

10.3.7 Urban Growth Management Framework Coordination Policies

The following policies are part of the adopted Urban Growth Management Framework that is part of the urbanization element of the Marion County Comprehensive Plan.

- Policy 1:** Marion County shall jointly plan with communities to meet the transportation needs in the future.
- Policy 2:** Communities should implement street connectivity standards.
- Policy 3:** Coordinate the enhancement or addition of transit connections within and between cities.
- Policy 4:** Allow for a complementary mix of land uses and transportation systems.
- Policy 5:** Encourage coordination of traffic calming methods.
- Policy 6:** Improve key freight routes.
- Policy 7:** City plans should improve the walking and biking environment

See the Urban Growth Management Framework and the Urbanization Element of the Marion County Comprehensive Plan for the Coordination Guidelines that provide detailed implementation of these policies.

10.4 FUTURE EVALUATION OF TRANSPORTATION ISSUES

Transportation issues and potential projects will arise on a continuous basis. To provide stability for the plan, it is helpful to have a procedure in place to develop, evaluate, and prioritize these issues. For purposes of this plan, the following guidelines will be used to update the plan, the future volume projections, and the associated project lists as new information becomes available:

New issues or suggested improvements will be reviewed by Marion County Public Works staff to determine if the project is feasible or even possible to pursue. Since the review process is somewhat subjective, several key issues will be used to determine the feasibility of each project. These issues include: whether the project is legal to pursue; whether the project addresses or corrects the problem identified at that location; whether the project conforms to generally accepted engineering principles; whether physical, environmental, or engineering limitations prevent the project from being constructed; how much benefit would come from the project relative to how much the project would cost; whether the project is 'in line' with the County's future plans for that area; and other issues that will help to determine the feasibility of pursuing the project.

Issues that are deemed feasible and appropriate for further investigation will be evaluated and prioritized using the project prioritization matrix system described in Section 8.1. The assigned numerical value and the resulting location of the project in the prioritized list of improvements will determine the likelihood of that project being addressed within the 20-year planning period.

Section 11, the Financing Plan, contains a list of the projects planned within the 20-year time frame of this plan. This list is much shorter than the list of recommended projects in Section 8 due to funding limitations. Projects considered to be beneficial enough to be pursued in the 20-year period warrant additional evaluation and planning level cost estimation. These projects receive additional analysis to determine their relative benefit, cost-effectiveness, and availability of funding for the project, and are then prioritized using the project prioritization matrix. The highest-rated projects have then been organized into five-year time frames based on our estimate of their desirability and when they are likely to get done with available funding.

Projects listed as Recommended Projects in Section 8 but not as funded projects in Section 11 are next in line to be added to the 20-year project list as additional funds become available, or as projects currently on the 20-year list are completed. These Recommended Projects are hereby authorized by this plan, and are good candidates to pursue with grant funding and/or other sources of revenue as they become available.

A 20-Year List of Recommended Improvements will be maintained by the Marion County Department of Public Works.

MARION COUNTY
DEPARTMENT OF PUBLIC WORKS
ENGINEERING STANDARDS

**The Marion County Board of Commissioners
Adopted These Standards on**

April 11, 1990

**These standards prepared by and under
the auspices of the staff of the
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I. INTRODUCTION

These are the Public Works Engineering Standards of Marion County. They establish the general criteria and detailed standards used for work both within public right-of-ways and dedicated easements of the county. They shall govern:

- A. The design of roads, streets, and appurtenances in unincorporated areas within county right-of-ways and roadways in incorporated cities under county jurisdiction.
- B. The design of drainage facilities, including those associated with public right-of-ways, roads, paved driveways, and parking and loading areas on private property.
- C. The use of public right-of-ways and drainage easements for other purposes and facilities to insure that such other uses do not adversely affect the integrity, use and maintenance of the roadway and drainage facilities.
- D. Where improvements to public roadways and drainage facilities are required under the authority of the Marion County Zoning Ordinance and the Marion County Subdivision and Partitioning Ordinance, such improvements shall conform to these standards.

Interpretation and enforcement of these standards shall be the responsibility of the Marion County Department of Public Works.

These standards shall apply to new and reconstructed facilities. Funds will not be available in the foreseeable future to bring all existing facilities up to these standards.

These standards are intended as a working document to provide a common understanding for design affecting Marion County roads and public right-of-ways. As such, they will be revised and updated periodically.

II. DEFINITIONS

ADT - Average Daily Traffic. The total number of vehicles traveling in both directions in a 24-hour period.

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 arterials, state highways or small population centers.

County Road - A public road under the jurisdiction of the county that has been designated as a county road through an order by the Board of Commissioners pursuant to ORS 368. This designation causes the roadway to be maintained by the county.

Ditch - A man-made excavation dug in the earth used to convey drainage or irrigation water.

Drainage Facilities - The physical element used to convey, absorb or store runoff such as pipes or channels, dry wells, and detention or retention ponds.

Easement - Right to use property owned by another for specific or general purposes.

Engineer - A registered professional civil engineer licensed by the state of Oregon.

Highway - A major roadway having the connotation of being owned and maintained by the state of Oregon.

Local Road or Street - A roadway serving short distance, intra-neighborhood and residential needs. They are characterized by minimal access limitations, lowest traffic movement preference at intersections with collectors and arterials, and minimum widths. These factors lead to minimum traffic carrying capacity, but provide maximum access to adjacent property.

Local Access Road (NCR) - A public road that is not a county road, as defined herein, and is also not a state or federal highway or road. The roadway is maintained by the abutting property owners rather than by a public agency.

Mini-Subdivision - A small or irregular shaped parcel within an urban growth boundary which cannot be developed in accordance with standard subdivision regulations, usually less than 5 acres in area and served by a cul-de-sac street.

Predevelopment - A site with natural vegetation on native soil.

Private Road - A road which is on private property and which is maintained with private funds.

Public Road - A road which is within a public right-of-way. It may be maintained by either private or public funds (state, city, or county).

Public Right-of-way (R/W) - A right-of-way on which legal right of passage has been given to the public and is under county, state or federal jurisdiction.

Right-of-way - A legal right of passage over a piece of land, generally established by either an easement or ownership.

Road - A roadway having the connotation of serving rural areas.

Roadway - The general term used to describe the strip of land, structures, surfacing, and shoulders over which motorized vehicles travel. Included under this term are roads, streets and highways.

Rural - Those county areas which do not meet the definition of urban areas below.

Storm Water Runoff System - A means to control storm water through natural or man-made elements by conveyance, absorption or storage.

Street - A roadway having the connotation of serving urban or city needs

Turnpike - The most common road in the county road system characterized by graveled shoulders, open roadside drainage ditches and lack of curbs. See Standard Drawing Number 3.

Urban - Those areas within an adopted urban growth boundary (UGB) or having urban characteristics, such as lot sizes smaller than one acre.

Utilities - Any water, gas, sanitary or storm sewer, electrical, telephone, drainageway, wire, or television communication service and all persons, companies, or governmental agencies supplying the same.

