dead storage" in wet ponds shall be excluded, i.e., that volume of water which must be assumed to be present in the detention system at the commencement of the design storm. Any volume at a level below that of the outfall invert must be presumed to be dead storage, e.g. catchments.
9. Permanent pond surface area should equal 2% of the catchment area for residential and 3% of the catchment for commercial. Volume should be equal to the volume generated from two-thirds of the 2-year, 24-hour storm.
10. Controlled Overflow Requirements: All detention storage facilities should include a provision for control of overflows, and suitable data shall be provided to support the design. Under no circumstances should the overflow be overland to public right-of-way or over private property not included as part of the development without a recorded easement.
11. Site, Soil and Infiltration Data Requirements for Calculating Effective Infiltration Rates to Reduce Storage Requirements.
 - a. General Data Requirements:
 - i. The proposed site should have favorable topography to preclude high runoff rates. Engineering calculations shall be included with any submittal to show that there will be no adverse impacts due to the reduced storage. Such adverse impacts may include but not be limited to, increased frequency of overflows.

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- ii. A log of the soils and infiltration test data should be submitted to reveal site soil conditions and infiltration rates.
 - iii. An adequate number of test holes should be located over the proposed site to substantiate representative conditions for the final layout of the development, and as a minimum condition, test holes shall be located in each area and at the elevation proposed for infiltration.
 - iv. Groundwater depth, location, flow, and general characteristics shall be considered.
 - v. Impervious strata shall be at a depth greater than ~~two~~ **three (3)** feet below the bottom of the proposed infiltration area.
- b. Soil Data Requirement: A soil log may be required to describe soil type and depth along with a site map showing the location of each test hole. Classification may be in general terms such as loose sand, sandy silt, clay hardpan, rock, etc. or classification may be in specific terms as described by the U.S. Department of Agricultural. The soil log should include the depth to ground water table.

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12.06.090 Review and Approval of Plan

- A. The stormwater plan and supporting calculations will be reviewed by the Department of Public Works, using the Department's construction plan review procedures in coordination with all other County land development and/or permit review procedures. The County's review and approval of the stormwater plan shall not relieve the applicant, owner and/or designer of liability for errors or omissions in the design of storm drainage facilities.
- B. All stormwater plans prepared in connection with any of the permits and/or approvals listed in Section 12.06.030 shall be submitted for review and approval to the Department of Public Works.
- C. Any applicant or property owner proposing an action that may require a stormwater drainage plan may request a preliminary review of the proposal by the Director and a determination of the need for a drainage plan pursuant to Section 12.06.030.

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12.06.100 Bonds and Liability Insurance

The construction of stormwater drainage facilities requires Financial Guarantees in accordance with Section 12.01.150

12.06.110 Standard Stormwater System Maintenance

Maintenance of stormwater facilities on private property shall be the responsibility of the owner(s), unless otherwise provided for under Section 12.06.120. This responsibility and

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the provision for maintenance shall be clearly stated on subdivision and short plat plans, property conveyance documents, and/or drainage improvement plans. In the event the owner(s) does not provide property maintenance and the County Engineer determines the stormwater facility represents a public safety threat, the Director will give 30-day notice to the owner(s) to correct the deficiencies. If the deficiencies are not corrected within three (3) -days the County may enter upon the property to perform the necessary maintenance at the owner(s) expense. This provision for access will be included as a provision of plat or plan approval.

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12.06.120 County Assumption of Maintenance

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Upon petition of the Owner(s), Kittitas County, with approval of the Kittitas County BOCC, may assume the maintenance of retention/detention facilities if all of the following conditions are met:

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- A. All of the requirements of Section 12.08;
- B. The facilities have been inspected and approved by the County Engineer;
- C. All necessary easements entitling the County to properly maintain the facility have been conveyed to the County; and
- D. It is recommended by the County Engineer that the assumption of maintenance would be in the best interests of the County.

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12.06.130 Appeal Procedure

In the event of a determination by the County Engineer that stormwater plans are required, the applicant shall have the right to have the determination reviewed by the Kittitas County BOCC, or the owner may make corrective provisions to the project as necessary. Denial by the BOCC shall leave the owner with the choice of correcting the project as suggested by the County or appeal through the judicial process.

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12.06.140 Variances

Variances from these Stormwater standards and guidelines may be requested by the applicant in accordance with Section 12.01.130.

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12.06.150 Retroactivity Relating to County Maintenance of Subdivision Facilities

Any owner who has constructed retention/detention facilities prior to the adoption of these stormwater standards and guidelines may petition for the County to assume maintenance of the constructed facilities. If it is determined to be in the overall interest of the general public, the County, upon approval by the Kittitas County BOCC, may assume the maintenance of the constructed facilities provided all of the following conditions are met:

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- A. The owner shall demonstrate, to the County Engineer's satisfaction, that approved plans and constructed facilities substantially comply with these storm water standards and guidelines.
- B. The owner shall provide as-built plans, prepared to County standards, for all constructed facilities, and
- C. The County Engineer shall inspect the storm water facilities and approve and acknowledge that all conditions for accepting maintenance responsibility have been met.

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CHAPTER 7 – BRIDGES AND MAJOR DRAINAGE STRUCTURES

12.07.010 Design Standards

- A. All culvert pipe, box culverts, and bridges, servicing public or private roads and driveways shall conform to KCC 12.01.110 and 12.01.120.
- B. Bridge clear width shall accommodate the full width of the traveled lanes and shoulders of approach roads. Bikeway and pedestrian walkways shall be provided where justified.
- C. All roadway structures must be designed in accordance with applicable WSDOT Design Manuals or AASHTO design guidelines. All new bridges shall meet a minimum design load structural capacity of HS-25, or as required by KCC 20.02.050. The load rating for privately owned bridges shall be posted as required by KCC 20.02.050.
- D. All box culverts and bridges shall have the year of construction permanently indented on the downstream headwall face in legible numbers. The numbers shall be 3" high by 1-1/2" wide by approximately 3/8" deep in the headwall face.
- E. All box culverts and bridges shall be designed by a professional civil engineer licensed in the State of Washington.
- F. Foundation designs shall be based upon the recommendations of a qualified geotechnical engineer. These recommendations shall be documented in the geotechnical report.
- G. Culvert and bridge waterway opening designs shall conform to the parameters of the applicable WSDOT design manual, AASHTO design guidelines, and the guidelines and regulations of any agency, such as the Washington Department of Fish and Wildlife and Army Corps of Engineers.
- H. Bridges that function as a driveway must meet the standards set forth in the most current version of the International Fire Code for minimum width and load.

12.070.020 STRUCTURE INSPECTIONS

- A. It is the developer's responsibility to ensure all materials are tested and inspected as required.
- B. The developer's structural engineer or his representative, familiar in the structures design, shall review the construction in sufficient detail to confirm that the construction is as specified.
- C. Inspection of construction shall be as frequent as necessary to ensure the construction conforms to the plans and specifications. A written log or report of all work shall be furnished to the County Engineer at completion of the structure.

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D. Testing of materials shall conform to the requirements of WSDOT Standard Specifications, and WSDOT Materials Manual latest editions, and applicable interims.

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E. When and use development activities, increase the use of existing bridges. the bridges shall be re-inspected and all inspection and testing results provided to the Department of Public Works. Re-inspection of privately owned bridges shall be included in the road certification.

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F. Inspection of existing bridges shall be conducted by a civil engineer licensed in the State of Washington familiar with bridge design, construction and load ratings. The engineer shall submit a report indicating the existing bridge meets the requirements set forth in these standards in regards to load rating, function, superstructure and abutments. Bridges inspected, within two (2) years do not need to be re-inspected unless there is obvious damage or deterioration to the sub-structure, superstructure or the approach.

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AASHTO Design Guidelines for Low Volume Roads, latest edition and applicable interim versions.

WSDOT, Standard Specifications for Road and Bridge Construction, latest edition.

WSDOT, Bridge Design Manual, latest edition.

WSDOT, Bridge Detailing Manual, latest edition.

WSDOT, Design Manual, latest edition.

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Inspection shall be by qualified technical personnel experienced in the inspection of similar structures

CHAPTER 8 - SUBMITTAL REQUIREMENTS FOR CONSTRUCTION PLANS

12.08.010 General

The following documentation is required in conjunction with the submittal of construction plans for any public roadway or storm drainage improvement for which approval by the Kittitas County Department of Public Works is required.

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12.08.020 Certification

A. All construction plans and drainage reports, soils reports and pavement designs shall be prepared by, or under the direction of, a civil engineer, licensed in the State of Washington, and shall be reviewed for the minimum requirements set forth herein. The engineer should be aware that whenever unusual or serious problems are anticipated in conjunction with a proposed construction project, additional information and analysis beyond the minimum requirements of these specifications and criteria would be required.

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B. Construction plans submitted for review and comment shall be prepared by a civil engineer, licensed in the State of Washington. The plans must include the following statement on the cover sheet:

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These construction plans for (name of subdivision, development, or project) were prepared by me (or under my direct supervision) in accordance with the requirements of the Kittitas County Road Standards.

Name of Engineer
Name of Firm
Date

The statement shall be signed and stamped by the licensed civil engineer who prepared or directed preparation of the construction plans.

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C. Unless otherwise identified or noted, all construction plan submittals are assumed to comply with the provisions of this manual. Failure to follow prescribed procedures may result in return of submittals, additional review fees, or both.

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D. Kittitas County shall not be responsible for the accuracy and adequacy of the design or dimensions and elevations on the plans. Kittitas County, through the acceptance of the construction plan or drainage report, assumes no responsibility for the completeness and/or accuracy of the construction plan or drainage report. The cover sheet shall bear the following statement:

The engineer who has prepared these plans, by execution and/or seal hereof does hereby affirm responsibility to the County, as a beneficiary of said engineer's work, for any errors and omissions contained in these plans, and approval of these plans by the Department of Public Works shall not relieve the engineer who has prepared these plans of any such responsibility.

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12.08.030 Submittal Procedure

Plans for proposed road and drainage construction shall be submitted to the Department of Public Works as follows:

- A. The first submittal shall consist of two complete sets of prints together with drainage calculations and other necessary supporting information, and shall be signed and stamped by the applicant's engineer. The applicant's engineer must be a ~~civil~~ engineer licensed in the State of Washington. Review fees, when adopted and applicable, shall be paid by the applicant before review of the plans by the County commences.
- B. If corrections are required, the County will return a redlined print showing necessary corrections within 30 days of submittal.
- C. Subsequent submittals shall also contain two complete sets of plans and other supporting information, if corrected. When all corrections have been made to the County Engineer's satisfaction, the original ~~mylar~~ set of plans will be signed and returned to the applicant's engineer.
- D. Any revisions to approved plans shall be submitted for approval prior to construction. Revisions shall be stamped and signed by the applicant's engineer. Proposed revisions shall be indicated on a copy of the original approved construction plans that includes the County Engineer's signature. The proposed revision shall be clearly shown by strikeout of text, cross-out of items, and/or clouding as appropriate, and by posting the drawing revision block. If the proposed revisions are to the satisfaction of the County Engineer, the revised mylar set of plans will be signed and returned to the applicant's engineer.
- E. The applicant's engineer shall provide the County with a good quality reproducible ~~mylar~~ and two complete sets of prints of the approved plans and one complete set of other supporting documentation. The applicant's engineer shall also provide a quantity take-off and engineer's cost estimate of proposed construction when the project is to be secured by some form of performance guarantee.
- F. Plans will be reviewed by the County according to the date they were submitted. Previously reviewed or approved plans submitted to the County for a revision will be considered a new submittal. Approved plans under construction will be considered a resubmittal and will be reviewed prior to new submittals.

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12.08.040 Vicinity Map

- A. Minimum scale is 1"=1000' showing the location and name of all arterial roadways within one mile of the proposed construction, and all other roadways in the vicinity of the proposed construction. Shading shall indicate the project area. This map is required on the cover sheet or first sheet of all submittals, if no cover sheet has been used. The vicinity map shall show all arterial roadways and major drainage ways. Section, Township, and Range shall also be shown.
- B. Minimum size of vicinity map shall be 10" x 10".

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12.08.050 Key Map

- A. Minimum scale is 1"=500' showing the location and name of all roadways within and adjacent to the proposed construction and all future roadways. Scale ~~shall~~ be indicated. The key map ~~shall~~ be oriented consistent with detail in the sheet, i.e. same north.
- B. The key map is to appear on every sheet showing proposed roadway, storm drainage or grading improvements. The roadway or area that the design pertains to ~~shall~~ be shaded.

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12.08.060 Title Block

A title block is required on every sheet and cover sheet submitted for review and acceptance. The subdivision name and filing number; Planned ~~Unit~~ Development name (if applicable); the type of improvement; name, address, including zip code, and telephone number and name of the consulting engineer; name, address, including zip code, telephone number and name of the contact person at the developer; and sheet number (consecutive, beginning with the cover sheet) shall be included in the title block.

The title block shall be located in the extreme lower right hand corner, the right side margin, or along the bottom edge of the sheet.

12.08.070 Acceptance Block

- A. All roadway construction plans, storm sewer or other drainage improvement construction plans, and privately or publicly maintained stormwater detention or retention facility construction plans must show the acceptance signature of the designated representative of the Kittitas County ~~Department of Public Works~~.
 - 1. Plans for traffic control during construction must be accepted prior to issuing construction permits.
 - 2. Signing/Striping plans require acceptance prior to issuing construction permits.
 - 3. The acceptance block shall be located in the lower right hand quadrant of the cover sheet.
 - 4. Acceptance block shall be as follows:

"These plans have been reviewed by Kittitas County Department of Public Works and have been accepted for complying with the requirements of Kittitas County Road Standards.

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County Engineer _____ Date _____

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12.08.080 General Standards for Subdivision Final Construction plans

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The following general standards shall be met for final construction plans.

A. All road and storm sewer construction must conform to Kittitas County Road Standards current at the time of application. Any construction occurring four (4) years or more after the execution of the subdivision improvements agreement shall require reexamination of the plans by the Engineer who may require that they be made to conform to standards and specifications current at that time.

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B. The applicant's contractor shall give the Department of Public Works staff at least twenty-four hours advance notice before beginning road construction. Road paving or aggregate base course placement shall not start until the subgrade is proof rolled inspected and compaction test results for the subgrade and any utility trenches are submitted and approved by the County Engineer.

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C. The contractor shall obtain separate access or utility permits from Public Works before undertaking any construction work in the existing County right-of-way.

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D. All traffic control devices must conform to the Manual on Uniform Traffic Control Devices (MUTCD), current edition at the time of construction.

