

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FILED

OF TILLAMOOK COUNTY, OREGON

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In the Matter of the Adoption )  
of Minimum Standards for Roads )  
Accepted into the Tillamook )  
County Maintained Road System )

Ordinance No. 16

JOSEPHINE VELTRI  
COUNTY CLERK  
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DEPUTY

The Tillamook County Board of Commissioners ordains as follows:

SECTION I. PURPOSE

It is the purpose of this Ordinance to provide minimum standards for public roads which are to be accepted into the county maintained road system. It is necessary to have minimum standards to govern the acceptance of new roads to assure that the roads will be economically feasible to maintain and will be safe for the general public to use. This Ordinance is meant to be consistent with and implement provisions of ORS 368.036(1).

SECTION II. DEFINITIONS

The following definitions shall apply to the defined terms used in this Ordinance. All other terms shall have their ordinary meaning.

- A. "AASHTO MANUAL". A Policy on Geometric Design of Rural Highways. This book is published by the American Association of State Highway and Transportation Officials (AASHTO). The current edition of this book outlines design standards for roads in the County.
- B. AVERAGE DAILY TRAFFIC ("ADT"). The total (traffic) volume during a 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.
- C. BOARD OF COMMISSIONERS. The Tillamook County Board of Commissioners.
- D. COUNTY. Tillamook County, Oregon.
- E. COUNTY ENGINEER. The Director of Public Works or other administrative officer designated by the Board of Commissioners as being responsible for administration of the road activities of the County.
- F. COUNTY ROAD. A public road under the jurisdiction of the County that has been designated as a county road under ORS 368.001.

- G. DEPARTMENT OF PUBLIC WORKS. The county department responsible for the construction and maintenance of county roads.
- H. LOCAL ACCESS ROAD. A public road that is not a county road, state highway or federal road (ORS 368.001).
- I. MUTCD. The Manual on Uniform Traffic Control Devices, Current Edition, by the Federal Highway Administration. This book is the standard for signing and striping.
- J. RATIONAL FORMULA. Also known as the RATIONAL METHOD. Commonly used equation for the calculation of peak flow from small drainage areas. This formula is discussed in detail in Chapter 2 of the Oregon Department of Transportation Hydraulics Manual.
- K. RIGHT OF WAY. A general term denoting land, property or interest therein, usually a strip acquired for or devoted to a road.
- L. ROAD. The entire right of way of any public or private way that provides ingress to or egress from property by means of vehicles or other means, or that provides travel between places by means of a vehicle. "Road" includes, but is not limited to:
1. Ways described as streets, highways, throughways or alleys; and
  2. Road related structures that are in the right of way, such as tunnels, culverts or similar structures; and
  3. Structures that provide for continuity of the right of way, such as bridges.
- M. PAVED SURFACE. Asphalt pavement.
- N. PROFESSIONAL ENGINEER. A professional engineer licensed by the Oregon State Board of Engineering Examiners.
- O. PROFESSIONAL SURVEYOR. A professional engineer licensed by the State of Oregon.
- P. PUBLIC ROAD. A road over which the public has a right of use that is a matter of public record (ORS 368.001).
- Q. "STANDARD SPECIFICATIONS". Standard Specifications for Highway Construction. This manual is published by Oregon Department of Transportation. The most current version of this manual represents standard specifications for highway construction referenced in public contracts.

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R. STREET FUNCTIONAL CLASSIFICATION: The classification for streets based on the type of use of the street. For purposes of this ordinance the following functional classifications are used:

ARTERIAL: A street of considerable continuity which is primarily for interconnection among developed areas. Arterial streets shall be as designated by the Tillamook County Functional Classification List.

COLLECTOR: A street supplementary to an arterial street that provides interconnection between arterial and local streets. Collector streets shall be as designated by the Tillamook County Functional Classification List.

LOCAL STREET: A street designed primarily for access to abutting properties, and further subclassified as follows:

- A. MAJOR LOCAL - A local street with truck traffic (industrial, timber or farm) or ADT greater than 250 vehicles per day.
- B. MINOR LOCAL - A local street with no truck traffic (industrial, timber or farm) and ADT of 250 or less vehicles per day.

### SECTION III. MINIMUM STANDARDS FOR ACCEPTANCE OF COUNTY ROADS

Tillamook County may accept a public road within its jurisdiction as a county road only if the minimum standards of this Ordinance are met, except as otherwise provided in this Ordinance.

