

~~(4) Collector Road Systems for Developing Areas. A network of collector roads which are intended for use as a guide for evolving transportation patterns of developing areas commensurate with adopted comprehensive plans.~~

~~(5) Road Types. Roads shall be typed according to their current status as follows:~~

~~(a) Type "A". Existing public roads of the following categories only:~~

~~(i) Lane County roads.~~

~~(ii) State of Oregon roads.~~

~~(iii) Dedicated public roads.~~

~~(iv) Streets of the cities of Lane County.~~

~~(b) Type "B". Existing private roads approved by Lane County.~~

~~(c) Type "C". Proposed roads with established alignment.~~

~~(d) Type "D". Proposed roads with projected general alignment. Collector road systems for developing areas shall be considered Type "D" roads.~~

~~(6) Reconstruct. The action taken to alter or change the physical characteristics of the existing facility, but not including general maintenance or minor betterment.~~

~~(7) Performance Agreement. A written agreement executed by an applicant or developer or his or her agent in a form as proved by the Board of County Commissioners and accompanied by an approved security in sufficient amount to ensure the faithful performance and completion of all required improvements in a specified period of time.~~

~~(8) —~~

~~(xi) Urban Road. The term Urban as used in this Chapter shall mean those areas within the UA road or portion of a road that is within an urban Ggrowth Bboundary of an incorporated city as shown in the adopted City Comprehensive Plan.~~

~~(9) Rural. All areas in Lane County not encompassed by the above defined urban boundaries.~~

~~(10) —~~

~~(36) Transportation Facility. A physical system, including any portion thereof, that moves or assists in the transport of people, animals, or goods, including roads, bicycle, pedestrian, and equestrian paths, rail lines, airport facilities, port facilities, and pipelines, and excluding electricity, water and sewerage systems.~~

~~(37) Travel Surface. Synonymous with Travel Way.~~

~~(38) Travel Way, Traveled Way. When applied to a road, the road surface used for vehicular travel, including bicycle lanes. Synonymous with travel surface.~~

~~(39) Urban Growth Boundary. The boundary described in respective adopted City Comprehensive Plans to which urban services may be extended.~~

~~(40) Visualen Clearance Zone. A triangular area at theof a driveway or road intersection corner of a corner lot or parcel, the space being defined by a line across the corner, the ends of which are on the road planned right of way lines an equal and specified distance from the corner and containing that is 15 feet in length along the driveway and along intersecting roads. nNo visual obstructions such as plantings, walls, fences, signs, or other structures or vegetation, either temporary or permanent obstructionin nature, frombetween two and one-half feetand 15 feet in height above the road surface level to 10 feet above the road surfaceare permitted in this area.~~

~~(11) Improvement Agreement. An agreement that may, under prescribed circumstances, be used in lieu of required road improvements or a performance agreement, that is executed between the County and a developer in a form approved by the Board of County Commissioners, and which runs with the land, in which the developer agrees to sign at some future time any and all petitions, consents, etc., and all other documents necessary to improve the abutting road to required County standards and to waive all rights to remonstrance against such improvements in exchange for which the County agrees that the execution of the improvement agreement will be deemed to be in compliance with the improvement requirements of the Code.~~

~~(12) Legal Interest. An interest in property not confined solely to ownership or possessory interest, but including all interests in property which, in the discretion of the Planning Director, are not consistent with the intent and purposes of this Chapter. Such interests may include, but are not limited to the following: owner, contract purchases, lessee, renter, licensee, easement, resolution or ordinance of necessity to acquire or condemn adopted by a public or private condemnor.~~

~~(13) Additional Setback. Reserve areas required where soil conditions or topographic features necessitate significant cut or fill requiring slope easements. These areas are site specific and are not generally required for an entire roadway segment. Their need is not determined by roadway width requirements, but by physical characteristics of the land. (Revised by Ordinance No. 6-75, Effective 3.26.75; 11-75, 9.5.75; 10-76, 1.1.77; 10-80, 7.11.80; 1-91, 6.14.91)~~

~~MASTER ROAD PLAN~~FUNCTIONAL CLASSIFICATIONS AND RIGHT-OF-WAY WIDTH

15.020 County Road Functional Classifications ~~Master Road Plan~~.

In the development of an area, it is generally considered infeasible and undesirable to design all streets to safely and effectively handle both local and non-local trips. Therefore, a range of street classifications ~~from collector to arterial~~ are assigned to streets making up a circulation network that will adequately handle anticipated traffic demands without unduly disturbing local residential neighborhoods. Collector and arterial streets are designed to carry through traffic (non-local trips) and generally require wider rights-of-way and higher design standards in order to serve their intended function. Local roads primarily provide access to abutting property.

~~Local roads generally require only the standard minimum right-of-way. The location or alignment of local roads is established during the development of abutting property. For these reasons, local roads are not listed in the Master Road Plan Schedule of Roads.~~

(1) County Roads as defined in LC 15.010(35) shall be classified as in Table 1, according to the functional class definitions specified in LC 15.010(18).

Table 1: Functional Classifications for County Roads

Functional Class
Local
Minor Collector
Major Collector
Minor Collector
Principal Arterial

(2) For purposes of LC 15.137(2)(c) and other applicable sections of this chapter, County Road functional classifications shall be ranked as higher or lower according to the volume and quality of traffic flow they are anticipated to handle, as specified below:

- (a) Arterial shall be the highest functional classification;
- (b) Collector shall be the next highest functional classification;
- (c) Local shall be the lowest classification.
- (d) Local Access Roads and Public Roads as defined in LC

15.010(35) shall be ranked as equivalent to Local for the rankings specified in LC 15.020(2)(a) through (c) above.

(3) The County Roads Inventory text and Functional Class Maps in the adopted Lane County Transportation System Plan provides the official inventory of County Roads and their functional classifications. If a discrepancy exists between

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the Inventory text and a map, the Inventory text shall be used to determine a road's functional classification.

~~The purpose of this section is to identify those collector and arterial streets making up that circulation network and to establish projected requirements for those roads. Those requirements may include reserve areas for future widening, expansion or creation of roads and for further utilities, pedestrian ways, bikeways and other essential public services. Also included is the establishment of appropriate building setback lines to prevent or reduce deterioration of property values and promote conditions for desirable residential, commercial, industrial, institutional or public land uses. (Revised by Ordinance No. 6-75, Effective 3.26.75; 4-80, 7.11.80; 1-91, 6.14.91)~~

~~15.025 Master Road Plan Content.~~

~~The Master Road Plan shall consist of the following:~~

- ~~(1) The text contained herein.~~
- ~~(2) The Schedule of roads, including classification, type, planned right of way and additional setback (LC 15.027).~~
- ~~(3) Diagrams of proposed alignments of Type "C" roads (LC 15.060).~~
- ~~(4) The maps of Type "C" proposed roads showing established alignment and Type "D" proposed roads showing projected general alignment, which maps are on file in the Office of the Department of Public Works.~~
- ~~(5) Maps of adopted Collector Road Systems, which consist of Type "D" proposed roads for developing areas and which maps are on file in the Office of the Department of Public Works.~~
- ~~(6) Map entitled "Lane County Master Road Plan Map," which is on file in the Office of the Department of Public Works. (Revised by Ordinance No. 6-75, Effective 3.26.75; 4-80, 7.11.80)~~

~~15.027 Schedule of Roads.~~

~~Classifications, types, planned right of way width and additional setbacks:~~

Road	Section Length	(Miles) Classification	Planned R/W Width (Ft.)	Addtl. Setback	Type
AIRPORT RD. ———(Hwy. 99 to Green Hill Rd.)	-1.32	Major Collector	70		A
ALVADORE RD. ———(Hwy. 36 to Clear Lake Rd.)	-6.25	Major Collector	70		A
APPLEGATE TRAIL ———(Hwy. 36 to Territorial Hwy.)	-2.58	Minor Collector	60	+10	A
ARROWHEAD ST. ———(Irvington Dr. to Barstow Ave.)	-0.23	Minor Collector	60		A
ASPEN ST. ———(Centennial to West D St.)	-0.49	Minor Collector	60		A
AWBREY LN. EAST ———(Hwy. 99W to Prairie Rd.)	-1.30	Minor Collector	60		A
BAILEY HILL RD. ———(City Limits to Green Hill Rd.)	-3.24	Major Collector	70	+20	A
BARGER DR. ———(City Limits to Green Hill Rd.)	-0.41	Major Collector	70		A
BARSTOW AVE. ———(Hyacinth to Arrowhead St.)	-0.25	Minor Collector	60		A
BEACON DR. EAST ———River Rd. to Scenic Dr.)	-0.73	Minor Collector	60		A

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<u>Road</u>	<u>Section Length</u> (Miles)	<u>Classification</u>	<u>Planned R/W Width</u> (Ft.)	<u>Addtl. Setback</u>	<u>Type</u>
BEACON DR. WEST —— (River Dr. West to Prairie Rd.)	-1.15	Minor Collector	60		A
BEAR CREEK RD. —— (Cloverdale Rd. to Rodgers Rd.)	2.20	Minor Collector	-60		A
BELTLINE EAST RD. —— (Gateway St. to Game Farm Rd. South)	0.43	Major Collector	100		A
BERNHARDT CREEK RD. —— (Sweet Creek Rd. to End County maint.)	8.21	Minor Collector	-60	+20	A
BERTELSON RD. —— (West 18th Ave. to Bailey Hill Rd.)	0.59	Minor Arterial	-80		A
BIG FALL CREEK RD. —— (Jasper Lowell Rd. to End County maint.)	8.70	Major Collector	-70	+20	A
BLACKFOOT AVE. —— (River Rd. to Hyacinth St.)	0.81	Minor Collector	60		A
BLUE RIVER DR. —— (McKenzie Hwy. to McKenzie Hwy.)	1.59	Minor Collector	60	+10	A
BODENHAMER RD. —— (Green Hill Rd. to Fir Butte Rd.)	1.34	Minor Collector	60		A
BOLTON HILL RD. —— (Territorial Hwy. to Crow Vaughn Rd.)	3.25	Major Collector	70	+10	A
BOND LN. —— (Hwy. 99 to Green Hill Rd.)	0.68	Minor Collector	60		A
BRICE CREEK RD. —— (Row River Rd. to Umpqua Natl. Forest) —— (Umpqua Natl. Forest to Champion Creek Rd.)	8.15	Minor Collector	60	+10	A
BRIDGE ST. —— (Holden Ln. to Deerhorn Rd.)	0.29	Minor Collector	70		A
BRIGGS HILL RD. —— (Territorial Hwy. to Spencer Creek Rd.)	4.42	Minor Collector	60	+20	A
BROOKS RD. —— (Lower Deadwood Creek to End County maint.)	1.74	Minor Collector	60		A
CAL YOUNG RD. —— (Norkenzie Rd. to Willagillespie Rd.)	0.54	Minor Arterial	80		A
CAMAS SWALE RD. —— (Hwy. 99 S to M.P. 2.2) —— (M.P. 2.2 to Hamm Rd.)	7.01	Major Collector	70	+20	A
CAMP CREEK RD. —— (Marcola Rd. to McKenzie Hwy.)	8.50	Major Collector	70	+20	A
CANARY RD. —— (Hwy. 101 to Clearlake Rd. M.P. 1.33) —— (M.P. 1.33 to Canary Rd. South)	5.13	Major Collector	70	+20	A
CANARY RD. SOUTH —— (Canary Rd. to Silteos Station Rd.)	6.34	Major Collector	70	+10	A
CENTENNIAL BLVD.	2.34	Minor Arterial	90		A

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<u>Road</u>	<u>Section Length</u>	<u>(Miles) Classification</u>	<u>Planned R/W Width (Ft.)</u>	<u>Addtl. Setback</u>	<u>Type</u>
_____ (Eugene City Limits at Cent. Loop) to Prescott St.)					
_____ CENTRAL RD.	5.00	Major Collector	70		A
_____ (Route F to M.P. 3.55) (M.P. 3.55 to Territorial Hwy.)			70		
_____ CLEAR LAKE RD.	8.65	Major Collector	80		A
_____ (Hwy. 99 to Territorial Hwy.)					
_____ CLEAR LAKE RD.	4.26	Major Collector	70	+10	A
_____ (Canary Rd. to Hwy. 101)					
_____ CLOVERDALE RD.	3.51	Major Collector	80		A
_____ (State Hwy. Hendrick's Rd. to Hwy. 99)					
_____ CLOVERDALE RD.	3.28	Major Collector	70		A
_____ (Hwy. 58 to Hendrick's Rd.)					
_____ COBURG RD.	2.44	Minor Arterial	90		A
_____ (Beltline Rd. to McKenzie View Dr.)					
_____ COBURG RD.	3.75	Major Collector	80		A
_____ (McKenzie View Dr. to West End Coburg Bottom Loop Rd.)					
_____ COBURG RD.	4.27	Major Collector	70		A
_____ (West End Coburg Bottom Loop Rd. to County Line)					
_____ COBURG RD. NORTH	4.09	Major Collector	70		A
_____ (Coburg Rd. to County Line)					
_____ COTTAGE GROVE LORANE RD.	11.80	Major Collector	70	+10	A
_____ (City Limits to Old Lorane Rd.)					
_____ COTTAGE GROVE RESERVOIR RD.	4.62	Minor Collector	70	+10	A
_____ (London Rd. to M.P. 2.0) (M.P. 2.0 to London Rd.)			70		
_____ COUNTRY CLUB RD.	1.39	Minor Arterial	70		A
_____ (Centennial Blvd. to Willagillespie Rd.)					
_____ CRESCENT AVE.	0.65	Major Collector	80		A
_____ (Coburg Rd. to Gilham Rd.)					
_____ CREST DR.	0.88	Major Collector	70	+10	A
_____ (Lorane Hwy. to Blanton Rd.)					
_____ CROCKER RD.	0.89	Minor Collector	60		A
_____ (Irvington Dr. to Irving Rd.)					
_____ CROW RD.	8.09	Major Collector	70	+20	A
_____ (Green Hill Rd. to Territorial Rd.)					
_____ CROW VAUGHN RD.	9.93	Major Collector	70	+20	A
_____ (Route F to Bolton Hill Rd.) (Bolton Hill Rd. to Territorial Hwy.)			70	+10	
_____ CURRIN CONNECTOR	0.06	Minor Arterial	60		A
_____ (Row River Rd. to Mosby Creek Rd.)					
_____ DANSTROM RD.	0.15	Minor Collector	60		A
_____ (Cloverdale Rd. to Rodgers Rd.)					
_____ DEERHORN RD.	7.71	Minor Collector	60	+20	A

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Road	Section Length (Miles)	Classification	Planned R/W Width (Ft.)	Addtl. Setback	Type
DELTA HWY. NORTH (McKenzie Hwy. to Bridge St.)	0.80	Major Collector	120		A
DELTA HWY. SOUTH (Beltline Rd. to Ayres Rd.)	1.79	Principal Arterial	150		A
DEMMING RD. (Beltline Rd. to Washington Jefferson Bridge)	1.16	Minor Collector	60		A
DEXTER RD. (Territorial Rd. to Lam Rd.)	2.20	Major Collector	70		A
DIBBLEE LN. (Hwy. 58 to Hwy. 58)	0.21	Major Collector	70		A
DIBBLEE LN. EXT. (River Lp. 1 to Dead End)		Major Collector	70		D
DILLARD RD. (Dibblee Ln. to proposed N. Delta Extension or Beaver St. Extension)	4.69	Minor Collector	60	+20	A
DILLARD RD. (Urban Area Boundary to M.P. 1.75)	0.43	Major Collector	70		A
DILLARD RD. (M.P. 1.75 to Hwy. 99)			60		
DILLARD RD. (0.03 Mile South of 43rd St. to Urban Area Boundary)	0.98	Minor Arterial	80		A
DIVISION AVE. (River Rd. to Beltline Westbound Offramp)	1.53	Minor Collector	60		A
DORSEY LN. (Hwy. 36 to High Pass Rd.)	5.18	Minor Collector	70		A
EAST MAPLETON RD. (Route F to Chestnut)			60		
EAST MAPLETON RD. (Chestnut to End County maint.)	3.26	Minor Collector	60		A
EDENVALE RD. (Hwy. 58 to Springfield Creswell Hwy.)	1.11	Minor Collector	60		A
ELLMAKER RD. (Route F to Jeans Rd.)	4.90	Minor Collector	60		A
ENTERPRISE RD. (Hwy. 58 to Rodgers Rd.)	1.68	Minor Collector	60		A
ERICKSON RD. (Crow Rd. to Pine Grove Rd.)	10.51	Minor Collector	60		A
FERGUSON CREEK RD. (Hwy. 99W to End County maint.)	2.70	Minor Collector	60		A
FIR BUTTE RD. (Royal Ave. to Clear Lake Rd.)	1.19	Minor Collector	60		A
FISHER RD. (Route F to Royal Ave.)	3.55	Major Collector	70	+20	A
FOX HOLLOW RD. (Urban Area Boundary to So. Willamette St.)	6.23	Minor Collector	70		A
FOX HOLLOW RD. (So. Willamette St. to Lorane Hwy.)	1.17	Major Collector	70		A
FRANKLIN BLVD. EAST (Franklin Blvd. Frontage Rd. to End County maint.)	2.04	Principal Arterial	80		A
McVAY HWY. (State Hwy.) (Hwy. 126 to Urban Boundary)					