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E. Prior to release of collateral by Kittitas County the applicant must present a statement from a civil engineer licensed in the State of Washington that the project has been completed in substantial compliance with approved plans and specifications. The applicant's engineer must document that regular on-site inspections were conducted during the course of construction, and the field plans utilized were the same as those approved by Kittitas County. The engineer shall also state quality control testing demonstrates compliance with the plans and specifications approved by Kittitas County. The applicant must also submit the following items prior to release of collateral:

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1. "As-built" plans for the improvements must be submitted at the time the letter requesting collateral release is submitted. The "as-built" plans must be clearly labeled as such, and must be signed and dated by a licensed civil engineer. They must show any deviations from the approved plans. Release of collateral will not occur if the County Engineer determines deviations are present which have not received prior approval.

2. A letter or letters of acceptance and responsibility for maintenance of the improvements by the appropriate utility company, special district, city, or town for all utilities and roads.

3. A letter from the appropriate fire authority stating that fire hydrants are in place in accord with the approved plans. The letter shall also state that the fire hydrants are operational and provide the results of fire flow tests.

4. Quality control test results must be submitted for all phases of the project in accordance with the schedule for minimum materials sampling, testing, and inspection as found in the WSDOT Materials Manual. The Department of Public Works shall review and approve a proposed schedule of testing before commencement of construction.

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F. Phased Construction

1. Engineer drawn plans must be submitted and approved by the County for the entire development.
2. The construction may be phased. Final approval of a phase will be granted once the road is constructed and inspected or the construction is bonded.
3. Phased construction must result in a safe and usable facility at the end of the current phase. Temporary road construction or safety features may be required until the next phase is completed.

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12.08.100 Scale

Scales listed are minimum. More detailed scales may be required where necessary to clearly show details.

- A. Plan and profile plans: Horizontal 1"=50', Vertical 1"=5'.
- B. Master, preliminary, and final drainage plans; site plans, etc.: from 1"=50' to 1"=100'.

12.08.110 Date of Plans

The original date of the plans and any subsequent revisions must be shown in the title block.

12.08.120 Seal and Signature

The seal and signature of the applicant's engineer, under whose supervision the plans were prepared, shall be located next to the acceptance block on each sheet.

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12.08.130 Underground Utilities

The type, size, location and number of all underground utilities shall be shown. Field verified elevations and locations may be required on the construction plans for all underground utilities that will potentially affect the design or construction. It will be the responsibility of the contractor to verify the existence and location of all underground utilities along their route of work prior to commencing any new construction.

12.08.140 Private Improvements

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- A. Private improvements such as roadways, driveways, utilities, etc. shall be clearly shown and labeled as such on each sheet of the construction plans. The note below shall appear on the cover sheet of the construction plans for private improvements:

Kittitas County shall not be responsible for the maintenance of roadway and appurtenant improvements, including storm drainage structures and pipes, for the following private roads: (list).

- B. When a request is made for the County to assume maintenance of any private improvement, it shall be the responsibility of the person(s) making the request to satisfactorily demonstrate that the private improvement is in fact constructed in accordance with Kittitas County Road Standards.

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C. The County will review these requests under normal review procedures as outlined previously in these Standards.

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D. Generally, Kittitas County will not accept maintenance responsibilities for private or public road improvements associated with land development activities. In no case shall private improvements not constructed in accordance with the applicable design and construction standards and specifications be accepted for maintenance by Kittitas County.

12.08.150 Requirements for Road Plan and Profile Drawings

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In addition to the requirements set forth elsewhere in these Standards, the following information shall be shown on all roadway plans submitted for review and approval.

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A. Plan View - The plan view shall include, but not be limited to, the following:

1. Existing and proposed property and/or right-of-way lines, easements and/or tracts and/or irrigation ditch(s). Type and dimension of easement or tract is to be clearly labeled. Property lines and right-of-way lines are to be dimensioned.
2. Survey lines and stations shall normally be based on centerline of street; other profiles may be included but shall be referenced to centerline stationing. Stationing is to be equated to flowline stationing at cul-de-sacs.
3. Roadways and roadway names.
4. Existing utilities and structures, including, but not limited to:

Storm sewer & appurtenances, fence lines & gates, water lines & appurtenances, irrigation, ditches or swales, electric lines & appurtenances, curbs and gutters, sewer lines & appurtenances, pavement limits, telephone lines & appurtenances, bridges or culverts, CATV lines & appurtenances, guardrails, signs, gas lines & appurtenances, etc.
5. Station and critical elevation (flowline, invert of pipe, etc.) of all existing and proposed utility or drainage structures. Location of utilities shall be dimensioned horizontally and vertically from roadway centerline profile grade.
6. Storm drainage flow direction arrows, particularly at intersections and all high and low points.
7. Match lines and consecutive sheet numbers, beginning with cover sheet.
8. Station and elevation of all horizontal curves including PI, PC's, PT's, etc.; high or low point and PI of all vertical curves; existing and proposed, centerline bearings, distances, and complete curve data.
9. Curb return radii, existing and proposed; stations and elevations of all curb returns; mid point elevations, flowline-flowline intersection

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elevations, and percent of grade from the PRC, to flowline-flowline intersections of all crosspans.

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10. Mid-block handicap ramp locations at tee intersections.

11. Centerline stations of all non-single family residential driveways and all intersecting roadways.

12. Survey tie lines to section corners or quarter corners, consistent with that shown on the plat.

13. Typical roadway cross section for all roadways, existing or proposed, within and adjacent to the proposed development. These cross sections shall appear on the detail sheet, or if no detail sheet has been used, on the first sheet of the submittal showing roadway design. They shall indicate type of roadway(s), profile grade design point (centerline, flowline, top of curb, lip of gutter, etc.), roadway width, right-of-way, type of curb, gutter and sidewalk as required, pavement cross slope, pavement thickness, and structural material components of the pavement, base and subbase, together with specifications for treatment of subgrade and installation of pavement structural members.

14. Construction plans for any roadway improvements including intersections, requiring signalized traffic control. The construction plans shall include construction and lane details for the new construction and existing facilities a minimum of 150 ft beyond the limits of construction.

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15. Basis of plan view and profile elevations shall be the same, i.e. flowline and flowline, top of curb and top of curb, etc.

B. Profile

The profile shall include, but not be limited to, the following:

1. Original ground (dashed) and design grade (heavy, solid). Both grades are to be plainly labeled.

2. All design elevations shall be centerline, top of curb, or flowline (preferred) for six (6) in. vertical curb and gutter; or back of sidewalk, or lip of gutter, or flowline (preferred) for combination curb, gutter and walk. The basis of record drawing information shall be the same as the design (both flowline or both top of curb, etc.).

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3. Stationing continuous for the entire portion of the roadway shown in the plan view, with the centerline station of all non-single family driveways and all intersecting roadways clearly labeled.

4. All existing curbs, gutters, sidewalks and pavement adjacent to the proposed design. Basis for existing grades shall be as-built elevations at intervals not to exceed 25 feet. Previously approved designs are not an acceptable means of establishing existing grades.

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5. Existing and new utilities. Elevation and location of all utilities in the immediate vicinity of the construction shall be shown on the plans.

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- 6. Station and elevation of all vertical grade breaks, existing (as-built) and proposed.
- 7. Distance and grade between VPI's.
- 8. Vertical curves, when necessary, with VPI, VPC, and VPT, high or low point (if applicable) stations and elevations. All vertical curves shall be labeled with length of curve (L) and $K=L/A$ where A is the algebraic difference in slopes, in percent.
- 9. Profiles for all curb returns (except medians).

C. Notes

In addition to other notes required in these Standards, the following notes shall appear on the cover sheet of all submittals containing roadway plans. If a cover sheet has not been used, they shall be put on the sheet of the plans containing roadway design criteria.

- 1. Inspection: Construction shall not begin until permits have been issued. If a ~~Department of Public Works site inspector~~ is not available after proper notice of construction activity has been provided, the permittee may commence work in the ~~inspector's~~ absence. However, Kittitas County reserves the right ~~to not~~ accept the improvement if subsequent testing reveals an improper installation.
- 2. Paving shall not start until the mix design is accepted by the County Engineer.
- 3. All stationing is based on centerline of roadways unless otherwise noted.
- 4. All elevations are on USGS DATUM with date. Point monument shall be shown on construction location plans.
- 5. Except where otherwise provided for in these plans and specifications, the ~~most current editions of the WSDOT Standard Specifications and WSDOT Standard Plans~~ shall apply.

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12.08.160 Signing and Striping Plans

- 1. Because the County may maintain the traffic control devices on public rights-of-way, all traffic control devices shall be fabricated and installed in accordance with MUTCD, current edition at the time of construction.
- 2. All signage and striping costs shall be borne by the applicant.
- 3. Permanent signage and striping shall be complete and in place before any new roadway is opened to the public. Traffic signal installation and equipment shall conform to WSDOT Standards and Specifications. MUTCD requirements shall be met for signal installation. All subdivisions, road improvement projects, and/or commercial development must

incorporate a separate signage and striping plan in accordance with the following criteria:

- a. Submittal - Separate signage and striping plans are to consist of an overall area map noting all specific use areas, such as schools, parks, recreation centers, library, commercial, industrial, etc. The pages following the area map are to be broken down into road segments, for notation of signage and striping details.
- b. Review Process - There are two steps the plans must undergo for review.
 - 1. The first step of review is a redline markup. Requirements will be marked where necessary and the plans returned to the applicant's engineer.
 - 2. Second, the revised plans and the marked preliminary plans must be resubmitted for final review with a signature box included for the County Engineer. If the final submittal is acceptable, the County Engineer will notify the applicant's engineer to send the mylar cover sheet of the plans for sign off.
 - 3. Final plans shall, in all cases, be included along with the road construction plans, utility construction plans, grading and drainage plan, and the plat or plot plan.
- c. General Provisions - Traffic control devices shall conform to MUTCD.
- d. Sign Warrants - Traffic control devices which are not warranted by MUTCD shall not be installed. When MUTCD guidelines are not applicable for a given case, a traffic engineering study by the applicant's engineer will be required. This study will address the existing conditions, safety issues, and the applicable warrants.

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12.08.170 Range Points/Property Monuments/Benchmarks

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- A. All monuments delineating right-of-way boundaries of property or witness thereof shall be set in accordance with this section and all applicable State of Washington laws and regulations.
- B. Any "aliquot corner" (section corner, quarter corner, etc.), as described in the Public Land Survey System, shall be monumented per Washington State Statutes. If such a corner falls within concrete or asphalt, a range box (Kittitas County standards) shall be installed to protect and provide access to said corner.
- C. If so desired, the applicant may install range boxes in asphalt or concrete for property monuments, range points, benchmarks, etc., if the boxes comply with Kittitas County standards.

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CHAPTER 9 – PUBLIC ROAD CONSTRUCTION CONTROL AND INSPECTION

12.09.010 Basis for Control of the Work

A. Work performed in the construction or improvement of County roads, future county roads, whether by or for a private developer, by County forces, by County contractor or by private contractor, shall be done in accordance with Kittitas County Road Standards and approved plans (KCC 12.08). **IT IS EMPHASIZED THAT NO WORK MAY BE STARTED UNTIL SUCH PLANS ARE APPROVED.** Any revision to such plans shall be approved by the County Engineer before being implemented.

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B. The County Engineer will have authority to enforce the Standards as well as other referenced or pertinent specifications. He will appoint project engineers, assistants and inspectors as necessary to inspect work and they will exercise authority as the County Engineer may delegate.

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C. Provisions of Section 1-05 of the WSDOT Standard Specifications, most recent edition, shall apply, with the term "Engineer" therein construed to be the County Engineer as defined in KCC 12.02.020.

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12.09.020 Subdivision, Commercial and Right-of-Way Development Inspection

On all road and drainage facility construction open to the public or maintained by the public, proposed or in progress for adoption onto the county road system, which relates to subdivision, commercial and right-of-way development, control and inspection will be done by the Department of Public Works. Unless otherwise instructed by the County Engineer, construction events which require monitoring or inspection are identified as follows, with prior notification to the Department of Public Works office (Telephone 509-962-7523).

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A. Preconstruction Conference: Three (3) working days prior notice. Conference must precede the beginning of construction and include contractor, designing engineer, utilities and other parties affected. Plan approvals and permits must be in hand prior to the conference.

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B. Clearing and Temporary Erosion/Sedimentation Control: One (1) working day notice prior to initial site work involving drainage and installation of temporary water retention/detention and siltation control. Such work to be in accordance with the approved plans.

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C. Utility and Storm Drainage Installation: One (1) working day notice prior to trenching and placing of storm sewers.

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D. Utility and Storm Drainage Backfill and Compaction: One (1) working day notice before backfill and compaction of storm sewers

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E. Subgrade Completion: One (1) working day notice at stage that underground utilities and roadway grading are complete, to include placement of gravel base if required. Inspection to include compaction tests and certifications described in KCC 12.08.

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- F. Curb and Sidewalk Forming: One (1) working day notice to verify proper forming and preparation prior to pouring concrete.
- G. Curb and Sidewalk Placement: One (1) working day notice to check placement of concrete.
- H. Crushed Surfacing Placement: One (1) working day notice to check placement and compaction of crushed surfacing base course and top course.
- I. Paving: Three (3) working days notice in advance of paving with asphalt or Portland cement concrete.
- J. Structural: Three (3) working days notice prior to each of critical stages such as placing foundation piling or footings, placement and assembly of major components, and completion of structure and approaches. Tests and certification requirements will be as directed by the County Engineer.
- K. Final Inspection: Five (5) working days prior to overall check of roadway or drainage project site, to include completion of paving and associated appurtenances and improvements, cleaning of drainage system and all necessary clean-up. Prior to approval of construction work, acceptance for maintenance and release of construction performance bonds, the developer/contractor shall pay any required fees, submit any required maintenance and defect financial guarantees, provide certification of monumentation and submit one (1) mylar set of corrected plans (as-built) reflecting all minor and design plan changes of the roadway and drainage systems. The Department of Public Works shall specify the number of mylar sets as warranted by the type of improvement. Mylars shall not have any shading or adhesive addition in any areas. If original plans were completed on a CADD system, the developer/contractor shall submit, in addition to mylars, a copy of the CADD drawing files in .DWG format.
- L. Final Maintenance Inspection: 30 days prior to the end of the maintenance period. Prior to release of the maintenance guarantee, there shall be successful completion of the maintenance period as described in KCC 12.01.150, repair of any failed facilities and the payment of any outstanding fees.
- M. Quality Control: Contractor shall retain the services of an independent testing agency to perform quality control/quality assurance (QA/QC). Inspection reports and testing results shall be submitted to the Department of Public Works before close of the next business day.

