

APPENDIX D

- D-(1) Major and secondary arterials, and collector roads - urban public roads - typical section;
- D-(2) Neighborhood loop and cul-de-sac - urban public roads - typical section;
- D-(3) Neighborhood loop and cul-de-sac - alternate urban road - typical section;
- D-(4) Collector arterial - rural public roads - typical section;
- D-(5) Major and secondary arterials - rural public roads - typical section;
- D-(6) Neighborhood loop and cul-de-sac - alternate rural road - typical section;
- D-(7) Neighborhood loop and cul-de-sac - rural public roads - typical section;
- D-(8) Short plat private roads - typical section;
- D-(9) Road approach profile - cut section;
- D-(10) Road approach profile - fill section;
- D-(11) Commercial or plat roads - non arterial;
- D-(12) Typical intersection with deceleration lane;
- D-(13) Utilities location - urban and rural - typical section.

A P P E N D I X D

COUNTY ROAD DESIGN AND RIGHT-OF-WAY STANDARDS.

ARTERIAL AND COLLECTOR ROADS

| CLASSIFICATION                              | MAJOR ARTERIAL  |       | SECONDARY ARTERIAL  |       | COLLECTOR   |       |
|---|---|-------|---|-------|---|-------|
| FUNCTION                                    | Inter-community highway serving as primary access to a large land area. |       | Highway connecting two or more roads of equal or greater classification and serves as an additional function of land service. |       | Highway that collects traffic from neighborhoods and connects to another public road of equal or greater classification. It may provide direct access to adjacent properties. |       |
| ACCESS                                      | Controlled. Access approved by County Engineer.                         |       | Controlled. Access approved by County Engineer.   |       | Controlled with access to adjacent properties.  |       |
| MINIMUM INTERSECTION SPACING                | 475 ft.   |       | 350 ft.   |       | 275'  |       |
| ADT **                                      | Greater than 5,000  |       | 1,500 to 5,000  |       | 500 to 1,500  |       |
| CRITERIA                                    | Rural   | Urban | Rural   | Urban | Rural   | Urban |
| A. MINIMUM RIGHT-OF-WAY (ft.)<br>2 lane *** | 60  | 80    | 60  | 60    | 60  | 60    |
| B. LANE WIDTH (ft.)<br>2 lane               | 12  | 12    | 11  | 11    | 11  | 11    |
| C. PARK/SHOULDER WIDTH (ft.)<br>2 lane      | 8   | 8     | 6   | 6     | 4   | 6     |
| D. ROADWAY WIDTH (ft.)<br>2 lane            | 40  | 40    | 34  | 34    | 30  | 34    |
| E. MAXIMUM GRADE (%)                        | 8   | 8     | 8   | 8     | 8   | 8     |
| F. SIDEWALKS (ft.)                          |   |       |   |       |   |       |
| 1) Adjacent to curb                         | ****  | 7     | ****  | 7     | ****  | 7     |
| 2) Separated                                | ****  | 5     | ****  | 5     | ****  | 5     |

\*Refer to the Island County Zoning Ordinance (I.C.C. 17.02) for Building Setbacks.

\*\*Roads are primarily defined by function and not strictly by existing ADT.

\*\*\*Where full street improvements have been constructed, including curbs and sidewalks, the required right-of-way may be modified to accommodate the improvements. The minimum State Highway right-of-way width for the purposes of this ordinance is 100', and sidewalks shall be required in urban areas.

\*\*\*\*Sidewalks may be required in accordance with the provisions of this ordinance.

A P P E N D I X D

COUNTY ROAD DESIGN AND RIGHT-OF-WAY STANDARDS.

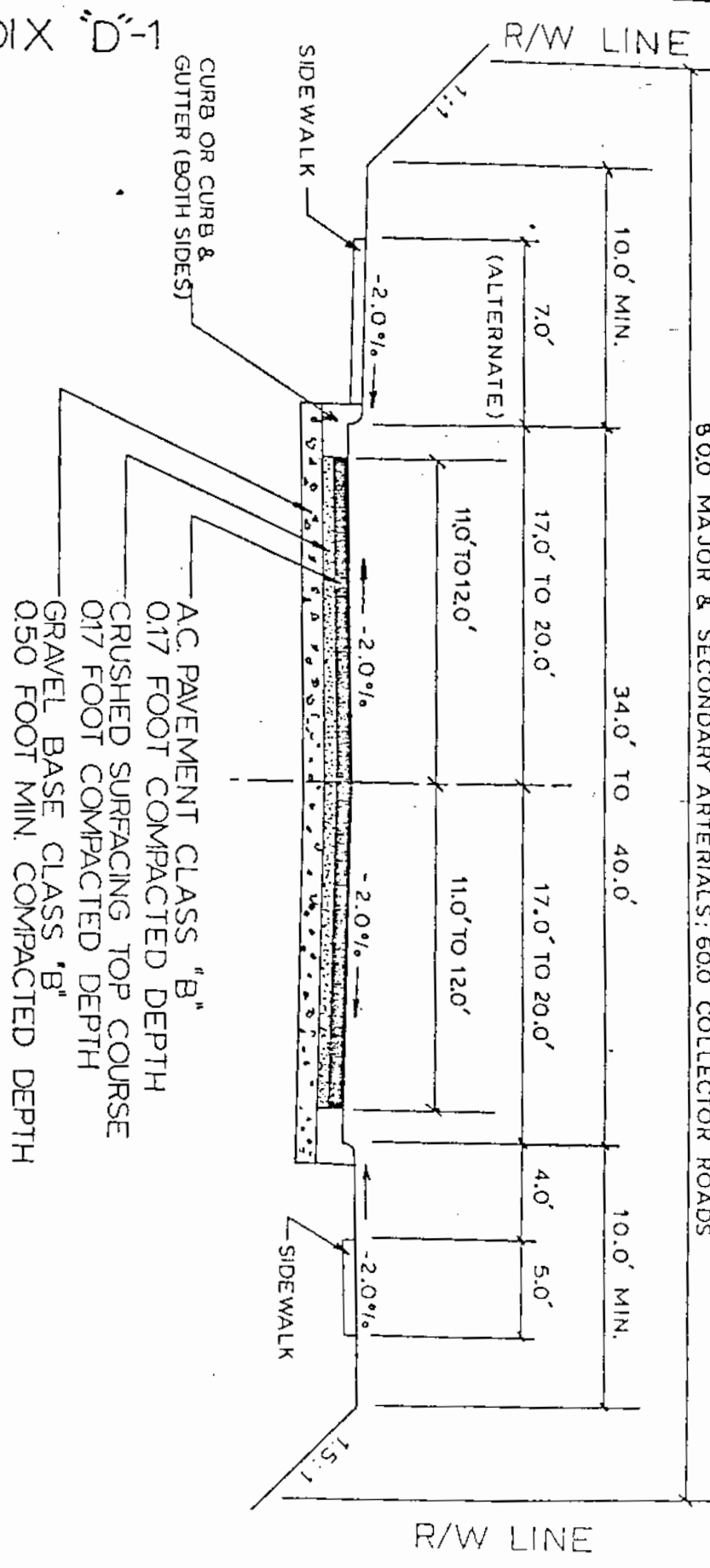
NON-ARTERIAL ROADS: (County and Local Access Roads)

| CLASSIFICATION                             | NEIGHBORHOOD   |       | LOOP ROAD   |       | CUL-DE-SAC   |       |
|--|--|-------|---|-------|--|-------|
| FUNCTION                                   | Roads that connect two or more neighborhoods and provide access to adjoining properties. |       | Roads of limited length, beginning and ending on the same road and providing direct access to adjoining properties. |       | Dead end roads of limited length serving adjoining land. |       |
| ACCESS                                     | Access limited to abutting lots not fronting on loop or cul-de-sac roads.                |       | Access to abutting properties. No intermediate intersections.   |       | Access to abutting properties.                           |       |
| ADT *                                      | Less than 500  |       | Less than 500   |       | Less than 250  |       |
| CRITERIA                                   | Rural  | Urban | Rural   | Urban | Rural  | Urban |
| A. MINIMUM RIGHT-OF-WAY (ft.) 2 lane **    | 60   | 60    | 50  | 50    | 50   | 50    |
| B. LANE WIDTH (ft.)                        | 11   | 11    | 11  | 10    | 11   | 10    |
| C. Park/Shoulder/Edge - Width (ft.) 2 lane | 4  | 6     | 3   | 4     | 3  | 4     |
| D. ROADWAY WIDTH (ft.)                     | 30   | 34    | 28  | 28    | 28   | 28    |
| E. MAXIMUM GRADE (%)                       | 12   | 12    | 12  | 12    | 12   | 12    |
| F. MAXIMUM LENGTH (ft.)                    | N/A  | N/A   | 1,200   | 1,200 | 600  | 600   |
| G. SIDEWALKS                               | ***  | 5     | ***   | 4     | ***  | 4     |

\* Roads are primarily defined by function and not strictly by existing ADT.