III. CONSTRUCTION PLANS

A. GENERAL

Complete plans for all proposed improvements within or impacting public right-of-ways and county easements shall be submitted to the Department of Public Works for approval. Such plans shall be prepared under the supervision of and stamped by a Registered Civil Engineer. Construction of any improvements shall not begin prior to plan approval and issuance of a construction permit.

B. PREPARATION

Construction plans shall be prepared in accordance with the following requirements:

1. Plans shall have a vicinity map showing surrounding streets, including existing and proposed streets.
2. Plans shall have a north arrow, generally pointing to the top or right side of the plans.
3. Elevations shall be based on the current U.S.G.S. datum.
4. Stationing shall run from left to right of plan and profile.
5. Stationing shall commence (usually 0+00) at the south or west end of project and end at the north or east end of project.
6. Plan and profile generally shall be drawn at a scale of 1 inch equals 50 feet horizontal and 1 inch equals 5 feet vertical.
7. Profiles shall show existing ground along proposed centerline and right-of-way lines.
8. Where cut or fill slopes extend outside of the right-of-way, slope easements are required. Easements shall extend one foot outside of the toe of slope and be shown on plans. Street slope arrows shall be pointed down hill.
9. At all vertical curves, plans shall show curve length, stations and elevations or PIVC's, BVC's, and EVC's.
10. On all horizontal curves and curb returns, plan shall show length of curve, radius, deflection angle and stations of P.C.'s, and P.T.'s. Curb returns shall have elevations shown at P.C.'s and P.T.'s.

11. Wheelchair/bicycle ramps are required at each curb return at all intersections. Catch basins shall be located to avoid coinciding with ramps or shall use Type "B" grate.
12. Boundaries of the involved drainage basins, with topographic features and drainage facilities, shall be shown. See Section V, B, 1 for further details.
13. Roadside ditches shall be shown on plan view.
14. Pipe diameter, material and class of pipe shall be indicated on profile.
15. Plans shall show slopes (Ft./Ft.) and inverts on all pipes and channels.
16. Plans shall show typical section of all street sections and/or channel improvements.
17. Plans shall show all existing and proposed utility locations. New utilities in public right-of-ways must comply with the locations shown on Standard Drawings Numbers 2, 3, and 4.
18. Where feasible, general notes shall be consolidated on a single page. Repetition of general notes or inclusion of standard plans requires redundant review and affords unnecessary opportunities for oversight.
19. All traffic control and street signs shall be shown on plans. Cost of signs and installation shall be the responsibility of the developer, but signs may be installed through a work order by county forces on a time available basis.

C. SUBMITTAL

Construction plans and calculations for the proposed improvements shall be submitted as follows:

1. In accordance with Marion County Ordinance No. 671, the first submittal shall be accompanied by a completed Plan Check form and the required fees.
2. The first submittal shall consist of two sets of prints of sewer, water, road and drainage plans, profiles, and detail sheets and one set of drainage area plans and drainage calculations. The Department of Public Works will review the first submittal and indicate the required revisions.
3. The engineer shall revise the plans as required and make a final submittal which shall consist of three sets of prints of sewer, water, road and drainage plans, profiles, and detail sheets. Upon the approval by the

Director of Public Works, written notice will be given to the engineer with a copy to the developer.

4. Revisions: Any design changes made after final approval shall be approved by the Department of Public Works prior to construction.
5. In accordance with Marion County Ordinance No. 671, prior to beginning construction, a Construction Permit shall be obtained from the Department of Public Works and the required fees shall be paid.

D. PRECONSTRUCTION CONFERENCE

At the discretion of the Director of Public Works, a preconstruction conference may be required. The conference shall include representatives of the following groups:

1. Developer
2. Contractor
3. Marion County Department of Public Works
4. Utilities
5. Other groups involved in the project

E. AS-BUILT SUBMITTAL

As a condition of facility acceptance, the county requires the developer's engineer to inspect construction of the project and furnish a complete set of mylar drawings upon completion. Such drawings shall be marked "As-Built" and describe any and all revisions or additions to the approved plans. On the first page of these drawings, the developer's engineer shall make the following statement and affix his stamp adjacent thereto:

"I hereby affix my seal to certify that these improvements have been inspected and constructed in conformance with these plans as approved by the Public Works Director and the general specifications adopted by the Marion County Department of Public Works."

IV. ROADWAY DESIGN STANDARDS

The roads which are to be constructed within public right-of-ways shall be designed to conform to the following standards. Such standards for a particular road will be in accordance with the most current road classification plan as adopted by the county.

A. GENERAL

All roads which lie within an adopted UGB of an incorporated city shall comply with Table 1, "Urban Geometric Design Standards" and Table 3, "Cul-de-sac Standards."

All roads which are outside any UGB shall comply with Table 2, "Rural Geometric Design Standards" and Table 3, "Cul-de-sac Standards," except adjacent to a UGB where the traffic volumes and use indicate the need for extending the urban type roads. Such extension will be in accordance with the county's adopted road classification plan.

B. MINIMUM STREET GRADES

To provide adequate drainage, minimum slopes along streets and roads shall be as following:

Tangent sections and horizontal curves	
Type A monolithic curb and gutter	0.2%
Type C curb and roadside ditches	0.4%
Around cul-de-sacs and corners at intersections (Including both curbs and ditches)	
	0.6%

C. CURB AND PAVEMENT RADII AT 90-DEGREE INTERSECTIONS

To allow sufficient pavement for turning at intersections, the following radii shall be provided:

<u>Type of Intersection</u>	<u>Radius</u>
Curbed local to local and local to collector	20'
Curbed collector to collector	30'
Curbed collector to arterial	35'*
Curbed arterial to arterial	50'*
Turnpike local to local, and local to collector	30'
Turnpike collector to collector	40'
Turnpike collector to arterial	

TABLE 1
URBAN GEOMETRIC DESIGN STANDARDS

Road Classification	Traffic Volume (ADT)	Minimum Right-Of-Way Width	Minimum Pavement Width	Concrete Sidewalk ⁴	Bike Lanes	Parking	Design Speed (mph)	Minimum Horizontal Radius ¹	Maximum Superelevation (ft/ft)	Maximum Grade (%) ⁶
Basic Arterial ⁹	10000-18000	84'	60'	Both Sides	Yes	Prohibited	35	420'	.04	5
Phased Development Arterial ⁹	5000-10000	84'	34'	Both Sides	Yes	Prohibited	35	420'	.04	5
Minor Arterial ⁹	6000-10000	68'	34'	Both Sides	Yes	Prohibited	35	420'	.04	6
Limited Arterial	3000-6000	68'	38' ⁸	Both Sides	No ⁸	Yes	30	300'	.04	6
High Volume Arterial ⁹	15000-30000	Up to 108'	4 to 5 lanes up to 80' including median	Both Sides	Yes	Prohibited	45	730'	.04	6
Beltline ⁹	30000-48000	Up to 132'	4 to 6 lanes up to 104' including median	Both Sides	Yes	Prohibited	55	1035'	.06	6
Basic Collector	3000-6000	68'	34'	Both Sides	Yes ⁷	Prohibited ⁷	35	420'	.04	6
Limited Collector	2000-3000	64'	38'	Both Sides	No	Yes	35	420'	.04	6
Industrial/ Commercial	0-4000	60'	34'	Both Sides	No	Prohibited	25	320' ³	Normal Crown	6
Residential	0-2000	60'	34'	Both Sides	No	Yes	25	320' ³	Normal Crown	12 ^{2,5}
Cul-de-sac = 500 (residential)		50'	34'	Both Sides	No	Yes	25	320' ³	Normal Crown	12 ^{2,5}
Residential Mini-Subdivision, Cul-de-sac		30'	22'	4' One Side	No	Prohibited	25	320' ³	Normal Crown	12 ^{2,5}