### SECTION IV. MINIMUM RIGHT OF WAY WIDTH

To be accepted as a county road, a public road must have a minimum right of way width as outlined in this Section.

<u>Functional Classification</u>	<u>Width</u>
Arterial & Collector	60 ft.
Major Local	60 ft.
Minor Local	50 ft.

### SECTION V. STANDARD SPECIFICATIONS FOR CONSTRUCTION

Unless otherwise specified in this Ordinance or approved in writing by the county engineer, all roads which are to be accepted as county roads must be constructed in conformance with the standards in the current edition of the "Standard Specifications". Those standards are hereby incorporated as a part of this Ordinance.

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SECTION VI. DESIGN STANDARDS

Unless otherwise specified in this Ordinance or approved in writing by the county engineer, all roads which are to be accepted as a county road shall be designed in conformance with the design standards in the current edition of the AASHTO Manual. Those design standards are hereby incorporated as a part of this Ordinance.

SECTION VII. CLEARING OF RIGHT OF WAY

The right of way of a road to be accepted as a county road shall be clear of fixed objects such as rocks, trees and brush. However, in the case of certain landmark trees, the county engineer may make an exception to allow the tree to remain standing in the right of way if the engineer feels the danger to the public is minimal. The engineer shall make such a decision in writing. Trees or other objects may not be allowed to remain if the trees or other objects would create a danger to the public.

SECTION VIII. SUBGRADE CONSTRUCTION

Excavation and embankment construction necessary to construct the roadway subgrade of a road to be accepted as a county road shall be done in conformance with the "Standard Specifications".

Roadway slopes shall be no steeper than 1½:1 for cut slopes and 2:1 for fill slopes unless a report with justification for deviation from this standard is submitted to and approved by the Department of Public Works. This submitted report shall be signed by a professional engineer. See Standard Roadway Section incorporated in this Ordinance as Exhibit "A".

SECTION IX. AGGREGATE BASE

All roads to be accepted as county roads must be constructed with an aggregate base according to the following details: Rock base may be fractured pit run or crushed aggregate. Maximum rock size shall be 4". No more than 10% shall be less than 1". Compaction of the aggregate base shall be done with either a vibratory roller or a static steel wheel roller with a minimum gross weight of 8 ton. The aggregate subbase shall be laid in accordance with the Standard Roadway Section incorporated in this Ordinance as Exhibit "A".

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SECTION X. AGGREGATE LEVELING COURSE

All roads to be accepted as county roads must be constructed with an aggregate leveling course according to the following details: Leveling course shall be 3/4"-0 Base Aggregate and shall conform to the requirements of subsection 2630.10 of the Standard Specifications. Compaction of the aggregate base shall be done with either a vibratory roller or a static steel wheel roller with a minimum gross weight of 8 ton. The aggregate leveling course shall be laid in accordance with the Standard Roadway Section incorporated in this Ordinance as Exhibit "A".

SECTION XI. ASPHALT PAVEMENT

All roads to be accepted as county roads must be paved with asphalt pavement. Asphalt paving shall be in accordance with the following details.

The Asphalt Concrete (AC) Mixture for this project shall be "Light Duty AC", Class 'C' Mix. The mix formulation and placement methods shall conform to Section 00745 of the Standard Specifications, except as follows: The Asphalt Cement shall be PBA-5 grade asphalt and shall conform to the requirements of Section 02710 of the Standard Specifications.

The final lift shall consist of three (3) inches compacted of Class 'C' Asphalt Concrete sloped to maintain a 2% crown from the road centerline. This lift shall be placed using an asphalt concrete paving machine and rolled to achieve optimum density.

The asphalt pavement shall also conform to the drawing entitled Standard Roadway Section incorporated in this Ordinance as Exhibit "A".

SECTION XII. DRAINAGE

A road which is to be accepted as a county road must have an adequate drainage system. Unless otherwise approved in writing by the county engineer, all roadway ditches, culverts and other storm drainage systems shall be designed in conformance with the "Rational Formula." The roadway surface elevation shall be such that it will not be overtopped by flooding as result of a 50 year storm event.

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In addition, drainage systems must contain the following minimum culvert sizes, unless otherwise approved in writing by the county engineer:

- A. For under a driveway which requires a culvert not exceeding 30 feet in length, the culvert must be 12 inch minimum diameter.
- B. For under a roadway, or under a driveway which requires a culvert over 30 feet in length, the culvert must be 18 inch minimum diameter.