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12.09.030 Penalties for Failure to Notify for Development Inspection

Timely notification by the developer as noted is essential for the County to verify through inspection that the work meets the standard. Failure to notify in time may oblige the County to arrange appropriate sampling and testing after-the-fact, with certification, either by a qualified private engineer or by County personnel. Costs of

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such testing and certification shall be borne by the developer. If the County Engineer requires further sampling, testing or certification, further work on the development may be prohibited or limited until all directed tests have been completed and corrections made to the satisfaction of the County Engineer. If necessary the County may take further legal actions.

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12.09.040 Embankment Construction Control in Developments

The provisions of Section 2-03 of the WSDOT Standard Specifications apply in all respects to development construction unless otherwise instructed by the County Engineer. The following elements are cited for clarification and emphasis:

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A. Embankment and Cut-Section Compaction:

Compaction of all fill subgrade and the top six (6) inches of cut native subgrade shall meet a minimum 95% of maximum density in accordance with WSDOT Standard Specifications Section 2-03.3(14)C - Method B.

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B. Testing for Density:

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1. Prior to placing any surfacing material on the roadway, it will be the responsibility of the developer or contractor to provide density test reports certified by a civil engineer licensed in the State of Washington. Optimum moisture content and maximum density shall be determined by methods cited in Section 2-03.3(14)D of WSDOT Standard Specifications or by other tests approved by the County Engineer. In fill sections a minimum of one (1) test shall be taken every 1,000 cubic yards or fraction thereof and on each lift of embankment. In cut sections the interval shall be every 100 feet of roadway. For work to be accepted, tests must show consistent uniform density as required by the tests referenced above.

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2. In cases where tests do not meet the minimum standard, corrective action shall be taken such as adding water, aerating, replacing material or applying more compactive effort as directed by the applicant's engineer. Retests shall show passing densities prior to placing the next lift of subgrade fill.

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C. Finishing Subgrade:

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After subgrade preparation has been completed, it shall be thoroughly checked by the developer or contractor using a level, string line, crown board or other means to determine that the subgrade conforms to the typical section or special plan conditions prior to placing any surfacing material.

12.09.050 Traffic Control in Development Construction

A. Interim Traffic Control:

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The applicant's contractor shall be responsible for interim traffic control during construction on or along traveled County roadways. When roadway or drainage work is to be performed on County roadways that are open to traffic, the contractor will be required to submit a traffic control plan for approval by the County Engineer prior to beginning the work. Traffic control shall follow the guidelines of Section 1-07.23 of the WSDOT Standard Specifications. All barricades, signs and flagging shall conform to the requirements of MUTCD. Signs must be legible and visible and should be removed at the end of each workday if not applicable after construction hours.

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B. Temporary Road Closures and Detours:

When temporary road closures cannot be avoided the contractor shall post "To Be Closed" signs and place a legal notice in the newspaper a minimum of five (5) working days prior to the closing. The types and locations of the signs shall be shown on a detour plan. A detour plan must be prepared and submitted to the Department of Public Works at least 10 working days in advance of the proposed closure, and approved prior to closing any County roadway. In addition, the contractor must notify, in writing, local fire, school, law enforcement authorities, postal service and any other affected persons as directed by the County Engineer, at least five (5) working days prior to the closing.

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C. Haul Routes:

The County Engineer may require the contractor to submit a pavement analysis of the proposed haul route, prior to and immediately after construction ends. The pavement analysis shall be performed by a engineer licensed in the state of Washington. If the final pavement analysis determines that the roadway has been damaged, the contractor shall be responsible for restoration of the roadway.

If the construction of a proposed development is determined by the County Engineer to require special routing of large trucks or heavy construction equipment to prevent impacts to surrounding roads, residences or business, the contractor shall be required to develop and use an approved haul route.

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When required, the haul route plan must be prepared and submitted to the County Engineer, and approved prior to beginning or continuing construction. The haul route plan shall address routing, hours of operation, signing, flagging and daily maintenance.

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If the contractor's equipment or suppliers fail to use the designated haul route, the Engineer may prohibit or limit further work on the development until such time as the requirements of the haul route are complied with.

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D. Haul Road Agreement:

When identified as a need by the SEPA review process or by the County Engineer, a haul road agreement shall be obtained by the franchised utility,

~~developer or property owner~~ establishing restoration procedures to be performed upon completion of the haul operation.

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12.09.060 County Forces and County Contract Road Inspection

Road construction performed by County forces or by contract for the County will be inspected under supervision of the County Engineer.

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12.09.070 Call Before You Dig

Developers and contractors are responsible for notification of utilities a minimum of two (2) business days in advance of any excavation, or as required by RCW 19.122. The utility One-Call Center phone number 1-800-424-5555 or 811 should be prominently displayed at the work site. Notifications may also be entered online at www.callbeforeyoudig.org.

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Chapter 1 - GENERAL INFORMATION

12.01.010 Purpose

Kittitas County has adopted these Road Standards to:

1. Set forth specific and consistent road design elements for developers and other private parties constructing or modifying road or right-of-way facilities which require County approvals;
2. Establish uniform criteria to guide the County's own construction of new County roads or reconstruction of existing roads; and
3. Support Kittitas County's goals for achieving affordable housing, providing adequate facilities for development in an efficient manner, and to balance these goals with the general safety and mobility needs of the traveling public.

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In adopting the Road Standards, the County has sought to encourage standardization of road design elements where necessary for consistency and to assure, so far as practical, that the motoring, bicycling, equestrian and pedestrian public safety needs are met. Considerations include safety, convenience, pleasant appearance, proper drainage and economical maintenance. The County's permitting and licensing activities require the adoption of specific, identifiable standards to guide private individuals and entities in the administrative process of securing the necessary County approval. The County must have flexibility to carry out its general duty to provide streets, roads and highways for the diverse and changing needs of the traveling public. Accordingly, these standards are not intended to represent the legal standard by which the County's duty to the traveling public is measured.

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The Standards cannot provide for all situations. They are intended to assist but not substitute for competent work by design professionals. It is expected that land surveyors, engineers and architects will bring to each project the best of skills from their respective disciplines. These Standards are also not intended to limit unreasonably any innovative or creative effort, which could result in better quality, better cost savings, or both. Any proposed departure from the Standards will be judged, however, on the likelihood that such variance will produce a compensating or comparable result.

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In order to remain current with technological changes and public needs, these standards are subject to revisions. This manual is printed in a format that can be easily updated. This edition will be current at the time of issuance; however, it is incumbent for the holder to keep the manual current with revisions to the standards.

12.01.020 Scope

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This title is not a textbook or a substitute for engineering knowledge, experience, or judgment. It is intended to aid in deciding those factors needed to intelligently plan, design, construct, upgrade, and maintain public and private roads in the County.

The requirements contained in this title apply to all new construction, improvements to existing roads, or other work done on, over, or under any public or private roads within the County.

Requirements of the title shall be enforced in the same manner as other Kittitas County Codes (KCC), including injunctions resulting in work stoppage and noncompliance suits for damages to County roads or rights-of-way.

12.01.030 Applicability

This title shall apply to all land within the unincorporated areas of the County except where superseded by other governmental jurisdiction.

These Standards shall apply to all newly constructed public and private roads and right-of-way facilities required by land use development approvals within Kittitas County. Any land use development application on file with the County prior to the date of adoption of these standards shall be vested under the standards applicable at the time of application. In the event of conflict with the current subdivision and zoning codes, KCC Titles 16 and 17, these Standards shall control. These Standards do not apply to State or Federal roads. If roads are required to be built to public standards and are inspected and certified as such, the County may accept these roads onto the County system for continued maintenance, subject to limitations as addressed in KCC 12.01.170.

The Standards may apply to modifications of roadway features of existing facilities which are within the scope of reconstruction or capital improvement projects when so required by Kittitas County or to the extent they are expressly referred to in project plans and specifications. The Standards are not intended to apply to "resurfacing, restoration and rehabilitation (3R)" projects as those terms are defined in the Local Agency Guidelines, Washington State Department of Transportation (WSDOT), as amended; however, the Director may at his discretion consider the Standards as optional goals for 3R projects.

12.01.040 Amendments and Remissions

The standards will be amended as required. The Board of County Commissioners (BOCC), following the recommendations of the Director of Public Works and Planning Commission, may consider revisions and/or amendments to this title. The revisions will be adopted by resolution following a public hearing.

12.01.050 Enforcement and Responsibility

It shall be the duty of the Board of County Commissioners, acting through the Director of Public Works or his/her designee, to enforce the provisions of this title.

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12.01.060 Review and Approval

The County will review all land use development applications for general compliance with Kittitas County Road Standards. An approval by the County does not relieve the applicant, applicant's engineer, agent or developer from final responsibility of insuring all calculations, plans, specifications, construction, and as-built drawings are in compliance with this title as stated in the applicant's engineer's certification provided in accordance with KCC 12.08.020.

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12.01.070 Interpretation

In the interpretation and application of the provisions of this title, the following shall govern:

- A. In its interpretation and application, the provisions shall be regarded as the minimum requirements for the protection of the public health, safety, and welfare of the residents of Kittitas County.
- B. Whenever a provision of this title or any provision in any law, ordinance, resolution, rule, or regulation of any kind, contain any restrictions covering any of the same subject matter, whichever standards are more restrictive or impose higher standards or requirements shall govern.
- C. The standards in this title shall not modify or alter any road construction plans, which have been filed with and accepted by the County prior to the effective date of this title.
- D. Any ambiguities in the interpretation of material contained in this title shall be resolved through the appeals process.

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12.01.080 Relationship to Other Standards

When applicable Washington Administrative Code (WAC), Revised Code of Washington (RCW), American Association of State Highway and Transportation Officials (AASHTO) standards, and/or Washington State Department of Transportation (WSDOT) standards are referenced, any reference to "State highways", or the like shall be interpreted to mean "county road". This in no way should be interpreted that Kittitas County will require all roads to be built to State Highway standards.

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Since the County is the approval authority for land use changes, this title, which stipulates certain minimum conditions for land use changes, shall apply. If special districts or other agencies impose more stringent standards, this difference is not considered a conflict; the more stringent standard shall apply. If the State or Federal Government imposes more stringent standards, criteria, or requirements, those standards shall be incorporated into the conditions of approval of the project.

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12.01.090 Responsibility to Provide Roadway Improvements

- A. Any land use development activity which will impact the Level of Service (LOS), safety, or operational efficiency of abutting or serving roadways, or is required by other County Code or ordinance to improve such roadways, shall improve those roadways in accordance with these Standards. The extent of the off-site improvements to roads serving a development shall be based on a Traffic Impact Analysis (TIA) of the proposed land use development impacts. The TIA shall be prepared in accordance with KCC 12.01.097.
- B. Any land use development activity abutting and impacting existing roads shall improve the frontage of those roads in accordance with these Standards. If the proposed development is found to impact areas located beyond the development, improvements to these areas shall be required. The extent of improvements shall be based on a TIA of the proposed land use development impacts.
- C. Any land development application that contains or proposes internal roads shall construct or improve those roadways to these Standards prior to the issuance of final approval, unless a performance guarantee is provided as outlined in KCC 12.01.150.
- D. Residential Building Permits will not be issued until road construction is completed and certified by a civil engineer licensed in the State of Washington or until the road is constructed to meet the minimum requirements of the International Fire Code and final improvements are bonded for as outlined in KCC 12.01.150. Commercial Occupancy Permits and Final Approvals will not be issued until road construction is completed and certified by a civil engineer licensed in the State of Washington.
- E. Subdivisions will not be recorded unless a recorded continuous public or private access easement or right-of-way to the subdivision exists. The County will not accept a road for maintenance until the road is directly connected to an on-system County or other publicly maintained road.
- F. All land use development activities proposing public or private roads located within Urban Growth Areas (UGA), shall follow the guidelines of KCC 12.04.040.
- G. All public road improvement and development projects within UGAs shall include pedestrian access as a part of the design in accordance with the appropriate city's standard.
- H. All road improvements planned or specified in any adopted Growth Management plan of the County, including but not limited to the most current Kittitas County Comprehensive Plan and Kittitas County Transportation Plan, shall be planned and constructed in accordance with these Standards.
- I. Contiguous parcels, parcels under the same ownership and/or parcels sharing access easements/roads that submit any land development application, shall be reviewed as one development for transportation and road improvement purposes.

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12.01.095 General Requirements

A. The road circulation system within a proposed plat shall provide for access to adjacent properties whenever such provision is reasonable and practical.

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B. At least two ingress-egress routes which separately interconnect to the county road system are required for all roads that serve more than 40 lots. The second access for private road systems shall be constructed to meet the same standards as the first access. The second access must be identified prior to preliminary approval and constructed or bonded for prior to final approval.

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C. Roads to be dedicated to the County shall be constructed as specified by the public road standards in KCC 12.04. All roads to be dedicated to the County shall be connected to an on-system county or other publicly maintained road.

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D. Gated accesses shall be approved by the Fire Marshal and meet the requirements of the International Fire Code and KCC 20.03.010 as adopted by the County. Gates shall comply with minimum width and emergency opening device requirements as required by the Fire Marshal.

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E. A cul-de-sac turn-around having an outside right-of-way easement diameter of at least 110 feet shall be constructed at the end of all roads serving three (3) or more lots. The driving surface shall be at least 96 feet in diameter. A hammerhead may be allowed with the approval of the Fire Marshal for land use development activities occurring prior to the end of the road. Cul-de-sac and hammerhead designs must conform to the specifications of the International Fire Code.

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F. Any public road whose rights have been acquired by deed easement or prescription shall not be closed off or otherwise made inaccessible in any way.

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Roads serving six (6) or more lots shall be named according to the Kittitas County Private Road Naming & Signing Standards (Appendix A). No road names shall be used which will duplicate or be confused with the names of existing roads. Road names shall be subject to the approval of the Department of Public Works and KITTCOM. Private roads shall be signed at all times.

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G. Corner lots shall have no dimension less than 90 feet. Lot corners shall be rounded by an arc, the minimum radius of which shall be not less than 35 feet at street intersections.

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H. All land development activities that access property over private lands, public lands, or road easements managed by other agencies must submit an approved easement, permit, road maintenance agreement, or other document from the land owners or road/easement managers that specifically address access, maintenance, seasonal restrictions and other restrictions and limitations. These agreements shall be presented to the Department of Public Works prior to final approval and recorded with the Kittitas County Auditor.

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I. Irrigation and delivery water shall be relocated to the utility easement adjacent to the existing county right-of-way. Additional easement width may be required to

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accommodate the delivery or tail water. Irrigation water shall not be conveyed or drained into a county right-of-way. A franchise agreement will be required for irrigation water crossing a county right-of-way.