\*\* Where full road improvements have been constructed, including curbs and sidewalks, the required right-of-way may be modified to accommodate the improvements.

\*\*\*Sidewalks may be required in accordance with the provisions of this Ordinance.

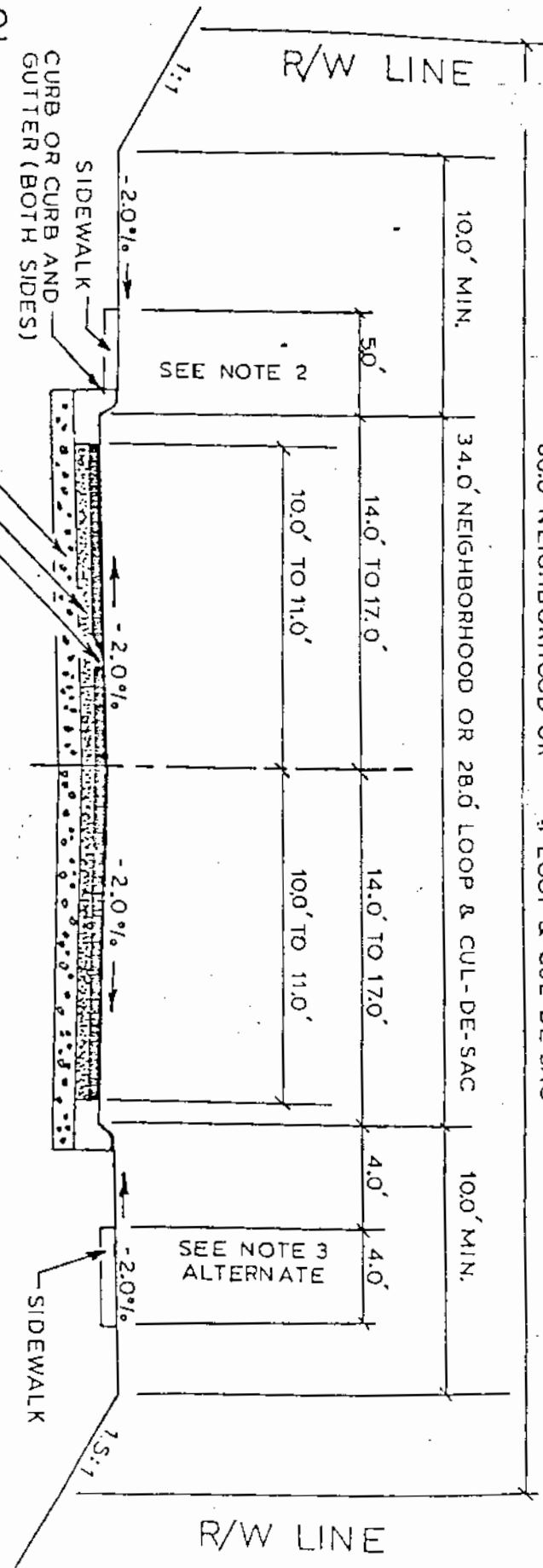


APPENDIX D-1

- NOTES:
- 1) BICYCLE ROUTES WILL REQUIRE ADDITIONAL RIGHT OF WAY AND ROADWAY SECTIONS IN ACCORDANCE WITH ADOPTED BIKEWAY CLASSIFICATIONS PLAN.
  - 2) FOR SPECIFIC ROADWAY WIDTH SEE ISLAND COUNTY CODE TITLE 11.

MAJOR & SECONDARY ARTERIALS, AND  
 COLLECTOR ROADS  
 URBAN PUBLIC ROADS  
 TYPICAL SECTION

ISLAND COUNTY ROAD DEPARTMENT



APPENDIX "D"-2

- NOTES:
- 1) ALTERNATE EQUIVALENT SECTION MAY BE DESIGNED BY THE ENGINEER AND SUBMITTED TO THE COUNTY ENGINEER FOR APPROVAL.
  - 2) INCREASE TO 6.0' ALONG NEIGHBORHOOD STREETS.
  - 3) INCREASE TO 5.0' ALONG NEIGHBORHOOD STREETS.

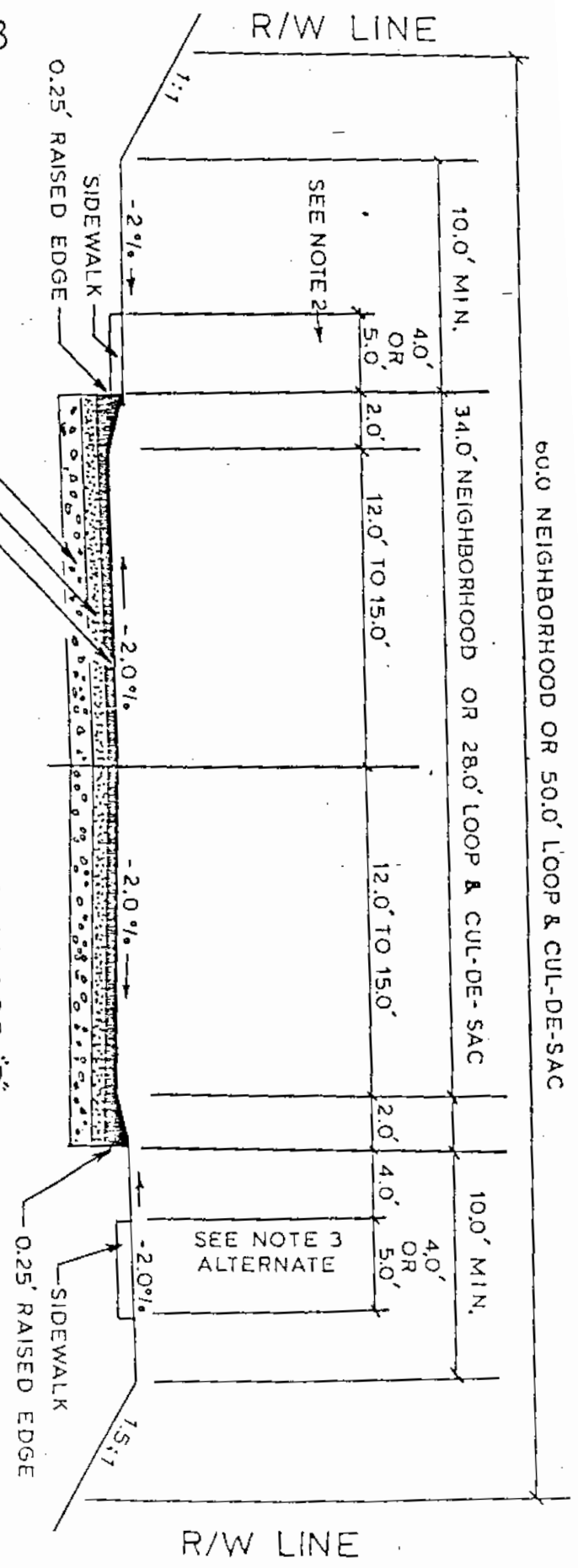
A.C. PAVEMENT CLASS 'B'  
 0.17 FOOT COMPACTED DEPTH  
 CRUSHED SURFACING TOP COURSE  
 0.17 FOOT COMPACTED DEPTH  
 GRAVEL BASE CLASS 'B'  
 0.50 FOOT COMPACTED DEPTH MIN.

