

COLUMBIA COUNTY

ROAD STANDARDS

Prepared by:

**The Columbia County Board of Commissioners
The Columbia County Road Department
The Columbia County Land Development Services Department
The Columbia County Legal Counsel**

**Adopted by Columbia County on:
August 14, 1996**

EXECUTIVE SUMMARY

The Columbia County Road Standards are intended to establish and implement a uniform set of engineering technical design standards for road improvements that will meet the transportation needs of today as well as the Year 2020. These Standards are intended to provide specific technical direction and guidance to the private sector and staff for the design and construction of all public and private roads and associated improvements for the County's transportation system.

These Standards have been developed in response to the Board of County Commissioners' goal to develop Uniform County Road Standards. The development of these Standards during the past year represent a balance between the present economic realities, local governments' responsibilities to protect the safety of the traveling public, and the need to protect County taxpayers from the burden of undue maintenance costs. These Standards represent the culmination of numerous meetings and discussions between the Columbia County Land Development Services staff, the Columbia County Road Department, Columbia County Counsel, fire marshals, and numerous other interested parties.

The Columbia County Board of Commissioners, by adopting these Standards, will implement modern construction practices on County Roads funded by private enterprise, County/State/Federal sources and local improvement districts.

The Oregon Department of Transportation Standard Specifications for Highway Construction and Standard Drawings, as currently modified, are hereby adopted as the physical standards for the construction of streets and roads except as provided herein or by amendment within each contract.

These standards are intended as a working document to provide a common understanding for design and construction affecting Columbia County Roads and public roads under the jurisdiction of Columbia County. As such, they will be revised and updated periodically.

RELATIONSHIP BETWEEN THE ROAD STANDARDS AND LOCAL LAND USE REGULATIONS

The road standards rely on a determination of ultimate build out in crafting the minimum level of access improvement necessary to support development. The determination of ultimate build out is a land use decision, based on the minimum parcel size requirements in the zoning ordinance and the road system program articulated in the county's transportation plan. The latter is being drafted in response to the mandates of LCDC Goal 12 (Transportation) and the Transportation Planning Rule (TPR).

In Columbia County, the majority of demand for access is from residential development which feeds into collector streets, such as Millard and Morse Roads, and major arterials, such as the Scappoose Vernonia Highway and Highway 30. Development on residential streets can be controlled on an interim basis by the establishment of cul de sacs and by determining the physical constraints to the land which would form a natural terminus. In the road standards, this would be a decision by the Land Development Services Department (See e.g., standards for private roads, Section IV, p. 33).

The requirements for construction of a road, both private and public, will be triggered in one of two ways: when an application for subdivision/partition is submitted to the Land Development Services Department, and when an access approach permit is requested of the Road Department. An access approach permit is required prior to the issuance of building permits for construction. Therefore, there is a preliminary requirement for the developer to improve an access when the land is divided, and a subsequent improvement requirement when a building permit is requested.

PROCEDURES TO COMPLY WITH THE COMPREHENSIVE PLAN AND OTHER LAND USE REGULATIONS.

1. The road standards are intended to describe the technical and engineering requirements for road improvements based on needs for access determined by land use regulations. The Columbia County Comprehensive Plan (CCCP), the Columbia County Zoning ordinance (CCZO) and the Columbia County

Subdivision and Partitioning ordinance (CCSPO) contain separate review criteria. The development densities and uses allowed according to the Comprehensive Plan and Zoning Ordinance shall guide land divisions and road standards. If there is a conflict among the ordinances regarding development densities and allowed uses, the Comprehensive Plan and the Zoning Ordinances shall govern. Otherwise, the most restrictive provision governs.

2. Determination of development density on a particular access is a land use decision subject to notice and appeal pursuant to ORS Chapter 197, in conformance with the process for administrative actions described in CCZO Sections 1601, 1608, 1609 and 1612. Determinations of development density shall occur at one of two times: at the time a subdivision and partition plat is submitted for review by the Land Development Services Department, or at the time an access permit is requested for development on an existing parcel on an existing right of way. Appeals shall follow the process described in CCZO Section 1700 for an appeal of a decision of the Planning Director.
3. Determinations of development density will conform to any Transportation Systems Plan adopted by the County. To the extent that a determination of development density implements a transportation systems plan through transportation project development pursuant to OAR 660-12-045, it is not an appealable land use decision. The road construction standards are technical decisions of the Public Works Director and are not land use decisions subject to appeal.

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SCOPE

These standards have been developed as a uniform guide to developers and property owners in their plans for constructing roads for access to properties.