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<u>Road</u>	<u>Section (Miles)</u> <u>Length</u>	<u>Classification</u>	<u>Planned R/W Width (Ft.)</u>	<u>Addtl. Setback</u>	<u>Type</u>
FRANKLIN BLVD. McVAY HWY. ——— (State Hwy.) (Urban Boundary to 30th Ave.)	0.15	Major Collector	80		A
FRANKLIN BLVD. FRONTAGE RD. ——— (State Hwy.) (McVay Hwy. to College View Rd.)	0.55	Major Collector	70		A
FRANKLIN RD. ——— (Territorial Hwy. to Alvadore Rd.)	2.54	Minor Collector	60		A
GAME FARM RD. NORTH ——— (Beltline Rd. to Coburg Rd.)	1.69	Major Collector	70		A
GAME FARM RD. SOUTH ——— (Beltline Rd. to Harlow Rd.)	0.91	Major Collector	70		A
GARDEN WAY NORTH ——— (City Limits at Sisters View to I 105)	0.31	Major Collector	70		A
GARDEN WAY SOUTH ——— (I 105 to Centennial Blvd.)	0.45	Major Collector	70		A
GAROUTTE RD. ——— (Mosby Creek Rd. to Government Rd.)	2.51	Minor Collector	60	+10	A
GATE CREEK RD. NORTH ——— (McKenzie Hwy. to End County maint.)	2.40	Minor Collector	60		A
GILHAM RD. ——— (City Limits North of Crescent to Ayres Rd.)	0.55	Major Collector	70		A
GIMPLE HILL RD. ——— (Bailey Hill Rd. to M.P. 2.90) ——— (M.P. 2.90 to Pine Grove Rd.)	4.83	Minor Collector	60	+20	A
GLENWOOD BLVD. ——— (Franklin Blvd. to I 5)	0.59	Minor Arterial	90		A
GONYEA RD. ——— (Gonyea N.E. Ramp #6 to End County maint.)	0.61	Major Collector	100		A
GOODPASTURE ISLAND EAST ——— (From Delta Hwy. East)	0.56	Major Collector	80		A
GOODPASTURE ISLAND LOOP ——— (Delta Hwy. So. to Valley River Dr.)	1.56	Minor Arterial	120		A
GOODPASTURE ISLAND CONN. ——— (Delta Hwy. So. to Goodpasture Island Rd.)		Minor Arterial			C
GOODPASTURE RD. ——— (McKenzie Hwy. to End County maint.)	5.00	Minor Collector	60	+10	A
GOVERNMENT RD. ——— (Row River Rd. to Row River Rd.)	6.79	Major Collector	70	+20	A
GOWDYVILLE RD. ——— (Cottage Grove Lorane Rd. to Territorial Hwy.)	9.12	Minor Collector	60		A
GREEN ACRES RD. ——— (East West Portion of Alignment)	0.61	Major Collector	80		A
GREEN HILL RD. ——— (Crow Rd. to Airport Main Entrance)	5.03	Major Collector	70		A
GREEN HILL RD.	0.47	Minor Collector	60		A

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<u>Road</u>	<u>Section (Miles) Length</u>	<u>Classification</u>	<u>Planned R/W Width (Ft.)</u>	<u>Addtl. Setback</u>	<u>Type</u>
_____ (Airport Main Entrance to Bond Ln.)					
GROVE ST.	0.36	Minor Collector	60		A
_____ (Silver Ln. to Maxwell Rd.)					
HALL RD.	7.26	Minor Collector	60		A
_____ (Hwy. 36 to Hwy. 36)					
HAMM RD.	5.69	Major Collector	70	+20	A
_____ (Territorial Hwy. to Camas Swale Rd.)					
HARLOW HAYDEN BRIDGE RD.	1.52	Minor Arterial	80		A
_____ (1 5 to 5th St. North)					
HARLOW HAYDEN BRIDGE RD.	1.14	Major Collector	70		A
_____ (5th St. North to 19th St. North)					
HARLOW HAYDEN BRIDGE RD.	2.22	Minor Collector	60		A
_____ (19th St. North to Marcola Rd.)					
HARVEY RD.	1.43	Minor Collector	60		A
_____ (Hwy. 99 to Creswell City Limits)					
HECETA BEACH RD.	1.90	Major Collector	70	+10	A
_____ (Hwy. 101 to Rhododendron Dr.)					
HENDERSON AVE. NORTH	0.48	Minor collector	60		A
_____ (Franklin Blvd. to End County maint.)					
HIGH PASS RD.	4.08	Major Collector	70		A
_____ (Hwy. 99 to Territorial Rd.)					
HIGH PASS RD.	13.17	Minor Collector	60		A
_____ (Territorial Rd. to Horton Rd.)					
HIGH PRAIRIE RD.	6.58	Major Collector	70	+10	A
_____ (East 1st St. to End County maint.)					
HIGH PRAIRIE WEST	1.58	Minor Collector	60	+10	A
_____ (Westfir Oakridge Rd. to High Prairie Rd.)					
HIGHWAY 36	5.52	Minor Arterial	80		A
_____ (State Hwy.) (Hwy. 99 to Territorial Hwy.)					
HIGHWAY 36	45.97	Major Collector	70		A
_____ (State Hwy.)					
_____ (Territorial Hwy. to Route F)					
HIGHWAY 58	5.73	Principal Arterial	120		A
_____ (State Hwy.)					
_____ (1 5 to Jasper Lowell Rd.)					
HIGHWAY 58	56.34	Principal Arterial	100		A
_____ (State Hwy.)					
_____ (Jasper Lowell Rd. to County Line)					
HIGHWAY 99 EAST	3.37	Minor Arterial	100		A
_____ (State Hwy.)					
_____ (Hwy. 99W to County Line)					
HIGHWAY 99 NORTH	8.67	Principal Arterial	120		A

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Road	Section Length	(Miles) Classification	Planned R/W Width (Ft.)	Addtl. Setback	Type
_____ (State Hwy.)					
_____ (City Limits at Jessen Dr. to Junction City)					
HIGHWAY 99 SOUTH	20.51	Major Collector	80		A
_____ (State Hwy.)					
_____ (1-5 at Goshen to County Line)					
		Principal			
HIGHWAY 99 WEST	4.46	Arterial	90		A
_____ (State Hwy.)					
_____ (Junction City Limits to County Line)					
		Principal			
HIGHWAY 101	30.97	Arterial	80		A
_____ (State Hwy.)					
_____ (Lincoln County to Sutton Creek Rd.)					
_____ (Sutton Creek Rd. to Canary Rd.)			100		
_____ (Canary Rd. to Douglas County Line)			80		
HIGHWAY 242	21.66	Major Collector	60		A
_____ (State Hwy.)					
_____ (Hwy. 126 at Belknap Springs to County Line)					
HILL RD.	4.60	Minor Collector	60	+10	A
_____ (Old Mohawk Rd. to Marcola Rd.)					
HOLDEN LN.	0.27	Minor Collector	60		A
_____ (McKenzie Hwy. to Bridge St.)					
HORN LN.	0.91	Minor Collector	60		A
_____ (River Rd. to Park Ave.)					
HORSE CREEK RD.	1.41	Minor Collector	60		A
_____ (McKenzie Hwy. to King Rd. East)					
HORTON RD.	3.67	Major Collector	70		A
_____ (Hwy. 36 to End County maint.)					
HOWARD AVE.	0.95	Minor Collector	60		A
_____ (River Rd. to Park Ave.)					
HOWE LN.	3.16	Major Collector	70		A
_____ (Hwy. 99 to Camas Swale Rd.)					
HUNSAKER BEAVER RD.	1.13	Minor Collector	60		A
_____ (River Rd. to Division Ave.)					
HUSTON RD. SOUTH	1.07	Minor Collector	60		A
_____ (Route F to Perkins Rd.)					
HYACINTH ST.	0.16	Minor Collector	60		A
_____ (Carthage Ave. to Kingsbury Ln.)					
HYACINTH ST.	0.13	Minor Collector	60		A
_____ (Wickham Ct. to Lynbrook Ave.)					
HYACINTH ST.		Minor Collector	60		D
_____ (Kingsbury Ln. to Wickham Ct.)					
_____ (Lynbrook Ave. to Irvington Dr.)					
HYACINTH ST.	0.91	Minor Collector	60		A
_____ (Irving Rd. to Irvington Dr.)					
INDIAN CREEK RD.	12.38	Minor Collector	60		A
_____ (Hwy. 36 to End County maint.)					
IRVING RD.	2.02	Minor Arterial	80		A
_____ (River Rd. to Hwy. 99W)					

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Road	Section Length (Miles)	Classification	Planned R/W Width (Ft.)	Addtl. Setback	Type
IRVINGTON DR. ———(River Rd. to NW Expressway)	1.43	Minor Arterial	80		A
IRVINGTON DR. ———(NW Expressway to Prairie Rd.)	0.08	Major Collector	70		A
JASPER RD. ———(incl. portion 32nd St.) ———(City Limits at S.P.R.R. to 42nd St.)	1.25	Major Collector	70		A
JASPER LOWELL RD. ———(Jasper to Pengra Rd.)	3.98	Major Collector	70	+10	A
JASPER LOWELL RD. ———(Pengra Rd. to Unity)	4.61	Major Collector	70		A
JASPER LOWELL RD. ———(Unity to Hwy. 58)	2.66	Major Collector	70	+10	A
JEANS RD. ———(Territorial Hwy. to End County maint.)	3.58	Minor Collector	60		A
KING RD. EAST ———(King Rd. West to Horse Creek Rd.)	4.28	Minor Collector	60		A
KITSON SPRINGS RD. ———(Hwy. 58 to End County maint.)	4.65	Major Collector	70		A
KNIGHT RD. ———(Route F to West Sheffler Rd.)	3.90	Minor Collector	60	+10	A
LAKE DR. ———(Howard Ave. to Horn Ln.)	0.42	Minor Collector	60		A
LANCASTER DR. ———(North of Lynnbrook Ave. to Irvington Dr.)		Minor Collector	60		D
LAURA ST. ———(Harlow Hayden Bridge Rd. to Q St.)	0.59	Major Collector	70		A
LAWRENCE RD. ———(Territorial Hwy. to Hwy. 36)	3.89	Major Collector	70		A
LINGO LN. ———(Hwy. 99E to Hwy. 99W)	1.88	Minor Collector	60		A
LITTLE FALL CREEK RD. ———(Jasper Lowell Rd. to End County maint.)	3.70	Minor Collector	60	+10	A
LONDON RD. ———(Hwy. 99 to Cougar Bend Rd.)	15.32	Major Collector	70		A
LORANE HWY. ———(Chambers St. to Crest Dr.)	0.48	Minor Arterial	80		A
LORANE HWY. ———(Crest Dr. to Territorial Hwy.)	12.10	Major Collector	70+20		A
LOST CREEK RD. ———(Hwy. 58 to Lost Creek Bridge)	5.37	Major Collector	70		A
LOST CREEK RD. ———(Lost Creek Bridge to End County maint.)	0.53	Minor Collector	60		A
LOWER DEADWOOD CREEK RD. ———(Hwy. 36 to Brooks Rd.)	10.03	Minor Collector	60	+20	A
LYNX HOLLOW RD. ———(Hwy. 99 to Melody Ln.)	2.79	Minor Collector	60		A
MARCOLA RD.	1.96	Minor Arterial	90		A

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<u>Road</u>	<u>Section Length</u> (Miles)	<u>Classification</u>	<u>Planned R/W Width</u> (Ft.)	<u>Addtl. Setback</u>	<u>Type</u>
———— (19th St. to Camp Creek Rd.)					
MARCOLA RD.	18.83	Major Collector	70	+10	A
———— (Camp Creek Rd. to County Line)					
MAXWELL RD.	1.72	Minor Arterial	80		A
———— (River Rd. to Hwy. 99)					
McBETH RD.	3.62	Minor Collector	60		A
———— (Lorane Hwy. to Fox Hollow Rd.)					
		Principal			
McKENZIE HWY.	76.14	Arterial	100		A
———— (State Hwy.) (Hwy. 99 to County Line)					
McKENZIE RIVER DR.	3.02	Major Collector	70		A
———— (McKenzie Hwy. to McKenzie Hwy.)					
McKENZIE VIEW DR.	6.10	Minor Collector	60	+20	A
———— (Coburg Rd. to Hill Rd.)					
MEADOWVIEW RD. EAST	1.13	Minor Collector	60		A
———— (Hwy. 99W to Prairie Rd.)					
MEADOWVIEW RD. WEST	2.95	Minor Collector	60		A
———— (Hwy. 99W to Alvadore Rd.)					
MERCER LAKE RD.	1.70	Major Collector	70		A
———— (Hwy. 101 to Lakewood Ave.)					
MOSBY CREEK RD.	8.48	Major Collector	70		A
———— (Currin Connector to End County maint.)					
MOSBY CREEK RD.	0.93	Minor Arterial	80		A
———— (14th St. to Currin Connector)					
MT. VERNON CEMETERY RD.	0.88	Major Collector	70		A
———— (Springfield City Limits to Springfield Creswell Hwy.)					
MUNSEL LAKE RD.	2.10	Major Collector	70	+10	A
———— (Hwy. 101 to No. Fork Siuslaw Rd.)					
NELSON MOUNTAIN RD.	11.21	Minor Collector	60		A
———— (Hwy. 36 to Route F)					
NORTH FORK SIUSLAW RD.	11.45	Major Collector	70		A
———— (Route F to Munsel Lake Rd.)					
———— (Munsel Lake Rd. to Upper North Fork Rd.)			60		
NORTH FORK SIUSLAW RD.	6.51	Minor collector	60		A
———— (Upper No. Fork Rd. to Hwy. 36)					
NORTH RIVER RD.	0.70	Major Collector	70		A
———— (Hwy. 99 to Woodson Pl.) (Cottage Grove)					
NORTH SHORE DR.	1.36	Major Collector	80		A
———— (Pengra Rd. to Jasper Lowell Rd.)					
NORTHWEST EXPRESSWAY	4.52	Minor Arterial	120		A
———— (River Rd. to Irvington Dr.)					
NORATON RD.	2.71	Major Collector	70		A
———— (Hwy. 99E to County Line)					
		Major			
OAKLEA DR.	2.51	Connector	70		A
———— (Hwy. 99W to High Pass Rd.)					
OLD MOHAWK RD.	1.46	Minor Collector	60		A
———— (Marcola Rd. to Hill Rd.)					
OWENS FLECK RD.	2.50	Minor Collector	60		A

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<u>Road</u>	<u>Section Length</u> (Miles)	<u>Classification</u>	<u>Planned R/W Width</u> (Ft.)	<u>Addtl. Setback</u>	<u>Type</u>
————(Territorial Hwy. to Central Rd.)					
PACIFIC PINES AVE.	0.31	Major Collector	70		A
————(Hwy. 101 to End County maint.)					
PARK AVE.	2.08	Major Collector	60		A
————(River Rd. to Maxwell Rd.)					
PARSONS CREEK RD.	3.19	Minor Collector	60		A
————(Marcola Rd. to End County maint.)					
PENGRA RD.	3.66	Major Collector	80		A
————(Jasper-Lowell Rd. to No. Shore Dr.)					
PERKINS RD.	2.81	Minor Collector	60		A
————(Territorial Hwy. to Central Rd.)					
PETZOLD RD.	2.46	Minor Collector	60	+10	A
————(Central Rd. to Crow Rd.)					
PINE GROVE RD.	2.72	Major Collector	70	+10	A
————(Crow Rd. to Spencer Creek Rd.)					
PLACE RD.	3.60	Major Collector	70		A
————(Jasper-Lowell Rd. to Jasper-Lowell Rd.)					
POODLE CREEK RD.	6.79	Major Collector	70		A
————(Route F. to Hwy. 36)					
PORTAL DR.	0.51	Minor Collector	70		A
————(Willamette City Loop to End County maint.)					
PRAIRIE RD.	0.47	Minor Arterial	70		A
————(Irvington Dr. to Urban Area Boundary)					
PRAIRIE RD.	1.83	Major Collector	70		A
————Maxwell Rd. to (Irvington Dr.)					
PRAIRIE RD.	6.89	Major Collector	70		A
————(Urban Area Boundary to High Pass Rd.)					
Q ST.	1.63	Major Collector	80		A
————(Laura St. to 19th St.)					
RATTLESNAKE RD.	4.48	Major Collector	70		A
————(Hwy. 58 to Lost Creek Rd.)					
RHODODENDRON DR.	5.20	Major Collector	70		A
————(Hwy. 101 to Heeeta Beach Rd.)					
RICHARDSON RD.	0.10	Minor Collector	60		A
————(Route F to Stagecoach Rd.)					
RIDGEWAY RD.	2.54	Minor Collector	60		A
————(Hwy. 58 to Edenvale Rd.)					
RIVER AVE.	0.84	Major Collector	70		A
————(River Rd. to Beltline on ramp)					
RIVER LOOP #1	0.24	Major Collector	70		A
————(River Rd. to Dibblee Ln.)					
RIVER LOOP #2	0.99	Minor Collector	60		A
————(River Rd. to Burlwood St.)					
RIVER RD.	4.96	Principal Arterial	100		A
————(Beacon Dr. to Eugene City Limits at Railroad Blvd.)					
RIVER RD.	7.56	Major Collector	80		A