NEIGHBORHOOD, LOOP & CUL-DE-SAC  
 URBAN PUBLIC ROADS  
 TYPICAL SECTION  
 ISLAND COUNTY ROAD DEPARTMENT

# APPENDIX "D"-3

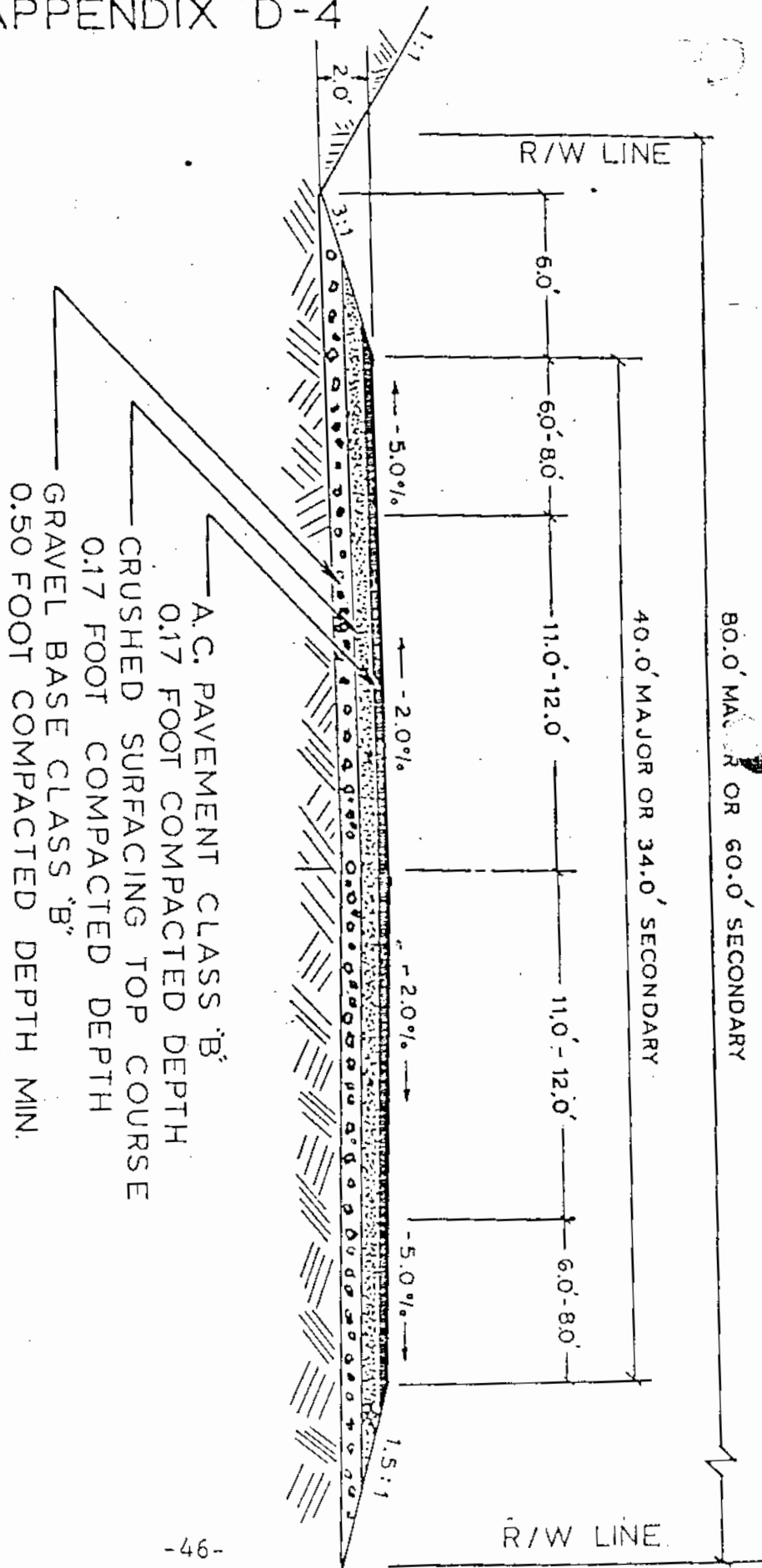
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- 2) INCREASE TO 6.0' ALONG NEIGHBORHOOD STREETS.
- 3) INCREASE TO 5.0' ALONG NEIGHBORHOOD STREETS.

A.C. PAVEMENT CLASS 'B'  
 0.17 FOOT COMPACTED DEPTH  
 CRUSHED SURFACING TOP COURSE  
 0.17 FOOT COMPACTED DEPTH  
 GRAVEL BASE CLASS 'B'  
 0.50 FOOT COMPACTED DEPTH MIN.



NEIGHBORHOOD, LOOP & CUL-DE-SAC  
 ALTERNATE URBAN ROAD  
 TYPICAL SECTION  
 ISLAND COUNTY ROAD DEPARTMENT

# APPENDIX "D"-4



- NOTES:
1. BICYCLE ROUTES WILL REQUIRE ADDITIONAL RIGHT OF WAY AND TYPICAL SECTION IN ACCORDANCE WITH ACCEPTED CLASSIFICATIONS, PLAN,
  2. FOR SPECIFIC ROADWAY WIDTH SEE ISLAND COUNTY CODE TITLE 11

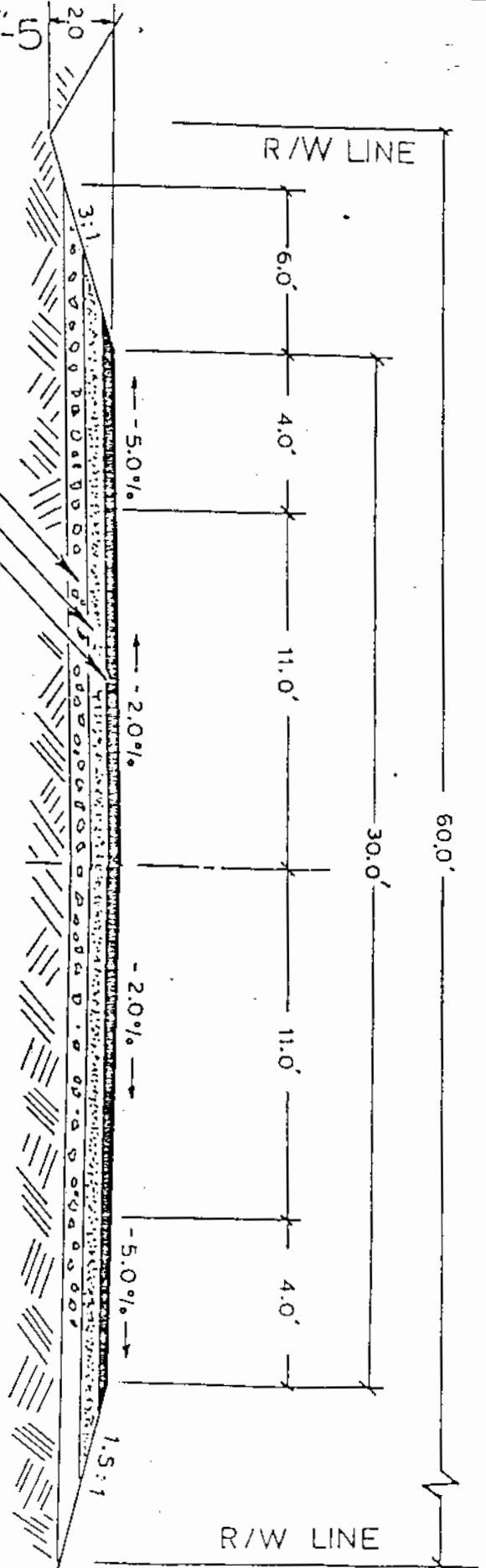
|                               |
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| MAJOR AND SECONDARY ARTERIALS |
| RURAL PUBLIC ROADS            |
| TYPICAL SECTION               |
| ISLAND COUNTY ROAD DEPARTMENT |