J. All roads crossing an irrigation ditch or canal shall have a crossing agreement with the ditch owner or irrigation entity.

K. All new roads shall conform to the Kittitas County Transportation Plan.

L. The following notes shall be placed on the face of the plat, short plat, or other development authorization:

1. "Maintenance of the access is the responsibility of the property owners who benefit from its use."
2. "Any further subdivision or lots to be served by proposed access may result in further access requirements. See Kittitas County Road Standards."
3. "An approved access permit shall be required from the Department of Public Works prior to creating any new driveway access or performing work within the County right-of-way."

12.01.097 Traffic Impact Analysis

A Traffic Impact Analysis (TIA) is required when a land development activity meets certain thresholds identified by the Department of Public Works, or when required by the County Engineer. The TIA will provide the additional information necessary to determine the impacts of land use development activity.

The TIA shall include an evaluation of concurrency, as required by the Growth Management Act (GMA). The evaluation will determine if existing facilities and services shall be adequate to serve the development without decreasing the Level of Service (LOS) below the minimum standards at the time the development is available for occupancy and use. Kittitas County's minimum standards for transportation concurrency are LOS D in the Federal Highway Administration's urban area and LOS C in rural areas. If a land use development activity cannot demonstrate that adopted LOS standards will be maintained, preliminary development approval will be prohibited unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development that will maintain the LOS standards and that are approved by the County Engineer.

The TIA shall be prepared by an engineer licensed to practice in the State of Washington and is the responsibility of the applicant or developer. The TIA shall be prepared in accordance with the Department of Public Works Traffic Impact Analysis Guidelines (Appendix B).

TIA's are required when one of the following is met:

- A. The development is within an Urban Growth Area and is required by the city.
- B. The development will generate 40 or more AM or PM peak hour trips as determined by the most recent version of the ITE Trip Generation Manual.
- C. The development will generate on-going truck traffic at levels higher than currently experienced in the development's vicinity.

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~~D. Design criteria of federal agencies including the Federal Housing Administration, US Department of Housing and Urban Development, Federal Highway Administration, and US Department of Transportation.~~

~~E. A Policy on Geometric Design of Highways and Streets, AASHTO, current edition.~~

~~F. Standard Specifications for Highway Bridges, adopted by AASHTO, current edition.~~

~~G. Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD), as amended and adopted by WSDOT, current edition.~~

~~H. Guide for the Development of Bicycle Facilities, AASHTO, current edition.~~

~~J. Guidelines for the Geometric Design of Very Low-Volume Local Roads (ADT<400), AASHTO, current edition.~~

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12.01.130 Variances (Departures from the Standards) and Appeals

Variances from these Standards may be granted by the Road Variance Committee, comprised of the Public Works Director, Director of Community Development Services, Fire Marshall, or designees, and three citizens appointed by the BOCC.

~~The granting of a variance shall be in the public interest. When the need for a variance can be identified in advance, the variance should be proposed at preliminary plat stage and included for consideration during plan review and public hearing. Variances will be granted only upon evidence that the variance demonstrates the following:~~

- ~~A. Unusual circumstances or conditions apply to the property and/or the intended use that do not apply generally to other property in the same vicinity or district;~~
- ~~B. Such variance is necessary for the preservation and enjoyment of a substantial property right of the applicant possessed by the owners of other properties in the same vicinity or district;~~
- ~~C. The authorization of such variance will not be materially detrimental to the public welfare or injurious to property in the vicinity or district in which the property is located;~~
- ~~D. Special conditions and circumstances do not result from the actions of the applicant;~~
- ~~E. Financial gain is not the ground or grounds for the variance;~~
- ~~F. The granting of such variance will not adversely affect the realization of the comprehensive development plan or this title.~~

~~Variances from the standards in this title will be considered on a case-by-case basis.~~

~~The variance request(s) shall consist of:~~

- ~~A. Variance fee.~~
- ~~B. Variance application (Appendix C).~~
- ~~C. Identification of the standard provision to be waived or varied.~~
- ~~D. Identification of the alternative design or construction standards to be adhered to.~~
- ~~E. A thorough justification of the variance request.~~

Requests may be prepared by the applicant, professional civil engineer licensed to practice in Washington, or professional land surveyor licensed to practice in Washington.

An appeal of a Road Variance Committee decision shall be filed with the BOCC within 15 working days of the date of the notice of decision.

Appeals shall contain a written, concise statement identifying:

- A. The decision being appealed;
- B. The name and address of the appellant and his interest(s) in the matter;
- C. The specific reasons why the appellant believes the decision to be wrong. The appellant shall bear the burden of proving the decision was wrong;
- D. The desired outcome or changes to the decision;
- E. The BOCC appeals fee.

12.01.140 Authority of the Public Works Director

The Director of Public Works or his/her designee shall have the authority, on behalf of the County, to ascertain that all design and construction complies with the requirements set forth in these Standards.

12.01.150 Cost Estimates and Construction Bonds

Failure to comply with these Standards may result in denial of plan or development permit approval, revocation of prior approvals, or legal action for forfeiture of performance guarantee.

A. Construction Performance Guarantees:

In lieu of the completion of any required improvements prior to final approval of a land-use development action or the issuance of a residential building permit, the developer shall provide a performance guarantee in an amount and with satisfactory surety and conditions providing for and securing to Kittitas County the actual design, construction and installation of such improvements within a period specified by the Director. The Director will enforce the guarantee through appropriate legal and equitable remedies. All performance guarantees shall be prepared in accordance with the Department of Public Works Performance Guarantee Form.

1. Private Roads: A surety bond or letter of credit will be accepted for private roads. The amount of the bond shall equal 135% of the estimated design and construction cost, and the letter of credit shall equal 115% of the estimated design and construction cost.
2. Public Roads: If a surety bond is provided, the amount of the bond shall equal 135% of the estimated design and construction cost. When a letter of credit or cash is used, the amount covered shall be for 115% of the estimated construction cost as reviewed and concurred by the Public Works Director.

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 ¶ upon review and denial of the variance by the Road Variance Committee, the developer may appeal to the Board of County Commissioners (BOCC)The developer shall make appeal to the BOCC within 15 days from receipt of denial from the Director of Public Works. All notices and appeals shall be in writing.
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The amount of the financial guarantee may be reduced during construction proportionally to the amount of work completed, as said work is approved by the Public Works Director.

The developer is legally and financially responsible for ensuring all roads are constructed in accordance with this code.

B. Maintenance Performance Guarantees:

The successful performance of public improvements shall be guaranteed for a period of not less than two (2) years from the date of acceptance as an on-system road or final construction approval of existing facilities. The amount of the maintenance guarantee shall be 10 percent (10%) of the construction cost and the form of the maintenance financial guarantee shall be approved by the Public Works Director. Maintenance guarantees will not be required when the required performance guarantee is \$1,000.00 or less.

12.01.160 Public Road System

Public roads are every highway or part thereof, outside the limits of incorporated cities and towns, which have not been designated as a state highway or roads over private lands that have been dedicated and deeded to the public and accepted by the BOCC, so long as no vacation of the road has occurred, or roads maintained by the County for seven (7) years.

Public roads may or may not be maintained by the County. Kittitas County maintains only those roads which the BOCC, by written resolution, has agreed to maintain. Public roads that are not maintained by the County that are used to access land development activities shall be improved by the developer to meet KCC 12.04.xx Private Road Standards.

The State statutes in RCW 36.75 have vested Kittitas County with powers to maintain, lay out, alter, add, delete, acquire property, and regulate traffic on the public roads under its jurisdiction.

12.01.170 New County Roads

A. General

New roads may be added to the county road system by resolution passed by the BOCC. Sources of new roads are additions, realignments, relinquished State Highways and Forest Service roads, subdivision and other development. Before a new road becomes a part of the county road system, it passes through seven steps: planning, design, right-of-way acquisition or dedication, construction, inspection, acceptance through resolution, and warranty period.

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The initial approval of subdivision road construction by the Engineer is for purposes of releasing the applicant's development collateral and not for purposes of acceptance by the County for maintenance. The applicant shall construct all roads proposed in any development to the required standard with no liability or obligation for such construction or maintenance by the County.

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The County may bring a road onto the county road maintenance system if the new road has a potential ADT greater than 400 and is a through road. The County will not normally consider taking on internal subdivision roads or cul-de-sacs.

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The County shall determine which roads, if any, are intended to be added onto the county road system at the planning or preliminary approval stage of a proposed development. Any roads not intended to be added onto the County road system shall be privately developed and maintained in accordance with Kittitas County Road Standards for private roads.

B. Provisional and Final Acceptance

For unconstructed roads or roads needing improvements to meet public road standards, the developer shall petition the BOCC prior to construction to provisionally accept the road onto the county road maintenance system. A provisional acceptance does not guarantee the road will be brought on system. The road will not be brought on system until all testing and inspection reports indicate the road has been constructed as specified by the approved plans. After construction and approval by the County Engineer, the developer shall petition the BOCC for final approval to bring the road onto the county road system for maintenance.

C. Planning Standards

Prior to the design of a new road, the functional classification, terrain classification, and the design speed must be determined. The functional classification and terrain classification are defined in KCC 12.02.030 and 12.02.040. The design speeds are addressed under KCC 12.04.

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The road systems of proposed new developments must correspond to the definitions given previously. If the developer's engineers have any questions in regard to the classification type of a particular road or roads within a proposed development, they should contact the Engineer for clarification.

D. Design Standards

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Roads must be designed as required by KCC 12.08. Road plans and profiles, signing plans and striping plans must be approved by the County Engineer before starting any construction.

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E. Construction and Testing Standards

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Specific construction specifications for materials, workmanship and testing requirements are found in KCC 12.09. The construction specifications used during work on the county road system generally comply with the WSDOT Standard Specifications in force at the time of construction.

F. Construction Warranty and Collateral

The developer shall guarantee all portions of construction work done in the right-of-way in accordance with KCC 12.01.150.

12.01.180 Joint Review

Situations may arise in which the County, Forest Service, State, city, town, utility, or other agency become involved in the review of public or private roads in a given development. This shall occur in situations such as, but not limited to, developments located within UGAs, accessed over State highways or Forest Service easements, or affected by utility easements or rights-of-way. The following procedures shall then apply:

- A. The conditions of any Inter-Governmental Agreements between the County and other agencies shall be complied with.
- B. The County shall refer development plans to other involved agencies for review and comment.
- C. The other agencies shall be responsible for the issuance of access and utility permits and inspections of their respective roads and utilities. Preliminary approval of a development application will not be issued by the County until a valid permit or agreement from the other agencies is received by the Department of Public Works.
- D. The County shall be responsible for the issuance of permits for all road construction and installation or modification of utilities within the County rights-of-way. The Department of Public Works should be contacted for additional information.
- E. Other agencies shall be responsible for the issuance of permits and inspections of all road construction and for installation or modification of utilities, which occur within the other agency's easements or rights-of-way. The other agencies should be contacted for additional information.

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assessment will be based on factors including, but not limited to, functional classification, primitive road designation, single access to development, safety and level of service.		
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Short plats within the UGA creating only one additional lot to a tax lot with an existing dwelling unit are exempt from providing urban type street improvements but are subject to shoulder improvements providing these improvements are consistent with surrounding roads and do not present a safety problem.		
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All roads that serve more than 40 lots are required to have two interconnected ingress-egress routes that connect to an on-system county road. If the second access is restricted to emergency access only, it must meet or exceed the following requirements: 60' easement, 20' roadway width, BST/ACP surface, and a paved apron. Access restrictions such as gates or bollards must be approved by the Fire Marshall. If the second access is to be used for ingress and egress, it must meet the same standards of the first access.

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At least two ingress-egress routes which are interconnected are required for all roads that serve more than 40 lots.

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Deadend streets, designed to be so permanently, shall be provided at the closed end with a

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, or as required by the WSDOT Design Manual.

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H. City and County Design Standards for the Construction of Urban and Rural Arterials and Collectors in Washington State, current edition.

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in the public interest, and that requirements for safety, function, fire protection, appearance and maintainability based upon sound engineering judgment are fully met.

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If the developer, contractor, utility responsible to the County for improvements desires to design and construct such improvements in variances to these standards, such variance(s) shall be identified in a written attachment to the initial submittal of construction plans or Subdivision Application.

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including impact on capital and maintenance requirements and cost.

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, which will be acceptable only for public roads,

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Building Permits will not be issued until road construction is completed or bonded to the subject dwelling or structure and approved by the County or a licensed professional engineer.

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MAINTENANCE PERFORMANCE GUARANTEES

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A. General

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C. Design Standards

The design standards, which have been established in this title generally, represent minimum values. The sources for these standards include applicable standards established by the American Association of State Highway and Transportation Officials (AASHTO) and by Washington Department of Transportation (WSDOT). Every effort has been made in this title to provide consistent, accepted, and established standards to follow which will result in a safe and efficient road system at a reasonable cost to construct and maintain, while at the same time minimizing adverse environmental impacts.

In addition to the specific design standards found throughout other parts of this title, the following general design principals shall be adhered to insofar as practicable:

Layout of lots and blocks should provide desirable settings for structures by making use of natural contours and maintaining existing views, affording privacy for the residents and protection from adverse noise and vehicular traffic. Natural features and vegetation of the area should be preserved where practical. The resulting road system must, however, provide for the safe and efficient movement of people and goods and also allow for proper construction and maintenance practices to occur.

Tree masses and large individual trees should be preserved. The system of roadways, sidewalks, bicycle and equestrian trails, and the lot layout should be designed to take advantage of visual qualities of the area.

In high-density development particularly, pedestrian ways, bike paths, and equestrian trails should be separated from roadways used by vehicular traffic. Sidewalks should be designed to provide all residential building sites with direct access to all neighborhood facilities, including schools and school collection points, parks and playgrounds, churches and shopping areas.

Roads should be located with appropriate regard for topography, creeks, wooded areas, and other natural features, which would enhance attractive development.

Roads should not be located so as to closely parallel streams or be subject to flooding. There should be a vegetated strip to trap soil

carried by runoff between the toe of fill and the channel thalweg (a line running along the main course of the stream).

In mountainous terrain, it may be preferable to provide more right-of-way than the minimum required to construct the road itself. The road will be permitted to wind around within the right-of-way to reduce cuts and unnecessary scarring, provided minimum standards are met. This higher standard right-of-way will permit improvements of the alignment as traffic warrants.

Existing roads, including roads in subdivisions having preliminary plat approval in adjoining properties, shall be continued at equal or greater width and in similar alignments by roads proposed in the subdivision, unless variations are approved.