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<u>Road</u>	<u>Section (Miles) Length</u>	<u>Classification</u>	<u>Planned R/W Width (Ft.)</u>	<u>Addtl. Setback</u>	<u>Type</u>
(Hwy. 99 (incl. 1st Ave., Junction City) to Beacon Dr.)					
RODGERS RD.	0.49	Minor Collector	60		A
(Enterprise Rd. to Danstrom Rd.)					
ROUTE F (Hwy. 126)	54.20	Minor Arterial	100		A
(State Hwy.)					
(Eugene City Limits at Beltline to Florence City Limits)					
ROW RIVER RD.	1.12	Minor Arterial	80		A
(1-5 to Snauer Rd.)					
ROW RIVER RD.	2.89	Major Collector	70		A
(Snauer Rd. to Government Rd.)					
ROW RIVER RD.	7.29	Minor Collector	60	+20	A
(Government Rd. to Government Rd.)					
ROW RIVER RD.	4.22	Major Collector	70		A
(Government Rd. to Sharps Creek Rd.)					
ROW RIVER RD.	3.51	Minor Collector	60	+10	A
(Sharps Creek Rd. to Brice Creek Rd.)					
ROYAL AVE.	1.00	Major Collector	70		A
(Terry St. alignment to Green Hill Rd.)					
ROYAL AVE.	1.84	Minor Collector	60		A
(Green Hill Rd. to Fisher Rd.)					
SAGNIAW RD. EAST	0.74	Major Collector	70		A
(Hwy. 99 to Sears Rd.)					
SAND DUNES RD.	0.67	Minor Collector	80	+10	A
(Hwy. 101 to End County maint.)					
SCENIC DR.	0.76	Minor Collector	60		A
(Beacon Dr. East to River Loop #2)					
SEARS RD.	9.79	Minor Collector	60		A
(Row River Rd. to Cloverdale Rd.)					
SEAVEY LOOP RD.	3.52	Minor Collector	60		A
(Franklin Blvd. East to Hwy. 58)					
SHARPS CREEK RD.	16.50	Minor Collector	60		A
(Row River Rd. to End County maint.)					
SHEFFLER RD.	4.28	Minor Collector	60		A
(Warthen Rd. to West Sheffler Rd.)					
SHOESTRING RD.	3.83	Minor Collector	60		A
(London Rd. to County Line)					
SILTCOOS STATION RD.	4.91	Minor Collector	60	+20	A
(Canary Rd. South to County Line)					
SILVER LANE	0.51	Major Collector	70		A
(River Rd. to Grove St.)					
SIUSLAW RD.	44.31	Major Collector	60		A
(Route F to Territorial Hwy.)					
SOUTH RIVER RD.	0.51	Major Collector	70		A
(Hwy. 99 (Cottage Grove) to End County maint.)					
SPENCER CREEK RD.	3.33	Major Collector	70		A
(Lorane Hwy. to Pine Grove Rd.)					
SPRING CREEK DR.	0.53	Minor Collector	60		A
(River Rd. to Scenic Dr.)					

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Road	Section Length	(Miles) Classification	Planned R/W Width (Ft.)	Addtl. Setback	Type
SPRINGFIELD-CRESWELL HWY.	-8.00	Minor Arterial	80		A
(State Hwy.) (City Limits on 42nd St. to Hwy. 58)					
STAGECOACH RD.	11.48	Minor Collector	60		A
(Richardson Rd. to Hwy. 36)					
SUNDERMAN RD.	-2.56	Minor Collector	60		A
(Marcola Rd. to Marcola Rd.)					
SUTTON LAKE RD.	-2.73	Minor Collector	60	+10	A
(Hwy. 101 to Hwy. 101)					
SWEET LN.	-0.76	Minor collector	60	+10	A
(Hwy. 99 to End County maint.)					
SWEETS CREEK RD.	-5.83	Major Collector	60		A
(So. Bank Mapleton West to M.P. 5.83)					
TEMPLETON RD.	-1.55	Minor Collector	60		A
(Hall Rd. to Hwy. 36)					
TEN MILE RD.	-8.34	Minor Collector	60		A
(Hwy. 101 to End County maint.)					
TERRITORIAL HWY.	19.60	Minor Arterial	80		A
(State Hwy.)					
(No. County Line to Route F)					
TERRITORIAL HWY.	22.48	Major Collector	80		A
(State Hwy.)					
(Route F to So. County Line)					
TERRY ST.	-0.25	Major Collector	80		A
(West 11th to Arrowsmith)					
(Arrowsmith to Barger Dr.)					
THOMPSON CREEK RD.	-4.89	Minor Collector	60	+20	A
(Hwy. 36 to Indian Creek Rd.)					
THORNTON RD. SOUTH	-0.30	Minor Collector	60		A
(Mosby Creek Rd. to End County maint.)					
THURSTON RD.	-1.96	Major Collector	70		A
(City Limits)					
(Thurston School to McKenzie Hwy.)					
UPPER CAMP CREEK RD.	5.81	Minor Collector	60		A
(Camp Creek Rd. to End County maint.)					
UPPER MAPLE CREEK RD.	-0.59	Minor Collector	60		A
(Canary Rd. to Maple Creek Bridge #19 11W 16)					
UPPER NORTH FORK RD.	-3.15	Minor Collector	60		A
(North Fork Siuslaw Rd. to End County maint.)					
VALLEY RIVER DR.	0.41	Minor Arterial	100		A
(Willagillespie Rd. to Goodpasture Island Loop)					
VAN DUYN RD.	0.77	Minor Arterial	90		A
(Coburg Rd. to 1-5)					
WARTHEN RD.	4.00	Minor Collector	60		A
(Territorial Hwy. to Knight Rd.)					
WENDLING RD.	3.91	Minor Collector	60	+10	A
(Marcola Rd. to End County maint.)					
WEST D ST.	0.48	Minor Collector	60		A
(Aspen St. to Springfield City Limits)					

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<u>Road</u>	<u>Section Length</u> (Miles)	<u>Classification</u>	<u>Planned R/W Width</u> (Ft.)	<u>Addtl. Setback</u>	<u>Type</u>
WEST SHEFFLER RD. ——— (Sheffler Rd. to Poodle Creek Rd.)	2.30	Minor Collector	60		A
WESTFIR OAKRIDGE RD. ——— (Hwy. 58 to High Prairie Rd.)	6.06	Major Collector	60		A
WESTFIR SPUR ——— (State Hwy.) ——— (Hwy. 58 to Westfir Oakridge Rd.)	1.00		60		A
WILKES DR. ——— (River Rd. to River Loop #1)	0.93	Major Collector	70		A
WILLAGILLESPIE RD. ——— (Cal Young Rd. to Country Club Rd.)	0.76	Minor Arterial	80		A
WILLAKENZIE RD. ——— (City Limits at Akins St. to Bogart St.)	0.35	Major Collector	70		A
WILLAMETTE CITY LOOP ——— (Hwy. 58 to Hwy. 48)	0.23	Minor Collector	60		A
WILLAMETTE ST. SOUTH ——— (52nd St. to Fox Hollow Rd.)	2.51	Major Collector	70		A
WINBERRY CREEK RD. ——— (Big Fall Creek to End County maint.)	5.73	Minor Collector	60		A
WOLF CREEK RD. ——— (Territorial Hwy. to Siuslaw Rd.)	11.65	Major Collector	60		A
2nd 3rd COUPLET ——— (Q St. to Harlow Hayden Bridge Rd.)	0.62	Minor Arterial	110		A
2nd ST. SOUTH ——— (Springfield City Limits to Dorris St.)	0.53	Major Collector	70		A
5th ST. NORTH ——— (Q St. North Hayden Bridge Rd.)	0.55	Minor Arterial	60		A
6th AVE. WEST ——— (Junction City West City Limits to Oaklea Dr.)	0.33	Major Collector	70		A
6th ST. SOUTH ——— (Cottage Grove City Limits to London Rd.)	1.52	Minor Arterial	80		A
10th AVE. WEST ——— (Oak Dr. to Oaklea Dr.)	0.46	Minor Collector	70		A
18th AVE. EAST & DEAL ST. ——— (Hwy. 99E to Dane Ln.)	0.51	Minor Collector	60		A
18th AVE. WEST ——— (Hwy. 99W to Oaklea Dr.)	0.87	Major Collector	70		A
19th ST. NORTH ——— (Marcola Rd. to Hayden Bridge Rd.)	0.41	Major Collector	70		A
28th ST. NORTH ——— (Marcola Rd. to Olympic St.)	0.38	Minor Arterial	80		A
30th AVE. ——— (University St. to I-5)	2.70	Minor Arterial	220		A
31st ST. NORTH ——— (Marcola Rd. to Hayden Bridge Rd.)	0.84	Major Collector	70		A
32nd ST. SOUTH ——— (See Jasper Rd.)					
42nd ST. NORTH ——— (Marcola Rd. to North City Limits)	1.03	Minor Arterial	80		A

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<u>Road</u>	<u>Section (Miles)</u> <u>Length</u> <u>Classification</u>	<u>Planned</u> <u>R/W</u> <u>Width</u> <u>(Ft.)</u>	<u>Addtl.</u> <u>Setback</u>	<u>Type</u>
42nd ST. SOUTH (State Hwy.) (McKenzie Hwy. to Jasper Rd.) (See Springfield-Creswell Hwy.) (Revised by Ordinance No. 6-75, Effective 3-26-75; 8-75, 4-23-75; 5-76, 5-7-76; 20-78, 9-22-78; 28-78, 4-6-79; 4-80, 7-11-80; 22-82, 9-24-82)				

15.030 Urban and Rural Roads.

(1) Roads that are located within an urban growth boundary shall be designated as Urban Roads.

(2) Roads that are located outside of an urban growth boundary shall be designated as Rural Roads.

(3) A change in the location of an urban growth boundary shall result in a corresponding change in the urban or rural designation of a road. (Revised by Ordinance No. 4-80; 7.11.80)

15.035 Additions and Changes to ~~Master Road Plan~~ County Road Functional Classifications.

(1) Application. An application for additions or changes to the ~~Master Road Plan~~ County Road functional classifications shall be submitted to the Planning Division upon a form and accompanied by such data as may be described for that purpose by the Division. An application may be submitted by the owners of the property abutting an existing or proposed road, the Board of County Commissioners, the Planning Commission, the Planning Division, or the Department of Public Works.

(2) Investigation and Reports. The Planning Director shall make or cause to be made an investigation to provide necessary information to determine if the proposed addition or change to the ~~Master Road Plan~~ County Road functional classifications is consistent with the purposes of this Chapter. As a part of the investigation, the Planning Director shall receive from the Director of the ~~Department of Public Works~~ all pertinent information and recommendations relating to said application. In addition, if determined appropriate by the County Engineer or designee, a recommendation on the matter from the Roads Advisory Committee shall be included in the information submitted to the Planning Director. A report of such investigation shall be submitted to the Planning Commission for its consideration prior to or at a public hearing on the application.

(3) Planning Commission Public Hearing and Notice.

(a) The Planning Commission shall hold not less than one public hearing on the proposed addition or change to the ~~Master Road Plan~~.

(b) Notice of the time and place of the hearing shall be given at least 10 days prior to the date of the public hearing. The notice shall be published in a newspaper of general circulation in the County, or in a newspaper published in part of the County in which the proposed road is located. Notice of the hearing for a Type "C" road shall also be accomplished by causing at least three public notices to be posted at least 10 days prior thereto along the alignment of the existing or proposed road, not more than 500 feet apart, or by mailing notices to the owners of all property abutting the said existing or proposed road alignment not less than 10 days prior thereto, using for this purpose the last known name and address of such owners as shown upon the records of the County Assessor.

(c) The Planning Commission at its public hearing shall review the **proposed addition or change** ~~application~~ and shall receive pertinent evidence and testimony ~~relating to the proposed addition or change to the Master Road Plan~~. Upon completion of the hearing, the Planning Commission shall submit its report and recommendation to the Board.

(d) At the hearing, the Planning ~~Committeession~~ shall consider **whether the proposed addition or change is consistent with the criteria in LC 15.035(4) below** ~~the proposed minimum right of way width, road width, road classification and building setback requirements and the location of the proposed centerline of Type "C" roads or the projected general alignment of Type "D" roads~~.

(4) **Criteria.** An addition or change to a County Road functional classification may be approved if:

(a) The addition or change will result in the County Road being used consistent with the functional classification definitions found in LC 15.010(18).

(b) The addition or change will not result in an inconsistency with the adopted General Plan Policies, including the policies of the Transportation System Plan. *(Revised by Ordinance No. 6-75, Effective 3.26.75; 4-80, 7.11.80)*

15.040 Action by Board.

(1) Within 30 days of a Planning Commission recommendation, the Board shall ~~schedule~~ **hold** a public hearing. Such hearing and action by the Board shall be in accordance with the provisions of this subsection for Planning Commission hearings and the Lane County Charter.

(2) Prior to the hearing, the Planning Director shall forward to the Board a copy of the **record for the proposed addition or change, including application**, all pertinent data filed with ~~it~~ the Commission and the minutes of the Planning Commission's ~~public hearing~~. **If a recommendation on the matter was made by the Roads Advisory Committee, the minutes of the Committee's discussion and recommendation shall be included in the materials forwarded to the Board.**

(3) At the hearing, the Board shall determine **whether the proposed addition or change is consistent with the criteria in LC 15.035(4) above**. ~~the minimum right-of-way width, road width, road classification and building setback requirements and establish the centerline of a Type "C" road or the projected general alignment of a Type "D" road.~~

(4) The Board shall not be required to follow the recommendation of the Planning Commission or Roads Advisory Committee. ~~but if its action substantially differs from the Planning Commission recommendation, the Board shall hold an additional public hearing (giving the same notice as was given for the original hearing of the Board).~~ *(Revised by Ordinance No. 6-75, Effective 3.26.75; 4-80, 7.11.80)*

MINIMUM ROAD REQUIREMENTS

15.045 Minimum Requirements for Public Roads and Local Access Roads.

The following minimum requirements shall apply to ~~any action relating to the approval of a~~ **Public Roads and Local Access Roads as defined in LC 15.010(35)** ~~road~~ when new development is proposed ~~in order~~ to ensure that ~~these~~ such roads will reasonably conform with the stated purpose of this ~~Chapter~~. **Public Roads as defined in ORS 368.001(5) that have been dedicated to the County but never accepted by the Board shall also meet the requirements in this section.**

(1) A **Public Road or Local Access Road** ~~which~~ that is part of or serves a land division ~~major partition or subdivision~~ shall comply with the following:

(a) ~~also comply with the general land division requirements for roads in LC 13.050 of Lane Code, Chapter 13, "Land~~

~~Divisions"; and. (2) All public roads shall be designed and developed in accordance with current proper engineering practice~~

(b) road dedication and improvement requirements in LC 15.105;
and:

(c) the provisions in LC 15.045(3) through (7) below.

(32) ~~Public roads, rather than private access easements, shall be considered as the ordinary standard recommended for major partitions and subdivisions, except as may be dictated by special circumstances. When a Public Road or Local Access Road is used to provide access to a vacant lot or parcel where development other than a land division is proposed, prior to land use and zoning authorization for the proposed development the following shall apply:~~

(a) The applicant for the proposed development shall provide written certification from the applicable Fire District, on a form prepared by Lane County, that the Public Road or Local Access Road meets minimum Fire District requirements to provide emergency services to the property.

(b) If the applicant is unable to obtain the written certification specified in LC 15.045(2)(a), the property owner shall record a Covenant and Hold Harmless Declaration to run with the land and in a form acceptable to Lane County that includes the following information and provisions:

(i) a legal description of the lot or parcel where development is proposed;

(ii) the name(s) of the owner(s) of the property;

(iii) a declaration and agreement that the property owner(s), successors, and assigns hold Lane County, its agents and employees harmless from any and all claims, losses, liability or damages that the owner(s) may incur as a result of failure to improve the Public Road or Local Access Road to the minimum Fire District requirements for providing emergency services to the property;

(iv) reasons why the fire district certification cannot be obtained. An applicant's refusal to obtain the certification shall not in itself be an allowable reason;

(v) a statement that the property owner was advised and understands that the road may be inadequate for emergency vehicles;

(vi) a statement that the property owner declares and agrees that he and/or she has read the Covenant and Hold Harmless Declaration and has signed it of his or her own free will.

(c) The requirements specified above in LC 15.045(2)(a) through (b) shall apply only to lands outside of a County-designated Forest zone. Lands within a Forest zone shall be governed by the siting and development standards of the applicable zoning district.

