

Asotin County Road Standards Update Summary of Issues Addressed

Issue Identified	Where Addressed	Synopsis
1. Drainage (tie in w/Phase II Stormwater)	Chapter 4.2, 5.3, 7.9	Drainage Plan showing location and drainage facilities intended to provide flow control will conform to Eastern Washington Stormwater Manual and Phase II Stormwater Manual and Construction Ordinance. Geotechnical evaluation and an erosion sediment control plan required where appropriate. Minimum culvert size for roadway approaches is 12". <u>larger may be required based on site need and drainage</u>
2. Revamp typical road sections (gravel) also ROW criteria ➤ Standardize residential street sections with options <ul style="list-style-type: none"> · Parking · Shoulder (bike lanes) · Sidewalks/path · Curb, gutter · Urban/Rural 	Chapter 7.3, 7.4, Appendix for graphics	Allows for different roadway widths for different types of roads to allow for travel lanes, bike lanes, sidewalks and stormwater treatment. Specifies right-of-way and geometric design criteria for different types of roads. Curb, gutter and sidewalk required in urban areas. Certain existing rural roadways with <400 average daily traffic that require mitigation may be allowed to be constructed with gravel but will require same width and thickness as if it were to be paved.
3. Tie construction to DOT standards	Chapter 1.3	Several WSDOT and FHWA publications are referenced that should be used if the Asotin County Road Standards do not discuss a particular issue. Standards are not intended to limit any innovative or creative effort which would result in a more effective and appropriate design.
4. Sidewalks, bike lanes ➤ Need to develop a new standard in urban area ➤ Only needs to apply on certain streets ➤ Need to identify appropriate locations ➤ Identify options for sidewalks and paths ➤ Review MPO bike route plan ➤ Review and provide options for planting strip ➤ Bike paths are preferred	Chapter 7.3, 7.8, 7.10, Appendix for graphics	Sidewalks required in urban area, bicycle lanes required on collector or arterial roadways. Sidewalk may be eliminated on one side if topography or safety prohibits construction and pedestrian needs can be satisfied. Bikeways shall be provided wherever called for in the County Bicycle Plan.

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<p>5. Pavement, sub-grade sections</p> <ul style="list-style-type: none"> ➤ Consider improvements based on Equivalent Single Axle Loads ➤ Identify road section requirements 	<p>Chapter 8, Chapter 7 Appendix for graphics</p>	<p>Minimum of 3" of Hot Mix Asphalt over 6" of properly placed and compacted base will be required on all constructed roads regardless of classification and native soils. All non-residential roads shall have engineered design sections based on geotechnical analysis to accommodate anticipated traffic needs.</p>
<p>6. Traffic impact guidelines including mitigation</p> <ul style="list-style-type: none"> ➤ Identify requirements for submittal ➤ Identify review requirements ➤ Identify what triggers a traffic study ➤ Consider a mitigation fee requirement in urban area 	<p>Chapter 3</p>	<p>All projects with transportation impacts of 10 or more peak hour vehicular trips are required to submit a Trip Generation and Trip Distribution Letter. (Typical developments with less than 10 peak hour trips would be residential short plats, multi-family less than 9 units, offices less than 2,500 sq. ft. industrial projects < 9,000 sq. ft.) Those projects with more than 20 or more peak hour trip ends to an intersection will be required to perform a Traffic Impact Analysis. County may hire third party to review TIA at the expense of the developer. Public meeting may be required if generating more than 100 PM peak hour trips.</p>
<p>7. Level of Service</p> <ul style="list-style-type: none"> ➤ Formalize LOS standard for intersections and roadway segments ➤ Consider different LOS standard for urban and rural areas ➤ Use Regional Transportation Planning Organization as a base 	<p>Chapter 3.3</p>	<p>Requires mitigation to achieve County Level of Service standards as stated in the Comprehensive Plan. LOS "D" acceptable in urban area, LOS "C" in rural areas.</p>

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<p>8. Bonding process clarification</p> <ul style="list-style-type: none"> ➤ Make process consistent between each ordinance ➤ Consider consolidating bonding process into one section 	Chapter 9.13, 9.14	<p>Bonds are not accepted. Warranty surety to guarantee against the material and/or workmanship defects in street construction at 20% of the value of work performed will be retained for 2 years. Applicant shall complete all plan improvements prior to the final approval of the final plat. A performance surety may be submitted in lieu of completion of the actual construction.</p>
<p>9. Street light policy</p> <ul style="list-style-type: none"> ➤ Identify when and where required ➤ Identify spacing and illumination requirements ➤ Review Avista Rural Street Light Program 	Chapter 7.12	<p>Minimum of one street light placed at the intersection of public roads.</p>
<p>10. Urban/Rural definitions</p> <ul style="list-style-type: none"> ➤ Identify location and differences ➤ Make consistent between all county codes/ordinances ➤ Other definitions to add: <ul style="list-style-type: none"> · Urban/Rural roads · Private/public roads · Private driveway 	Chapter 7.1, 7.2, 7.3	<p>Rural road sections outside 20-year urban planning boundary. Private roads are discouraged and must be built to county standards and approved by the County Engineer.</p>
<p>11. Clear zone, sight distance issues (tie to ROW policy)</p>	Chapter 7.5, 7.6, ROW Management Policy	<p>Drawings showing appropriate intersection sight distance triangles are required for all new intersections or driveways (except single family residences). Sight distance triangle must be free from any sight-obscuring objects: buildings, parked vehicles, signs, fences and landscaping.</p>
<p>12. Application of safety standards to guardrails</p> <ul style="list-style-type: none"> ➤ Due to topography and road type, AASHTO standards do not promote guardrails on local access roads. Need to identify standard. 	Chapter 7.16	<p>Evaluation of embankments for guardrail installations shall be in accordance with WSDOT design manual. Guardrails may be required by the Director in consideration of topography and maintenance schedule regardless of speed and functional classification.</p>