APPENDIX "D"-5

NOTES:

1. BICYCLE ROUTES WILL REQUIRE ADDITIONAL RIGHT OF WAY AND SECTION IN ACCORDANCE WITH ACCEPTED CLASSIFICATIONS, PLAN

A.C. PAVEMENT CLASS 'B'  
 0.17 FOOT COMPACTED DEPTH  
 CRUSHED SURFACING TOP COURSE  
 0.17 FOOT COMPACTED DEPTH  
 GRAVEL BASE CLASS 'B'  
 0.50 FOOT COMPACTED DEPTH MIN.



COLLECTOR ARTERIAL  
 RURAL PUBLIC ROADS  
 TYPICAL SECTION

ISLAND COUNTY ROAD DEPARTMENT

# APPENDIX 'D'-6

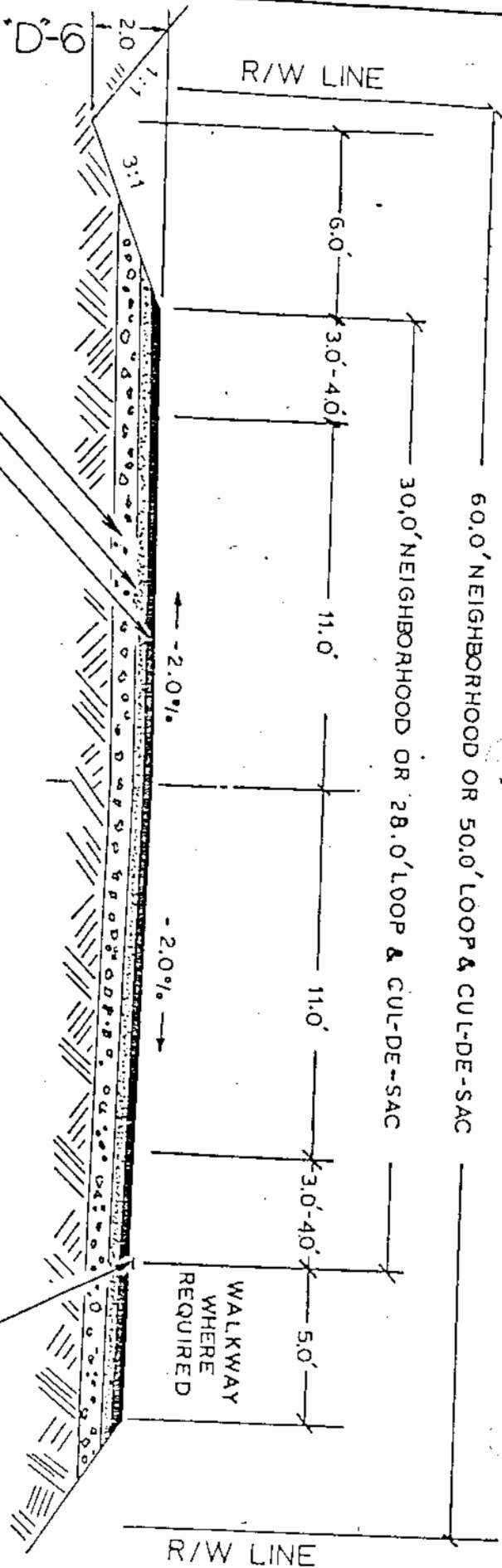
- NOTES:
- 1 4.0' WIDE SHOULDERS FOR NEIGHBORHOOD ROADS.
  - 2 3.0' WIDE SHOULDERS FOR LOOP & CUL-DE-SAC ROADS.

8" WIDE SOLID WHITE STRIPE WHERE WALKWAY REQUIRED

GRAVEL BASE CLASS 'B'  
0.50 FOOT COMPACTED DEPTH MIN.