- For minimum radius shown, maximum superelevation must be used. In all cases, radius is centerline radius. For greater than shown, see Section IV, E.
- Grades of up to 15% may be approved. They should be less than 500 feet in length and located a distance of 200 feet or more from an intersection with a major street or an intersection requiring a stop.
- Smaller radii will be allowed for 90-degree turns for looped streets and cul-de-sacs when legs are shorter than 400'.
- 5' wide except where otherwise indicated. Along all residential streets, except cul-de-sacs, sidewalks shall be adjacent to the property lines.
- Maximum slope from center of cul-de-sac to back of sac shall not exceed 8%.
- At intersections, the maximum longitudinal slope of all non-through streets shall be 8% for at least 50' from the edge of the intersecting pavement.
- In some cases, bike lanes may be eliminated and parking allowed on one side.
- In some cases, the pavement may be wider and bike lanes provided.
- Salem-Keizer urban area only.

Per Std. dwgs. #12 & 13
Turnpike arterial to arterial
Per Std. dwgs. #12 & 13

* Subject to revisions based on truck volumes, turning volumes and geometry of intersection.

D. SIDE SLOPES ON ROADWAY SECTION

Slopes along and adjacent to the roadway shall be as specified on the standard drawings. In general, they are to be no steeper than:

Cut Slopes	1-1/2 to 1
Fill Slopes	2 to 1

Flatter slopes are preferred and may be required by the Department of Public Works if soils are unstable.

Side slopes exceeding 5 feet in height shall be stabilized by grass sod, seeding, and/or riprap.

E. HORIZONTAL CURVES

In accordance with the minimum design speeds and maximum super-elevations as shown in Tables 1 and 2, the minimum horizontal curve radii are determined by the following formula:

$$R = \frac{V^2}{15(e+f)}$$

Where:

R = minimum horizontal centerline radius (ft)

V = design speed (mph)

e = super-elevation, negative on the outside of normal crown and reverse crown (ft/ft)

f = side friction factor

For V = 20 to 30 mph, f = 0.16; for V > 30 mph, f shall be reduced 0.005 for each 5 mph increase in V.

Where a radius greater than the minimum is selected, the super-elevation shall be reduced in accordance with the method in A Policy on Geometric Design of Highway and Streets, 1984, AASHTO.

F. SIGHT DISTANCE

In the design of roads and access onto them, the designer shall provide for

TABLE 2

RURAL GEOMETRIC DESIGN STANDARDS

Road Classification	Traffic Volume (ADT)	Minimum Right-Of-Way Width	Minimum Pavement Width	Gravel Shoulders ⁵	Parking	Terrain Cross Slope	Design Speed (mph)	Minimum Horizontal Radius ¹	Maximum Superelevation (ft/ft)	Maximum Grade (%) ⁶
Arterial	1000-10000	66'	28'	2' both sides	None Provided	S < 5 5 = S = 15 S = 15	55 45 35	1035' 660' 380'	.06 .06 .06	6 8 10
Collector	500-1500	60'	22'	5' both sides	None Provided	S < 5 5 = S = 15 S = 15	55 45 35	1035' 660' 380'	.06 .06 .06	6 8 10
Local (Through Road)	0-500	60'	22' ⁶	5' both sides	On Shoulder	S < 5 5 = S = 15 S = 15	50 40 30	925' 560' 300'	.04 .04 .04	7 9 12
Local (Subdivision of Cul-de-sac = 1320')	0-500	60'	22' ⁶	5' both sides	On Shoulder	S < 5 5 = S = 15 S = 15	30 25 20	460' 320' 205'	Normal Crown Normal Crown Normal Crown	8 ³ 10 ³ 12 ^{2,3}
Cul-de-sac = 1320'	0-500	60'	22' ⁶ (20' if = 500' long)	5' both sides	On Shoulder	S < 5 5 = S = 15 S = 15	25 20 20	320' 205' 205'	Normal Crown Normal Crown Normal Crown	8 ³ 10 ³ 12 ^{2,3}

- For minimum radius shown, maximum superelevation must be used. In all cases, radius is centerline radius. For greater than shown, see Section IV, E.
- Grades of up to 15% may be approved. They shall be located a distance of 200 feet or more from an intersection with a major street or an intersection requiring a stop.
- Maximum slope from center of cul-de-sac to back of sac shall not exceed 8%.
- At intersections, the maximum longitudinal slope of all non-through streets shall be 8% for at least 50' from the edge of the intersecting pavement.
- Roads that are designed as bike routes shall have paved shoulders.
- For paving of existing gravel roads, the minimum pavement width may be 20'.

adequate sight distance to ensure public safety.

1. Vertical Curves

To provide adequate stopping sight distance, the minimum lengths of vertical curves shall be as computed from the following formula but in no case shall the lengths be less than 50 feet:

$$L = KA$$

Where:

L = length of vertical curve (ft)

K = constant for design, see Table 4

A = algebraic difference in grade (%)

When the algebraic difference in grade is less than 1 percent, a vertical curve will not be required.

2. Horizontal Curves

Horizontal curves shall have long enough curve radii to provide the minimum stopping sight distances, when measured across the inside of the curves, as specified in Table 4. Where there are sign obstructions such as cut slopes, retaining walls, structures, etc. radii longer than the minimums specified in Tables 1 and 2 may be required.

3. Intersections

Intersections shall be located so as to provide the sight distances specified in Table 4. Where conditions do not allow using the Preferred Intersection Sight Distances, the absolute minimum criteria for locating road access is the Minimum Stopping Sight Distance. Access will not be allowed where there is less than the minimum stopping sight distance available for the prevailing speed on the through roadway.