(d) Public Roads and Local Access Roads that have previously been fully inspected and approved by Lane County as part of a land division final plat approval, for plats that were recorded after January 1, 1990, shall not be subject to fire district certification requirements of LC 15.045(2)(a) through (b).

~~(4) The location and design of local access roads shall, as far as practical, conform to the Master Road and the Comprehensive Plan for Lane County, or any element thereof.~~

(53) As far as is feasible, roads shall be in alignment with existing or appropriate projections of existing roads by continuations of the centerline thereof.

(46) When necessary to ~~give~~retain access to or permit a satisfactory future division of adjoining lands, roads shall be extended to the boundary of a land ~~major partition or subdivision or development~~. A temporary turnaround meeting the requirements of LC 15.708 may be required for the resulting dead-end road.

(57) In order to effect separation of through and local traffic, ~~frontage roads~~ as defined in LC 15.010(35) or reverse frontage parcels or lots may be required by the County when a proposed parcel or lot would otherwise abut an arterial or collector road. In addition, screening or other treatments may be required along arterial and collectors in order to provide adequate noise and visual protection of adjacent properties.

~~(8) Whenever a proposed division or development is intended to abut an arterial or collector, the County shall restrict or limit as to location and number, vehicular access points, unless specifically exempted in any approval thereof.~~

(96) Where a cut or fill road slope is outside the normal right-of-way, a slope easement shall be required of sufficient width to permit maintenance of the cut or fill.

~~(10) All local access roads shall be constructed in accordance with the construction specifications of Lane Manual, Chapter 15, "Roads."~~

(7) The County may require that at the entrance to a Public Road or Local Access Road a sign be posted at private expense stating the name of the road and indicating the road is not a County-maintained road. (Revised by Ordinance No. 6-75, Effective 3.26.75; 4-80, 7.11.80)

~~15.050 Minimum Requirements for Private Roads:~~

~~The following minimum requirements shall apply for any action relating to the approval of a private road as may be deemed necessary to ensure that the road will reasonably provide access that conforms with the stated purposes of this Chapter.~~

~~(1) Private roads shall be intended to provide access only for a limited number of abutting lots or parcels or dwelling units, and not for other roads or areas.~~

~~(2) Private roads shall not be approved if the road is presently needed or is likely to be needed within 20 years for extension to adjacent property or to be utilized for public road purposes in the normal development of the area.~~

~~(3) The minimum right of way for a private road shall be 50 feet, except that a private road serving four or fewer lots may be a minimum of 30 feet wide.~~

~~(4) The County may require that at the entrance to a private road the applicant post a sign stating the name of the private road and the words "Private Road, Not Dedicated for Public Use or Maintained by Lane County."~~

~~(5) A lot or parcel abutting a railroad or limited access road right of way may require special consideration with respect to its access requirements.~~

~~(6) Any private road approved as access shall be approved as to form by the County Counsel prior to final action by the Planning Director.~~

~~(7) The County may require such improvements as are reasonably necessary to provide safe and adequate access to the lot or parcel.~~

~~(8) If the County determines that the access and transportation needs of the public would be better served if the private road being considered would be established as a public road, it may require that a public road dedication be made along the entire frontage of the applicant's ownership to a width deemed sufficient by the Department of Public Works.~~

~~(9) All approved documents creating a private road shall provide for the installation, construction and maintenance thereof of all public utilities and facilities which are now or may in the future be needed for the area abutting the road and the surrounding area. (Revised by Ordinance No. 6-75, Effective 3.26.75; 4-80, 7.11.80)~~

15.055 Minimum Requirements for Private Access Easements.

The following minimum requirements shall apply for any action relating to the approval of a ~~private~~ **Access Easements** as defined in LC 15.010(35) when new development is ~~proposed~~ **may be deemed necessary** to ensure that ~~such~~ **roads** will reasonably provide access that conforms with the stated purposes of this ~~Chapter~~.

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(1) A ~~Private Access Easement~~ shall be intended to provide access only to four or less lots or parcels or dwelling units, whichever the ease may be, unless approved for access to more than four lots through a subdivision, partition or other land use decision pursuant to Lane Code Chapter 14 or 15 that is part of or serves a land division shall comply with the following:

- (a) the land division requirements in LC 13.050; and
- (b) road dedication and improvement requirements in LC 15.105;

and

- (c) the provisions in LC 15.055(3) through (8) below.

(2) When a ~~Private Access Easement~~ shall be considered suitable access only for a lot or parcel 20 acres or more in area and which lot or parcel is intended for no more than one single family dwelling unit, unless access to smaller lots or parcels is approved through a subdivision, partition or planning action taken pursuant to Lane Code Chapter 14 or 15 is used to provide access to a vacant lot or parcel where development is proposed, prior to land use and zoning authorization for the proposed development the following shall apply:

(a) The applicant for the proposed development shall provide written certification from the applicable Fire District, on a form prepared by Lane County, that the Private Access Easement meets minimum Fire District requirements to provide emergency services to the property.

(b) If the applicant is unable to obtain the written certification specified in LC 15.055(2)(a), the property owner shall record a Covenant and Hold Harmless Declaration to run with the land and in a form acceptable to Lane County that includes the following information and provisions:

(i) a legal description of the lot or parcel where development is proposed;

(ii) the name(s) of the owner(s) of the property;

(iii) a declaration and agreement that the property owner(s), successors, and assigns hold Lane County, its agents and employees harmless from any and all claims, losses, liability or damages that the owner(s) may incur as a result of failure to improve the Private Access Easement to the minimum Fire District requirements for providing emergency services to the property;

(iv) reasons why the fire district certification cannot be obtained. An applicant's refusal to obtain the certification shall not in itself be an allowable reason;

(v) a statement that the property owner was advised and understands that the road may be inadequate for emergency vehicles;

(vi) a statement that the property owner declares and agrees that he and/or she has read the Covenant and Hold Harmless Declaration and has signed it of his or her own free will.

(c) The requirements specified above in LC 15.055(2)(a) through (b) shall apply only to lands outside of a County-designated Forest zone. Lands within a Forest zone shall be governed by the siting and development standards of the applicable zoning district.

(d) Private Access Easements that have previously been fully inspected and approved by Lane County as part of a land division final plat approval, for plats that were recorded after January 1, 1990 shall not be subject to fire district certification requirements of LC 15.055(2)(a) through (b).

(3) Private access easements shall not be approved if the road is presently needed or is likely to be needed for access to adjacent properties or to be utilized for public road purposes in the normal development of the area. The County may determine that the access and transportation needs of the public would be better served if the private access easement being considered is established as a Public Road or County

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Road as defined in LC 15.010(35), and may require dedications and improvements pursuant to the requirements of LC 15.105.

(4) The minimum width for private access easement shall be of a width determined by the County suitable for the intended use, but in no case less than 230 feet. **Notwithstanding this requirement, a pre-existing easement of at least 20 feet in width and serving a lot or parcel created in its present configuration prior to April 28, 2004 is allowable provided it complies with other requirements of this chapter.**

(5) All approved documents creating a private access easement shall provide for the installation, construction and maintenance thereof of all ~~public~~ utilities and facilities which are now or may in the future be needed for the area abutting the road and the surrounding area.

~~(6) The County may require such improvements as are reasonably necessary to provide safe and adequate access to the lot or parcel.~~

(76) **Development on a lot or parcel abutting taking access over a railroad or limited access road right-of-way may require special consideration with respect to its access requirements. Documentation that permanent or long term access over the railroad or limited access road meeting the requirements of this section has been granted.**

(87) Any easement approved as a private access easement shall be an affirmative, perpetual easement appurtenant to the property that will be served by the easement, and contain at a minimum the names of grantor and grantee, ~~the description of dominant and servient tenements,~~ the description of the land covered by the easement, **a description of the lot(s) or parcel(s) to be served by the easement,** ~~description of a description of the intent or purpose of the easement and a statement of maintenance responsibility.~~ All approved easements shall be recorded.

(98) The County may require that at the entrance to a ~~Private~~ **Access** ~~Easement~~ road ~~a the applicant post a sign be posted at private expense~~ stating the name of the private road and the words "Private Road ~~Access~~ **Easement, Not Dedicated for Public Use or Maintained by Lane County.**" (Revised by Ordinance No. 6-75, Effective 3.26.75; 9-76, 8.27.76; 10-80 7.11.80; 1-91, 6.14.91)

~~(10) If the County determines that the access and transportation needs of the public would be better served if the private access easements being considered would be established as a public road, it may require that a public road dedication be made along the entire frontage of the applicant's ownership to a width deemed sufficient by the Department of Public Works. (Revised by Ordinance No. 6-75, Effective 3.26.75; 9-76, 8.27.76; 10-80 7.11.80; 1-91, 6.14.91)~~ 15.060 Diagrams of Proposed and Projected Alignments.

~~The following are diagrams of Type "C" proposed roads showing established alignments and Type "D" proposed roads showing projected general alignment, the official maps of which are on file in the office of the Department of Public Works, attached hereto as Appendix "A". (Revised by Ordinance No. 6-75, Effective 3.26.75; 28-78, 4.6.79)~~

~~Appendix "A" to Chapter 15 of Lane Code (15.060)~~

~~Page 1~~

~~Appendix "A" to Chapter 15 of Lane Code (15.060)~~

~~Page 2~~

~~Appendix "A" to Chapter 15 of Lane Code (15.060)~~

~~Page 3~~

BUILDING SETBACK REQUIREMENTS

15.065 Purpose.

It is the purpose of this section to establish appropriate guiding setback lines to protect the vested interest of the public in the existing and proposed capacity of roads, ~~to reserve areas for the future widening, extension or creation of roads and utilities, including~~

pedestrian ways, bikeways and public transit lanes; to promote public safety and welfare by providing for adequate vision clearance, fire protection and light and air; and to prevent or reduce deterioration of property values and promote conditions for desirable residential, commercial, industrial, institutional or public land uses. (Revised by Ordinance No. 6-75, Effective 3.26.75)

15.070 Building Setback Requirements for Type "A" Road (Existing Public Road), Type "B" Road (Existing Private Road Approved by Lane County), and Type "C" Road (Proposed Road with Established Alignment) Local Access Roads, Public Roads, County Roads, and State Roads or Highways.

(1) A lot or parcel of land adjoining a road designated as a Local Access Road, Public Road, County Road by the Master Road or State Road or Highway Plan as a Type "A", "B" or "C" Road shall have a building setback line which conforms to the following minimum requirements:

(a) ~~Within all areas not subject to the provisions of Lane Code, Chapter 10, "Zoning", the setback line shall be 20 feet from the planned right of way, unless a special building setback line has been established as provided for in the Schedule of Roads, LC 15.027. Within all areas subject to the provisions of LC Chapter 16, the setback distance shall be as specified in the applicable zoning district, unless a special building setback line has been established pursuant to LC 15.070(2) below or unless an additional building setback is specified in LC 15.083 below.~~

(b) ~~Within all areas subject to the provisions of Lane Code, C Chapter 10, "Zoning", the setback line shall be as designated by the applicable Zoning District and the Building Setback Line Chart in LC 15.095, unless a special building setback line has been established as provided for in pursuant to the requirements of LC 15.070(2) below, or unless an additional setback line has been established pursuant to the requirements of LC 15.083 below. the Schedule of Roads, LC 15.027.~~

(c) ~~Setbacks lines shall be measured from the planned right of way line at right angles to the centerline of a straight road or as radials on a curved road to the nearest point of the front wall of the building. Setbacks shall be taken from the minimum right-of-way width specified as follows:~~

(i) For County Roads as defined in LC 15.010(35), the minimum right-of-way width for development setback purposes shall be based upon the functional class of the road, as follows:

(aa) Urban Principal Arterial - 100 feet;

(bb) Urban Minor Arterial - 80 feet;

(cc) Urban Major Collector - 70 feet;

(dd) Urban Minor Collector - 60 feet;

(ee) Rural Arterial or Collector - 80 feet;

(ff) Urban Local - 60 feet, except that the right-of-way

width may be reduced to a minimum of 45 feet for development setback purposes upon written approval of the County Engineer or designee;

(gg) Rural Local Roads - 50 feet.

(ii) For Public Roads and Local Access Roads as defined in LC 15.010(35), the minimum right-of-way width for development setback purposes shall be 50 feet.

(iii) For State Roads or Highways, the minimum right-of-way width for setback purposes is as specified in LC 15.075.

(d) When a ~~Type "A"~~ road has an existing right-of-way width which is greater than the minimum planned right-of-way specified in LC 15.070(1)(c), the building setback line shall be measured from said existing right-of-way line rather than the ~~planned~~ minimum right of-way line.

(ed) Setback lines for those areas requiring an^u additional setback^u pursuant to LC 15.083 below ~~in the Schedule of Roads~~ shall be measured as specified above in LC 15.070(1)(a) through (d) above, ~~from the planned right-of-way line at right angles to the centerline of a road to the nearest point of the front wall of the building and shall be equal to that distance specified by Building Setback Line Chart, plus the distance listed specified under "additional setback" in LC 15.083.~~ the Schedule of Roads.

(ef) Cornices, canopies, eaves and similar architectural features may be extended beyond the front wall a distance not exceeding two and one-half feet.

(gf) Uncovered porches, platforms, landing places, stairways and fire escapes may extend beyond the front wall a distance not exceeding three and one-half feet, provided that such porch, platform or landing place shall have its floor no higher than the entrance or first floor of the building. A railing no higher than three feet may be placed around each landing place.

(hg) Signs conforming to all other applicable standards and requirements may project beyond the setback line.

(ih) Fences, walls or hedges, and guard railings, or other similar landscaping or architectural devices, may be established within the setback area ~~between the planned right-of-way line and the building setback line~~, provided that they do not exceed three and one-half feet in height and further provided they comply with Visual Clear Zone requirements specified in LC 15.095(3). ~~do not interfere with vision clearance required for corner lots.~~

(j) Wire fencing such as that used for livestock, excluding "cyclone" or chain-link fencing, of up to 6 feet in height and which complies with Visual Clear Zone requirements specified in LC 15.095(3) may be established within the setback area.

(ki) In no case shall any cornices, canopies, eaves and similar architectural features or porches, platforms, landing places, stairways, fire escapes, fences, walls or guard railings and signs extend into the planned right-of-way.

(2) Special building setback lines may be established that are greater or lesser than would otherwise be required by the provisions of this Chapter as follows:-

(a) A special building setback line may be established when it is incidental to a subdivision, ~~or partitioning, or other land use application decision as defined in LC Chapter 14~~ and it is found to be necessary for proper development of the ~~arealots or parcels therein~~ or to achieve the purpose set forth in the Comprehensive Plan for Lane County. Any action to establish a special building setback line as ~~which is part of the public hearing for approval of a subdivision or partitioning a land use decision processed pursuant to the requirements of LC 14.050~~ shall be considered to constitute the required ~~public hearing~~ **public notice and opportunity to appeal** requirements of ~~this Chapter~~ **LC Chapter 14**. ~~For the establishing of rights-of-way and setbacks.~~

~~(b) A special building setback line may be established when it is an integral part of an action undertaken in connection with an application of Lane Code, Chapter 10, "Zoning". Any action to establish a special building setback line as part of the public hearing for action on a Chapter 10 application shall be considered to constitute the required public hearing requirements of this Chapter for the establishing of rights-of-way and setbacks.~~

(eb) Special setback lines may be established when it is determined that a special setback line is necessary along a road in order to either implement the Comprehensive Plan for Lane County, provide for special scenic or distinctive conditions, facilitate adequate right-of-way improvements or to promote the public interest and general welfare. ~~The procedure for the e~~Establishment of a special setback line, which is not incidental to a partitioning or subdivision application of Lane Code, ~~C~~ Chapter 13, or to ~~another land use decision as defined in LC Chapter 14 zoning action of Lane Code, Chapter 10,~~ shall be subject to the General Variance Provisions for this

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~~chapter, the same as provided for in this Chapter for Additions and Changes to Master Road Plan-- (Revised by Ordinance No. 6-75, Effective 3.26.75;10-80, 7.11.80)~~

15.075 State Road and Highway Setbacks.

The following minimum right-of-way widths shall be used in calculating the setback distance for new development subject to the provisions of LC Chapter 10 and LC Chapter 16:

<u>Road Name</u>	<u>Section Length (miles)</u>	<u>Setback R/W Width (feet)</u>
Cloverdale Rd.		
Hendrick's Rd. to Hwy. 99	3.51	80
Franklin Blvd./McVay Hwy.		
Hwy. 126 to 30th Ave.	2.19	80
Highway 36		
Hwy. 99 to Territorial	5.52	80
Territorial to Hwy. 126W	45.97	70
Highway 58		
I-5 to Jasper-Lowell Rd.	5.73	120
Jasper-Lowell Rd. to County line	56.34	100
Highway 99 East		
Hwy. 99W to County line	3.37	100
Highway 99 North		
Jessen Dr. to Junction City limits	8.67	120
Highway 99 South		
I-5 at Goshen to County line	20.51	80
Highway 99 West		
Junction City limits to County line	4.46	90
Highway 101	30.97	
Lincoln County line to Sutton Crk. Rd.		80
Sutton Crk. Rd. to Canary Rd.		100
Canary Rd. to Douglas County line		80
Highway 126 W (Route F)		
Beltline Rd. to Florence City limits	54.20	100
Highway 242		
Hwy. 126E at Belknap Springs To east County line	21.66	60
McKenzie Hwy. (Hwy 126 East)		
Hwy 99 to County line	76.14	100
Springfield-Creswell Hwy.		
City limits at 42nd St. to Hwy. 58	8.00	80
Territorial Rd./Hwy.		
County line to county line	42.08	80
Westfir Spur		
Hwy. 58 to Westfir-Oakridge Rd.	1.00	60
42nd St. South		
McKenzie Hwy. to Jasper Rd.	[See Springfield-Creswell Hwy.]	