CRUSHED SURFACING TOP COURSE  
0.17 FOOT COMPACTED DEPTH

A.C. PAVEMENT CLASS 'B'  
0.17 FOOT COMPACTED DEPTH

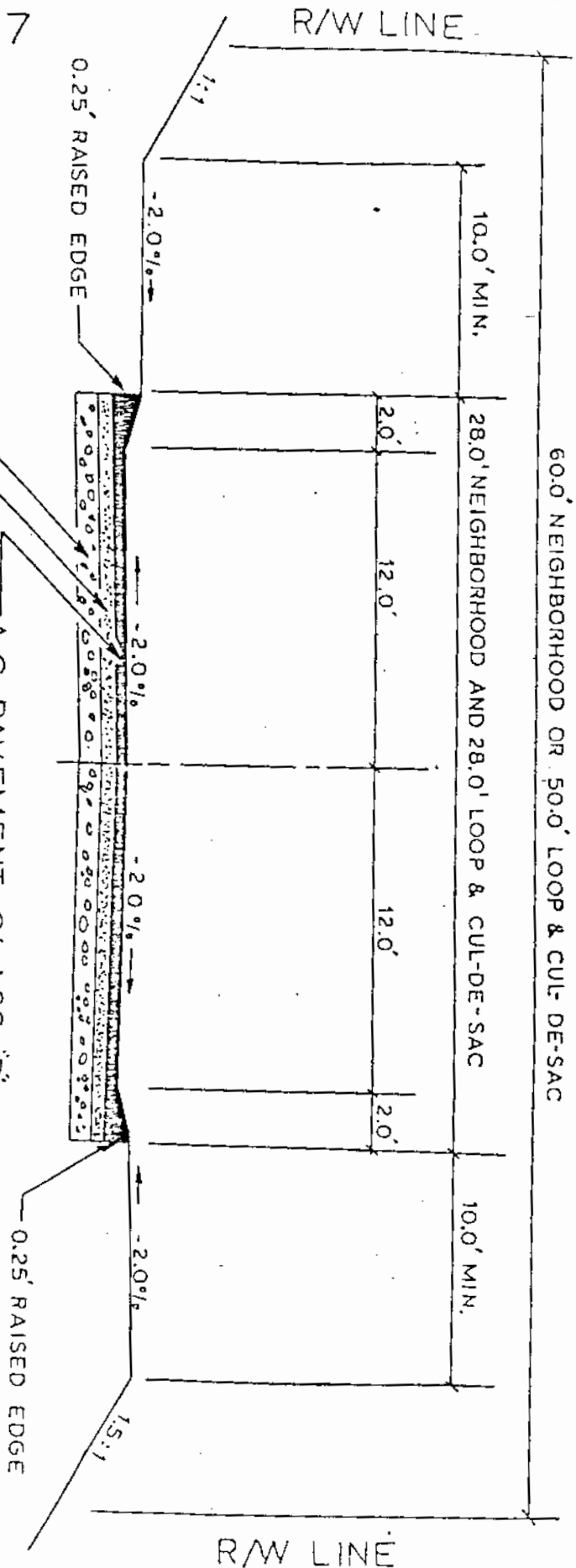


NEIGHBORHOOD, LOOP & CUL-DE-SAC  
RURAL PUBLIC ROADS  
TYPICAL SECTION  
ISLAND COUNTY ROAD DEPARTMENT

# APPENDIX 'D'-7

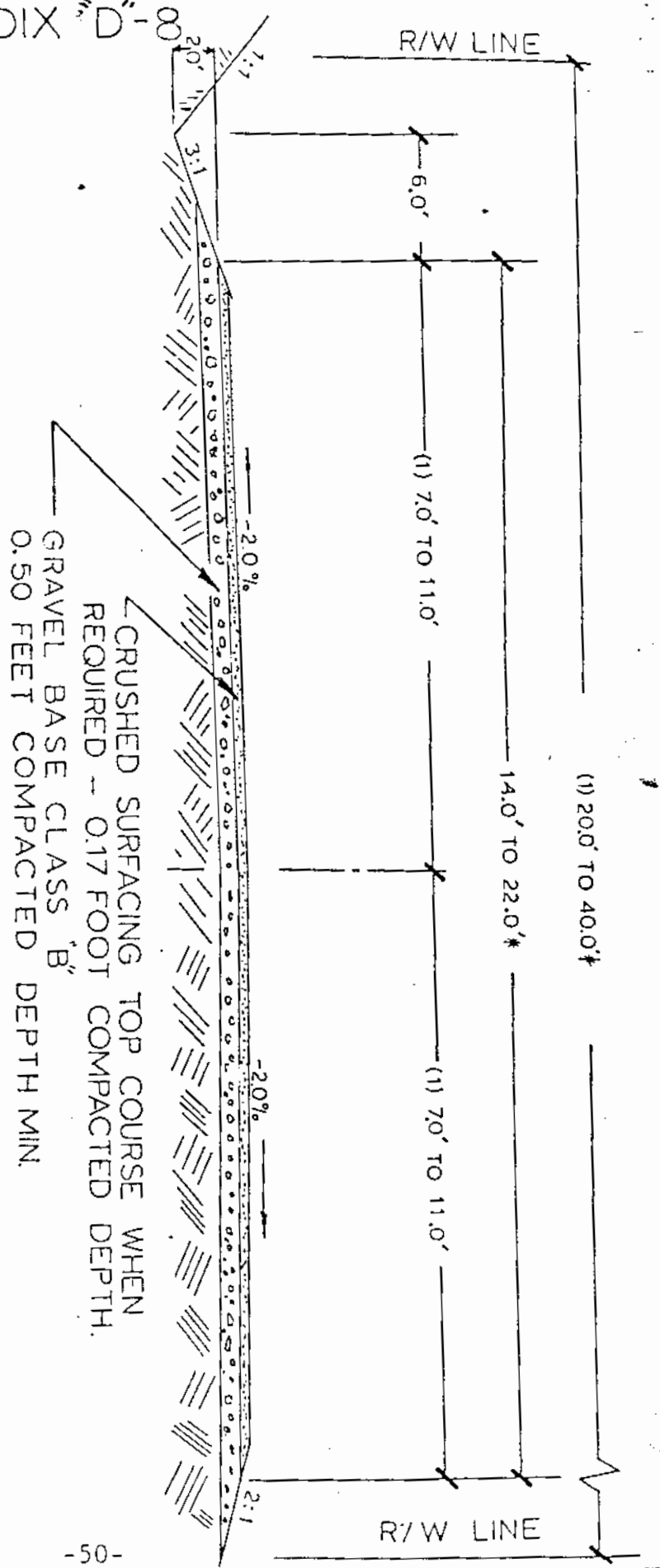
NOTES:  
 1.) ALTERNATE EQUIVALENT SECTION MAY BE DESIGNED BY THE ENGINEER AND SUBMITTED TO THE COUNTY ENGINEER FOR APPROVAL.

A.C. PAVEMENT CLASS 'B'  
 0.17 FOOT COMPACTED DEPTH  
 CRUSHED SURFACING TOP COURSE  
 0.17 FOOT COMPACTED DEPTH  
 GRAVEL BASE CLASS 'B'  
 0.50 FOOT COMPACTED DEPTH MIN.



NEIGHBORHOOD, LOOP & CUL-DE-SAC  
 ALTERNATE RURAL ROAD  
 TYPICAL SECTION  
 ISLAND COUNTY ROAD DEPARTMENT

# APPENDIX "D" - 00



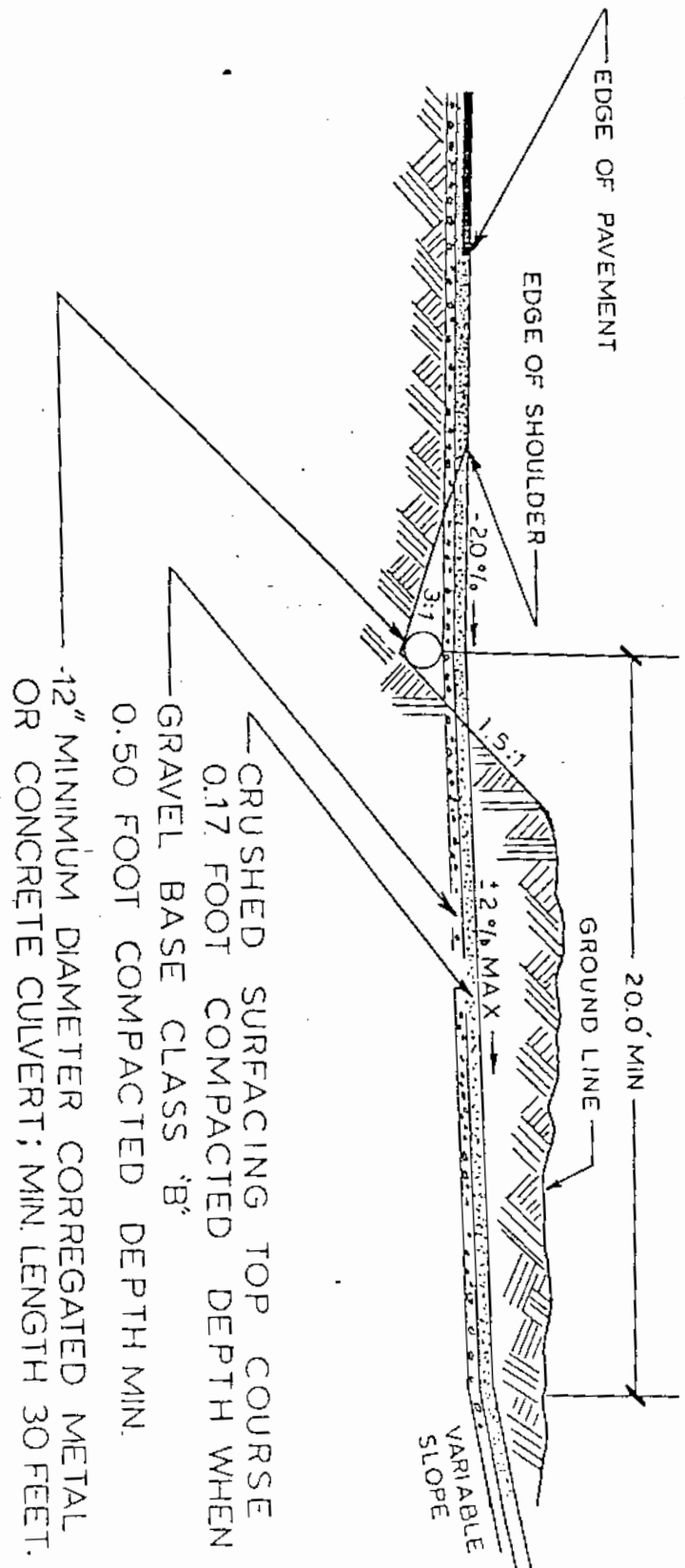
CRUSHED SURFACING TOP COURSE WHEN REQUIRED -- 0.17 FOOT COMPACTED DEPTH.  
GRAVEL BASE CLASS 'B'  
0.50 FEET COMPACTED DEPTH MIN.