#### SECTION XIII. STRUCTURES

All structures which are an integral part of a road which is to be accepted as a county road shall be designed for an HS-20 live load. This includes bridges, box culverts, and structural plate structures. All structures constructed under this section shall have engineering plans prepared and stamped by a professional structural or civil engineer licensed to practice in the State of Oregon. The clear roadway widths over all structures shall be in accordance with the AASHTO Manual.

#### SECTION XIV. PROFILE GRADE

The maximum profile grade on any road to be accepted as a county road shall be in accordance with the AASHTO Manual. The county engineer may waive this requirement in writing when, in the engineer's judgment, the topographic characteristics of the road make compliance with this requirement impossible or highly impractical.

#### SECTION XV. SIGNS

At each intersection of a road which is to be accepted as a county road, a road name sign shall be installed for both roads. Both name signs may be installed on the same post. A stop sign shall be installed in accordance with MUTCD.

All signs shall be constructed and installed in accordance with the current MUTCD.

Any naming of new roads shall be done in accordance with Tillamook County Road Naming/Renaming Ordinance No. 37.

#### SECTION XVI. ENFORCEMENT BY COUNTY ENGINEER

The provisions of this Ordinance shall be enforced by the Tillamook County engineer. The Department of Public Works is responsible for insuring compliance with the requirements of this Ordinance.

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The county engineer may grant written variances to the County standards, as stated in this Ordinance, if all of the following conditions are met:

- A. The variance is not in conflict with other county ordinances, or state or federal laws.
- B. The topographic and geologic conditions for the road make a lesser standard necessary.
- C. Sound engineering principles and judgment indicate that the purposes of this Ordinance, as stated in Section 1 hereof, will be fulfilled.

The county engineer may require that additional design and construction work be done to a higher standard than required by the county standards, as stated in this Ordinance, if, in the county engineer's judgment, additional work is needed. This additional work could include, but is not limited to:

1. Specially designed intersections; or
2. Engineering and geologist studies; or
3. Wider paving and/or shoulders; or
4. Thicker paving, base and/or subbase; or
5. Guard rails.

#### SECTION XVII. COUNTY ENGINEER'S REPORT

Before any road is accepted as a county road by the Tillamook County Board of Commissioners in accordance with ORS 368.016, the county engineer shall submit a written report certifying that the road meets all of the requirements of this Ordinance and explaining any recommended variances from the minimum standards which may have been made.

#### SECTION XVIII. ACCEPTANCE OF COUNTY ROAD

Upon receipt of the written report from the county engineer, as required by Section 18, the Board of Commissioners may decide to accept a road as a county road in accordance with ORS 368.016. The Board of Commissioners is not required to accept any road into the county maintained system, even if it meets the minimum standards of this Ordinance. The Board of Commissioners should consider whether the road will be economically feasible to maintain and whether the road fits into the county road network. All roads to be accepted as a county road shall be accepted by an order of the Board of Commissioners.

#### SECTION XIX. SEPARABILITY SECTION

If any section, subsection, sentence, clause or phrase of this Ordinance is, for any reason, held to be unconstitutional, such decision shall not affect the validity of the remaining portions of this Ordinance. The Tillamook County Board of Commissioners hereby

declares that it would have passed this Ordinance, and each section, subsection, clause or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses and phrases be declared unconstitutional.

SECTION XX. REPEALING CLAUSE

All prior enactments of Ordinance 16, County Road Acceptance Ordinance, be and are hereby repealed.

DATE of First Reading: January 28, 1998  
DATE of Second Reading: February 11, 1998  
ADOPTED this 11<sup>th</sup> day of February 1998.

APPROVED AS TO FORM:

BOARD OF COUNTY COMMISSIONERS  
FOR TILLAMOOK COUNTY, OREGON

[Signature]  
William K. Sargent  
County Counsel

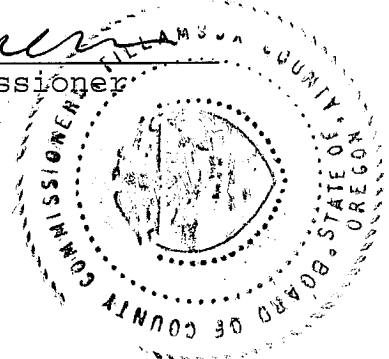
[Signature]  
Gina Firman, Chairperson

ATTEST: Josephine Veltri  
County Clerk

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Jerry R. Dove, Vice-Chairperson