At intersections, the sight distance along the roadway shall be measured from a driver's eye, 3.50 feet above the pavement, to the top of a vehicle, 3.5 feet above the pavement. The driver's eye is at a point on the intersecting roadway which is located as follows:

<u>Type of Road</u>	<u>Location of Driver's Eye*</u>
Curbed	18' preferred and 15' minimum behind face of curb
Turnpike	18' preferred and 15' minimum behind near edge of pavement

TABLE 3

CUL-DE-SAC STANDARDS

Road Classification	Right-of-way Radius		Curb/Pavement Radius		Sidewalk/ Shoulder	Parking
	Turnaround	Entering Turnaround	Turnaround	Entering Turnaround		
Urban	45'	30'	38' ¹	35' ¹	5' sidewalk all around	Yes
Rural	45'	30'	32' ²	30' ²	3' gravel shoulder	None Provided
Mini-Subdivision (Prohibited in rural areas)	35'	20'	30' ¹	20' ¹	4' sidewalk one side	Prohibited
Industrial/Commercial	52'	30'	45' ³	35' ³	5' sidewalk all around	Prohibited

1. Curb required
2. Turnpike
3. Curb required in urban areas

Note: Maximum slope from center of cul-de-sac to back of sac shall not exceed 8%.

- * In a situation where the specified location of the driver's eye is unsafe or is not adequate to provide the required stopping sight distance, the location shall be determined by the Director of Public Works.

4. Effect of Grade

The minimum stopping sight distances specified in Table 4 are for level ground. Where the grade is not level, the minimum stopping sight distance shall be determined by the following formula:

$$SSD = 3.68 V + \frac{V^2}{30 (f+g)}$$

Where:

SSD = minimum stopping sight distance (ft)

V = design or driving speed (mph)

g = grade + for upgrade and - for downgrade

f = coefficient of friction for wet pavement from Table 4.

G. STRUCTURAL STANDARDS

1. All construction work and materials shall be in accordance with the current Oregon State Highway Division (OSHD) "Standard Specifications For Highway Construction," except where otherwise specified.
2. Pavement and Aggregate Base thicknesses shall be in accordance with Table 5. At the option of the design engineer or where the Marion County Director of Public Works determines that unusual soil conditions or high volumes of truck traffic exist, pavement and aggregate thicknesses shall be determined in accordance with the current OSHD "Flexible Pavement Design Procedure."
3. Full-depth asphalt and portland cement concrete pavements are allowable. Designs must be approved by the Marion County Director of Public Works.

H. DRIVEWAY ACCESS

Driveway access onto county roads shall be located in a safe manner and conform to following requirements:

1. Permits

Prior to establishing a new driveway, reconstructing or widening an existing driveway or changing its use, a permit shall be obtained from the

TABLE 4

SIGHT DISTANCE AND VERTICAL CURVE STANDARDS

Design Speed	Preferred Intersection Sight Distance	Minimum Stopping Sight Distance	K Values		F Values
			Crest Curve	Sag	
20	200	125	10	20	.39
25	250	150	20	30	.37
30	300	200	30	40	.35
35	350	250	50	50	.33
40	400	325	80	70	.32
45	450	400	120	90	.31
50	500	475	160	110	.30
55	550	550	220	130	.29

1. On level grades. Where grades are not level, stopping sight distances shall be computed per Section IV, F., 4., Effect of Grade.
2. For Wet Pavement

TABLE 5

PAVEMENT AND AGGREGATE STRUCTURAL THICKNESS

Street/Road Classification	Crushed Base Equivalent	Asphalt Concrete	Aggregate Leveling Course ($\frac{3}{4}$ "-0) ³	Aggregate Base Course (1- $\frac{1}{2}$ "-0) ³	Curb Exposure
<u>Rural</u>					
Local (Through Road and Cul-de-sac)	14"	2- $\frac{1}{2}$ "	1- $\frac{1}{2}$ "	7- $\frac{1}{2}$ "	None
Collector	17- $\frac{1}{2}$ "	2- $\frac{1}{2}$ "	1- $\frac{1}{2}$ "	11"	None
Arterial	23- $\frac{1}{2}$ "	4"	1- $\frac{1}{2}$ "	14"	None
<u>Urban</u>					
Residential Cul-de-sac less than 500'	11"	2- $\frac{1}{2}$ "	1- $\frac{1}{2}$ "	4- $\frac{1}{2}$ "	6"
Residential Local	14"	2- $\frac{1}{2}$ "	1- $\frac{1}{2}$ "	7- $\frac{1}{2}$ "	6"
Collector - Basic	18- $\frac{1}{2}$ "	2- $\frac{1}{2}$ "	1- $\frac{1}{2}$ "	12"	7"
Limited	16- $\frac{1}{2}$ "	2- $\frac{1}{2}$ "	1- $\frac{1}{2}$ "	10"	7"
Arterial	21- $\frac{1}{2}$ "	2- $\frac{1}{2}$ "	1- $\frac{1}{2}$ "	15"	7"

1. As Defined in OSDH, "Flexible Pavement Design Procedure."
2. In Accordance with OSDH, "Standard Specifications For Highway Construction," except that asphalt content shall not be less than 6%. Mix design must be approved by Marion County Director of Public Works.
3. 1"-0 aggregate may be substituted. Thickness shall equal total thickness for Base.

Director of Public Works.

2. Surfacing

- a. All commercial and industrial driveways shall be paved to standards set by the Director of Public Works on a site specific basis so as to support the anticipated traffic.
- b. Residential driveways shall have a minimum surface of 6 inches of 1"-0 crushed rock. Where they are to be paved, the minimum surface shall be 2 inches of asphalt concrete over 6 inches of 1'-0 crushed rock.

3. Location and Number

It is the county's policy to provide access onto county roads in a manner and location that will protect the public safety. In general, the number of access points onto a roadway shall be held to the minimum necessary to provide adequate access to a particular parcel of property.

The location and number of driveways shall be as follows:

- a. No access shall be allowed where there is less than the Minimum Stopping Sight Distance as specified in Table 4. The sight distance shall be measured in the same manner as for intersections except that the driver's eye shall be located a preferred 15 feet and a minimum of 10 feet behind the face of the curb or the near edge of pavement.
- b. Driveway access shall intersect a county road at or as near a 90-degree angle as is practical. In no case shall it be less than 45 degrees.
- c. Where there are several adjacent parcels with narrow frontage or where sight distance is inadequate, a frontage road or combined driveway may be required.
- d. Within a UGB, a maximum of one double driveway or a looped driveway with a 90-degree intersection to the roadway shall be allowed per single family dwelling on a collector or arterial.
- e. Within a UGB, no more than 40 percent of the roadway frontage of a lot shall be devoted to driveways.
- f. Where property is located at the intersection of an arterial or collector and a local street, the preferred access shall be on the local street.

- g. On a corner lot, no portion of any driveway shall be allowed within the curb return or pavement flare of the intersection. On collector or arterial streets it shall be a minimum of 30 feet from the end of the curb return or, if there is no curb, from the end of the pavement flare.
- h. Along curbed streets, no portion of any driveway, including taper, flare, transition, apron, etc., shall be allowed within 3 feet of an intersecting property line unless it is an approved joint use driveway.