## NOTES:

1. FOR SPECIFIC REQUIREMENTS SEE ISLAND COUNTY CODE TITLE 11
2. MAXIMUM GRADE 12%
3. DISPERSION OF ROADWAY RUNOFF IS ENCOURAGED
4. CLEARING OF FULL RIGHT-OF-WAY IS UNNECESSARY
5. DITCH SPECIFICATIONS ARE INTENDED TO PROVIDE ADEQUATE PROVISIONS FOR DRAINAGE; LESSER STANDARDS MAY BE ACCEPTED BY THE ENGINEERING DEPARTMENT.
- \* 6. REFER TO SECTION 11.01.09.0C FOR LIMITATIONS OF FUTURE PUBLIC DEDICATION.

SHORT PLAT PRIVATE ROADS  
TYPICAL SECTION  
ISLAND COUNTY ROAD DEPARTMENT

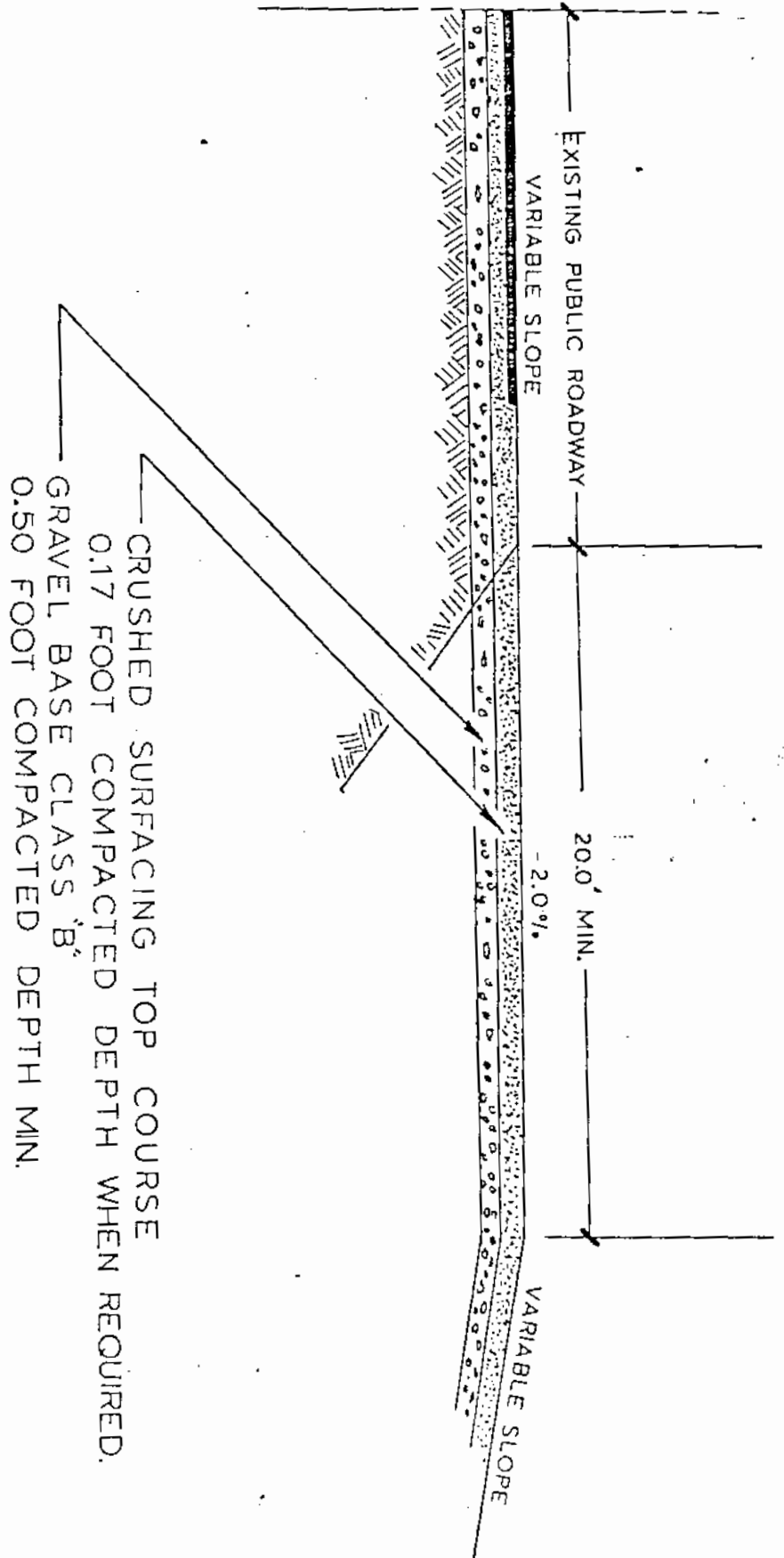
# APPENDIX 'D'-9



- NOTES:
- 1) 0.5 FOOT MINIMUM COMPACTED DEPTH OF SPECIFIED MATERIALS COVER OVER CULVERT. 1.0 FOOT DESIRABLE.
  - 2) LOW POINT OF APPROACH PROFILE SHALL BE A MINIMUM OF 21.0 FEET FROM THE PUBLIC ROAD CENTERLINE.

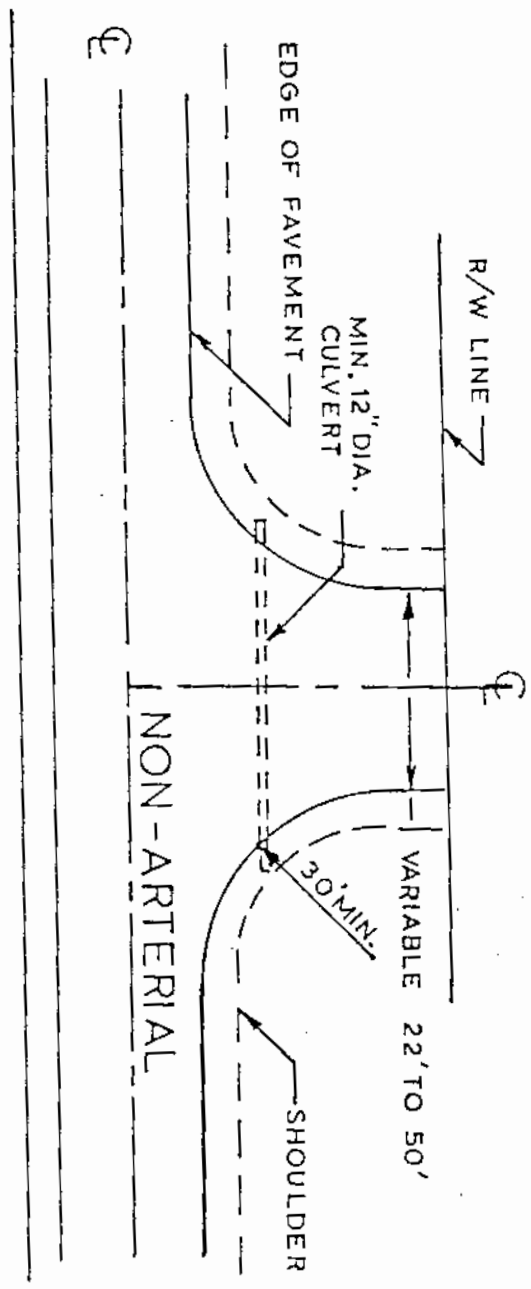
ROAD APPROACH PROFILE  
CUT SECTION

ISLAND COUNTY ROAD DEPARTMENT



|                               |
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| ROAD APPROACH PROFILE         |
| FILL SECTION                  |
| ISLAND COUNTY ROAD DEPARTMENT |