Roads within subdivisions should be designed as a system of circulation routes so that the use of local roads by through traffic will be discouraged.

9. Roads shall intersect as nearly at right angles as possible. Written approval from the Engineer shall be required if an intersection is proposed that would deviate more than 10 degrees from perpendicular.

10. When a tract is divided into lots 200% or larger, on average, than the underlying zoning, such lots or parcels shall be arranged to permit the logical location and opening of future streets or roads.

CHAPTER 2 - DEFINITIONS AND ABBREVIATIONS

12.02.010 Abbreviations

Where the following words, phrases, or abbreviations appear in these specifications they shall have the following meanings:

- 3R – Resurfacing, Restoration, and Rehabilitation.
- AASHTO - American Association of State Highway and Transportation Officials
- ACP – Asphalt Concrete Pavement
- ADT – Average Daily Traffic
- BST – Bituminous Surface Treatment
- BOCC - Board of County Commissioners of Kittitas County, Washington
- DPW - Kittitas County Department of Public Works
- JGA - Inter-Governmental Agreement
- KCC – Kittitas County Code
- LOS – Level of Service
- MUTCD - Manual on Uniform Traffic Control Devices
- PC - Point of Curvature
- PI - Point of Intersection
- PRC - Point of Reverse Curve
- PT - Point of Tangency
- RCW – Revised Code of Washington
- ROW - Right-of-Way
- TIA – Traffic Impact Analysis
- UGA - Urban Growth Area
- USGS - United States Geologic Survey
- VPC - Vertical Point of Curvature

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¶¶<#>FHWA - Federal Highway Administration¶¶
¶¶<#>GMA – Growth Management Act¶¶
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<#>UGN – Urban Growth Node¶¶
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- [VPI - Vertical Point of Intersection](#)
- [VPT - Vertical Point of Tangency](#)
- [WAC – Washington Administrative Code](#)
- [WSDOT - Washington State Department of Transportation](#)

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12.02.020 Definitions

- ACCESS - That portion of the driveway or private road extending from the county road or street edge to the edge of right-of-way.
- AGRICULTURAL ACCESS –
- ALLEY - A thoroughfare or right-of-way, usually narrower than a street, which provides access to the rear boundary of two or more residential properties and is not intended for general traffic circulation.
- AS-BUILT or RECORD DRAWINGS - Set of original plans, with information superimposed upon them, showing any additions, deletions, changes, etc.
- AVERAGE DAILY TRAFFIC – The average 24-hour traffic volume on a roadway.
- AVERAGE LOT SIZE – The total number of acres divided by the total number of existing and proposed lots or dwelling units to be served by a private road, from the end of the private road to the county, city, or state maintained road.
- BULB - Round area for vehicle turnaround typically located at the end of a cul-de-sac street.
- CENTER LINE – the line, marked or unmarked, parallel to and equal distance from the sides of a two-way traffic roadway of a highway except where otherwise indicated by painted lines or markers.
- CITY - Any incorporated area within Kittitas County, Washington.
- CONSTRUCTION PLANS - Detailed and working plans including plan and profile, details, notes and any other information necessary for complete construction of the required improvements.
- CONSULTANT - A person, partnership, or corporation who is hired by the landowner or developer and is empowered to act as his agent.
- CONTRACTOR - A person, partnership or corporation who is hired to perform work.

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Deleted: <#>"ADT" Average Daily Traffic - The general unit of measure for traffic defined as the total volume during the given time period (in whole days) greater than one day and less than one year, divided by the number of days in that time period.¶
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Deleted: <#>AUXILARY LANE- The portion of the roadway adjoining the traveled way for parking, turning or other purposes supplementary to through-traffic movement.¶

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- CORNER SIGHT TRIANGLES - Specified areas along intersection approach legs and across their included corners shall be clear of obstructions that might block a driver's view of potentially conflicting vehicles. The length of the legs and object height. The leg distances and object heights are in accordance with current AASHTO standards.

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- COUNTY - County of Kittitas, State of Washington.

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- COUNTY ROAD - Every road or part thereof, outside the limits of incorporated cities and towns and which has not been designated as a state highway, that has been accepted by resolution by the BOCC onto the county road system.

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Deleted: <#>COUNTY ENGINEER - The Director of Public Works, Kittitas County, Washington, or his authorized representative, acting on behalf of the Director or the County.¶

- COUNTY ROAD SYSTEM - Those roads or rights-of-way maintained by Kittitas County.

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- CUL DE SAC - A cul-de-sac is the end of a dead-end street or alley that widens to provide a circular turnaround for vehicles.

Deleted: <#>CUL-DE-SAC - Short Street having one end open to traffic and the other temporarily or permanently terminated by a vehicle turnaround.¶

- DAYS - Calendar days, not normal working days unless stipulated as working days.

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- DESIGN SPEED - A speed determined for design and correlation of the physical features of a street that influence vehicle operation; the maximum safe speed maintainable on a specified section of street when conditions permit design features to govern.

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- DIRECTOR or DIRECTOR OF PUBLIC WORKS - The Director of the Kittitas County Department of Public Works, or the County Engineer.

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- DEVELOPER - The person or persons legally responsible for the construction of streets within a specific subdivision or planned unit development.

- DRIVEWAY - Access road used by no more than two privately maintained residential, commercial, agricultural or industrial properties.

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- EASEMENT - A right held by one person to make specific, limited use of land owned by another person.

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- ENGINEER, COUNTY - The statutorily required position of county engineer appointed under RCW 36.80.010. The County Engineer may also be the Director of Public Works when the person in that position also meets the requirements of a licensed professional engineer and is duly appointed by the county legislative authority under RCW 36.80.010.

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Deleted: <#>EYEBROW - A bulb or semi-circular extension of a curb on one side of a street or at an ell intersection to provide more frontages for adding more lots.¶

- ENGINEER, OWNER, APPLICANT, OR DEVELOPER'S - A civil engineer licensed in the State of Washington, acting for the owner, applicant or developer.

¶
<#>FLAG LOT - A strip of land having a width narrower than that of the lot or parcel to be served and is designed for providing access to that lot or parcel.¶

- FUNCTIONAL CLASSIFICATION - A classification system for roads with specific definitions in KCC 12.03.

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- HAMMERHEAD – A T-shaped turnaround for vehicles.
- HIGHWAY – Every way, lane, road, street, boulevard, and every way or place in the State of Washington open as a matter of right to public vehicular travel both inside and outside the limits of incorporated cities and towns.
- INSPECTOR - An authorized representative of the Engineer assigned to make inspections for contract performance, standards, and contract compliance.
- LAND DEVELOPMENT ACTIVITY – Any activity requiring a land use permit from Kittitas County as defined in KCC Title 15, including Administrative Segregations and Boundary Line Adjustments.
- MAY - A permissive condition. No requirement for design or application is intended.
- OFF-SYSTEM ROAD – A road or right-of-way dedicated or used by the public but not maintained by Kittitas County.
- ON-SYSTEM ROAD – A road or right-of-way dedicated or used by the public and maintained by Kittitas County.
- PARCEL CREATION – the creations of a lot through short or long subdivision, large lot subdivision, administrative segregation, use of intervening ownership, etc. and including a boundary line adjustment.
- PRIMITIVE ROAD – County roads without the requirement to be maintained, that have a gravel or earth surface, and average annual daily traffic of one hundred or fewer vehicles, and meets the requirements of RCW 36.75.300.
- PRIVATE ROAD - An access road serving 3 or more lots, residences or multi-family units that is privately owned and maintained for the use of the owner(s), or those having expressed or implied permission from the owner(s).
- PUBLIC ROAD - Any public street or road which is not maintained by the County but over which the Board has jurisdictional authority.
- RIGHT-OF-WAY – Land, property, or property interest, usually in a strip, acquired for or devoted to transportation purposes.
- ROAD OR STREET - A general term denoting a public or private way for purposes of vehicular travel and utilities, including the entire area within the right-of-way (includes alleyways).
- SHALL - A mandatory condition. Where certain requirements in the design or application use the word "shall", it is mandatory that these requirements be met.

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Deleted: <#>MEDIAN RADII - The minimum radius for curbing when used for street medians; measured to flowline.¶

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Deleted: <#>OWNER'S ENGINEER - A registered engineer (State of Washington) acting for the Owner or Developer.¶

¶
PARCEL CREATION – the creations of a lot through short or long subdivision, large lot subdivision, administrative segregation, use of intervening ownership, etc. and including a boundary line adjustment.

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Deleted: <#>PRIVATE ROAD – Every way or place in private ownership and used for travel of vehicles and utilities by owner or those having expressed or implied permission from the owner, but not by other persons.¶
¶

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- SHOULD - Where the word "should" is used, it is considered to be advisable usage, recommended but not mandatory.
- SPECIAL DISTRICT – ~~Any~~ recognized district within Kittitas County that may have some level of jurisdiction over some aspect of a development. ~~A special district may include,~~ but ~~is~~ not limited to, Irrigation Districts, Water Districts, and Fire Districts.
- STOPPING SIGHT DISTANCE - ~~The~~ distance ~~required to safely stop a vehicle traveling at design speed.~~ It is measured from the driver's eye, 3.5 feet above the pavement to the top of an object 2.0 feet high on the pavement anywhere on the road as defined in AASHTO.
- STREET OR ROAD WIDTH - ~~The~~ distance measured from ~~curbface~~ to curbface across a street or edge of traveled way.
- ~~TRAVELED WAY – That part of the roadway made for vehicular traffic excluding shoulders and auxiliary lanes.~~
- UTILITY - A company or individual providing public service such as gas, electric power, irrigation, telephone, ~~Internet~~ water, sewer or cable television, whether or not such company is privately owned or owned by a governmental entity.

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- Deleted: <#>SUBSTANTIAL COMPLETION - The date at which construction is sufficiently complete in accordance with the construction plans for the use in which it was intended.¶
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- Deleted: <#>TRAVELED WAY – That part of the roadway made for vehicular traffic excluding shoulders and auxiliary lanes.¶
- Deleted: 12.02030 Definition of Road Functional Classification ¶
¶ All roads are divided into the following functional categories for planning purposes. Typical sections showing geometric and structural features are found in Chapter 4.¶
¶
¶ <#>ARTERIALS (MAJOR & MINOR) - An arterial is a continuous access controlled road for through traffic with crossings at grade.¶
¶
¶ <#>COLLECTORS (MAJOR & MINOR) – A collector is a vicinity-wide continuous road for through traffic local roads to arterials.¶
¶
¶ <#>LOCAL ROADS – A local access road provides direct access from abutting properties to other roads.¶
<#>¶
¶ 12.02.040 Terrain Classification¶
¶ <#>For the purposes of this manual, the terrain in Kittitas County is divided into three categories:¶
¶
¶ <#>FLAT - highway sight distances, as governed by both horizontal and vertical restrictions, are generally long or can be made to be so without construction difficulty or major ... [1]
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12.02030 Definition of Road Functional Classification

All roads are divided into the following functional categories for planning purposes. Typical sections showing geometric and structural features are found in Chapter 4.

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LOCAL ROADS – A local access road provides direct access from abutting properties to other roads.

12.02.040 Terrain Classification

For the purposes of this manual, the terrain in Kittitas County is divided into three categories:

FLAT - highway sight distances, as governed by both horizontal and vertical restrictions, are generally long or can be made to be so without construction difficulty or major expense. The slope of existing terrain is from 0% to and including 5%.

ROLLING TERRAIN - natural slopes consistently rise above and fall below the road or street grade, and occasional steep slopes offer some restriction to normal horizontal and vertical roadway alignment. The slope of the existing terrain is from 5% to and including 15%.

MOUNTAINOUS TERRAIN - longitudinal and transverse changes in the elevation of the ground with respect to the road or street are abrupt, and benching and side hill excavation is frequently needed to obtain acceptable horizontal and vertical alignment. The slope of the existing terrain exceeds 15%.

Terrain classification pertains to the general character of the specific route corridor. Roads in valleys or passes of mountainous areas that have all the characteristics of roads traversing flat or rolling terrain should be classified as flat or rolling. In rolling terrain, trucks reduce their speeds below those of passenger cars on some sections of roadway. Mountainous terrain is responsible for some truck operation at crawl speeds. In cases where the terrain classification is in question, the Director shall make the final decision.

CHAPTER 3- ROADWAY CLASSIFICATION

12.03.010 Road Classifications

County roads or streets are classified functionally as indicated in the following Sections 12.03.02. Function is the controlling element for classification and shall govern right-of-way, road width and road geometrics. Other given elements such as access, arterial spacing, and average daily traffic count are typical.

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12.03.020 Classification Definitions

A. Rural Minor Arterial (Class 06)

1. Link cities and larger towns (and other traffic generators, such as major resort areas, that are capable of attracting travel over similarly long distances) and form an integrated network providing interstate and intercounty service.
2. Be spaced at such intervals, consistent with population density, so that all developed areas of the State are within a reasonable distance of an arterial highway.
3. Provide (because of the two characteristics defined immediately above) service to corridors with trip lengths and travel density greater than those predominantly served by rural collector or local systems. Minor arterials therefore constitute routes whose design should be expected to provide for relatively high overall travel speeds, with minimum interference to-through movement.

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B. Rural Major Collector (Class 07)

1. Provide service to any county seat not on an arterial route, to the larger towns not directly served by the higher systems, and to other traffic generators of equivalent intracounty importance, such as consolidated schools, shipping points, county parks, and important mining and agricultural areas;
2. Link these places with nearby larger towns or cities, or with routes of higher classification; and
3. Serve the more important intracounty travel corridors.

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C. Rural Minor Collector (Class 08)

1. Be spaced at intervals consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road.
2. Provide service to the remaining smaller communities; and
3. Link the locally important traffic generators with rural users.

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D. Rural Local Access (Class 09)

1. Serve primarily to provide access to adjacent land.
2. Provide service to travel over relatively short distances as compared to collectors or other higher systems. Local roads will, of course, constitute the rural mileage not classified as part of the principal arterial, minor arterial, or collector systems.

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In accordance with RCW 36.75.300, a county road may be designated as a primitive road under the following criteria:

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1. Roads, which are not classified as part of the county primary road system,
2. Roads which have a gravel or earth driving surface, and
3. Roads, which have an average annual daily traffic volume of one hundred (100) or fewer vehicles.

E. Urban Principal Arterial (Class 14)

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Route serving the major centers of activity of urbanized areas, the highest traffic volume corridors, and the longest trip desires and carries a high proportion of the total urban area travel on a minimum of mileage.