15.080 Building Setback Requirements From Interior Property Lines.

A lot or parcel of land shall have a building setback line from interior property lines which conforms to the following minimum requirements:

- (1) Within all areas not subject to the provisions of LC Chapter 4016, "Zoning Lane County Land Use and Development Code", the interior setback line shall be five feet as designated by the applicable Zoning District.

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(2) Within all areas subject to the provisions of LC Chapter 10, "Zoning," the interior setback line shall be as designated by Zoning District ~~and on~~ the Building Setback Line Chart, LC 15.095.

(3) Where a utility easement is recorded adjacent to an interior property line, the building setback line shall in no place be closer to the property line than the width of the easement regardless of the building setback line established by this section.

(4) Cornices, canopies, eaves and similar architectural features may be extended beyond the interior building setback line a distance not exceeding two feet.

(5) Fences, walls or hedges not exceeding six feet in height may be located or maintained within the required interior building setback area, except where **Visual Clear Zone requirements specified in LC 15.095(3) apply**, ~~the requirements of vision clearance apply~~ or where a greater or lesser height may be required in connection with an action on a Conditional Use Permit, Temporary Permit, Site Review Permit or Planned Unit Development application ~~of Chapter 10, "Zoning."~~ (Revised by Ordinance No. 6-75, Effective 3.26.75; 10-80, 7.11.80)

15.083 ~~Waiver to~~ "Additional Setback" Requirements.

(1) **Additional Setbacks** as defined in LC 15.010(4) shall be measured as specified in LC 15.070(1)(e) above and shall be required as specified below for the following County Roads:

Applegate Trail (Hwy. 36 to Territorial Hwy.)	+10'
Bailey Hill Rd. (City limits to Green Hill Rd.)	+20'
Bernhardt Creek Rd.(Sweet Creek Rd. to End County maint.)	+20'
Big Fall Creek Rd.(Jasper-Lowell Rd. to End County maint.)	+20'
Blue River Dr. (McKenzie Hwy. to McKenzie Hwy.)	+10'
Bolton Hill Rd. (Territorial Hwy. to Crow-Vaughn Rd.)	+10'
Brice Creek Rd. (Row River Rd. to Champion Creek Rd.)	+10'
Briggs Hill Rd. (Territorial Hwy. to Spencer Creek Rd.)	+20'
Camas Swale Rd. (Mile post 2.2 to Hamm Rd.)	+20'
Camp Creek Rd. (Marcola Rd. to McKenzie Hwy.)	+20'
Canary Rd. (Mile post 1.33 to Canary Rd. South)	+20'
Canary Rd. South (Canary Rd. to Siltcoos Station Rd.)	+10'
Clear Lake Rd. (Canary Rd. to Hwy. 101)	+10'
Cottage Grove-Lorane Rd. (City limits to Old Lorane Rd.)	+10'
Cottage Grove Reservoir Rd. (London Rd. to London Rd.)	+10'
Crest Dr. (Lorane Hwy. to Blanton Rd.)	+10'
Crow Rd. (Green Hill Rd. to Territorial Rd.)	+20'
Crow-Vaughn Rd. (Route F to Bolton Hill Rd.)	+20'
Crow-Vaughn Rd. (Bolton Hill Rd. to Territorial Hwy.)	+10'
Deadwood Creek Rd. (Hwy. 36 to Brooks Rd.)	+20'
Deerhorn Rd. (McKenzie Hwy. to Bridge St.)	+20'
Dillard Rd. (Urban Growth Boundary to Hwy. 99)	+20'
Fox Hollow Rd. (Urban Growth Boundary to So. Willamette St.)	+20'
Garoutte Rd. (Mosby Creek Rd. to Shoreview Dr.)	+10'
Gimple Hill Rd. (Bailey Hill Rd. to Pine Grove Rd.)	+20'
Goodpasture Rd. (McKenzie Hwy. to End County maint.)	+10'
Hamm Rd. (Territorial Hwy. to Camas Swale Rd.)	+20'
Heceta Beach Rd. (Hwy. 101 to Rhododendron Dr.)	+10'
High Prairie Rd. (East 1st St. to End County maint.)	+10'
High Prairie West (Westfir-Oakridge Rd. to High Prairie Rd.)	+10'
Hill Rd. (Old Mohawk Rd. to Marcola Rd.)	+10'
Jasper-Lowell Rd. (Jasper Rd. to Pengra Rd.)	+10'
Jasper-Lowell Rd. (Unity to Hwy. 58)	+10'

Knight Rd. (Route F to West Scheffler Rd.)	+10'
Little Fall Creek Rd. (Jasper-Lowell Rd. to End County maint.)	+10'
Marcola Rd. (Camp Creek Rd. to County line)	+10'
McKenzie View Dr. (Coburg Rd. to Hill Rd.)	+20'
Munsel Lake Rd. (Hwy. 101 to North Fork Siuslaw Rd.)	+10'
Petzold Rd. (Central Rd. to Crow Rd.)	+10'
Pine Grove Rd. (Crow Rd. to Spencer Creek Rd.)	+10'
Row River Rd. (Shoreview Dr. to Shoreview Dr.)	+20'
Row River Rd. (Sharps Creek Rd. to Brice Creek Rd.)	+10'
Shoreview Rd. (Row River Rd. to Row River Rd.)	+20'
Siltcoos Station Rd. (Canary Rd. South to County line)	+20'
South Jetty Rd. (Hwy. 101 to End County maint.)	+10'
Suttle Lake Rd. (Hwy. 101 to Hwy. 101)	+10'
Sweet Lane (Hwy. 99 to End County maint.)	+10'
Thompson Creek Rd. (Hwy. 36 to Indian Creek Rd.)	+20'
Wendling Rd. (Marcola Rd. to End County maint.)	+10'

(2) An application for a waiver to the "additional setback" requirements listed in LC 15.083(1) in "~~Schedule of Roads~~", LC 15.027, may be requested from the Director of the Department of Public Works. The Director may grant a waiver on road sections where existing soil conditions and topographic features will allow future road development within the ~~planned~~ applicable minimum right-of-way width specified in LC 15.702 through LC 15.706 for the road. If the request for a waiver is denied, an application for a ~~variance~~ Variance to setback requirements may be requested in accordance with LC 15.085 below and the General Variance Provisions for ~~this Chapter~~ in LC 15.900. (Revised by Ordinance No. 10-80, Effective 7.11.80)

15.085 Variance to Setback Requirements.

(1) An application for any ~~variance~~ Variance to the requirements of this section may be requested in accordance with the General Variance Provisions for ~~this Chapter~~ in LC 15.900, ~~except that the following specified requirements shall apply where appropriate.~~

(2) When an application for a ~~variance~~ Variance relating to land within the ~~planned~~ right-of-way setback or additional setback of a Type "A" or "C" Public Road, Local Access Road, or County ~~Road~~ as defined in LC 15.010(35) is, upon appeal, denied by the Planning Director or Hearings Official, ~~Appellate Body~~, the applicant may appeal the decision pursuant to the requirements of LC Chapter 14, and as part of the appeal process, request to the Board that the County purchase the land. If, in the opinion of the Board, the applicant is prevented from utilizing the land in a manner that is reasonable in light of the total ownership, the Board shall, upon written request, purchase or condemn the land. Upon the failure of the County to purchase the property or initiate condemnation proceedings within six months of such request, the subject land shall be considered free of the requirements of this section affecting land within the planned right-of-way. (Revised by Ordinance No. 6-75, Effective 3.26.75; 10-80, 7.11.80)

15.090 Right to Require Removal of Structures.

If an owner of any land, without authority of a ~~variance~~ Variance allowed by this ~~Chapter~~ builds, makes, moves or enlarges a structure or other improvement on land reserved for a future public purpose by the Master Road Plan or restricted against improvement by a setback requirement:

(1) Neither he or she nor any of his or her successors in interest may recover damages for public taking or removal of the structure improvement as thus built, made, moved or enlarged; and

(2) Upon appropriation of the land for public purpose for which this ~~Chapter~~ makes reservations, the Board may require whoever owns the land at the time of the

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appropriation, or his or her successors in interest to the land, to remove or pay the cost of removing from the land and from abutting land restricted by setback requirements the structures or improvements thus built, made, moved or enlarged. (Revised by Ordinance No. 6-75, Effective 3.26.75; 10-80, 7.11.80)

15.095 Building Setback Line Chart.

(1) In addition to the Building Setback requirements in LC 15.065 through 15.090 above, the following setback requirements apply to lands governed by LC Chapter 10, Zoning. (See text for complete description of requirements.)

Property	From Planned	From	Interior
	Road R.O.W	(Side)	(Rear)
Line (Feet)	Minimum Setback (Feet)		
<u>District</u>	<u>From Road ROW Specified in LC 15.070 (Feet)</u>	<u>From Interior Property Line (Side)</u>	<u>(Rear)</u>
Exclusive Farm Use (EFU)	20	15 ^{1*}	20 ^{2*}
Forest Management (FM)	20	—	—
Natural Resource (NR)	20	15 ^{3*}	20 ^{4*}
Farm Forestry 20 (F-F 20)	20	125 ^{5*}	20 ^{6*}
General Rural (GR 10)	20	15 ^{7*}	20 ^{8*}
Agriculture, Grazing and Timber (AGT)	20	15 ^{9*}	20 ^{10*}
Recreational Combining (/R)	As per the District with which the /R is combined		
Interim Agriculture Combining (/IA)	20	15 ^{11*}	20 ^{12*}
Public Reserve (PR)	25	10	10
Rural Residential (RR-5) (RR-2) (RR-1)	20	15 ^{13*}	20 ^{14*}
Suburban Residential (RA)	15	5	5
Single Family Residential (R-1)	15	5	5

¹ Exception: For any lot of less than one acre within a recorded subdivision, the setback shall be five feet.

² See #1 above.

³ See #1 above.

⁴ See #1 above.

⁵ See #1 above.

⁶ See #1 above.

⁷ See #1 above.

⁸ See #1 above.

⁹ See #1 above.

¹⁰ See #1 above.

¹¹ See #1 above.

¹² See #1 above.

¹³ See #1 above.

¹⁴ See #1 above.

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 15.320 Lane Code

**LEGISLATIVE
 FORMAT**
 15.10515.900

Garden Apartment Residential (RG)	15	10	10
Residential Professional (RP)	15	10	10
Rural Commercial (CA)	20	10	10
Limited Commercial (C-1)	15	5	5
Neighborhood Commercial (C-2)	0	0	0
Commercial (C-3)	0	0	0
Tourist Commercial	20	10	10
Limited Industrial (M-1)	15	0	0
Light Industrial (M-2)	0	0	0
Heavy Industrial (M-3)	0	0	0
Mobile Home (MH)	15	-5	-5
Mobile Home Parks	25	5	5
Airport Operations (AO)	20	5	5
Airport Vicinity (AV)	20	5	5
Sand, Gravel, Rock Products (SG)		Distances variable depending on operations and adjacent uses and zoning.	
Controlled Processing (CP)- zoning		see LC Chapter 10, "Zoning" for requirements	
Planned Unit Development (/PUD)		Distances for Parent District shall serve as guide but may be varied-see LC Chapter 10 "Zoning" for requirements.	
Unzoned Areas	20	5	5

* **Exception: For any lot of less than one acre within a recorded subdivision, the setback shall be five feet.**

~~Attached Garages and Carports. The minimum distance between the entrance to the garage or carport and the planned road right-of-way from which access is taken shall be 20 feet.~~

(2) **Accessory Buildings.** For lots and parcels subject to LC Chapter 10 Zoning requirements, ~~the~~ the minimum setback distance for any residential accessory building shall be the same as that required for the main building, except that:-

(a) the minimum distance between the entrance to any garage or carport and the ~~planned~~ applicable minimum road right-of-way specified in LC 15.070(1)(c) for the road from which ~~its~~ access is taken shall be 20 feet; and

(b) in EFU, F-F 20, GR 10 and AGT ~~D~~ districts, the minimum setback for an accessory building from an interior property line shall be five feet.

(3) **Visual Clear Zone** ~~on Clearance.~~ All corner lots or parcels shall have a visual clear zone ~~ance of 15 feet~~ that is consistent with the Visual Clear Zone definition in LC 15.010. ~~Special Setbacks. For special setback lines, see "Schedule of Roads", LC 15.027.~~ (Revised by Ordinance No. 6-75, Effective 3.26.75; 3-76, 4.7.76; 10-80, 7.11.80)

DEDICATION AND IMPROVEMENT REQUIREMENTS

15.100 Purpose.

It is the purpose of this section to ensure that an appropriate portion of right-of-way and improvement costs are provided for by abutting properties without general public cost when the development of the abutting property, due to the size or type of use, ~~will normally~~ necessitates the need for additional expansion or construction of existing or planned transportation facilities. (Revised by Ordinance No. 6-75, Effective 3.26.75)

15.105 Dedication and Improvement Requirements.

(1) ~~Any commercial, industrial, professional, group dwelling, multiple family~~

~~or community facility use, or a subdivision or partitioning adjoining a road designated by the Master Road Plan as a Type "A" or "C" road shall meet the following minimum standards and requirements for dedication and improvement:~~

(1) When a land division or other development is proposed, the County may require dedications of right-of-way or easements and improvements necessary to meet the applicable road design standards of LC 15.700 through LC 15.708 and other requirements of this chapter. Road dedication or improvements shall be adequate to serve traffic generated by the new development.

(2) When a traffic impact analysis is required pursuant to LC 15.697, the County may require Public Road or County Road dedications and improvements consistent with the County-approved traffic impact analysis.

(3) If required by the County-approved traffic impact analysis pursuant to LC 15.697, changes or additions to County Road functional classifications shall be made pursuant to the procedures specified in LC 15.035 through LC 15.040.

~~(a) The right of way shall be dedicated to the width shown on the Master Road Plan for the length of the frontage or frontages of the parcel to be used for the commercial, industrial, professional, group dwelling, multiple family or community facility use, subdivision or partition, including parking and outside storage areas; and~~

~~(b) the right of way shall be improved by the installation of paving, curbs, gutters, sidewalks, street drainage facilities and other facilities needed for traffic control as may be required by the Lane Code and Director of the Department of Public Works.~~

~~(4e) If dedications or improvements are required, at the time of development of the use, partitioning or subdivision it is determined by the Director of the Department of Public Works may determine that it is to be in the best interests of Lane County and in the furtherance of the public convenience and welfare that construction of the required improvements be deferred, and the Director of the Department of Public Works may accept in lieu of the required completion of improvements a performance improvement agreement pursuant to LM 15.850 through 15.865.~~

~~(2) For the purpose of this section, unless otherwise covered by Lane Code, Chapter 10, "Zoning"; commercial, industrial, professional, group dwelling, multiple family or community facility use shall include any retail, wholesale or industrial business, the carrying on of any profession, the operation of a group dwelling consisting of five or more families or units, mobile home parks, motels, multiple family dwellings consisting of five or more units, churches, schools and community facilities, but does not include agricultural and horticultural activities or the use of stands for the sale of agricultural or horticultural products grown or produced on the premises or the conducting of any home occupation. (Revised by Ordinance No. 6-75, Effective 3.26.75; 10-80, 7.11.80)~~

15.110 Variance to Dedication and Improvement Requirements.

An application for any ~~variance~~**Variance** to the requirements of this section may be requested in accordance with the General Variance Provisions ~~for this Chapter~~in LC 15.900. (Revised by Ordinance No. 6-75, Effective 3.26.75)

FRONTAGE

15.115 Purpose.

It is the purpose of this section to ensure that all parcels, lots or building sites abutting a ~~County Road, Ppublic or private Rroad~~ or a ~~pPrivate~~ ~~aAccess~~ ~~eEasement~~ (**Private Road**) have the road frontage necessary for safe, usable and convenient ingress and egress and which ingress or egress does not adversely affect the use of the lot or parcel, the abutting road and the surrounding area. (Revised by Ordinance No. 6-75, Effective 3.26.75)

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Bold indicates material being added
~~Strikethrough~~ indicates material being deleted

LEGISLATIVE
FORMAT

15.320 Lane Code 15.13015.130

15.120 Frontage Requirements.

(1) Any lots or parcels or building sites abutting the right-of-way of a ~~Public Road, County or private Road~~ or a ~~Private Access Easement (Private Road)~~ as defined in LC 15.010(35) shall have continuous and usable abutment along said road of not less than 2030 feet, **except that a lawfully created lot or parcel with a minimum of 20 feet usable abutment and that existed as of April 28, 2004 is allowable.** ~~;~~ or