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13. Quality of Construction and Inspection	Chapter 9.3, 9.8	County will require consistent thorough inspection of road construction projects, by and on-site inspector, with certain criteria for minimum materials testing and drainage testing and requiring certification by the developers agent. Owners Engineer can certify, but the county staff will have the authority to require additional testing.

Issues from other ordinances covered in Road Standards

Issue Identified	Where Addressed	Synopsis
<u>Subdivision Ordinance</u>		
<p>2. Address Flag Lots.</p> <ul style="list-style-type: none"> ➤ Currently two lots are allowed to access via one flag lot. ➤ Access is required to be 20' wide with a turnaround required for accesses longer than 150'. ➤ Multiple back to back flag lots are being developed to avoid building a public road. ➤ Access roads are not being built to any standard and drainage is not analyzed. ➤ County would like to limit the stacking of access points to flag lots. 	Road Standards - Chapter 7.2	The creation of flag lots has been determined by staff to be a necessary way to provide infill to areas within the urban area. While the development of flag lots is acceptable, multiple back to back flag lots have created access issues along County Roads in the past. The management of the flag lot access (flagpole) has been addressed in the Road Standards and described as follows. Flagpoles are defined as narrow strip of land which provides direct private access from the public right of way to a parcel/lot. The new requirements restrict back to back flagpoles from being developed within the same subdivision or short plat and limits the number of flagpoles which abut an adjacent property to two. The design and construction of the flagpole must be in accordance with International Fire Code.

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<p>3. <u>Address Private Road Criteria (# of lots, etc.)</u>.</p> <ul style="list-style-type: none"> ➤ Current standard allows private roads for lots greater than 5 acres in size. ➤ 15 lots are allowed to access one private road. ➤ Gravel road standards need to be developed for private roads. 	<p>Road Standards - Chapter 7.2</p>	<p>Private road criteria and standards have been addressed in the County Road Standards in order to provide more flexibility for future changes or modifications. The current road standards allow a private road to provide access for up to 15 lots which are greater than 5 acres in size. The proposed Road Standards will limit the number of lots accessing a private road to 4 single family dwelling lots of greater than 5 acres in size with one access point and up to 8 lots with a second access point to a public right of way. Other additional requirements include: Private roads are permitted where connectivity to the County road system is not compromised, and where future connections are not possible; All new private roads must be approved by the county engineer; Private roads will not be approved if they land lock present or planned parcels; Private roads will be constructed to County Standards; Private roads shall have a permanently established tract or easement providing legal access to each lot served; A legally responsible owner or homeowners association shall be established to maintain private roads in perpetuity.</p>

Issue Identified	Where Addressed	Synopsis
<p>4. <u>Private road versus private driveway (Road Standards).</u></p> <ul style="list-style-type: none"> ➤ Identify difference between private road and driveway. ➤ Set standards for private driveway. 	<p>Road Standards - Chapter 7.2</p>	<p>As identified in item 3 above private roads can provide access to 4 lots and up to 8 lots with a secondary access, are created on a permanently established tract or easement providing legal access to each lot served, and shall be constructed to County Standards. A private driveway or flagpole as described in item 2 above provides access to no more than two parcels and no more than 4 dwelling units. Private driveways are a narrow piece of land connecting to the lot it provides access to. Private driveways longer than 500 feet shall be engineered and meet the requirements of the width requirements for private streets. Private driveways longer than 750 feet shall only be allowed when approved by the Fire Department.</p>

Zoning Ordinance

<p>4. <u>Consider traffic and other impacts for rezone.</u></p> <ul style="list-style-type: none"> ➤ Identify requirements for Traffic Impact Analysis and review process. ➤ Add language identifying when a TIA is required. ➤ Require that traffic be reviewed for each rezone based on the maximum opportunity of the proposed zone type. 	<p>Road Standards Chapter 3</p>	<p>All projects with transportation impacts of 10 or more peak hour vehicular trips are required to submit a Trip Generation and Trip Distribution Letter. (Typical developments with less than 10 peak hour trips would be residential short plats, multi-family less than 9 units, offices less than 2,500 sq. ft. industrial projects < 9,000 sq. ft.) Those projects with more than 20 or more peak hour trip ends to an intersection will be required to perform a Traffic Impact Analysis. County may hire third party to review TIA at the expense of the developer. A TIA for a zone change may be required if during SEPA review it is determined that the potential trip generation of the proposed land use designation will create more than 20 peak hour trips.</p>
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