BY: [Signature]  
Special Deputy

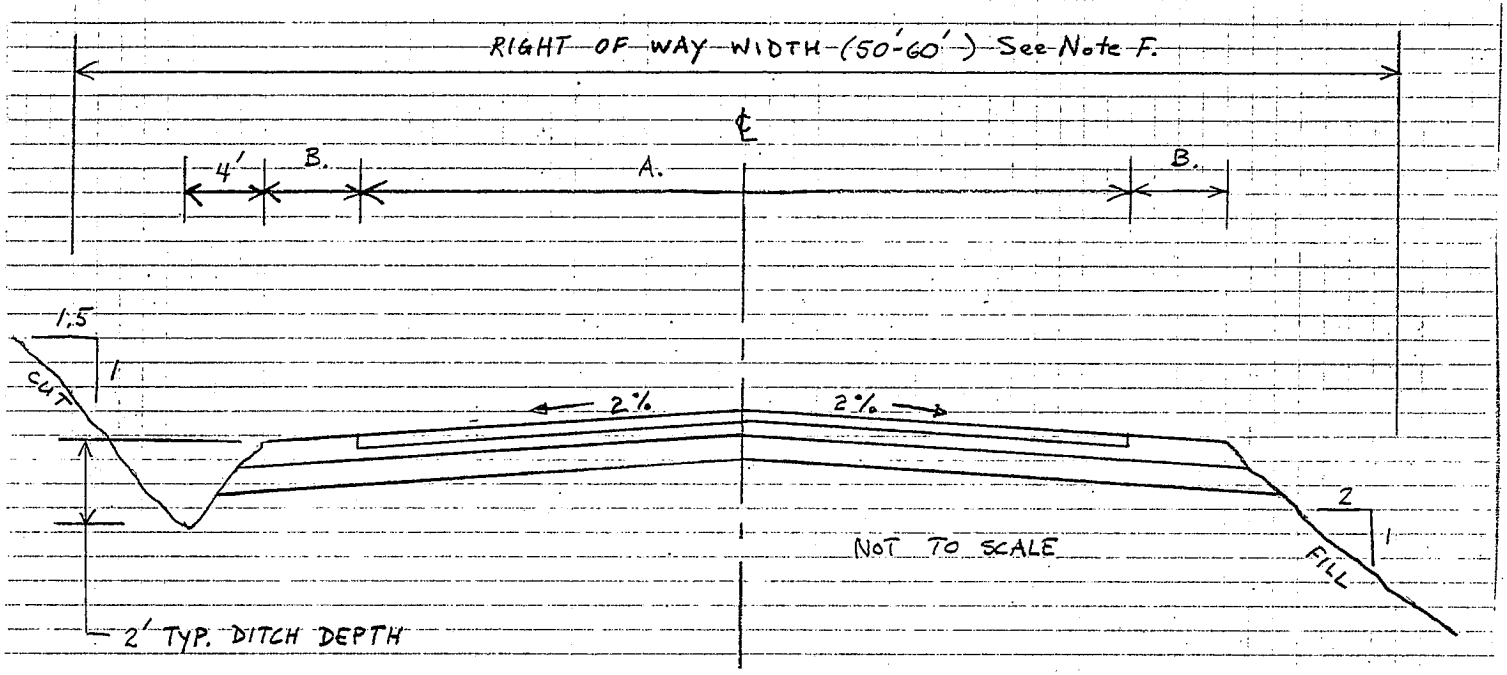
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Sue Cameron, Commissioner





TILLAMOOK COUNTY ROAD ORDINANCE NO. 16

STANDARD ROADWAY SECTION



- 3" Asphalt Pavement (compacted)
- 3" Aggregate Leveling Course (compacted)
- 9" Aggregate Base (compacted)

Notes:

- A. Width of travel way in accordance with AASHTO Manual centered in the right of way.
- B. Width of shoulders in accordance with AASHTO Manual.
- C. Build up shoulders to match pavement level & slope using aggregate leveling course.
- D. Aggregate and asphalt specifications in accordance with Sections IX through XI of the County Road Acceptance Ordinance.
- E. The County Engineer may require a higher standard. See Section XVII of the Ordinance for details.
- F. Right of way width as per Section IV of the Ordinance.