(2) A lot or parcel meeting the requirements of LC 15.135(6) and served by an easement of less than 20 feet in width, shall be deemed to meet the frontage requirements of LC 15.120. ~~When a lot, parcel or building site is located at and abuts the end of a road which does not terminate in a cul-de-sac or other approved turnaround, a facility permit approved by the Director of the Department of Transportation and a plot plan approved by the Planning Director shall be required prior to the issuance of any building permit affecting the said lot or parcel. The Planning Director shall review both the approved facility permit and the proposed plot plan to determine conformance with the purpose and requirements of this section and may approve, conditionally approve or deny the plot plan based upon the review as to compliance with the requirements of this section.~~

(Revised by Ordinance No. 6-75, Effective 3.26.75)

15.125 Variances to Frontage Requirements.

An application for any ~~variance~~ **Variances** to the requirements of this section may be requested in accordance with the General Variance Provisions in LC 15.900 ~~for this Chapter.~~ *(Revised by Ordinance No. 6-75, Effective 3.26.75)*

ACCESS

15.130 Purpose.

It is the purpose of this section to insure that all **lawfully created lots and** ~~parcels or building sites have~~ reasonably safe, convenient and usable access that is sufficient to insure the continued unhampered **lawful use of the lots and parcels** ~~utility of dwellings or commercial and industrial uses,~~ the restricting of undue individual hardship and public cost, and the efficient provisions for transportation and other needed facilities, **services,** and utilities. It is considered that the necessity for being able to travel to and from a **lawfully established permanent residential dwelling use and providing for the delivery of necessary services** is a basic requirement for development. ~~and that direct access to a public road best serves the usual access needs of the public as well as providing for the delivery of necessary services. Private access easements may be acceptable when approved through a planning action taken pursuant to Lane Code Chapter 14 or 15 when necessary to meet unusual or special needs or situations in which case, however, special conditions and public safeguards are required due to the limiting nature of private forms of access. County Roads, Public Roads, Local Access Roads, and Private Access Easements as defined in LC 15.010(35) are required to comply with certain minimum standards in order to insure that not only are the individual vehicular access needs of the lot or parcel are met, insured but that there also exists that there is adequate and safe access for necessary police, fire and other public service vehicles, and that there is adequate provision for the installation and maintenance of sewer, water and storm drainage improvements, and that such roads the private access easements are constructed in accordance with acceptable construction and engineering practice. The requirements of this subsection are intended to provide for the permanent access needs and the orderly development of the lot or, parcel, or building site itself, the surrounding area and the community.~~ *(Revised by Ordinance No. 6-75, Effective 3.26.75; 1-91, 6.14.91)*

15.135 General Access Requirements.

(1) All lots, parcels, or building sites shall have reasonably safe and usable vehicular access either directly to a ~~Public Road, County Road, State Road or directly to an approved private road or a~~ **Public Road, County Road, State Road or directly to an approved private road or a** Private Access Easement.

(2) A lot or parcel shall be considered as having legal access for the purposes of development ~~Any lot or parcel which has been when the lot or parcel:~~

(a) was created in an approved and recorded ~~subdivision plat, partition map, or minor subdivision land division; or~~

(b) is part of an unrecorded subdivision filed with the County as a survey recorded prior to January 1, 1955, and the roads in the unrecorded subdivision were dedicated to the County but may not have been accepted as Public Roads as defined in LC 15.010(35); or

(c) is adjacent to a Public Road or County Road, and meets the frontage requirements of LC 15.120; or

(d) is served by a Private Access Easement meeting the requirements of LC 15.055; or

(e) is adjacent to a state road and meets any applicable state access and permit requirements. ~~shall be considered as meeting the access requirements of this subsection~~

(3) A lot or parcel shall be considered as having reasonably safe and usable vehicular access for purposes of development if the road providing access to the lot or parcel is:

(a) a County-maintained road or State-maintained road; or

(b) a Public Road, Local Access Road, or Private Access Easement physically constructed and maintained to the requirements specified in this chapter; and

(c) any applicable dedication and improvement requirements of this chapter are met.

(4) Lots in platted subdivisions shall take access from the adjacent platted road unless a Variance to Access Requirements is approved pursuant to LC 15.140. Such roads shall be adequate to serve the proposed development and shall be:

(a) constructed at private expense to the requirements specified in this chapter; and

(b) located within the platted road right-of-way. A survey to determine the location of the right-of-way may be required at the discretion of the Director.

(5) When an existing County Road is used to provide access to a vacant lot or parcel where development is proposed:

(a) the approach for the driveway or private access easement serving the property shall meet the access management requirements and spacing and sizing requirements of LC 15.137 through LC 15.139 below; and

(b) the County may require dedications of right-of-way or easements and improvements pursuant to LC 15.105; and

(c) all work within the County Road right-of-way shall comply with the facility permit requirements of LC 15.205 through LC 15.210.

(36) When a lot or parcel is the site of an existing building, the lot or parcel shall be deemed to meet the access provisions of LC 15.135 through LC 15.139 ~~this subsection~~ when a building permit application is for the remodeling, alteration or replacement of an existing structure or the addition of an accessory building and no additional dwelling units or guest houses are -created.

~~(4) A Type "C" road which is classified as a collector, local road or limited local road may serve as an acceptable alternate to an existing public road or an approved private road or road easement when a temporary means of access has been approved by~~

~~the Planning Director unless the Director finds that there is a reasonable probability that the Master Road Plan will be amended so as to remove or relocate that portion of the proposed road which is to serve as the eventual permanent access (Revised by Ordinance No. 6-75, Effective 3.26.75)~~

15.137 Access Management Requirements.

The following requirements shall apply when access is taken from a County Road as defined in LC 15.010(35):

(1) Access decisions will be made in a manner consistent with the functional classification of the roadway.

(2) Where a right of access from a lot or parcel to a County Road exists, access may be allowed at less than the designated spacing standard only if the property does not have reasonable alternative access and the designated spacing cannot be accomplished. When sufficient frontage is unavailable to meet spacing standards, reasonable alternative access will be provided with the following restrictions:

(a) If possible, joint access should be considered;
(b) Not more than one access point will be permitted;
(c) For corner lots, access shall be limited to the intersecting street with the lowest expected traffic volume. If traffic volume is the same or undetermined for either road, access shall be taken from the road with the lower functional classification as defined in LC 15.020(2).

(3) Where a right of access to a collector or arterial road exists, the maximum number of approaches to the road from land within one contiguous ownership shall be one, irrespective of whether the land may be divided into two or more lots or parcels or whether property frontage and spacing standards of LC 15.138 would allow additional access points. More than one approach may be considered if, in the judgment of the County Engineer or designee additional approaches are necessary to accommodate and service traffic to and from a property, and additional approaches will not interfere with driver expectancy and the safety of through traffic on the road.

(4) Where the right of access exists to a Local Road as defined in LC 15.010(18)(e), more than one approach to the road from a lot or parcel may be considered if, in the judgment of the County Engineer or designee additional approaches are necessary to accommodate and service traffic to and from a property, and additional approaches will not interfere with driver expectancy and the safety of traffic on the road.

(5) Driveway and road approaches on County Roads shall be located where they do not create undue interference or hazard to the free movement of highway and pedestrian traffic. Locations on sharp curves, steep grades, areas of restricted sight distance or at points that interfere with the placement and proper functioning of signs, lighting, guardrail, or other traffic control devices shall not be permitted.

(6) Driveway and road approach spacing on County Roads shall comply with the spacing standards in LC 15.138, subject to the following:

(a) Within urban growth boundaries, block length and connectivity policies and standards specified in city transportation system plans and city development codes shall apply;

(b) Offset intersections with spacing less than the standards in LC 15.138 should be avoided. A minimum offset of 150 feet is required for roads designed for speeds of 25 miles or more per hour;

(c) For rural major collector roads new intersections should generally be minimized;

(d) For urban arterial roads, new intersections shall include consideration for optimal traffic signal spacing (typically ¼ to ½ mile) and avoidance of queuing or other operational problems.

(7) Decisions regarding placement, location, relocation, and spacing of traffic control devices, including but not limited to traffic signals, turn lanes, and medians shall be based upon accepted engineering practices as provided for in the Federal Highway Administration (FHWA) *Manual On Uniform Traffic Control Devices* (MUTCD), the *Oregon Standard Drawings* published by ODOT and the American Public Works Association (APWA), and *A Policy on Geometric Design of Highways and Streets* published by the American Association of State Highway and Transportation Officials (AASHTO). The versions of these publications cited in LM 15.450 shall be used.

(8) New development shall accommodate on-site traffic circulation needs on the site and not by circulating on and off the site through multiple access points using the County Road system. "Backing out" maneuvers are prohibited on all arterials and collectors.

(9) New land divisions shall consolidate access to the greatest extent possible. New access onto arterials and collectors shall be minimized.

15.138 Road and Driveway Approach Spacing Standards.

Requirements in this section shall apply to new driveway and road approach intersections with a County Road. When access is needed to a lot or parcel, if the legal status of a lot or parcel has not been determined, the spacing standards in this section shall apply to all contiguous land in one ownership.

(1) Table 2 below shall be used in determining spacing between existing and proposed approaches onto County Roads classified as collectors or arterials.

(2) Within urban growth boundaries, the spacing standard for County Roads classified as Local Roads shall be 20 feet for use of a property for a single family or manufactured dwelling, duplex, or triplex, and 100 feet for other uses.

(3) Outside urban growth boundaries, the spacing standard for County Roads classified as Local Roads, and for Local Access Roads, Public Roads, and Private Access Easements shall be 100 feet.

(4) Where sufficient frontage is unavailable to meet spacing standards, reasonable alternative access will be permitted as specified in LC 15.137, consistent with other applicable requirements.

(5) Spacing standards shall be measured from center-line to center-line of a road or driveway approach at the intersection of the approach with the County Road Right-of-Way as defined in LC 15.010(34)(a).

(6) Site plans for new development shall show the location and width of access serving the property at the intersection of the property and road right-of-way, including all driveway and road approaches to be retained, relocated, added or closed on the subject property, and on adjacent properties as necessary to assure conformance with spacing standards. Dimensions shall be shown to scale and labeled on the site plan.

Posted Speed or Travel Speed*	Principal Arterial	Minor Arterial	Major Collector	Minor Collector
≥ 55	700	475	475	325
50	550	475	475	325
40 & 45	500	400	400	325
30 & 35	400	275	275	220

< 25	400	200	200	150
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*If a road does not have a posted speed, County staff shall determine the travel speed. An applicant for access may submit a speed study completed by an Oregon certified engineer or other professional with appropriate expertise, to be considered and approved by the County, if there is disagreement with the County speed determination.

15.139 Standards for Culverts and Private Approaches on County Roads.

The following standards apply to private access easement road approaches and driveway approaches within County Road rights-of-way.

(1) The minimum and maximum approach and culvert sizing requirements are as follows:

(a) The minimum approach width at the intersection of the approach with the County Road Right-of-Way as defined in LC 15.010(34)(a) shall be 16 feet for Rural Arterials and Collectors; and

(b) 12 feet for Rural Local Roads.

(c) The maximum approach width shall be 30 feet for residential use and 35 feet for other uses.

(d) The minimum radius shall be 10 feet.

(e) Side-slopes shall be no steeper than 3H:1V.

(f) Approaches shall be constructed with asphalt concrete. The approach surface may be Portland cement concrete with prior approval and installation according to County specifications.

(g) Culverts shall be a minimum of 12 inches inside diameter and:

(i) a minimum of 32 feet in length for Arterials and Collectors; and

(ii) a minimum of 28 feet in length for Local Roads.

(iii) A larger pipe diameter size may be required to provide adequate conveyance capacity for a 10-year design storm event. A longer pipe length may be required if a wider driveway apron is approved or terrain or ditch depth dictates.

(2) Sloped end culverts shall be required if the road facility in the area has been upgraded to include sloped end culverts. Side slopes shall match side slopes of the road.

(3) Additional specifications shall be required as necessary to minimize surface flow of water and debris onto the Public Roadway, such as in the case of uphill approaches.

15.140 Variance to Access Requirements.

An application for a ~~variance~~ to the requirements of this section may be requested in accordance with the General Variance Provisions ~~for this chapter~~ in LC 15.900, except that the following ~~specifically specified~~ additional requirements shall apply ~~where appropriate~~:

(1) In addition to ~~other provisions~~ the criteria stated in Lane Code 15.900(2), the ~~variance~~ application may be considered for approval if it is deemed necessary because of ~~either~~ the unusual uses, title limitations, location, or date or means of creation of the lots or parcels or because of the limitations imposed by the arrangement of contiguous or adjacent lots or parcels;

(2) Any ~~variance~~ to the access requirements of this section shall be ~~for an existing lot or parcel~~ when it is necessary to correct or improve an existing situation and is not intended as a means to create new roads or sites to which the orderly provisions of subdivision or partitioning would apply; ~~and~~

(3) The lot or parcel for which a Variance is sought shall be lawfully created; and would, but for access, conform to either the applicable existing subdivision or partitioning and zoning provisions of the Lane Code, or the applicable subdivision and zoning requirements in effect at the time the lot or parcel was created (whichever situation most favors the applicant shall be used).

(4) If a ~~v~~Variance to the access requirements requires that a private road or private access easement be created and/or approved as a part of any conditional approval, the minimum requirements for private road and private access easements specified in Section LC 15.050 and 15.055 of this Chapter shall be complied with as deemed necessary to insure that any approved access will reasonably conform with the stated purposes of this section. *(Revised by Ordinance No. 6-75, Effective 3.26.75)*

ROAD AND RIGHT-OF-WAY REGULATIONS

15.2005 Use of Public Roads and County Roads.

In furtherance of the purpose of this chapter, to ensure the safety and convenience of the traveling public and to effectively and efficiently manage and maintain the public investment in the road system, the Director is delegated authority granted the Board by state statute to regulate the use of Public Roads and County Roads as defined in LC 15.010(35) and to require permits for certain activities. ~~Permits Required in Connection With Use of Public Roads and Rights of Way. The Director of the Department of Public Works is delegated authority granted the Board of County Commissioners, by State statute or other applicable law, with regard to issuance of permits for use of public roads and rights of way. Such use and the required permits include, but are not limited to, the following:~~ *(Revised by Ordinance No. 20-82, Effective 9.3.82)*

15.205 Facility Permits.

(1) Activities Requiring a Facility Permits. Placement of facilities and development within ~~public~~the rights-of-way of a County Road as defined in LC 15.010(35), and substantial alteration of such facilities and development shall be authorized only through facility permits issued by the Director ~~of the Department of Public Works, or his or her authorized representative,~~ in accordance with ORS 374.305 through 374.340. Such ~~f~~Facilities and development includes, but ~~is~~are not limited to, road improvements, sidewalks, new or reconstructed driveway or approach road approach intersections, utility placements, excavation, clearing, grading, culvert placement or replacement, stormwater facilities, structures or any other facility, thing or appurtenance.

(2) Prohibited Activities. Landscaping and trees, landscape timbers, rocks, irrigation facilities, walls, gates, fencing, non-standard mailbox supports, stairways, and any other fixed object or barrier that has the potential of hindering the normal operation, maintenance, or use of a Public Road or County Road shall generally be prohibited and subject to the Failure to Comply and Enforcement Provisions of LC 15.210(11) and LC 15.950 through LC 15.955.

(3) New Development Requiring a Facility Permit. A facility permit is required for access serving new development specified in LC 15.205(3)(a) through (c) below, when requiring intersection with a County Road as defined in LC 15.010(35), to ensure road and driveway approaches, culverts, and other facilities and development as specified in LC 15.205(1) above within the right-of-way of a County Road are constructed in a manner consistent with the purpose of this chapter:

- (a) a new structure on a vacant parcel;
- (b) a dwelling, including a manufactured dwelling;

(c) if specified as a condition of approval in a land division or other land use decision.

(4) **Development Exempt From Facility Permit Requirements.** Notwithstanding LC 15.205(3), the following new development and uses are specifically exempt from facility permit requirements provided the new development or use does not involve construction of a new driveway or road approach on a County Road, alteration to the existing driveway or road approach on a County Road, or otherwise involve placement of facilities or development within a County Road right-of-way:

- (a) Temporary medical hardship homes;
- (b) Replacement dwellings.

(52) **Special Transportation Permits.** Movement of loads upon ~~public~~ ~~Roads~~ or County Roads, in excess of legal standard limits established by State law and in excess of road and bridge tolerances as posted by the Department of Public Works shall be only as authorized on permit of the Director of the Department of Public Works in accordance with, ORS 818.200 through 818.270483.502-528 and any other applicable laws, rules and regulations.

(63) **Nonmotorized Vehicles.** Bicycling on Delta Highway shall be only as authorized on permit of the Director of the Department of Public Works in accordance with LC 5.400.