APPENDIX "D"-11



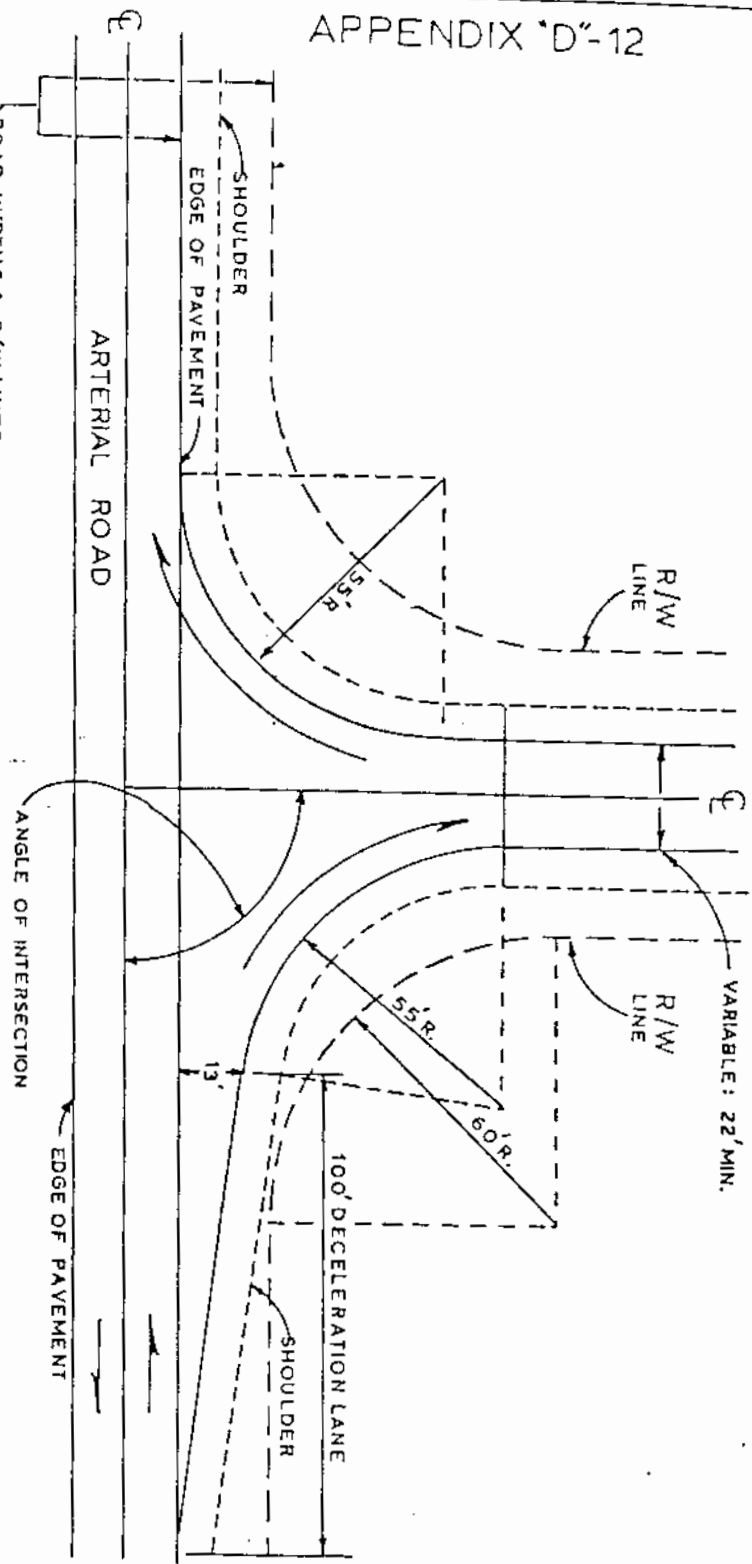
COMMERCIAL OR PLAT ROADS  
NON-ARTERIAL  
INTERSECTION

ISLAND COUNTY ROAD DEPARTMENT

APPENDIX 'D'-12

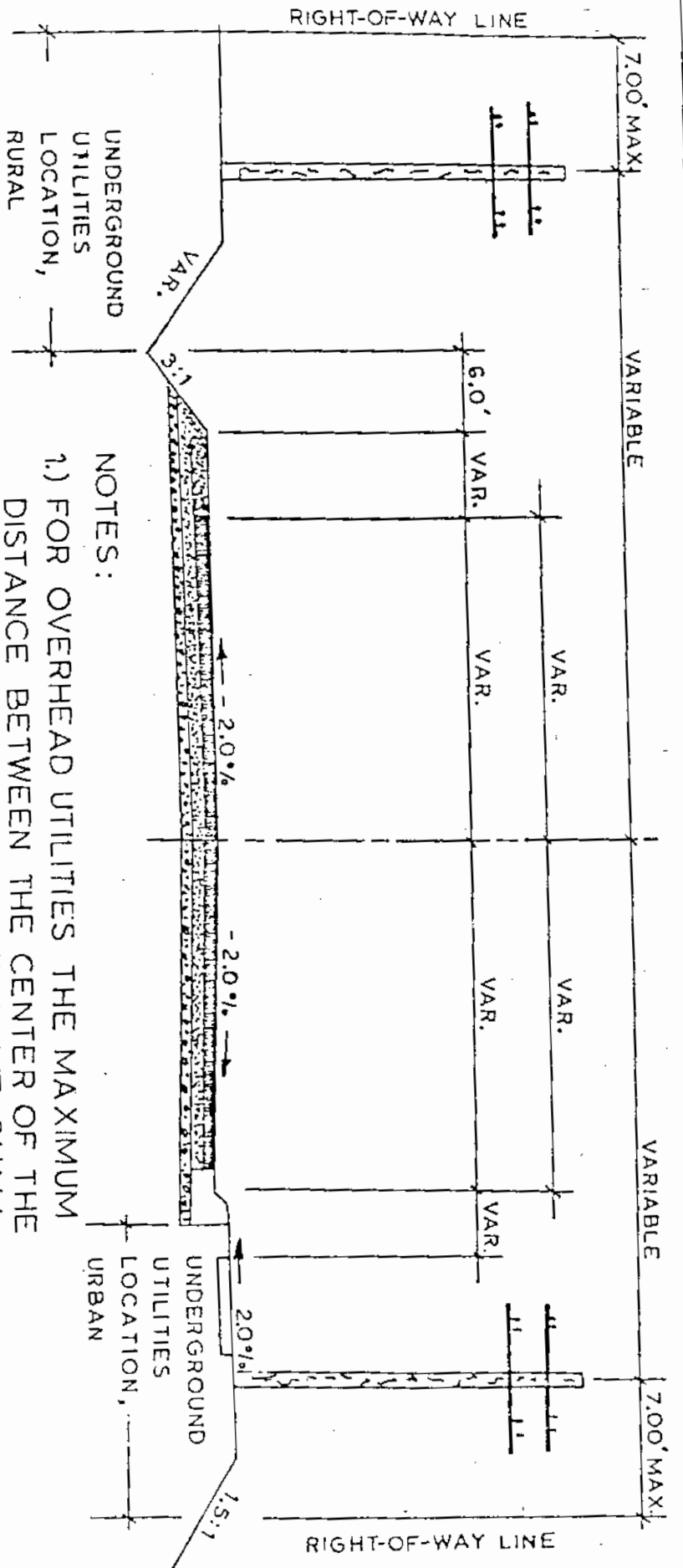
NOTE:  
1. MINIMUM ANGLE OF INTERSECTION  
FOR THIS DESIGN SHALL BE 75°

ROAD WIDTHS & R/W LINES  
ARE VARIABLE.