F. Urban Minor Arterial (Class 16)

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Route interconnects with and augments the urban principal arterial system. It accommodates trips of moderate length at a somewhat lower level of travel mobility than principal arterials do. More emphasis is placed on land access. It provides intercommunity continuity but ideally does not penetrate identifiable neighborhoods.

G. Urban Collector (Class 17)

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Route providing both land access and traffic circulation within residential neighborhoods and commercial and industrial areas. It may penetrate residential neighborhoods, distributing trips from the arterials through the area to their ultimate destination.

H. Urban Local Access (Class 19)

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Route providing primarily direct access to abutting lands and connects to the higher-level systems. It offers the lowest level of mobility. Service to through-traffic movement usually is deliberately discouraged.

12.03.030 Roadways by Classification

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Rural Minor Arterial 6

Road #	Road Name	FROM LOCATION	TO LOCATION
94001	VANTAGE HWY	at ELLENSBURG CITY LIMITS & NAME CHANGE	at PFENNING RD

Rural Major Collector 7

Road #	Road Name	FROM LOCATION	TO LOCATION
93075	BENDER RD	at REECER CREEK RD	0.16 mi. East of PIONEER RD
41010	BOWERS RD	at REECER CREEK RD	at CASCADE CANAL
41271	BRICK MILL RD	at WILSON CREEK RD	at NO. 81 RD
95630	BRONDT RD	at MANASTASH RD	at BROWN RD
95611	BROWN RD	at HANSON RD	at UMPANUM RD

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92275	BULLFROG RD	at I-90	at SR 903	Deleted: BMP - INT
96076	CANYON RD	at ELLENSBURG CITY LIMITS	at SR 821 & THRALL RD	Deleted: EOR -
96400	CLEMAN RD	at ELLENSBURG CITY LIMITS	at THRALL RD	
95501	COVE RD	at THORP HWY SOUTH	at MANASTASH RD	
93025	DRY CREEK RD	ELLENSBURG CITY LIMITS	at SR 97	Deleted: EOR-INTX
34761	FAUST RD	at SR 97	at DRY CREEK RD	Deleted: 0.29 mi. NW of
94051	GAME FARM RD	at SANDERS RD	at WILSON CREEK RD	Deleted: INTX
95600	HANSON RD	at THORP HWY SOUTH	at COVE RD	
96951	KITTITAS HWY	at ELLENSBURG CITY LIMITS	at KITTITAS CITY LIMITS	Deleted: & PATRICK AVE (KITTITAS)
95301	MANASTASH RD	at RIVERBOTTOM RD	at COVE RD	
96200	NO. 6 RD	at VANTAGE HWY	at TJOSSEM RD	
94326	NO. 81 RD	at 4TH AV (KITTITAS)	at BRICK MILL RD	
93047	OLD HIGHWAY TEN	at REECER CREEK RD	at SR 97	Deleted: INTX
69760	PFENNING RD	at LOCUST ST	at RADIO RD	
69760	PFENNING RD	at E'BURG CITY LIMITS (ANNEX)	at GAME FARM RD	
93526	REECER CREEK RD	at UNIVERSITY WAY	53 ft. NORTH OF BOWERS ROAD	Deleted: 0.16 mi. South of TYLER RD
92430	SOUTH CLE ELUM RD	at CLE ELUM CITY LIMITS	at CLE ELUM CITY LIMITS	Deleted: EOR-
95417	THORP HWY SOUTH	at I-90 ON/OFF RAMP	at HWY 10	Deleted: & EOR -GRANT ST
96751	THRALL RD	at SR 821	at UPPER BADGER POCKET RD	Deleted:
96865	TJOSSEM RD	at CANYON RD	At CLEMAN RD	Deleted: BMP-INTX I-82 NORTH & INTX HWY
96937	UMPTANUM RD	0.19 mi. SW of ANDERSON RD	At RIVERBOTTOM RD	
94001	VANTAGE HWY	at PFENNING RD	At NO. 81 RD	
94126	WILSON CREEK RD	at NO. 6 RD	At BRICK MILL RD	

Rural Minor Collector 8

Road #	Road Name	FROM LOCATION	TO LOCATION	
23010	AIRPORT RD (CLE ELUM)	at SR 903	At MASTERSON RD	Deleted: BMP-INTX
42271	ALFORD RD	at LOOK RD	At WILSON CREEK RD	
68910	BADGER POCKET RD	at ELLENSBURG CITY LIMITS	at CARROLL RD	
69010	BERRY RD	ELLENSBURG CITY LIMITS	90 DEGREE ANGLE RIGHT	Deleted: 0.11 mi. East of
68930	BOYLSTON RD	at PRATER RD	at STEVENS RD	Deleted: 0.38 mi. East of ELLENSBURG CITY LIMITS
41271	BRICK MILL RD	at 475' EAST OF LOOK RD	at WILSON CREEK RD	
41271	BRICK MILL RD	at NO. 81 RD	at COLOCKUM RD	
40600	BRICK RD	at ELLENSBURG CITY LIMITS	391 ft. NE of ELLENSBURG CITY LIMITS	
61261	BULL RD	at ELLENSBURG CITY LIMITS	at EOR - CUL DE SAC	
13090	CABIN CREEK RD	at I-90 ON-OFF RAMP	at EOR-BEGIN USFS RD	Deleted: BMP-INTX
68515	CARROLL RD	at BADGER POCKET RD	at PRATER RD	Deleted:
43512	CHARLTON RD	at WILSON CREEK RD	at NANEUM RD	
63501	DENMARK RD	at THRALL RD	at FOURTH PARALLEL RD	
63003	EMERSON RD	at SORENSON RD	at THRALL RD	
63500	FAIRVIEW RD	at VANTAGE HWY	at BRICK MILL RD	
62702	FERGUSON RD SOUTH	at TJOSSEM RD	at SORENSON RD	
67014	FOURTH PARALLEL RD	at DENMARK RD	53 ft. East of ROSS RD	
44760	FOX RD	at VANTAGE HWY	at LYONS RD	
21900	GOLF COURSE RD	at HUNDLEY RD	at WESTSIDE RD	Deleted: WESTSIDE RD
65000	HAMILTON RD	at SORENSON RD	at UPPER BADGER POCKET RD	Deleted: BMP-INTX
31510	HUNGRY JUNCTION RD	at SR 97	at LOOK RD	Deleted: O/P
75040	HUNTZINGER RD	at I-90 ON/OFF RAMP	at EOR	Deleted: 3/15/2011
				Deleted: 1/3/2011 5/7/2007

12650	KACHESS LAKE RD	at I-90 ON-OFF RAMP	at EOR-USFS RD BEGINS	Deleted: BMP-
54250	KILLMORE RD	at THORP HWY SOUTH	at ROBINSON CANYON RD	
38350	LIBERTY RD	at SR 97	at EOR-INTX USFS RD #2102	Deleted: BMP-INTX
40761	LOOK RD	at SANDERS RD	at ALFORD RD	
34383	LOWER GREEN CANYON RD	at SMITHSON RD	at REECER CREEK RD	
22770	LOWER PEOH POINT RD	53 ft. West of S. CLE ELUM CITY LIMITS	at WATSON CUTOFF RD	
40772	LYONS RD	at WILSON CREEK RD	at FOX RD	
95301	MANASTASH RD	at COVE RD	at EOR	
26510	MASTERSON RD	at AIRPORT RD (CLE ELUM)	at RED BRIDGE RD	
29510	MIDDLE FORK TEANAWAY RD	at WEST FORK TEANAWAY RD	at EOR	
22350	MOHAR RD	at UPPER PEOH POINT RD	at WESTSIDE RD	
42000	NANEUM RD	at VANTAGE HWY	106 ft. after EOR	
23030	NELSON SIDING RD	at GOLF COURSE RD	at I-90 ON/OFF RAMP	Deleted: EOR-
96200	NO. 6 RD	at TJOSSEM RD	26 ft. after THRALL RD	
25880	NORTH FORK TEANAWAY RD	at TEANAWAY RD	at EOR-USFS RDS	
69370	PARKE CREEK RD	at KITTITAS CITY LIMITS	at VANTAGE HWY	
65002	PRATER RD	at PARKE CREEK RD	at SORENSON RD	
93526	REECER CREEK RD	53 ft. NORTH OF BOWERS ROAD	at EOR	Deleted: 0.16 mi. South of TYLER RD
54510	ROBINSON CANYON RD	at THORP HWY SOUTH	at KILLMORE RD	
21560	SALMON LA SAC RD	at SR 903	at EOR	Deleted: BMP-END OF
33513	SMITHSON RD	at SR 97	at REECER CREEK RD	Deleted: BMP-INTX
69460	STEVENS RD	at PARKE CREEK RD	at BOYLSTON RD	
56770	TANEUM RD EAST	at THORP HWY NORTH	at THORP CEMETERY RD	
56770	TANEUM RD WEST	at THORP CEMETERY RD	at EOR-BEGINS USFS 1902	
28500	TEANAWAY RD	at SR 97	at WEST FORK TEANAWAY RD	Deleted: BMP-INTX
55550	THORP CEMETERY RD	at THORP HWY SOUTH	at TANEUM RD WEST	Deleted: MIDDLE
52770	THORP PRAIRIE RD	at TANEUM RD EAST	158 ft. after UPPER PEOH POINT RD	
96751	THRALL RD	at UPPER BADGER POCKET RD	at HAMILTON RD	
96937	UMPTANUM RD	at RIVERBOTTOM RD	at EOR-COUNTY LINE	
64756	UPPER BADGER POCKET RD	at THRALL RD	at SILICA RD	
24610	UPPER PEOH POINT RD	at LOWER PEOH POINT RD	at THORP PRAIRIE RD	
94001	VANTAGE HWY	at NO. 81 RD	at I-90 ON/OFF RAMP	Deleted: O/P
44381	VENTURE RD	at LYONS RD	at BRICK MILL RD	
25620	WATSON CUTOFF RD	at LOWER PEOH POINT RD	at UPPER PEOH POINT RD	
25480	WEST FORK TEANAWAY RD	at TEANAWAY RD	at MIDDLE FORK TEANAWAY RD	
22710	WESTSIDE RD	at SOUTH CLE ELUM CITY LIMITS	at GOLF COURSE RD	
94126	WILSON CREEK RD	at BRICK MILL RD	at CHARLTON RD	
22790	ZREBIEC RD	at WESTSIDE RD	at EOR	

Rural Local Access 9

Road #	Road Name	FROM LOCATION	TO LOCATION	
15700	1ST ST (EASTON)	at KACHESS AV	at CROSS ST	Deleted: BMP-INTX
22540	1ST ST (RONALD)	at SR 903	at ATLANTIC AV	Deleted: 21 ft. NW of
54410	1ST ST (THORP)	at THORP HWY NORTH	at GOODWIN RD	Deleted: BMP-INTX
24650	1ST ST CONN	at SR 903	at 1ST ST (RONALD)	Deleted: 3/15/2011
				Deleted: 1/3/20115/7/2007

15660	2ND ST (EASTON)	at CABIN CREEK RD	at EOR	
54330	2ND ST (THORP)	at CHESTER ST	at EOR	
22600	3RD ST (RONALD)	at FANHOUSE RD	at EOR	
54310	3RD ST (THORP)	at MAIN ST (THORP)	at CHESTER ST	
23010	AIRPORT RD (CLE ELUM)	at MASTERSON RD	at SR 970	Deleted: EOR-INTX
42272	ALFORD CONNECTION	at ALFORD RD	at WILSON CREEK RD	
68020	ALKALI RD	at MOE RD	at EMERSON RD	
54570	ALLEGRO WAY	at HANSON RD	at EOR	
22580	ALLEY ST (RONALD)	at ATLANTIC AV	at PACIFIC AV	
24590	ARCTIC AV	at 1ST ST (RONALD)	at 3RD ST (RONALD)	
18610	ARLBERG PLACE	at SNOQUALMIE DRIVE	at EOR	
52590	ASPEN DRIVE	at COVE RD	at EOCR	Deleted: END OF ROAD
24510	ATLANTIC AV	at 1ST ST (RONALD)	at ALLEY ST (RONALD)	
68910	BADGER POCKET RD	at CARROLL RD	at FOURTH PARALLEL RD	
22110	BAKERS RD	at MOREL RD	at EOCR	Deleted: - COUNTY PRIVATE AHEAD
23370	BALLARD HILL RD	at TEANAWAY RD	at SWAUK PRAIRIE RD	
42512	BAR 14 RD	at WILSON CREEK RD	at NANEUM RD	
65504	BARE RD	at THRALL RD	at EOR	
53650	BARNES RD	at BROWN RD	at HANSON RD	
68720	BENTLY RD	at STEVENS RD	at EOR	
69010	BERRY RD	at 90 DEGREE ANGLE RIGHT	at TJOSSEM RD	Deleted: 0.38 mi. East of ELLENSBURG CITY
34510	BETTAS RD	at SR 97	at SR 97	Deleted: BMP-INTX
79031	BOAT RAMP RD	at VANTAGE HWY	at EOR	Deleted: EOR-INTX
66188	BOHANNON RD NORTH	at UPPER BADGER POCKET RD	at EOR	
66189	BOHANNON RD SOUTH	at UPPER BADGER POCKET RD	at EOR	
65687	BORLAND RD	at UPPER BADGER POCKET RD	at EOR	
68257	BOSTON RD	at PRATER RD	at EOR	
68930	BOYLSTON RD	at STEVENS RD	0.20 mi. East of STEVENS RD	
62100	BROADVIEW RD	at KITTITAS HWY	at WILLIS RD EAST	
56111	BROWN RD CONNECTION	at BROWN RD	at UMPATANUM RD	
79270	BROWN ST	at GINKO AV	at LAKEVIEW AV (VANTAGE)	
66689	BUFFALO LN	at UPPER BADGER POCKET RD	at EOR	
30000	BURKE RD	at SR 97	at EOR	Deleted: BMP-INTX
67777	BUSCH RD	at HAMILTON RD	at EOR	
66018	BYNUM RD	at UPPER BADGER POCKET RD	at EOR	
53790	CAMAS LN	at HANSON RD	at EOR	
65686	CAMION RD	at FOURTH PARALLEL RD	at MORRISON RD	
68970	CAMOZZY RD	at PRATER RD	at EOR	
23630	CAREK RD	at SR 903	at SHAFT ST	Deleted: BMP-INTX
64360	CARIBOU RD	at CLERF RD	at LYONS ROAD	Deleted: 11 ft. SW of
56060	CARRAHER RD	at THORP HWY SOUTH	at EOR	Deleted: VANTAGE HWY
68515	CARROLL RD	at PRATER RD	at EOR	Deleted: 64360 [1]
26180	CASASSA RD	at UPPER PEOH POINT RD	at EOR-SKY MEADOWS PLAT AHEAD	
10530	CASCADE PLACE	at SNOQUALMIE DR	at EOR	Deleted: CASCADE PLACE
33212	CATTAIL RD	at HOWARD RD	at EOR	
53270	CEDAR COVE RD	at COVE RD	at EOR	
10590	CHAMONIX PLACE	at SNOQUALMIE DRIVE	at EOR	
22800	CHANDLER ROAD	at WOODS & STEELE ROAD	at EOR	Deleted: 3/15/2011
				Deleted: 1/3/20115/7/2007