~~(4) Open Burning in Unprotected Areas. The Director of the Department of Public Works shall issue open burning permits for areas of the County outside jurisdiction of a fire protection district in accordance with ORS 476.380.~~

(75) **Other Permits.** The Director of the Department of Public Works is authorized to issue facility permits for such other activities or installations within public rights-of-way as may be granted the Board by applicable laws, rules and regulations. This includes, but is not limited to the following:

(a) Loading logs along County ~~Roads~~, ~~gating~~, installation of stock guards or fencing along or within public rights-of-way and such special activities as bike-a-thons races, parades, event banners and decorations, or the ~~likesimilar~~ activities that ~~which would~~ require special conditions for use of the ~~public~~ ~~Roads~~ or rights-of-way.

(b) Donations of amenities for use within a County Road. Whenever a person wishes to donate to the County a public amenity for use within a County Road right-of-way, in addition to the criteria set forth in LC 15.210(2), the amenity shall:

- (i) serve a public purpose or provide a public benefit;
- (ii) be located so as not to be an obstruction to a vehicle running off the road;
- (iii) not be designed or colored so as to distract vehicle operators;
- (iv) if the object is to convey information, that the area used therefore shall be no larger than six inches by twelve inches, and shall otherwise comply with all applicable provisions of the sign code;

(v) include the agreement of the donor to maintain the amenity for a period of no fewer than 5 years.

(8) **Access Management.** Activities requiring a facility permit shall be subject to applicable Access requirements and spacing standards of LC 15.135 through 15.139 as part of the facility permit approval process. *(Revised by Ordinance No. 20-82, Effective 9.3.82)*

15.210 Permit Procedure.

The following rules and regulations are adopted with regard to permits issued by the Department of Public Works specified in LC 15.205 above:

(1) Application. Application for permits shall be made on forms provided by the Department of Public Works. The applicant shall certify that all information supplied on the application is correct and shall agree to abide by all applicable Federal, State and County laws, rules and regulations with regard to performance under the permit.

(2) Approval Criteria. Facility permit applications shall be reviewed to ensure the use or activity will maintain the road in a safe condition and to ensure protection of the public investment in the County Road system. Applications for road and driveway approach facility permits shall also be reviewed for consistency with LC 15.135 through 15.139. The Director, of the Department of Public Works, in approving any application, may attach special terms and conditions to promote these objectives as determined by the Director to be in the best interest of the public. Those applications for activities or uses that which are deemed to be not in the public interest or which would jeopardize public safety or cause unnecessary damage to the road system shall be denied.

(3) Fees. Fees as allowed by law or as established by the Board may be collected by the Director of the Department of Public Works, in connection with the issuance of permits.

(4) Performance and Indemnity Requirements.

(a) The holders of permits shall be liable for damage or injury to persons or property, including roads and structures, resulting from work done or privileges granted under any permit.

(b) Before a permit shall be issued, applicants for special transportation or other permits may be required to provide proof of adequate public liability or property damage insurance and proof of insurance or bond indemnifying Lane County, its agents and employees, against liability in the event of any injury or damage occurring by reason of the permittee's operations on a road.

~~(c)~~ Applicants for facility permits and private road crossings may be required to show proof of such insurance.

~~(d)~~ Applicants for permits to load logs along County Roads may be required to post a performance bond in an amount determined by the Director of the Department of Public Works, and may be required to provide proof of adequate public liability and property damage insurance.

~~(e)~~ Applicants for private access easement crossings may be required to furnish a bond or insurance indemnifying Lane County from any damage to County Roads or structures that may be caused by use of the crossing.

(e) When a facility permit is required as specified in LC 15.205(3), land use and zoning authorization for the development on a construction permit shall not be provided until a facility permit for access associated with the development has been issued. For purposes of this subsection, in addition to a copy of the issued facility permit, documentation of facility permit issuance shall consist of a site plan meeting the requirements of the Department and approved as to the access location and width by the Engineering Division, Right-of-Way Management Permits Section.

(f) In all cases, performance bonds and insurance shall be at least in the minimum amount designated by the Director of the Department of Public Works.

~~(g)~~ The holders of all permits shall conduct any work or privilege granted by permit at their own sole risk and shall indemnify, save harmless and defend Lane County, its agents and employees, from all claims, suits, actions and damages arising out of or resulting from the work or privileges granted by permit and such

indemnity shall not be limited by reason of the enumeration of any insurance coverage that may be required.

(5) Safety Requirements. Holders of permits shall exercise diligence and care to ensure safety to the public and protection of the road system. Safety precautions shall include such stipulations reasonably related to safety requirements, as may be made by the Director of the Department of Public Works, in issuing the permit, and such other safety measures as may be required by law. Should it be necessary to interrupt or redirect traffic, procedures designated by the *Manual on Uniform Traffic Control Devices* ~~currently in effect~~ publication cited in LM 15.450 shall apply. During construction performed in connection with facility permits, roads shall be kept free of debris. Flaggers, barricades and other safety devices shall be employed as necessary to warn traffic of possible hazards. Lighted warning lights shall be maintained where necessary between the hours of sunset and sunrise.

(6) Construction.

(a) Facilities shall be constructed to standard State of Oregon or Lane County specifications in conformance with:

(i) applicable Road Design Standards and requirements of LC 15.700 through LC 15.710;

(ii) applicable Access Management requirements of LC 15.130 through 15.139; and

(iii) applicable traffic impact analysis requirements pursuant to LC 15.697, except as indicated by the Director of the Department of Public Works, in issuing the permit.

(b) The permittee shall notify the Director prior to the removal of any survey monuments, and shall be responsible for the cost of replacing any survey monuments moved or destroyed while working in public rights-of-way.

(c) The entire cost of construction, including special conditions and safety requirements, shall be borne by the permittee.

(d) Upon completion of the work, the road and right-of-way shall be restored to its original condition at the expense of the permittee.

(7) Inspection. Performance under any permit issued by the Director of the Department of Public Works is subject to inspection and approval by the Director. Required security will not be released until approval has been granted. The Director is granted authority by the Board to act as its agent pursuant to ORS 374.305 through 374.340 with regard to correction of deficient or unauthorized installations.

(8) Maintenance. Holders of facility permits shall be responsible for maintenance of facilities at their own expense. The expense of relocation or alteration of ~~approach~~ road approaches in connection with a road improvement project shall be borne by the Department of Public Works, except when such alteration is made in connection with assessable improvements in urban areas. Facilities shall be kept in a good state of repair at all times. ~~Permits shall be required for alterations of a substantial nature (not merely maintaining or repairing).~~ The Director of the Department of Public Works is delegated statutory authority of the Board with regard to maintenance requirements, alteration or removal of facilities within the rights-of-way.

(9) Permit Duration, Extensions, and Termination and Suspension. ~~Permits shall have specified expiration date for completion of construction.~~ Unless otherwise specified, construction and improvements required by a facility permit shall be completed within one year from the date the facility permit was issued. ~~Following construction, access permits shall remain in effect until a change in land use occurs.~~

(a) ~~Permits with specified termination dates are not subject to extension; should it be necessary for the permit to remain in effect, a new application must be submitted~~ may be extended to complete required construction and improvements for

up to one year intervals for a maximum of three years from the date the facility permit was issued, provided:

(i) the request for an extension is submitted in writing with the applicable fee prior to the permit expiration date, and

(ii) a performance agreement is executed for the facility permit work. The performance agreement shall be on a form prepared or approved by Lane County and meet the requirements of LM 15.850 through 15.865.

(b) Permits may be terminated or suspended and a new Facility Permit may be required when:

(i) the development or use associated with construction and improvements required by the facility permit is substantially changed or expanded. For purposes of this subsection, "substantially changed or expanded" shall mean any of the following:

(aa) a change of development or use from residential to non-residential use;

(bb) a change of development or use from commercial to industrial use;

(cc) an additional permanent dwelling unit;

(dd) an increase in a commercial or industrial development or use that exceeds 25 percent of the area of the existing use, including all indoor and outdoor areas devoted to the use.

(ii) -the permittee is found to have obtained a permit through misrepresentation of the facts or when, in the judgment of the Director of the Department of Public Works, terms of the permit are being violated or public safety is threatened.

(10) Permittees shall be responsible for the cost of design, installation or construction of additional roadway improvements and traffic control devices, such as turn lanes, warning devices or traffic signals, at any time in the future when the traffic volumes generated by the use for which the access permit is authorized necessitate such installation in the interest of public safety. The need for and type of traffic control devices required shall be determined by the Director of the Department of Public Works based upon the *Manual For Uniform Traffic Control Devices* publication cited in LM 15.450. Responsibility of the permittee shall be limited to cost of design and installation or construction only.

(11) Failure to Comply. The Director of the Department of Public Works is authorized to remove unauthorized facilities and vegetation, including trees and shrubs which constitute a safety hazard, from public rights-of-way. When not representing an immediate hazard, the Director may first attempt to contact the owner for removal of unauthorized facilities or installations. Upon failure of the owner to comply with removal by a specified date, the Director may cause the unauthorized facility to be removed with the cost billed to the owner.

(12) Appeal. The permittee has the right of appeal with regard to rejection of an application, termination or suspension of a permit, or special conditions attached to a permit to the Director of the Department of Public Works, if the initial contact has been with a Public Works Division Manager, and, if further appeal is necessary, to the Board pursuant to LC 15.900(8). Deviations from Facility Permit Requirements. Deviations from the requirements in LC 15.205 through 15.210 may be sought pursuant to the provisions in LC 15.709, Deviations from Design Standards and Facility Permit Requirements. (Revised by Ordinance No. 20-82, Effective 9.3.82)

15.215 Road and Bridge Restrictions.

The Director of the Department of Public Works is delegated authority by the Board to impose temporary weight restrictions on roads or bridges pursuant to ORS 810.030, under emergency conditions. In the event of threat to public safety or extensive damage

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to ~~public~~ ~~roads~~ or bridges, the Director of the Department of Public Works may post those facilities with such restrictions as authorized under ORS 487.905810.030. Such action shall be abated unless confirmed at the next public meeting of the Board with a duly executed Board Order. *(Revised by Ordinance No. 20-82, Effective 9.3.82)*

15.220 Temporary Road Closures.

The Director of the Department of Public Works is authorized to temporarily close a road in the interest of public safety or prevention of extensive damage to County roads or bridges. *(Revised by Ordinance No. 20-82, Effective 9.3.82)*

15.225 Unopened Established County Rights-of-Way.

Rights-of-way legally established for County road purposes over which roads have not been constructed shall not be opened for purposes of private access or land development at public expense. Construction of roads in these circumstances shall be as specified by facility permit and through the land development process, if applicable, at the expense of the applicant. *(Revised by Ordinance No. 20-82, Effective 9.3.82)*

15.230 Lengths of Vehicles, Loads and Combinations of Vehicles, and Weight Limits.

Allowable Upon Lane County Roads Without Need of Special Transportation Permits.

(1) Lengths and Combinations of Vehicles. Certain types and combinations of vehicles may be operated without special length permits upon Lane County roads, except those roads or segments of roads assigned limitations in accordance with ORS 487.905810.030, when the overall length of the vehicles, combination of vehicles or loads do not exceed that as established in Table 13, below. In combinations featuring more than one trailer or semi-trailer, the shortest trailer shall be positioned to the rear of the combination.

TABLE I

Vehicle or Combination of Vehicles	Maximum Length in Feet	
	Overall	Trailer
A. Motor truck and trailer; truck tractor and semi-trailer drawing one trailer or semi-trailer on a dolly equipped with a fifth wheel.	75'	40'
B. Truck tractor (or dromedary) and semi-trailer.	65'	¹⁵
C. Truck tractor (or dromedary) and stinger-steered semi-trailer or balance trailer.¹⁶	75'	45'
D. Truck tractor and semi-trailer towing a dolly or utility trailer.	65'	40'
E. Log truck and pole trailer (stinger-steered).¹⁷ Load length controlled by allowable overall length. Load not to extend forward of rear of cab.	75'	N/A
F. Truck tractor drawing two or three motor vehicles by saddle mount method.	75'	N/A
G. Truck tractor drawing two motor vehicles by single saddle mount and drawbar method.	75'	N/A

¹⁵ ~~No limitation on semi-trailer length. To be governed by specified overall combination length.~~

¹⁶ ~~"Stinger-steered" means the coupling device is located back of the tread of the tires of the last axle of the towing vehicle.~~

¹⁷ ~~See #16 above.~~

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~~H. — A 3,700 pound minimum weight towing vehicle 65' (including motor home) drawing one trailer or one motor vehicle. The vehicle in tow not to exceed 45' in length, including torque, nor exceed 8' in width.
 (Revised by Ordinance No. 73-82, Effective 10.29.82)~~ N/A

Table 3: Maximum Vehicle Length		
Vehicle or Combination of Vehicles	Maximum Length in Feet	
	Trailer	Overall
Truck and trailer combination (neither the truck nor the trailer may exceed 40' in length)	40'	75'
Truck-tractor semi-trailer combination	45'	75'
Truck-tractor, semi-trailer, and trailer (Doubles combination)* *In no instance shall the distance from the front of the semi trailer to the rear of the second semi trailer exceed 68'	40'	75'
Log truck and pole trailer (stinger steered)* *Stinger-steered: the coupling device is located back of the tread of the tires of the last axle of the towing vehicle	N/A	75'

(2) **Weight Limits.** Load limits shall be regulated according to the requirements of ORS 818.010. (Revised by Ordinance No. 73-82, Effective 10.29.82)

RURAL ADDRESSING/ROAD NAMING

15.305 Purpose.

The purpose of this subchapter is to provide for road naming and a uniform addressing system that will allow for systematic expansion as well as providing the necessary information to public safety agencies to locate structures by site address along the County's road network. (Revised by Ordinance No. 13-84, Effective 11.9.84)

15.310 Authority for Enactment.

This subchapter is enacted pursuant to the authority vested in the County by its Charter and ORS Chapter 215. (Revised by Ordinance No. 13-84, Effective 11.9.84)

15.312 Road Naming

The naming or renaming of roads in Lane County shall be accomplished as set forth by order of the Board pursuant to LM 15.005 through 15.035.

15.315 Assignment of Address.

Addresses shall be valid only if assigned by the Department. Structures shall be assigned an address for any lot or parcel adjacent to a road as part of new construction/placement permit issuance procedures and in other cases, subject to the following:

(1) A new address shall be assigned only for:

(a) A new structure on a vacant lot or parcel provided the structure and the lot or parcel are lawfully established; and

(b) New, lawfully established structures on a lot or parcel where an address already exists, provided the new structure cannot be served by the same driveway due to topographical or other physical characteristics of the property.

(c) Other circumstances if, upon review by the Department, the address assignment will be consistent with other provisions of Lane Code.

(2) For new addresses assigned to lawfully established structures that are not dwellings or manufactured dwellings, the address shall not be used to establish residency.

(3) Manufactured dwellings within manufactured dwelling parks and multi-unit structures shall be issued one address number with separate unit numbers.

(4) Home occupations shall not be assigned an address unless the structure otherwise qualifies for a new address pursuant to LC 15.315(1) above.

(5) A new temporary medical hardship dwelling shall not be assigned an address unless the structure qualifies for a new address pursuant to LC 15.315(1)(b). An address assigned for a temporary medical hardship dwelling shall no longer be valid when the hardship ceases.

(6) No address shall be assigned unless a site plan meeting the requirements and guidelines of the Department is submitted and approved, and the site plan includes the accurate location of the driveway, any access easements, the proposed structure(s), and property lines.

(7) If access to a structure requiring an address is taken in whole or in part via a Private Access Easement as defined in LC 15.010(35) an address shall be assigned only upon compliance with the requirements in LC 15.305 through 15.335 and only upon documentation of a recorded access easement meeting the requirements of this chapter. The location of the private access easement shall be accurately shown on the site plan as specified in LC 15.315(6). ~~All address assignments of permanent structures within the unincorporated area of Lane County shall be under the direction of the Department.~~

~~(1) Structures shall be assigned an address as part of new construction/ placement permit issuance procedures when development serves residential commercial or industrial purposes. No address will be assigned without an appropriate site plan showing the location of the driveway, the proposed structure and property lines.~~

~~(2) Apartments, mobile home pads and other multiunit complexes shall be addressed as one structure.~~

~~(3) Temporary mobile homes may be assigned a unique address if located on a separate primary driveway.~~

~~(4) Subdivision lots will be assigned addresses at the time of subdivision plat approval.~~

~~(5) Requests by property owner, or authorized agent, for assignment of an address in situations other than above will be reviewed by the Department to insure compliance with land use guidelines before processing (Revised by Ordinance No. 13-84, Effective 11.9.84)~~

15.320 Correction of Address.

Address corrections may be initiated at the request of the property owner, or authorized agent, or the Department when it is demonstrated that incorrect addresses jeopardize the safety of the dwelling(s) affected. *(Revised by Ordinance No. 13-84, Effective 11.9.84)*

15.325 Exceptions.

The County may choose not to assign addresses in certain areas adjacent to any municipality where the municipality has extended its numbering system beyond its incorporated limits. *(Revised by Ordinance No. 13-84, Effective 11.9.84)*

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15.330 Responsibility.

