

# KITITAS COUNTY ROAD STANDARDS 2011 UPDATE

Prepared by Kittitas County Public Works April 11, 2011

	<b>Current Chapter</b>	<b>Current Standards</b>	<b>Proposed Chapter</b> <small>(if changed)</small>	<b>Proposed Standards</b>	<b>Rational</b>
1	Entire KCRS	References and section numbering incorrect.		References and section numbering corrected.	The current KCRS has references to many documents that are not published anymore or are from a different state, incorrect reference to County Code, and incorrect section numbering.
2	Entire KCRS	Confusing wording.		Clarified language.	Will be easier for staff to apply and developers to interpret and follow.
3	12.01.090 12.01.095	Unclear improvement requirements.		Clarified when, how, and the timing of private and public roadway improvements; added TIA language; added UGA clarification; added gate requirements; clarified second access and cul-de-sac requirements; specified plat notes.	Will be easier for staff to apply and developers to interpret and follow.
4	N/A	None	12.01.097	Added TIA thresholds and guidelines.	Currently no way to require a TIA except through SEPA. No clear thresholds or guidelines.
5	12.01.130	Variance requirements unclear.		Added new variance guidelines similar to the zoning variance issued by CDS; allows appeals by the general public and not just the applicant; appeals process clarified.	Will be easier for staff to apply, the Road Variance Committee to make decisions, and developers to interpret and follow.
6	12.01.150	Bonding requirements unclear; requires build or bond prior to building permit.		Adds private road bonding requirements; requires build or bond prior to final approval; clarifies requirements.	Build or bond prior to final approval provides protection for the purchasers of lots and prevents disputes. Ensures roads and other infrastructure are able to be constructed as proposed, and variances will not be required after final approval.
7	12.01.170	On-system road requests are not considered until road is constructed.		Developers can receive provisional acceptance of public road to be constructed. The road will not receive final approval until the testing and inspection reports indicate the road has been constructed to county standards	Currently, Public Works is not involved in the construction of roads petitioned to be on system. This prevents PW from approving the plans and design, inspecting during construction, and properly testing the new roadway. If on system requests are provisionally accepted, the county will be able to insure all new roads have been constructed to county standards (12.08 and 12.09).
8	12.01.170 (B)	Unclear joint review process.	12.01.180	Clarifies the process in which the County jointly reviews application with other agencies; requires a permit or agreement from other agencies prior to preliminary approval.	Will be easier for staff to apply and developers to interpret and follow. Provides more authority to other agencies.
9	12.01.170 (C)	Design standards included in general information.	12.04.050	Design standards moved to 12.04.050 to be within the road design criteria chapter.	All road design criteria is located in one place.
10	12.02	Incorrect definitions, missing information, and words defined that are not within the document.		Corrected definitions, added or removed definitions.	Will be easier for staff and developers to interpret and follow.
11	12.03	Outdated information.		Updated classification definitions and on-system roads.	Will be easier for staff and developers to interpret and follow.

12	12.04	Chapter only refers to public roads.		Both public and private road standards are included in this chapter.	All road design criteria is located in one place.
13	12.04.030	Outdated information.		Updated references and clarified requirements.	Will be easier for staff and developers to interpret and follow.
14	12.04 Tables 4-1 to 4-4	Tables 4-1 to 4-4 are confusing and poorly formatted.		Tables re-formatted to be more clear. References to design manuals updated.	Will be easier for staff and developers to interpret and follow.
15	12.04.040	Unclear requirements for development within a UGA.		Simplified requirements by removing confusing language.	Will be easier for staff and developers to interpret and follow.
17	12.12.010	Private Road standards located in a separate chapter (12.12). Requirements are confusing and outdated.	12.04.070	Private road design criteria moved to be within the road design chapter. Updated requirements and added additional information.	All road design criteria is located in one place. Will be easier for staff and developers to interpret and follow. Helps ensure private roads will be constructed correctly.
18	12.12.020 Table 12-1	Located within a separate chapter (12.12). Requirements are insufficient and outdated.	12.04.080 Table 4-5	Moved to be within road design chapter. Changed high density road average lot size to 10 acres or less; increased the easement width of a 3-14 lot road to 60'; added paved apron requirements; updated design elements to include important information; added dwelling units with parcel count.	All road design criteria is located in one place. With new 5-acre zoning requirements, there will be many new lots created that are greater than 5-acres and with the current requirement will qualify to be a low density road. Requiring all new lots to have a 60' easement will avoid problems in the future when more than 14 lots are developed. Existing 40' easement will be allowed until the lot count is greater than 14. Multi-family and condo units currently count as one parcel; counting dwelling units will allow KCRS to be applied to all projects.
19	N/A	The requirements of a private road certification are not explained.	12.04.090	Added private road certification requirements and guidelines. Placed in 12.04 to be with private road design criteria.	Currently there are no requirements for road certifications and some certifications are submitted containing a minimal amount of information. Many private roads fall apart after the first winter. This will require all roads to be certified to the same standards, requires engineers to submit compaction and bridge load testing results, and requires stormwater management. It will create safer private roads.
20	12.05.030	Unclear requirements for driveway accesses.		Clarifies access location requirements, allows more than one access per parcel if the new access is for ag use only.	Will be easier for staff and developers to interpret and follow.
21	12.05 Table 5-1	High access spacing requirements, no site distance information.	12.05 Table 5-1 and Table 5-2	Reduced access spacing requirements and added a table showing site distance requirements.	Access spacing requirements have shown to be too restrictive and were changed to meet site distance requirements for major collectors.
22	12.06	This chapter received only minor corrections and needs a full update.			
23	12.07	Outdated and incorrect requirements.		Updated requirements and regulations. Clarified requirements for private bridges and require load ratings to be posted.	Requires safer bridges for private roads and protects fire fighting and other large equipment by requiring signage which details the load rating of the bridges.
24	12.08	Outdated and incorrect requirements.		Updated submittal requirements.	Will be easier for staff and developers to interpret and follow. Ensures public road plans will be prepared correctly.
25	12.09	Outdated and incorrect requirements.		Updated testing requirements.	Will be easier for staff and developers to interpret and follow. Ensures public roads will be tested correctly.