Roads are classified in several categories:

- 1) Driveway: The most basic road is a driveway from a public road which serves as an access to a residence, business, or property. A driveway may serve up to two lots or parcels. Driveways are inspected for compliance by the local fire district. The section of a driveway that intersects with a private or public road is defined as the access approach. An access approach permit is required from the Road Department prior to obtaining a building or siting permit from the Land Development Services office.
- 2) Private Road: A private road is privately maintained and may have controlled access if approved by the local fire authority. Up to six parcels may be served by a private road. Private roads must access directly to a public road and are often referred to as common driveways. Maintenance agreements and easements are required for new private roads before any development permits can be processed or issued. Private roads are allowed within Urban Growth Boundaries upon concurrence with the city.
- 3) Public Road: A public road is a road located on a public right-of-way that has been dedicated to the public and accepted by the Board of County Commissioners on behalf of the public as a public road but it has not been formally adopted by the Board of County Commissioners as a "County Road". Many public roads have been platted and dedicated to the public but have not been constructed. Topography and feasibility of construction may not have been of much concern when many public roads were initially platted. Modern vehicles are very different from those anticipated many years ago and the result is that it is often more difficult and sometimes impossible to construct a public road to current standards within the rights-of-way established decades ago. This document attempts to apply current road standards to existing platted roads while considering feasibility and respecting the rights of individual landowners.

Public roads that are platted after adoption of this document must comply with all standards in place at the time the plat is approved.

The County Road Department does not maintain public roads on a regular basis.

- 4) County Road: A public road formally adopted by the Board of County Commissioners as a "County Road". The County Road Department is responsible for maintenance of County Roads. The degree of maintenance of serviceability of a County Road depends on the maintenance classification and can vary from road to road.

County Roads that are adopted by the County Commissioners after approval of this document must comply with all standards in place at the time the road is adopted.

DEFINITIONS

This section contains only those definitions which may have more than one definition. The definition presented will govern. Not only is the definition stated, but in some cases, further information is given.

ADT	Average Daily Traffic. The total number of vehicles traveling in both directions in a 24-hour period past a fixed point.
All-Weather maintained Driving Surface	A firm, uniform road surface designed and to bear the imposed loads of fire apparatus. An all-weather driving surface does not necessarily require paving.
Alley	A street or road primarily intended to provide secondary access to the rear or side of lots or buildings and not intended for normal through vehicular traffic. An alley shall have a minimum 20 foot right-of-way.
Arterial	A roadway intended to carry large volumes of traffic (1000 ADT or more outside of an Urban Growth Boundary [UGB]) and connect major traffic generators, cities, recreational areas, and major segments of transportation networks. High capacity is achieved through allowing higher speed, limited access, wider roadway and movement preference at intersections with lesser standard roadways.
Collector	A roadway intended to carry intermediate volumes of traffic (500-1500 ADT outside of a UGB) and collect and distribute traffic from local streets to arterial roads, state highways or small population centers.
County Road	A public road incorporated into the County Road System by formal action of the Board of County Commissioners. These roads are assigned official County Road numbers

Cul-de-sac	A permanently maintained, clear, unobstructed road space at least 90 feet in diameter at the end of a dead-end road.
Design Speed	The minimum design speed for each road classification shall be as shown in drawings I & II.
Director	The Director of the Road Department.
Driveway	An access from a road that serves up to two lots or parcels.
Fire apparatus Access Road	A 20 foot wide (minimum) road with all weather driving surface and a clear unobstructed height of 13'6" which is used by fire apparatus and other vehicles.
Grade	The percent of inclination of a slope or road.
Intersection	The area joining 2 or more intersecting roads.
Local Road	A public roadway serving short distance, intra-neighborhood and residential needs. They are characterized by minimal access limitations, lowest traffic movement preference at intersections with collector and arterial roads, and minimum widths. These factors lead to minimum traffic carrying capacity, but provide maximum access to adjacent property.
Lot	A unit of land that is legally established by a subdivision of land.
Parcel	A unit of land that is legally established by a partitioning of land.
Private Road	A road which serves up to 6 lots or parcels, is located on private property, and is dedicated by easement to the subject properties. It is maintained with private funds and a maintenance agreement is required.
Public Road	A road constructed within a public right-of-way dedicated for use by the public and accepted by the Board of County Commissioners on behalf of the public as a public road but has not been adopted by the Board of County Commissioners as a County

Road. Columbia County only assumes responsibility for maintenance of "County Roads".

Road	That portion or portions of the right-of-way used for vehicular traffic, and includes areas 2 feet behind the curb or 2 feet beyond the edge of the shoulder. Streets and roads are synonymous.
Rural	An area of property with lot sizes one-quarter acre or larger. (This is different from the subdivision and partitioning ordinance in that it stipulates that rural is only those areas outside Urban Growth Boundaries. Therefore, a subdivision outside of UGBs could be considered an urban area for the purposes of these standards if the lot sizes are smaller than one-quarter acre.)
Urban	Area of property with lot sizes smaller than one-quarter acre. (This differs from the subdivision and partitioning ordinance. See "Rural" above.)
Utilities	Any water, gas, sanitary or storm sewer, electrical, telephone, drainage way, wire, or television communication service and all persons, companies, or governmental agencies supplying the same.

ACRONYMS

AASHTO	American Association of State Highway and Transportation Officials
ADS	Advanced Drainage Systems
ADT	Average Daily Traffic
APWA	American Public Works Association
CBE	Crushed Base Equivalent
EAL	Equivalent Axle Load
LID	Local Improvement District
NA	Not Applicable
ORS	Oregon Revised Statutes
ODOT	Oregon Department of Transportation
PUE	Public Utility Easement
ROW	Right of Way
UFC	Uniform Fire Code
UGB	Urban Growth Boundary