43512	CHARLTON RD	at NANEUM RD	at EOR	
56420	CHESTER ST	at 3RD ST (THORP)	at 2ND ST (THORP)	
40519	CHRISTENSEN RD	at FOX RD	5 ft. West of PARKE CREEK RD	
32011	CLARKE RD	at SR 97	at EOR	Deleted: BMP-INTX
<u>30530</u>	<u>CLEARVIEW DR</u>	at <u>OLD HIGHWAY TEN</u>	at <u>DRY CREEK RD</u>	
69511	CLERF RD	at 4TH AV (KITTTAS)	at PARKE CREEK RD	
69591	COHOE RD	at NO. 6 RD	at EOR	
42777	COLEMAN CREEK RD	at COOKE CANYON RD	at EOR	
44263	COLOCKUM RD	at BRICK MILL RD	at EOR-BEGINS CHELAN CO RD	
75120	COLUMBIA AV	at WAYNE ST	at BROWN ST	
43883	COOKE CANYON RD	at BRICK MILL RD	at EOR	
54580	COVE LANE	at MANASTASH RD	at EO	Deleted: BEGINNING OF ROAD
95501	COVE RD	at MANASTASH RD	at EOR	Deleted: END OF ROAD
65928	COYOTE RD	at UPPER BADGER POCKET RD	at EOR	
<u>34950</u>	<u>CREEKSEGE WAY</u>	at <u>CLEARVIEW DR</u>	at <u>MIDDLECREST DR</u>	
13080	CROSS ST	at RAILROAD ST	at 1ST ST (EASTON)	
41350	CURLEW RD	at GAME FARM <u>RD</u>	at EOR	
<u>23430</u>	<u>DANKO RD</u>	at <u>WHITE ROAD</u>	at <u>EO</u>	
<u>61780</u>	<u>DELTA ST</u>	at <u>QUARTZ MTN DR</u>	at <u>EO</u>	
63501	DENMARK RD	at J-90	at THRALL RD	Deleted: BMP-
13220	DEPOT ST	158 ft. SW of RAILROAD ST	at EOR	
63065	DODGE RD	at THRALL RD	11 ft. North of EOR	
33480	DUDLEY RD	at THORP HWY NORTH	at EOR	
56761	DURR RD	at UMPTANUM RD	at EOR	
51600	ELK HEIGHTS RD	at THORP PRAIRIE RD	at EOR	
29001	EMERICK RD	at HIDDEN VALLEY RD	at EOR	
24770	EVERGREEN VALLEY LOOP RD	at BAKERS RD	at EO	Deleted: - COUNTY PRIVATE AHEAD
14010	EVERGREEN WAY	at KACHESS RIVER RD	0.20 mi. East of KACHESS RIVER RD	
63500	FAIRVIEW RD	at J-90	at THOMAS RD	Deleted: BRIDGE #79112 & BMP
22630	FANHOUSE RD	at SR 903	at NELSON DAIRY RD	Deleted: BMP-INTX
34761	FAUST RD	at DRY CREEK RD	at CLARKE RD	
62701	FERGUSON RD NORTH	at J-90	at VANTAGE HWY	Deleted: BMP-
62702	FERGUSON RD SOUTH	at J-90	at TJOSSEM RD	Deleted: BMP-
68610	FERN RD	at NO. 6 RD	at EOR	
41380	FIELDS RD	at VANTAGE HWY	at EOR	
54520	FIELDSTONE COURT	at RANGE VIEW ROAD	at EOR	
69770	FIRST AV (GRASSLANDS)	at PFENNING RD	at LOOKOUT MOUNTAIN DR	Deleted: ELLENSBURG CITY LIMITS
22560	FOURTH AV	at PACIFIC AV	at EO	Deleted: 158 ft. SE of PACIFIC AV
67014	FOURTH PARALLEL RD	53 ft. East of ROSS RD	at EOR	
22520	FOWLER CREEK RD	at WESTSIDE RD	at PASCO MD	
61700	FROST MOUNTAIN DR	at QUARTZ MTN DR	at EOR	
42517	GAGE RD	at COOKE CANYON RD	at COLOCKUM RD	
94051	GAME FARM RD	at WILSON CREEK RD	at NANEUM RD	
18890	GARMISCH PLACE	at CASCADE PLACE	at EOR	
43752	GILBERT RD	at LYONS RD	at BRICK MILL RD	
75090	GINKO AV	at VANTAGE HWY	at BROWN ST	
56270	GINNY LANE	at BROWN RD	at EOR	
54690	GLADMAR RD	at THORP HWY NORTH	at EOR	Deleted: 3/15/2011 Deleted: 1/3/20115/7/2007

69070	GLOVER RD	at PRATER RD	at EOR	
22380	GOBBLERS KNOB RD	at WESTSIDE RD	at WESTSIDE RD	
25502	GODAWA LANE	at LOWER PEOH POINT RD	at EOR	
56290	GOODWIN RD	at MAIN ST (THORP)	at EOR	
24003	GRAHAM RD	at MOHAR RD	at EOR	
34363	GREEN SPUR RD	at LOWER GREEN CANYON RD	at EOR	
41016	GRINROD RD	at GILBERT RD	at VENTURE RD	
22610	GROESCHELL RD	at UPPER PEOH POINT RD	at PAYS RD	
35541	HANNAH RD	at BENDER RD	at EOR	
95600	HANSON RD	at COVE RD	at EOR	
64436	HAROLD RD	at FOURTH PARALLEL RD	at EOR	
27230	HART RD	at TAYLOR RD	at EOR	
29500	HARTMAN RD	at SWAUK PRAIRIE RD	at EOR	
66187	HAYES RD	at MORRISON RD	at BYNUM RD	
32040	HAYWARD RD	at SR 10	at BETTAS RD	Deleted: HWY
64261	HEMINGSTON RD	at J-90	at CLERF RD	Deleted: BMP -
29000	HIDDEN VALLEY RD	at SR 970	at EOR	Deleted: BMP-INTX
79010	HOLIDAY AV	at BOAT RAMP RD	at EOR	
52260	HORLICK RD	at THORP PRAIRIE RD	at EOR	
25850	HORVATT RD	at SR 903	at ROSLYN CITY LIMITS	Deleted: BMP-INTX
33800	HOWARD RD	at SR 97	at SMITHSON RD	Deleted: EOR-
23210	HUNDLEY RD	at GOLF COURSE RD	at EOR-CUL DE SAC	Deleted: BMP-INTX
55370	HUNTER RD	at KILLMORE RD	at EOR	Deleted: INTX
10750	HYAK DRIVE EAST	at SR 906	at EOR	Deleted: INTX
64761	INDERMUHLE RD	at PARKE CREEK RD	at EOR	
10510	INNSBRUCK DRIVE	at SNOQUALMIE DRIVE	at EOR	
79150	JOYCE ST	at VANTAGE HWY	at COLUMBIA AV	
40271	JUDGE RONALD RD	at PFENNING RD	at WILSON CREEK RD	
13280	KACHESS AV	at RAILROAD ST	at EOR	Deleted: 106 ft. NE of 1ST ST (EASTON)
15000	KACHESS DAM RD	at WEST SPARKS RD	at EOR	
15020	KACHESS RIVER RD	at W SPARKS RD	0.39 mi. North of EVERGREEN WAY	Deleted: BMP-INTX
65046	KAMIKIN RD	at UPPER BADGER POCKET RD	at EOR	
65186	KATEN RD	at UPPER BADGER POCKET RD	at EOR	
64186	KAYNOR RD	at FOURTH PARALLEL RD	at EOR	
10522	KEECHELUS DRIVE	at HYAK DRIVE EAST	at KEECHELUS DRIVE WEST	
10730	KEECHELUS DRIVE WEST	at HYAK DRIVE EAST	at RAMPART DRIVE	Deleted: EOR
18730	KENDALL PLACE	at HYAK DRIVE EAST	at EOR	
66766	KERN RD	at LAWRENCE RD	at EOR	
35503	KERR RD	at HUNGRY JUNCTION RD	at EOR	
56210	KEVINA RD	at BROWN RD	at EOR	
79190	KITTITAS ST (VANTAGE)	at COLUMBIA AV	at LAKEVIEW AV (VANTAGE)	
10570	KITZBUHEL PLACE	at SNOQUALMIE DRIVE	at EOR	Deleted: BMP-INTX HWY
34002	KLOCKE RD	at SR 10	at EOR	Deleted: EOR-INTX
65661	KOFFMAN RD	at PARKE CREEK RD	at EOR	Deleted: BMP-INTX
25040	LAKE CABINS RD	at SR 903	at SR 903	Deleted: EOR-
25010	LAKE CLE ELUM DAM RD	at LAKE CABINS RD	at GATE TO DAM	Deleted: BOR
75180	LAKEVIEW AV (VANTAGE)	at WAYNE ST	at BROWN ST	Deleted: BMP-INTX
22512	LAMBERT RD	at SR 970	at EOR	Deleted: 3/15/2011
				Deleted: 1/3/20115/7/2007

65505	LARSEN RD	at THRALL RD	at FOURTH PARALLEL RD	
64686	LAWRENCE RD	at FOURTH PARALLEL RD	at EOR	
40790	LENES RD	at LOOK RD	at EOR	
43663	LESTER RD	at BRICK MILL RD	at SCHNEBLY RD	
29261	LEY RD	at SWAUK PRAIRIE RD	at EOR	
61340	LOCUST ST	at WASHINGTON AV	at SEATTLE ST	
61740	LOOKOUT MOUNTAIN DR	at QUARTZ MTN DR	at MT DANIELS DR	
34383	LOWER GREEN CANYON RD	at SR 97	at SMITHSON RD	Deleted: BMP-INTX
22770	LOWER PEOH POINT RD	at WATSON CUTOFF RD	26 ft. NW of EOR	
56400	MAIN ST (THORP)	at THORP HWY NORTH	at 1ST ST (THORP)	
69650	MANITOBA ST	at LOCUST ST	at EOR	
66261	MANSPERGER RD	at STEVENS RD	at EOR	
25503	MARKOVICH RD	at UPPER PEOH POINT RD	at EOR-FOREST RD AHEAD	
64763	MARTENSEN RD	at CARROLL RD	at EOR	
23750	MARTIN RD	at SR 903	at SHAFT ST	Deleted: BMP-INTX
61680	MATTHEWS RD	at KITTITAS HWY	at MT DANIELS DR	
69251	MCCULLOUGH RD	at NO. 6 RD	at EOR	
25860	MCDONALD RD	at LOWER PEOH POINT RD	at EOR	
63946	MCDOWELL RD	at FOURTH PARALLEL RD	at EOR	
34003	MCMANAMY CUT-OFF RD	at SR 10	21 ft. South of MCMANAMY RD	Deleted: BMP-INTX HWY
31412	MCMANAMY RD	at SR 97	at EOR	Deleted: BMP-INTX
54500	MEADOW VIEW DRIVE	at ROBINSON CANYON RD	at EOR	
40801	MEADOWBROOK LANE	at LOOK ROAD	0.26 mi. East of LOOK ROAD	Deleted: INTX
56260	MELLERGAARD RD	at MANASTASH RD	at EOR	Deleted: INTX
23531	MICHELETTO RD	at SWAUK PRAIRIE RD	at EOR	
35060	MIDDLECREST DR	at PEAKVIEW DR	at CREEKSEDGE WAY	
25220	MILL CREEK RD	at SR 903	at LAKE CABINS RD	Deleted: BMP-INTX
53200	MISSION RD	at WATT CANYON RD	at EOR	
62502	MOE RD	at TJOSEM RD	at THRALL RD	
42380	MOREAU RD	at BRICK MILL RD	at EOR	
24820	MOREL RD	at SR 903	at BAKERS RD	Deleted: BMP-INTX
66517	MORRISON RD	at UPPER BADGER POCKET RD	at EOR	
61620	MT DANIELS DR	at THIRD AV (GRASSLANDS)	at EOR	
61520	MT STUART AVE	at FIRST AV (GRASSLANDS)	at EOR	
22611	NELSON DAIRY RD	at ROSLYN CITY LIMITS	at FANHOUSE RD	
66520	NICOLAI RD	at LAWRENCE RD	at EOR	
23690	NO. 245 RD	at SR 903	26 ft. SW of SHAFT ST	Deleted: BMP-INTX
23520	NO. 5 MINE ROAD	at SR 903	0.14 mi. North of SR 903	Deleted: BMP-
16188	NORTON RD	at SPARKS RD	at EOR	Deleted: BMP-
31512	O'NEIL RD	at SR 10	at MCMANAMY RD	Deleted: BMP-INTX HWY
61440	OAK ST	at PFENNING RD	at EOR	
67511	ORCHARD RD	at THRALL RD	at DODGE RD	
24530	PACIFIC AV	at 1ST ST (RONALD)	at FOURTH AV	Deleted: BMP-INTX
69370	PARKE CREEK RD	at VANTAGE HWY	at EOR	Deleted: 475 ft. NW of BMP-INTX SR 97
22250	PASCO RD	at FOWLER CREEK RD	at EOCR	Deleted: 32252
32252	PASSMORE RD	at SR 97	at EOR	Deleted: BMP-INTX
22480	PATRICK MINE RD	at SR 903	at EOR	Deleted: 3/15/2011
22200	PATRICK'S PARK DR	at EVERGREEN VALLEY LOOP RD	at WHITE PINE DR	Deleted: 1/3/20115/7/2007