4. Widths

Within the limits listed in Table 6, the specific driveway widths and flares shall be determined according to anticipated traffic volumes, types of vehicles and widths of the connecting roadways.

5. Slopes

Slopes of driveways within the public right-of-way shall be no greater than 12 percent. On turnpike roads, driveways shall slope down from the edge of the county road pavement at a grade of at least 3 percent. This slope shall be continued the full distance to the ditch line or a distance of 10 feet from the edge of pavement, whichever is greater.

6. Drainage Requirements

Within public right-of-ways, where there are no curbs, there shall be culverts placed under driveways to provide for drainage as needed. The location, type and size of the culvert shall be specified by the Director of Public Works. See Section V, A, 3, a for types of pipe that may be allowed.

I. PRIVATELY MAINTAINED ROADS WITHIN PUBLIC RIGHT-OF-WAY

The maintenance of roads within public right-of-ways will remain the responsibility of the adjacent property owners until such time as the road has been paved to county standards and accepted as a county road by the Board of Commissioners.

1. Opening of an Unopened Public Right-Of-Way

An existing public right-of-way may be opened and a road constructed thereon with the written approval of the Director of Public Works. The roadway shall be constructed in accordance with the Roadway Improvement Standards listed below and Standard Drawing Number 5.

TABLE 6

DRIVEWAY DIMENSIONS

	Urban		Flare Width	Rural	
	Width ¹	Transition Width		Width ¹	Flare Radius
Residential	12'-24'	3'	None	20'-24'	10'-20'
Commercial One way, One lane	14'-16'	3'	3'	20'	10'-20'
Two way, Two lanes	28'-32'	3'	3'	20'-30'	20'-35'
Two way, Three lanes	36'-40'	3'	3'	36'-40'	20'-35'

1. Driveway width (not including transition flare): 1) Measured at right-of-way line on curbed streets; 2) Measured at ditch line, or if no ditch, at a distance of 10' from edge of pavement on turnpike roads.
2. The allowable dimensions will be determined by the Director of Public Works on a site-specific basis. Only in unusual situations will one-way driveways be allowed.
3. Curb returns will be allowed for driveways that carry at least 1000 vehicles per day or 50 trucks per day.

Private parties wishing to open a public right-of-way shall apply for a permit and submit plans for review and approval by the Department of Public Works prior to doing any work. The private parties shall bear all costs for the improvements.

2. Roadway Improvement Standards

Improvement to an existing or proposed privately maintained public roadway shall have, as a minimum, a gravel surface with adequate drainage and may be paved if desired or required by county ordinance. The minimum roadway improvements shall be as follows:

<u>Number of Dwellings Served</u>	<u>Gravel Surface Width</u>	<u>Minimum 1"-0 Crushed Rock Depth</u>
One	10'	6"
Two or More	16'	8"

3. Right-of-Way Requirements

Before a private improvement of a public right-of-way will be permitted, the right-of-way must be wide enough to contain the proposed road surface, the cut and fill slopes and the necessary drainage facilities. Dedication of additional right-of-way may be required prior to the issuance of a permit. The minimum right-of-way widths shall be as follows:

<u>Street Classification</u>	<u>Minimum Right-of-way Width</u>
New Local	60'
New Cul-de-sac =< 500'	50'
Existing unopened	20'*

* Adequate only for a 10-foot wide road surface. For a 16-foot wide road surface to serve 2 or more dwellings, a 30-foot right-of-way is required.

J. STOP SIGN WARRANTS

The purpose of stop signs is to enhance safety, improve traffic flow, and control the right-of-way assignment at intersections.

1. Stop signs may be used on the minor leg of intersections which meet any one of the following warrants:

- a. On an approach to an arterial or collector.
- b. Above average chance of conflict as determined by the following point system. Total of (1) through (4) shall equal 18 or greater to warrant a stop sign.

(1) Volume

- (a) Major Street: One point for every 50* vehicles per day (VPD) (maximum 10 points). *75 for area within UGB.

Minor Street: One point for every 30 VPD over 100 VPD (maximum 5 points).

OR

- (b) Major Street: One point for every 10 vehicles per hour (VPH) (maximum 10 points).

Minor Street: One point for every 10 VPH during same peak hour (maximum 5 points).

(2) Accidents

Five points are assigned for each accident susceptible to correction by stop signs during a one-year interval.

(3) Visibility

Where the critical approach speed to the intersection is less than 20 mph, one point shall be assigned for each mph under 20 mph (maximum 10 points).

(4) Unusual Conditions

Where unusual conditions exist, such as a school, fire station, playground, steep hill, etc., points are assigned on the basis of engineering judgment (maximum 3 points).

- 2. Multi-way stop signs may be used at the intersection of two through highways or at intersections which meet any one of the following warrants:

- a. Volume [both (1) and (2) must be met]:

- (1) Total vehicular volume entering the intersection from all

approaches must average at least 500 (350)* VPH for any 8 hours of an average day.

- (2) The combined vehicular and pedestrian volumes entering from the minor street must average at least 200 (140)* per hour for the same 8 hours.

* Major street approach speed greater than 40 mph.

b. Accidents:

When 5 or more reported accidents of a type susceptible to correction by a multi-way stop installation occur during a 12-month interval in the previous 5 years.

- c. Where a traffic signal is warranted and is urgently needed, the multi-way stop is an interim measure while arrangements for a signal installation are being made.

d. Limited Sight Distance:

Where sight distance is limited due to physical improvements (other than landscaping, fencing, or roadside vegetation) a multi-way stop may be warranted as an interim measure until such time as the obstruction can be removed in an acceptable manner. A multi-way stop may be placed after an engineering investigation has determined:

- (1) the vision from a stopped minor leg, as measured according to the Marion County Engineering Standards, is less than the minimum stopping sight distance required for the posted or prevailing speed on the major leg, and
- (2) the ADT on the minor leg exceeds 50, and
- (3) the major leg is not an arterial in the adopted classification system of Marion County.

3. Other Factors to Consider When Investigating the Need for a Stop Sign:

- a. Vision Hazards - Do any vision hazards exist and can they feasibly be removed?
- b. Accident Patterns - Are there any unusual patterns and can they be remedied by other means?
- c. Accident Potential - Is there any identifiable accident potential and

is it peculiar to this intersection?

- d. Condition of Intersection - Angle of intersection, geometry of approaches, surrounding topography, pavement markings, signing, general visibility.
- e. Any miscellaneous factors of importance – Traffic flows, schools in vicinity, particular traffic components

K. STREET LIGHTS

The following criteria shall be followed by the Marion County Department of Public Works in its determination of where street lights supported by road funds will be installed.