TYPICAL INTERSECTION  
WITH  
DECELERATION LANE  
ISLAND COUNTY ROAD DEPARTMENT

# APPENDIX "D"-13



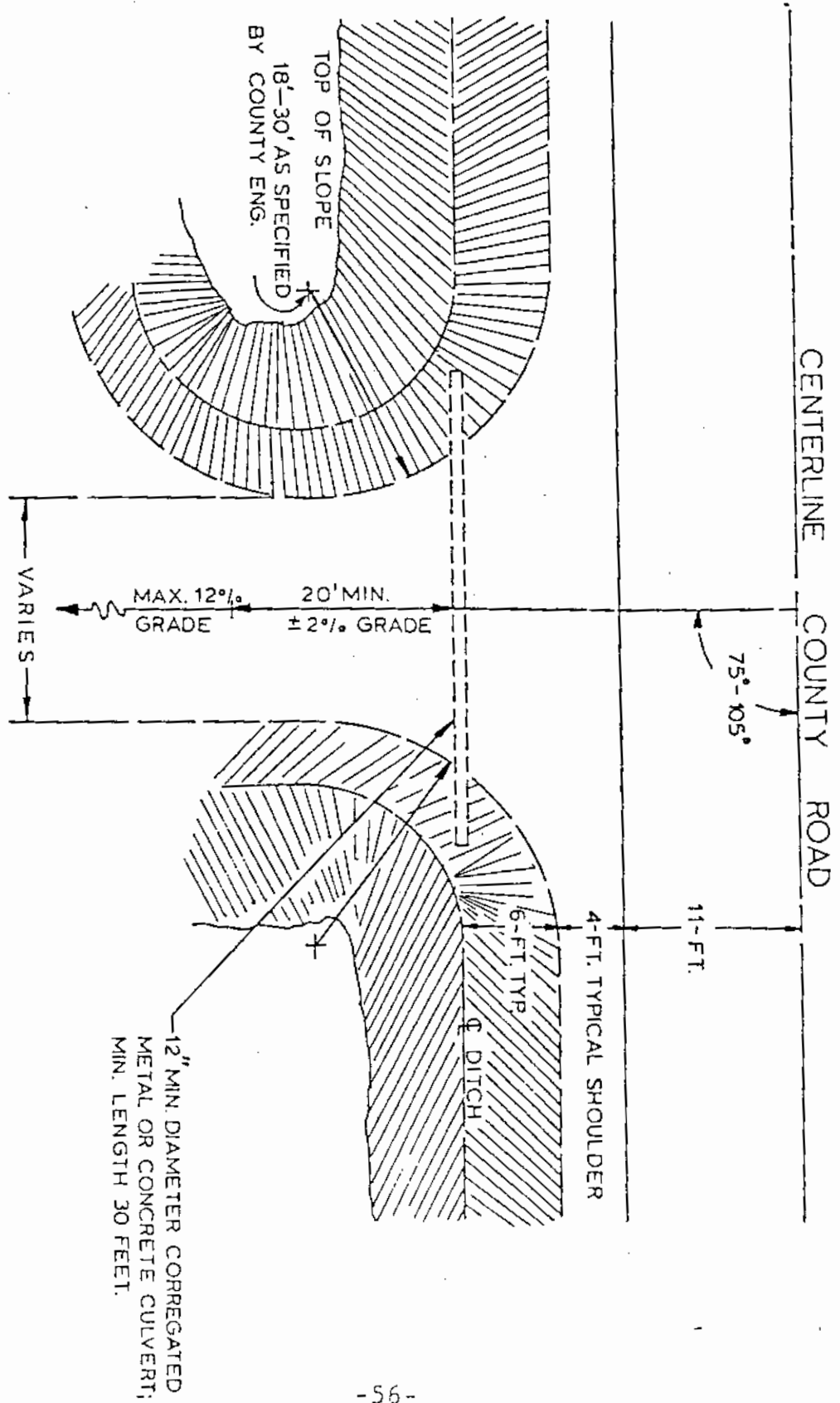
- NOTES:
- 1.) FOR OVERHEAD UTILITIES THE MAXIMUM DISTANCE BETWEEN THE CENTER OF THE POLE AND THE RIGHT-OF-WAY LINE SHALL BE 700 FEET.
  - 2.) UNDERGROUND UTILITIES SHALL HAVE A MINIMUM OF 30.0 INCHES OF COVER.
  - 3.) REFER TO THE APPLICABLE TYPICAL SECTION FOR ROADWAY & RIGHT-OF-WAY WIDTHS.

UTILITIES LOCATION  
URBAN & RURAL  
TYPICAL SECTION

ISLAND COUNTY ROAD DEPARTMENT

# APPENDIX "D"-14

NOTE: 1) FOR SPECIFIC ROADWAY WIDTH  
SEE ISLAND COUNTY CODE TITLE 11



TYPICAL SINGLE FAMILY RESIDENCE  
& SHORT PLAT RD. APPROACH

ISLAND COUNTY ROAD DEPARTMENT

**ASOTIN COUNTY ROAD STANDARDS  
MINIMUM ROADWAY DESIGN STANDARDS FOR ALL CLASSES NEW CONSTRUCTION  
SUMMARY TABLE**

|                                   |             | DESIGN STANDARDS                    |                                       |          |            |                                   |         |               |                |  |  |
|-----------------------------------|-------------|-------------------------------------|---------------------------------------|----------|------------|-----------------------------------|---------|---------------|----------------|--|--|
| FEDERAL FUNCTIONAL CLASSIFICATION |             | MINOR ARTERIAL<br>(Urban and Rural) | MAJOR COLLECTORS AND MINOR COLLECTORS |          |            | LOCAL ACCESS<br>(Urban and Rural) |         | PRIVATE ROAD  | PRIVATE ROAD   |  |  |
| AVERAGE DAILY TRAFFIC (CURRENT)   |             | 400 AND OVER                        | UNDER 400                             | 400-2000 | ABOVE 2000 | UNDER 100                         | 100-400 | 10 TO 15 LOTS | 9 OR LESS LOTS |  |  |
| MINIMUM DESIGN SPEED (MPH)        | Flat        | 60                                  | 60                                    | 60       | 60         | 40                                | 40      | 30            | 20             |  |  |
|                                   | Rolling     | 50                                  | 40                                    | 40       | 50         | 30                                | 30      | 30            | 20             |  |  |
| MAXIMUM GRADE (%)                 | Mountainous | 40                                  | 30                                    | 30       | 40         | 20                                | 20      | 20            | 20             |  |  |
|                                   | Flat        | 6                                   | 6                                     | 6        | 6          | 6                                 | 6       | 6             | 6              |  |  |
| ROADWAY WIDTH                     | Rolling     | 8                                   | 8                                     | 8        | 8          | 8                                 | 8       | 8             | 8              |  |  |
|                                   | Mountainous | 10                                  | 10                                    | 10       | 10         | 10                                | 10      | 10            | 10             |  |  |
| TRAFFIC LANES                     | Mountainous | 2                                   | 2                                     | 2        | 2          | 2                                 | 2       | 2             | 2              |  |  |
|                                   | Flat        | 12                                  | 12                                    | 12       | 12         | 12                                | 12      | 12            | 12             |  |  |
| SHOULDER WIDTH                    | Each Side   | 8                                   | 8                                     | 8        | 9          | 4                                 | 4       | 2             | 0              |  |  |
|                                   | Flat        | 955                                 | 575                                   | 575      | 575        | 392                               | 392     | 274           | 185            |  |  |
| HORIZONTAL CURVE MINIMUM RADIUS   | Rolling     | 580                                 | 440                                   | 440      | 440        | 274                               | 274     | 274           | 185            |  |  |
|                                   | Mountainous | 410                                 | 300                                   | 300      | 300        | 185                               | 185     | 185           | 185            |  |  |
| MINIMUM RIGHT OF WAY WIDTH (FL)   | 2 Lane      | 60                                  | 60                                    | 60       | 60         | 50                                | 50      | 0             | 0              |  |  |