63245	PAYNE RD	at THRALL RD	at EOR	
22510	PAYS RD	at UPPER PEOH POINT RD	at LOWER PEOH POINT RD	
30570	<u>PEAKVIEW DR</u>	at <u>CLEARVIEW DR</u>	at <u>MIDDLECREST DR</u>	
24580	PEASE RD	at LOWER PEOH POINT RD	at EOR	
12950	PELTON AV	at 2ND ST (EASTON)	at EOR	Deleted: -INTX NO 278E (VACATED)
62705	PERRY RD	at ORCHARD RD	at EOR	
35562	PIONEER RD	at BENDER RD	at EOR	
67258	PUMPING PLANT RD	at LARSEN RD	at EOR	
27560	QUAIL VALLEY ROAD	at <u>LAMBERT ROAD</u>	at <u>EOR</u>	Deleted: BEGINNING OF ROAD
61290	QUARTZ MTN DR	at MT DANIELS DR	at <u>EOR</u>	Deleted: END OF ROAD
42012	RADER RD	at WILSON CREEK RD	at SCHNEBLY RD	Deleted: LOOKOUT MOUNTAIN DR
15740	RAILROAD ST	at <u>I-90 ON/OFF RAMP</u>	at EOR	Deleted: BMP-
18530	RAMPART DRIVE	at <u>KEECHELUS DRIVE WEST</u>	at EOR	Deleted: OVERPASS
29600	RANCH RD	at BURKE RD	at EOR	Deleted: EOR
54600	RANGE VIEW ROAD	at KILLMORE RD	at MEADOW VIEW DRIVE	
74950	RECREATION DR	at VANTAGE HWY	at <u>EOR</u>	Deleted: 0.29 mi. SW of EOR
22650	RED BRIDGE RD	at <u>SR 970</u>	at <u>TEANAWAY RD</u>	Deleted: 74950 [3]
22300	RED CEDAR DR	at EVERGREEN VALLEY LOOP RD	at EOR	Deleted: BMP-INTX HWY
61640	RED MOUNTAIN DR	at FIRST AV (GRASSLANDS)	at EOR	
69131	REIN RD	at NO. 6 RD	at EOR	
61503	RINGER LOOP	at CANYON RD	at CANYON RD	
53010	RIVERBOTTOM RD	at UMPTANUM RD	at UMPTANUM RD	
35285	ROBBINS RD	at REECER CREEK RD	at EOR	
35286	ROBBINS WYE RD	at ROBBINS RD	at SMITHSON RD	
54510	ROBINSON CANYON RD	at KILLMORE RD	0.53 mi. East of EOR	
18590	ROMANS COURT	at KEECHELUS DRIVE WEST	at EOR	
65926	ROSS RD	at FOURTH PARALLEL RD	at EOR	
43163	SCHNEBLY RD	at BRICK MILL RD	at COOKE CANYON RD	
40130	SEATON RD	at LAMBERT RD	at <u>SR 970</u>	Deleted: EOR-INTX
69610	SEATTLE ST	at WILLOW ST	at LOCUST ST	
23820	SHAFT ST	at <u>ALLIANCE RD</u>	at <u>ROSLYN CITY LIMITS</u>	Deleted: BMP-INTX SR 903
66001	SHALE PIT RD	at STEVENS RD	at EOR	Deleted: 26 ft. NE of
66449	SILICA RD	at UPPER BADGER POCKET RD	53 ft. South of BRIDGE #60221	
13760	SILVER TRAIL	at WEST SPARKS RD	106 ft. after EOR	
54540	<u>SILVERTON RD</u>	at <u>ROBINSON CANYON RD</u>	at <u>EOR</u>	
56280	SISTERS RD	at THORP CEMETERY RD	at EOR	
15400	SMITH DRIVE	at WEST SPARKS RD	at EOR	
33513	SMITHSON RD	at REECER CREEK RD	at EOR	
40516	SNODGRASS RD	at NO. 81 RD	at EOR	
10600	SNOQUALMIE DRIVE	at <u>HYAK DRIVE EAST</u>	at EOR	Deleted: BEGINNING OF ROAD
69518	SONES RD	at PARKE CREEK RD	at EOR	
66912	SORENSEN RD	at EMERSON RD	at EOR	
23990	SOUTH AV	at <u>ROSLYN CITY LIMITS</u>	at EOR	Deleted: BEGIN COUNTY ROAD JURISDICTION
13530	SPARKS RD	at <u>I-90</u>	at EOR	Deleted: BMP-INTX
18910	ST. MORITZ PLACE	at CASCADE PLACE	at EOR	Deleted: O/P
64860	STINGLEY RD	at CLERF RD	106 ft. after EOR	
61263	STONE RD	at CANYON RD	0.14 mi. South of CANYON RD	
61263	STONE RD	0.14 mi. South of CANYON RD	at EOR	Deleted: 3/15/2011
				Deleted: 1/3/20115/7/2007

21005	STORIE LANE	at NELSON SIDING RD	264 ft. after EOR	
56160	STRANDE RD	at BARNES RD	at EOR	
61860	STRANGE RD	at VANTAGE HWY	at EOR	
53260	STUART VIEW LN	at TANEUM RD EAST	at EOR	
51750	SUNLIGHT DRIVE	at THORP PRAIRIE RD	at END OF COUNTY ROAD	
53210	SUSAN RD	at STRANDE RD	at EOR	
29260	SWAUK PRAIRIE RD	at SR 970	at SR 970	Deleted: BMP-INTX
61720	TABLE MOUNTAIN DR	at THIRD AV (GRASSLANDS)	at EOR	Deleted: EOR-INTX
20500	TALMADGE RD	at NELSON SIDING RD	at EOR	
22240	TAYLOR RD	at SR 10	at LAMBERT RD	Deleted: BMP-INTX HWY
69910	THIRD AV (GRASSLANDS)	at PFENNING RD	at EOR	
43132	THOMAS RD	at WILSON CREEK RD	at FAIRVIEW RD	
56010	THORP DEPOT RD	at THORP HWY NORTH	at GOODWIN RD	
57210	THORP PRAIRIE CUT-OFF RD	at THORP PRAIRIE RD	at EOR	
96751	THRALL RD	at HAMILTON RD	at BARE RD	
40263	TIPTON RD	at HUNGRY JUNCTION RD	at LOOK RD	
68750	TJOSSEM CONNECTION	at NO. 6 RD	at TJOSSEM RD	
40331	TOLMAN RD	at PFENNING RD	at EOR	
62505	TOZER RD	at ORCHARD RD	at EOR	
23510	TRANSFER STATION RD	at SR 903	at GATE TO DUMP	Deleted: BMP-INTX
31150	TYLER RD	at REECER CREEK RD	at EOR	Deleted: EOR
64756	UPPER BADGER POCKET RD	at SILICA RD	at EOR	
35012	UPPER GREEN CANYON RD	at REECER CREEK RD	at EOR	
56080	VALLEY VIEW CIRCLE	at CAMAS LN	at EOR	
63686	VANDERBILT RD	at FOURTH PARALLEL RD	at EOR	
79030	VANTAGE PARK RD	at VANTAGE HWY	at EOR	
13700	VIA KACHESS RD	at KACHESS LAKE RD	at EOR	
64503	VIEW LANE RD	at CARROLL RD	at EOR	
69880	VILLAGE DRIVE	at THIRD AV (GRASSLANDS)	at EOR	
55930	WADE RD	at GLADMAR RD	at EOR	
40273	WATSON RD	at NANEUM RD	at FAIRVIEW RD	Deleted: 69710
56511	WATT CANYON RD	at THORP CEMETERY RD	at EOR	Deleted: WASHINGTON AV
79090	WAYNE ST	at VANTAGE HWY	at LAKEVIEW AV (VANTAGE)	Deleted: at WILLOW ST
54150	WEAVER RD	at THORP HWY SOUTH	at EOR	Deleted: at OAK ST
25480	WEST FORK TEANAWAY RD	at MIDDLE FORK TEANAWAY RD	at EOR	
13550	WEST SPARKS RD	at SPARKS RD	at EOR	Deleted: BMP-INTX I-90 O/P
69753	WEST WILLIS RD	at NO. 6 RD	at EOR	
22710	WESTSIDE RD	at GOLF COURSE RD	24 mi. SW of GOLF COURSE RD	Deleted: at NELSON SIDING RD
24670	WHITE PINE DR	at PATRICK'S PARK DR	at EOR	
25500	WHITE RD	at AIRPORT RD (CLE ELUM)	at EOR	
61760	WILLETT RD	at VANTAGE HWY	at EOR	
69752	WILLIS RD EAST	at NO. 6 RD	at EOR	
40811	WILLOWDALE RD	at WILSON CREEK RD	at EOR	
94126	WILSON CREEK RD	at CHARLTON RD	at EOR	
68520	WOODHOUSE LOOP	at CANYON RD	at CANYON RD	
22860	WOODS & STEELE ROAD	at WESTSIDE RD	at EOR	Deleted: 3/15/2011
				Deleted: 1/3/20115/7/2007

65386 WPA RD at UPPER BADGER POCKET RD at EOR
 10360 YELLOWSTONE RD at J-90 at EOR

Deleted: BMP-

Urban Principal Arterial 14

Road #	Road Name	FROM LOCATION	TO LOCATION
93041	UNIVERSITY WAY	at ELLENSBURG CITY LIMITS	at BRIDGE #88342

Urban Minor Arterial 16

Road #	Road Name	FROM LOCATION	TO LOCATION
94026	AIRPORT RD	at 264 ft. South of BRIDGE #88251	at BOWERS RD
60640	ANDERSON RD	at UMPATANUM RD	ELLENSBURG CITY LIMITS

Deleted: ELLENSBURG CITY LIMITS

Deleted: 11 ft. before EOR-

Urban Collector 17

Road #	Road Name	FROM LOCATION	TO LOCATION
41010	BOWERS RD	at CASCADE CANAL	158 ft. East of PIPER RD
40600	BRICK RD	391 ft. NE of ELLENSBURG CITY LIMITS	at SANDERS RD
40315	SANDERS RD	422 ft. East of BENDER RD	at GAME FARM RD
96937	UMPTANUM RD	at ELLENSBURG CITY LIMITS	0.19 mi. SW of ANDERSON RD

Deleted: AIRPORT RD

Deleted: 0.10 mi. West of BRIDGE #88252

Deleted: 40315

[4]

Urban Local Access 19

Road #	Road Name	FROM LOCATION	TO LOCATION
40300	BEECH RD	at BOWERS RD	at FALCON RD
40240	BOWERS BUSINESS LOOP	at AIRPORT RD	at BOWERS RD
41010	BOWERS RD	158 ft. East of PIPER RD	at EOR
40360	CESSNA RD	at BOWERS RD	at FALCON RD
40970	ELMVIEW RD	at AIRPORT RD	at PIPER RD
40910	FALCON RD	at AIRPORT RD	at CESSNA RD
40400	PIPER RD	at BOWERS RD	at ELMVIEW RD

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Page 5: [1] Deleted	christina.wollman	10/30/2007 8:31:00 AM
64360 CARIBOU RD	at VANTAGE HWY	at LYONS RD
Page 8: [2] Deleted	christina.wollman	10/16/2007 12:42:00 PM
32252 PASSMORE RD	475 ft. NW of BMP-INTX SR 97	at EOR
Page 9: [3] Deleted	christina.wollman	10/16/2007 1:28:00 PM
74950 RECREATION DR	0.29 mi. SW of EOR	at EOR
Page 11: [4] Deleted	christina.wollman	10/16/2007 1:05:00 PM
40315 SANDERS RD	158 ft. East of BRIDGE #88252	at GAME FARM RD



Kittitas County
Department of Public Works

Welcome

Meeting purpose

During tonight's public meeting, you will have the opportunity to:

- ▶ Learn more about the Road Standards Update purpose and need
- ▶ Review the full range of proposed changes to the Road Standards
- ▶ Talk to Public Works staff
- ▶ Share your comments and concerns

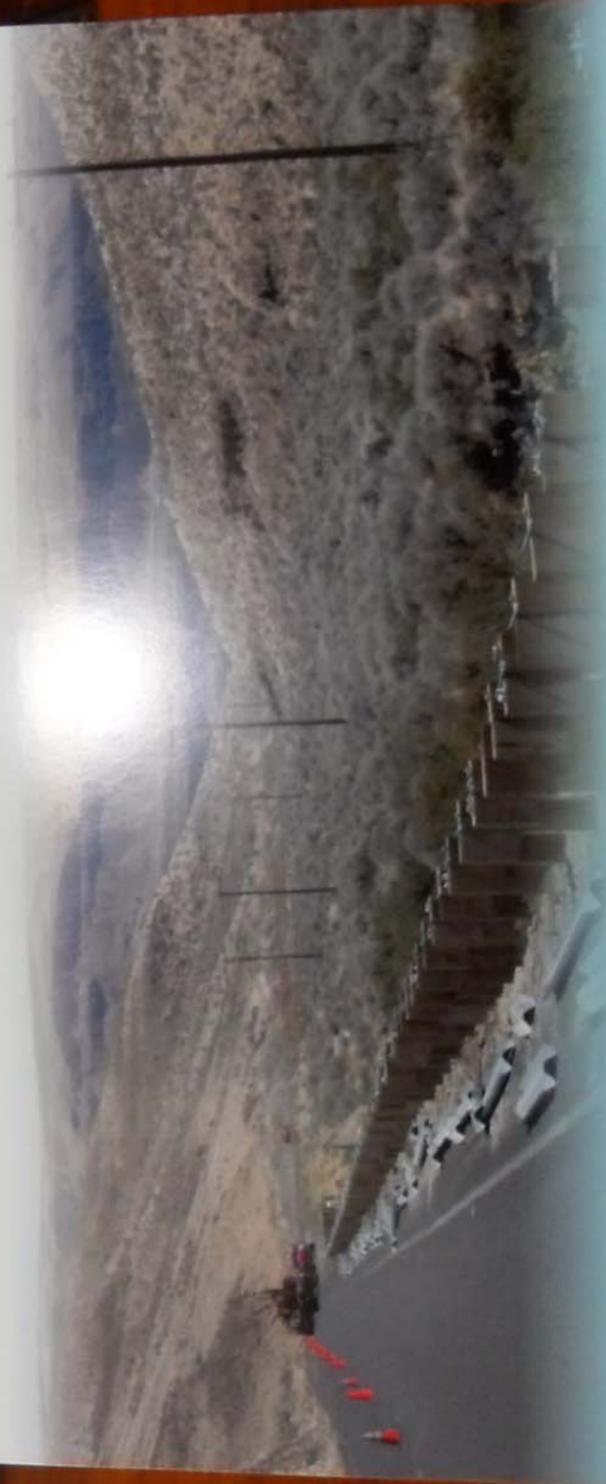
Agenda

6:00 pm Open house: public views display boards throughout the room and discuss the Road Standards Update with County staff

6:30 pm Presentation: Introduction and overview of the Road Standards Update history, purpose and need, priority updates, process, and timeline

6:45 pm Public comments: Members of audience will ask the County questions they may have, as well as express their support or concerns

8:00 pm Meeting adjourns: Staff will remain on premises for further one-on-one discourse



Installing guardrail on Vantage Highway