- 1. Street lights shall be placed as follows on arterials having traffic volume exceeding 10,000 ADT:
 - a. At intersections with collector streets.
 - b. At major alignment changes.
 - c. At a maximum spacing of 1000 feet and at minimum spacings of 200 feet for lights in the 20,000-40,000 luminaire range and 400 feet for lights providing greater than 40,000 luminaire output.
- 2. Street lights shall be placed on arterials with traffic volumes of 10,000 ADT or less and on collectors at specific locations where an unusually high hazard to motorists is identified by the Director of Public Works.
- 3. Street lighting shall not be provided within any city corporate limit or within residential, commercial, or industrial developments.
- 4. Statutory restrictions on use of county road funds preclude expenditure for lighting when not directly required for motor vehicle safety.

L. GUIDE SIGNS

The Director of Public Works may issue permits to place guide signs within the right-of-way of any public road upon the written request of any person(s) or organization under the following conditions:

- 1. General Guide Signs:
 - a. Permitted signs will be guide signs from the following list:

Parks, game preserves, campgrounds, museums, public buildings or installations (city, county, state, or federal), public golf courses, athletic fields, stadiums, auditoriums, public swimming pools, exposition grounds, historical land marks, homes, or sites, churches, group care homes, schools public and private, domestic or waste water treatment plants, solid waste collection or processing sites, recycle collection centers, transportation facilities such as airports, bus terminals, railroad stations.

- b. Criteria for approving other uses:
 - (1) The facility serves the general public.
 - (2) Consideration shall be given to the difficulty in locating the facility from the arterial road network without the signs.
 - (3) Consideration shall be given to the degree the facility is a traffic attractor.
 - (4) Consideration shall be given to the usefulness of a permanent sign and how often the facility is in use.
- c. The sign text will be limited to:
 - (1) Name of facility or feature.
 - (2) Distance to the facility or feature.
 - (3) Arrow point indicating direction to facility or feature.
- d. All signs and sign placements will be done by Marion County. All costs related to the permit issuance, inspection, and installation, will be borne by the applicant on a "Private Work Order" basis.
- e. All physical characteristics of the sign, namely size, material, shape and color will be determined by the Director, guided by the "Manual on Uniform Traffic Control Devices" as published by the Federal Highway Administration and adopted by the Oregon Department of Transportation. All completed signs must have the approval of the Director prior to installation.
- f. The sign will be located within 1 mile of the facility or feature unless circumstances should dictate otherwise. In all cases, the Director will designate the sign location.
- g. The number of signs allowed for each facility or feature will be limited to two (2). Up to four (4) signs may be approved by the

Director under extraordinary circumstances.

- h. The sign may be removed at any time, by the Director, if justified by conditions such as traffic safety, road improvements, etc., warrant such action, or if permit requirements are not met or maintained.
- i. A maintenance and removal agreement clause will be a part of each permit issued. If the existing sign becomes unusable for any reason such as vandalism or traffic accident, the applicant will be required to bear the cost of replacing the sign if they choose to have the sign replaced.
- j. The decisions regarding sign placement, number, and wording are determined by the Board of Commissioners to be of a technical, administrative nature and for that reason the Board delegates that to the Director of Public Works. The decision of the Director of Public Works is a final decision subject to review under ORS 203.113.

2. Business Guide Signs:

a. Definitions

As used in these rules, the following definitions shall apply unless the context indicates otherwise:

- (1) "Business Guide Sign" means a sign panel with the name of a qualified tourist oriented business, service or activity, qualified historical feature or qualified cultural feature together with directional information erected in advance of or at intersections on the county road system.
- (2) "Direction information" means the name of the business, service or activity, qualified historical feature or qualified cultural feature and other necessary information to direct the motoring public.
- (3) "Qualified Tourist Oriented Business" means any legal cultural, historical, recreational, educational or entertaining activity or a unique or unusual commercial or non-profit activity the major portion of whose income or visitors are derived during its normal business season from motorists not residing in the immediate area of the activity.
- (4) "Qualified Cultural Feature" means a museum approved by the Engineer after consulting with the Oregon Historical

Society and the Oregon Museum Association.

- (5) "Qualified Historical Feature" means a district or a property currently listed in the National Register of Historical places or designated as nationally significant by the United States Department of the Interior.
- (6) "Main traveled way" means through traffic lanes of said systems exclusive of frontage roads, auxiliary lanes and ramps.
- (7) "Owner" means a holder of fee title, or lessee.
- (8) "Responsible operator" means a person or entity other than an owner who operates a qualified tourist oriented business and who has authority to enter into an agreement relative to matters covered by these regulations.
- (9) "Engineer" means the Marion County Engineer.
- (10) "Applicant" means a person applying for a permit for a business guide sign.

b. Location

- (1) Business guide signs are intended for use in rural areas outside of Urban Growth Boundaries.
- (2) Business guide signs should be located so as to take advantage of natural terrain, to have the least impact on the scenic environment, and to avoid visual conflict with other traffic control devices within the highway right-of-way.
- (3) Business guide signs shall not be installed until a thorough investigation by the Engineer determines that no conflict will exist with other official traffic control devices, or any unsafe condition created.

c. Criteria for Eligibility

- (1) Each qualified tourist oriented business identified on a business guide sign shall have given written assurance to the Marion County Department of Public Works of its conformity with all applicable laws concerning the provisions of public accommodations without regard to race, religion, color, sex, or national origin, and shall not be in breach of that assurance.

- (2) The business qualified as a tourist oriented business must be located within 9 miles of the intersection where the tourist oriented directional signs are proposed to be installed. The distance will be measured as vehicle distance from the center point of the intersection to the nearest point of the intersection of the driveway of the business and a public highway.
- (3) Except for undeveloped cultural and historical features, a qualified tourist oriented business shall have:
 - (a) Restroom facilities and drinking water available.
 - (b) Continuous operation at least 6 hours per day, 5 days a week, during its normal business season.
 - (c) Licensing where required.
 - (d) Adequate parking accommodations.
- (4) Qualified undeveloped cultural and historical features shall include:
 - (a) Adequate parking accommodations.
 - (b) An informational device to provide public knowledge of the feature.

d. Composition

- (1) Business guide signs shall have a blue reflectorized background with a white reflectorized border and message. The intersection sign shall not exceed 18 inches in height and 36 inches in length and shall have not more than two lines of legend including a separate direction arrow and the distance to the facility to the nearest one-quarter mile. The content of the legend shall be limited to the identification of the business and shall not include promotional advertising as determined by the Engineer. Advance business guide signs shall be the same as the intersection business guide sign except that in lieu of the directional arrow and mileage the sign shall include the directional work information "AHEAD" or "NEXT LEFT" or "NEXT RIGHT" as may be required. Messages, symbols and trademarks which resemble any official traffic control devices are prohibited.

- (2) All directional arrows, letters and numbers used in the name of the type of service and the directional legend shall be white and reflectorized.
- (3) The Engineer must approve the materials, design and workmanship before the signs are placed.
- (4) The Department of Public Works will place all signs in county right-of- way.

e. Special Requirements

(1) Location

- (a) Business guide signs are to be located at intersections. Advance business guide signs are optional but cannot be used unless the qualifying business also has a panel at the intersection. Wherever possible, advance business guide signs are to be located at least 300 feet in advance of the intersection from which the qualified tourist oriented business is available.
- (b) The spacing between sign panels and between signs and other traffic control devices shall be determined on the basis of an engineering study. Sign panels shall not be displayed for any business if it is visible and identifiable from the traveled way the last 300 feet from the intersection.

(2) Composition

- (a) A maximum of three tourist oriented business signs may be displayed at each location. A maximum of three locations may be utilized in an intersection.

f. General Provisions

Upon selection and approval of an intersection for an installation of a business guide sign and upon approval of proper application for a permit from one or more qualified tourist oriented businesses at or conveniently accessible from the intersection, a single business guide sign for each qualified tourist oriented business shall be erected at the intersection in each direction of travel.

g. Application and Eligibility

- (1) If applications are received for any one intersection for more than the allowable number of signs, the order of priority shall be based on the date of receipt of a properly completed application.
- (2) The owner or responsible operator of a business must file an application for installation of its tourist oriented directional sign on a form specified by Marion County and agree to pay the work order costs involved.
- (3) Any grant of a new or renewed application shall entitle the applicant to the continuance of its business guide sign for as long as requirements of these regulations are met.
- (4) The signs may be removed for any of the following reasons:
 - (a) If the qualified tourist oriented business fails on a sufficient number of occasions or over a sufficient period of time to provide all of the services, so as to justify a finding by Marion County Public Works that the business is not in substantial compliance with these regulations.
 - (b) If the qualified tourist oriented business fails during its normal business season to open for business for more than 7 consecutive days or for more than 10 days cumulatively, during any 1 month period, unless Marion County Public Works finds that closure for such period was beyond the control of the owner or responsible operator, or that the closure was justified by extenuating circumstances.
 - (c) If it fails to comply with Section IV, L, 2, c, (1) except in isolated instances without the knowledge of the owner, responsible operator or manager of the business, or on any occasion unless steps are promptly taken to insure to the fullest extent reasonably possible that such instances will not recur.
 - (d) If Marion County Public Works Department elects to discontinue the program, in which case sign fees paid within the previous year will be refunded.
- (5) If due to fire, accident or similar cause, a qualified tourist oriented business becomes inoperable for an extended period of time, exceeding 7 days but not more than 90

days, its business guide sign shall be temporarily removed, but the business shall not lose its priority, nor be required to reapply prior to the normal time for a renewal application. Further extension may be granted on good cause shown. However, failure of the owner or responsible operator to proceed with necessary repairs as rapidly as possible shall cause loss of the right to continued placement of the business guide sign and require a new application.

- (6) Notwithstanding the fact that a tourist oriented business meets all of the other eligibility requirements of these regulations, an application may be denied if it is determined after investigation by the Engineer that adequate direction to the business cannot be given by a reasonable number of allowable business guide signs.

h. Fees and Maintenance

The fee for placement, administration, and if desired, fabrication, will be billed on a work order basis. Maintenance costs such as a replacement of a vandalized or missing sign shall also be borne by the applicant on a work order basis.

i. Temporary Removal and Reinstallation Fees

After the initial installation of any business guide sign, a fee on a work order basis shall be charged for:

- (1) Temporary removal because of temporary or seasonal closure of the qualified tourist oriented business.
- (2) Reinstallation of any tourist oriented directional sign pursuant to Section IV, L, 2, g, (4) of this rule.

M. ROADWAY DELINEATION

1. Engineering Study

Before any new delineation is installed, an engineering study shall be performed. The engineering study shall include a review of accident rates, day and night lighting conditions, pavement and shoulder widths, roadside vegetation, horizontal and vertical roadway alignment, existing and recommended vehicle speeds, traffic volumes, adjacent land use, weather, and other pertinent items. This engineering study should always include on-site evaluation.

2. Consistency of Installation of Delineation

a. Delineation shall be installed in a consistent manner both along a given section of road and, to the extent economically practicable, throughout the entire road system. For example, if a curve of a particular radius is marked with delineators on a road, similar curves should be similarly marked on that road. It should, however, be recognized that curves that appear similar on a map or construction drawing may have entirely different appearances in their individual surroundings.

b. Both for the purpose of consistency and to avoid diminishing effectiveness due to overuse, delineation shall be installed in accordance with the following hierarchy:

- (1) Painted yellow centerline
- (2) Painted white "fog" lines
- (3) Turn and curve warning signs, with or without advisory speed plates
- (4) Raised reflective pavement markers
- (5) Delineators (reflectors mounted on posts)
- (6) Large arrow signs
- (7) Chevron alignment signs

Items (1), (2), (4), and (5) may be used on both tangents and horizontal curves whereas Items (3), (6), and (7) may be used only on horizontal curves.

Items (1), (2), and (4) cannot be installed on gravel roads.

3. The selection of delineation to be installed at a particular location shall be based on the hierarchy listed above, the results of an engineering study and the following warrants:

a. Painted yellow centerlines and painted white "fog" lines constitute the standard delineation for paved roads and other types of delineation shall supplement rather than replace these painted lines.

b. Turn and Curve Warning Signs and Advisory Speed Plates

- (1) The turn sign is intended for use where an engineering

study shows that the recommended speed on a turn is 30 mph or less and is equal to or less than the legal speed limit

- (2) The curve sign is intended for use where an engineering study shows that the recommended speed on a turn is greater than 30 mph and is equal to or less than the legal speed limit.
- (3) The advisory speed plate is intended to supplement the turn and curve signs to give additional warning. It shall not be used alone. It shall show the maximum speed recommended by an engineering study.

c. Raised Reflective Pavement Markers

- (1) Raised reflective pavement markers shall be installed on all roads classified as arterials or collectors. On local roads, pavement markers shall be installed only in special situations where justified by an engineering study.
- (2) Pavement markers shall be spaced as follows:
 - (a) Rural areas: 80 feet apart on tangents and 40 feet apart on curves
 - (b) Urban areas: 40 feet apart on tangents and curves
- (3) Where pavement markers are to be installed only on a curve, markers shall also be installed on the approach tangents for a distance of 400 feet in each direction from the curve. On these tangents, the marker spacing shall be the standard 80 feet.
- (4) Pavement markers shall not be installed in areas where snow removal operations are expected to be necessary as frequently as once every other year. In the absence of site-specific records, markers shall not be installed at elevations greater than 800 feet above mean sea level.

d. Delineators (Reflectors Mounted on Posts)

- (1) Delineators shall be installed in accordance with Table 7:
 - (a) Delineators should be installed only on curves with a central angle of 20 degrees or greater.

TABLE 7

DELINEATOR WARRANTS

Traffic Volume (ADT)	Road Classification	Install Delineators
0-500	Local	Only in special cases where justified by an engineering study
500-1000	Collector	On curves sharper than 12 degrees
1000 or more	Arterial	On curves sharper than 6 degrees

- (b) Delineators may be installed on curves when raised reflective pavement markers alone have been found to be inadequate. Such situations may occur where a crest vertical curve blocks the driver's view of the pavement markers within the safe stopping sight distance or where the need for additional advance warning is demonstrated by the occurrence of accidents.
 - (c) Delineators shall not be installed within any urban growth boundary.
 - (2) Delineators on horizontal curves shall be spaced in accordance with Table 8:
 - (a) For curves falling between the values listed, use the spacing given for the next sharper curve.
 - (b) To clear driveways, crossroads, etc., or for required adjustments at ramps and at intersections, either vary placement of that delineator up to 1/8 of spacing shown, or if that will not work, eliminate that delineator.
 - (c) On curves with central angles greater than 40 degrees, installation of delineators should be terminated at the location where deflection reaches 40 degrees.
 - (3) Judgment should be exercised in the installation of delineators on substandard roadway sections, particularly where ditches are narrow and where delineators would hamper
 - (4) Delineators should not be located in an actively farmed area unless they can be placed far enough off the pavement to avoid being hit by farm machinery and in areas that avoid conflict with agricultural operations.
 - (5) Delineators should be installed on both sides of horizontal curves with white reflective sheeting or reflectors installed on the side of the delineator visible to the driver's right.
 - (6) The use of large arrow signs or chevron signs should be considered on all curves sharper than 30 degrees.
- e. Large Arrow Sign

TABLE 8

DELINEATOR SPACING ON HORIZONTAL CURVES

Degree of Curve	Spacing on Curve (ft.)	Spacing in Advance of Curve (ft.)	
		First Space	Second Space
6	120	200	350
7-8	100	180	300
9-10	90	160	270
11-12	80	140	240
13-18	70	130	210
19-25	60	110	180
26-up	50	100	150

A large arrow sign is intended to be used to give notice of a sharp change in roadway alignment. It should be used to mark curves that have a high accident experience where raised reflective pavement markers or delineators do not provide adequate warning to motorists. The large arrow sign shall be erected on the outside of the curve in line with and at right angles to approaching traffic. It should be visible for at least 500 feet.

f. Chevron Alignment Sign

The chevron alignment sign may be used as an alternate or supplement to delineators and the large arrow sign. The chevron alignment sign is intended to be used to give notice of a sharp change in roadway alignment and to provide additional emphasis and guidance for vehicle operators. Chevron alignment signs are normally installed in groups of three or more with spacing such that drivers always have two in view as they proceed around the curve. Chevron alignment signs are installed on the outside of a curve at right angles to approaching traffic and the first two should be visible for at least 500 feet.

N. BRIDGES

All vehicular bridges shall be designed to carry at least HS 25 vehicle loading, plus impact.

Structural and geometric design of bridges, including width, shall be in accordance with the current standards in use by ODOT. These include, but are not limited to, Standard Specifications for Highway Bridges (AASHTO). Minimum bridge width shall normally be equal to the total width of the travel lanes plus the shoulders but in no case shall be less than 28 feet.

V. DRAINAGE STANDARDS

These standards shall apply to all drainage facilities which impact a public right-of-way or easement dedicated to Marion County and within all off-street parking and loading areas as required by the Marion County Zoning Ordinance.

All storm water runoff shall be conveyed to a public storm sewer, or natural drainage channel, having adequate capacity to carry the flow without overflowing or otherwise causing damage to public and private property. In the case of private development, the developer shall pay all costs associated with designing and constructing the facilities necessary to meet this requirement.

A. DESIGN

1. Calculations

Design calculations shall be submitted for all drainage facilities, and shall be completed on Marion County standard forms or an approved facsimile.

Peak design discharges shall be computed using the rational formula, $Q=CiA$, only for basins under 1,000 acres. For larger basins, gauged flows or Soil Conservation Service or other approved methods shall be used.

a. Design Storm

The intensity-duration frequency is based on the type area through which the facility (pipe or ditch) passes and the size of the drainage facility. The adopted criteria are listed in Table 9.

b. Rainfall Intensity-Duration Curve

The rainfall intensity-duration curve for Marion County is shown on Standard Drawing No. 27.

c. Runoff Coefficients

The recommended coefficients of runoff (C) are listed in Table 10.

d. Time of Concentration

For land in a pre-development condition, the minimum time of concentration from the most remote point in the basin to the first defined channel (e.g. gutter, ditch or pipe) shall be 10 minutes. (Pre-development is defined in Section II.) Longer times using the

TABLE 9

DESIGN STORM FREQUENCY

<u>Area</u>	<u>Frequency</u>
Residential Area	5-year storm
Commercial and high value districts	10-year storm
Trunk lines (24" pipe and larger)	25-year storm
Minor creeks and drainage ways (not shown as a flood plain on the Flood Insurance Rate Map (Firm)	50-year storm
Major Creek (shown as a flood plain on the FIRM)	100-year storm

TABLE 10**RUNOFF COEFFICIENTS**

<u>Soil Cover</u>	<u>Flat Terrain s<2%</u>	<u>Rolling Terrain 2%<s<10%</u>	<u>Steep Terrain s>10%</u>
Relatively high permeability (lawns, pasture, woods)	0.20	0.25	0.30
Moderate impermeability			
1) Single-family residential in urban areas, except corner lots with duplex potential	0.40	0.45	0.50
2) Gravel parking lots	0.50	0.55	0.60
3) Mobile home parks	0.60	0.65	0.70
4) Multi-family residential, zero-lot-line single- family residential and potential duplex lots in Single-family residential	0.70	0.75	0.80
High impermeability (roofs and paved areas)	0.90	0.90	0.90

Soil Conservation Service (SCS) method or other approved methods shall be used where appropriate.

For developed residential and commercial/industrial property, the maximum time of concentration from the most remote point in the development to the closest inlet shall be 10 minutes, unless calculations by an acceptable method show the time to be longer.

2. Detention Facilities

a. Where Required

Peak storm water runoff shall be controlled by detention facilities for all subdivisions, all commercial and industrial developments and all parking lots with a total developed acreage of 0.5 acres or more and all other developments where the county engineer determines control is needed to prevent flooding or damage downstream. This requirement may be waived if the applicant can show that it is not effective for the basin as a whole.

b. Allowable Runoff Rate (Outflow)

Peak runoff rate shall be limited to that which would occur in a 5-year frequency storm with predevelopment conditions ($C=0.2$). Pre-development is defined in Section II.

c. Required Storage Capacity

Detention facilities shall have storage capacities to detain the difference between a 5-year frequency storm with pre-development conditions and a 10-year frequency storm with development conditions.

d. Design

- (1) The design shall be done in accordance with the Oregon Department of Transportation Publication 78-4, "Procedure Manual, Application of Detention Storage for Limiting Runoff", or other methods approved by the Director of Public Works.
- (2) The orifice size and the hydraulic head shall be adjusted to produce the allowable outflow.
- (3) To prevent excessive plugging, the minimum orifice diameter shall be 1-1/2 inches.
- (4) Detention facilities shall be designed to protect public and private