The Department shall be charged with the responsibility of notifying affected agencies of assigned addresses. *(Revised by Ordinance No. 13-84, Effective 11.9.84)*

15.335 Fees.

All applications and requests for address assignment shall be accompanied by the fee amount established by separate order of the Board. *(Revised by Ordinance No. 13-84, Effective 11.9.84)*

LEVYING, COLLECTING AND ENFORCING SPECIAL ASSESSMENTS

15.600 Authority.

The following provisions relating to the application of a special assessment policy for public improvements are hereby adopted pursuant to the authority granted to Lane County by the Lane County Home Rule Charter. Except as expressly modified in this subchapter, the provisions of ORS Chapter 371 are applicable in Lane County. *(Revised by Ordinance No. 11-73, Effective 9.28.73)*

15.605 Purpose.

The requirements set forth herein are for the purpose of defining policies, conditions and procedures whereby specially benefited property owners shall be assessed for the costs of road improvements. Remonstrance procedures included in Section 9 of the Lane County Home Rule Charter are not repeated herein, but apply in full. The procedures set forth in this subchapter shall constitute a determination by the Board of County Commissioners, absent the express determination inconsistent with these procedures, of the extent to which the cost of road improvements in Lane County is to be defrayed by special assessments on property to be specially benefited. *(Revised by Ordinance No. 11-73, Effective 9.28.73)*

15.610 Definitions.

(For LC 15.600 to 15.645).

~~Direct Cost. All costs, including design costs and engineering costs, associated with installation of improvements specified.~~

~~Local Road or Street. A road or street which is used primarily for access to abutting properties.~~

~~Major Collector. A road or street which is used primarily as a connector from neighborhood areas to commercial or industrial districts; should carry traffic to one or more arterials.~~

~~Minor Arterial. A route which provides for intra-community traffic and serves as a direct connection from communities to principal arterials.~~

~~Minor Collector. A road or street which collects traffic from local residential roads or streets and channels it into the major collector or minor arterial system.~~

~~Principal Arterial. A route which provides for through traffic between major centers of activity in the urban, suburban and rural areas.~~

~~Reconstruct. The action taken to alter or change the physical characteristics of the existing facility, but not including general maintenance or minor betterment. Rural. All areas in Lane County not encompassed within an Urban Service Boundary.~~

~~Urban Service Boundary. The boundary described in the adopted City Comprehensive Plan to which urban services may be extended. *(Revised by Ordinance No. 11-73, Effective 9.28.73; 7-82, 7.9.82)*~~

15.6150 Application.

The provisions herein apply to all County roads, ~~dedicated~~ ~~Public~~ ~~Roads~~ as **defined in LC 15.010(35)** and platted streets within the unincorporated areas of ~~Lane~~ Lane County and under the jurisdiction of Lane County. These provisions shall also apply to the following County roads within the limits of incorporated cities:

- (1) Connecting roads maintained under the authority of ORS Chapter 373;-
- (2) County roads subject to an intergovernmental agreement under the authority of ORS 373.260;-
- (3) County roads within the limits of incorporated cities not covered by LC 15.6150(1) and (2) above and for which the city involved has not requested surrender in accordance with ORS 373.270. *(Revised by Ordinance No. 11-73, Effective 9.28.73; 7-82, 7.9.82)*

15.620 Initiation of Improvements.

Proceedings to construct a new road improvement or reconstruct an existing road may be initiated by:

- (1) Resolution of the Board when it is deemed necessary in order to provide for public safety and to promote the common welfare of the general public;-
- (2) Petition signed by **owners of not less than 60 percent of the separate ownerships abutting the proposed improvements, owners of the land** representing not less than 60 percent of the **frontage of the land** abutting the proposed improvements-. **The signature of an owner of property that has multiple ownership is valued as a fraction of an owner signature for that property in the same proportion as that owner's interest in the property bears to the interest of all other owners of the same property.**

(Revised by Ordinance No. 11-73, Effective 9.28.73; 7-82, 7.9.82; 5-97, 5.16.97)

15.625 Procedures.

When a resolution has been adopted or a petition has been filed for the reconstruction of an existing road, the procedures outlined in ORS Chapter 371 pertaining to an engineer's report, notice to owners, filing of objections, etc., shall be followed. *(Revised by Ordinance No. 11-73, Effective 9.28.73)*

15.630 Priority System.

All proposed projects shall be consistent with a road improvement priority system as may be adopted by Lane County. Any road proposed for reconstruction by petition, which, in the judgment of the ~~Director of the Department of Public Works~~ is in conflict with said priority system, may proceed according to the provisions of ORS Chapter 371, but with financial assistance only as separately determined by the Board. *(Revised by Ordinance No. 11-73, Effective 9.28.73)*

15.636 Assessments.

Improvement costs of new road improvements or the reconstruction of existing roads shall be assessed in the following manner:

- (1) By Petition.
 - (a) Local Streets and Roads and Minor Collectors. The direct cost of the complete street improvements up to and including 36 feet in width curbs, gutters and sidewalks within ~~Urban Service~~ ~~growth~~ ~~B~~ boundaries; and the direct cost of improvements up to and including 24 feet in width in the rural areas shall be assessed to the abutting property on a cost per front foot basis.
 - (b) Major Collectors, Minor Arterials and Principal Arterials. The direct cost of constructing the curbs, gutters, ~~driveway and private access easement approaches,~~ and sidewalks within ~~Urban Service~~ ~~growth~~ ~~B~~ boundaries, unincorporated rural communities and exception areas adjacent to urban ~~service~~ ~~growth~~ boundaries as

designated in an acknowledged comprehensive plan shall be assessed to the abutting property on a cost per front foot basis. All other costs within those described areas and all costs in the rural areas shall be paid by Lane County. If the abutting property does not take access from the road when the improvement project is completed, whether by choice of the owner or denial by Lane County, the assessment for curbs, gutters and sidewalks shall be deferred. Abutting property taking access from the road over other abutting property shall not be eligible for assessment deferral under this section. Any deferred assessment shall be a lien against the abutting property which may be removed and access granted in the future, provided that a) Lane County (or the government with jurisdiction over the road) finds that the new access does not pose a traffic congestion or safety problem and b) the owner of the property pays to Lane County the full amount of the original deferred assessment, plus accrued interest. Interest shall be calculated from the date the original assessments on the project became due, at the rate established by the ~~Board of County Commissioners~~ for those assessments. Lane County (or the government with jurisdiction over the road) may grant access without requiring payment of the deferred assessment and interest if twenty years has elapsed since the date the original deferred assessment was certified. Any assessment deferred under this section shall be waived and the lien shall be extinguished twenty years from the date of certification. Notwithstanding waiver of the deferred assessment and extinguishment of the lien, Lane County (or the government with jurisdiction over the road) shall control access as provided by law.

(2) By Board Resolution.

(a) Local Streets and Roads. The direct cost of constructing curbs, gutters, driveways, and sidewalks within ~~Urban Service~~ ~~growth~~ ~~B~~ boundaries, unincorporated rural communities and exception areas adjacent to urban ~~growth~~ ~~service~~ boundaries as designated in an acknowledged comprehensive plan shall be assessed to the abutting property on a cost per front foot basis. All other costs within those described areas and all costs in the rural areas shall be paid by Lane County.

(b) Minor Collectors, Major Collectors, Minor Arterials and Principal Arterials. The same as defined in LC 15.636(1)(b) above.

(c) Property owners will be assessed for the sidewalk constructed on their frontage up to a maximum width of six feet. The remaining cost of sidewalks constructed for a project shall be paid by Lane County.

(d) Property owners will be assessed for the costs associated with approach construction on their frontage. Costs will be charged from the back of the curb to the back of the sidewalk, up to a maximum distance of six feet back from the curb. The balance of approach costs shall be paid by Lane County.

(3) By Petition or Resolution-Bridges. When the ~~Board of County Commissioners~~ determines the public interest requires improvement to bridges on a local access road, the direct cost of bridge improvement or replacement shall be assessed to the specially benefiting property owners on a uniform basis as determined by the Board.

(4) For purposes of LC 15.636, Direct Cost shall mean all costs including engineering and administrative costs associated with installation of improvements specified.

(5) Deferrals.

(a) Assessments may be deferred on large frontages as specified below when all of the following conditions apply:

(i) The parcel:

(aa) is zoned equivalent to low density residential or single family residential; or

(bb) in any zone other than those specified in LC 15.636(5)(a)(i)(aa) above, is vacant or is occupied solely by the owner and is the owner's primary residence; and

(cc) has more than 200 feet of street frontage, is capable of being divided into four or more lots, and is not part of a phased development.

(ii) The owner requests a deferral of the assessment; and

(iii) A source of funds exists to finance the deferral so that costs to other property owners do not increase.

(b) When a deferral is allowed under LC 15.636(5)(a) above:

(i) the parcel shall be assessed for a minimum frontage of 100 feet. The costs for the remaining frontage may be deferred.

(ii) the deferred assessment shall be a lien against the abutting property.

(iii) The deferral shall terminate upon initiation of a land division of the property.

(c) Upon termination of a deferral under LC 15.636(5)(b)(iii), the owner of the property shall be required to pay to Lane County the full amount of the original deferred assessment plus accrued interest. Interest shall be calculated from the date of the original assessment at the rate established by the Board for those assessments. Any assessment deferred under this section shall be waived and the lien shall be extinguished 20 years from the date of certification.

(d) The deferral provisions under LC 15.636(5)(a) through (c) above are in addition to but shall not supersede the provisions in ORS 311.702 through 311.735 for Deferral of Special Assessments on Senior Citizens' Residential Property. *(Revised by Ordinance No. 11-73, Effective 9.28.73; 7-82, 7.9.82; 20-87, 10.14.87; 8-94, 11.25.94; 5-97, 5.16.97)*

15.640 Intersections.

For assessment projects, ~~the~~ cost of street improvements located within street intersections and railroad intersections shall be paid by Lane County or other participating public agencies or railroads and will not be assessed to property owners on projects where there is joint participation in the improvement costs. *(Revised by Ordinance No. 11-73, Effective 9.28.73)*

15.645 Foreclosure.

The Director of the Department of Assessment and Taxation shall have the duties and responsibility of the County Court in ORS 371.650(3) and ORS 371.660 and shall have the general responsibility for record keeping and collection of ORS Chapter 371 assessments made under the authority of ORS Chapter 371 and this subchapter. *(Revised by Ordinance No. 11-73, Effective 9.28.73; 7-82, 7.9.82)*

ROAD SYSTEMS DEVELOPMENT ~~FEE~~

15.695 Specific Road Improvements.

Pursuant to LC 15.696 through 15.697 below, ~~the~~ owner of land being developed may be required, as a condition of development approval, to make ~~implement~~ specified road improvements necessitated by the development ~~either on or off site~~. The Public Works Director shall specify any required improvements and these shall be in addition to other requirements of this Chapter. *(Revised by Ordinance No 7-82, Effective 7.9.82)*

15.696 Roadway Performance Standards.

Lane County uses the volume to capacity ratio (v/c) as the basic peak hour performance standard for evaluation of project need, plan amendments, and land development proposals. Table 4 below contains maximum v/c for County Roads. Achieving or maintaining the v/c standard means the v/c is, or is projected to be, numerically equal to, or less than, the applicable v/c in Table 4 below.

(1) In addition to the v/c standards in Table 4, other analysis methods producing a predicted level of service may be required as specified in the Traffic Impact Analysis Guidelines of the Public Works Engineering Division. The Highway Capacity Manual publication cited in LM 15.450 provides nationally recognized methods and procedures for estimating level of service and capacity for various types of transportation facilities. Where level of service analysis is required, the peak hour performance standard is to achieve or maintain, and not exceed, LOS D. Not exceeding LOS D means "A," "B," "C," or "D." Failure to meet the standard, or "exceedence" of the standard means that the predicted level of service is "E" or "F." Where level of service analysis is required, both the v/c standard and the level of service standard must be achieved or maintained.

(2) When analyzing County roads within cities, Lane County standards shall apply, except that within urban growth boundaries, the applicable design standards of the respective city shall apply to County Roads functionally classified as Local Roads. In the absence of city standards for such roads, the County's road design standards shall apply. Traffic study requirements should be coordinated with cities and ODOT when development proposals affect facilities under the jurisdiction of these agencies.

(3) When analyzing signalized intersections, locations where signal warrants may be met, or intersections with all-way stop control (AWSC), the primary objective is to maintain the performance of the overall intersection. The overall intersection v/c must meet the applicable standard. If level of service analysis is required, the level of service standard must also be met.

(4) At unsignalized intersections and road approaches with two-way stop control (TWSC), the objective is to achieve or maintain the volume to capacity ratios specified in Table 4 for the approaches that are not stopped.

(5) Approaches at which traffic must stop, or otherwise yield the right of way, shall be operated to maintain safe operation of the intersection and all its approaches and shall not exceed a v/c of 0.95 within urban growth boundaries and a v/c of 0.80 outside of urban growth boundaries.

(6) If nearby public or private roads, streets, or driveways are predicted to exceed the standards as a result of the proposal requiring a traffic impact analysis, mitigation measures shall be recommended. If nearby road, street or driveway performance is predicted to exceed standards in order to maintain flow on the road or street where access is proposed, adequate space for vehicle queuing (based on 95% probability) must be maintained on the nearby road, street or driveway.

(7) At the intersection of a County road and a state highway, state highway standards must be achieved or maintained for the state highway.

Table 4: Maximum Volume to Capacity Ratios (v/c) for Peak Hour Operating Conditions on Lane County Roads

Roadway Category	Location/ Speed Limits				
	Inside Urban Growth Boundary			Outside Urban Growth Boundary	
	Eugene-Springfield Metro Area	Outside Eugene-Springfield Metro area where speed limit <45 mph	Outside Eugene-Springfield Metro area where speed ≥ 45 mph	Within Unincorporated Communities	Outside Unincorporated Communities
Freeways and Expressways	0.80	n/a	n/a	n/a	n/a
Other County Roads	0.85	0.85	0.75	0.80	0.70

15.697 Traffic Impact Analysis Requirements.

(1) A traffic impact analysis may be required as part of a complete land use application for any of the following:

(a) any development proposal that if approved, will result in an increase of peak hour traffic flow of 50 or more automobile trips outside an urban growth boundary, or 100 or more automobile trips inside an urban growth boundary. The increase in number of trips shall be calculated based upon the methodology in the Institute of Traffic Engineers' *Trip Generation* manual for the year of publication specified in LM Chapter 15.450 and associated handbook and user's guide; or

(b) development proposals that will affect county roads where congestion or safety problems have been identified by previous traffic engineering analysis; or

(c) any plan amendment proposal, unless waived by the County Engineer as specified below; or

(d) proposed development that will generate or receive traffic by single or combination vehicles with gross weights greater than 26,000 pounds as part of their daily operations. "Daily operations" includes delivery to or from the site of materials or products manufactured, processed, or sold by the business on the site. "Daily operations" does not include routine services provided to the site by others, such as mail delivery, solid waste pickup, or bus service.

(2) The County Engineer or designee may waive traffic impact analysis requirements specified in LC 15.697(1) above, when:

(a) Previous analysis has determined that the development proposal will not result in congestion, safety, or pavement structure impacts that exceed the standards of the agency that operates the affected transportation facilities; or

(b) In the case of a plan amendment or zone change, the scale and size of the proposal is insignificant, eliminating the need for detailed traffic analysis of the performance of roadway facilities for the 20-year planning horizon. Whether the scale and size of a proposal may be considered insignificant may depend on the existing level of service on affected roadways. Generally, a waiver to Traffic Impact Analysis will be approved when:

(i) the plan designation or zoning that results will be entirely a resource designation; or

(ii) the plan designation or zoning that results will be entirely residential and the allowed density is not likely to result in creation of more than 50 lots; and

(iii) there is adequate information for the County Engineer or designee to determine that a transportation facility is not significantly affected as defined in Lane County Transportation System Plan Policy 20-d.

(3) Traffic impact analyses shall document compliance with the requirements and guidelines in LC 15.696 and shall:

(a) be prepared by an Oregon-certified engineer with expertise in traffic and road construction engineering;

(b) document compliance with:

(i) the Road Design Standards in LC 15.700 through 15.708; and

(ii) the Access requirements specified in LC 15.130 through 15.139; and

(iii) the goals and policies of the applicable transportation system plan; and

(c) evaluate all road facilities where direct access is proposed, including proposed access points, nearby intersections, and the nearest major intersection with a traffic signal; and

(d) address the requirements for pavement structure analysis in LC 15.707 if the analysis is required pursuant to LC 15.697(1)(d); and

(e) be approved as to scope prior to proceeding with the analysis, as specified in the Traffic Impact Analysis Guidelines of the County Engineering Department. The County Engineer may alter the study requirements based upon the anticipated impact of the proposal. For example, a queue length analysis (based upon 95% probability) may be required.

(4) The traffic impact analysis shall demonstrate the following:

(a) for plan amendments and zone changes, that the performance standard specified in LC 15.696(1) for the affected road(s) will not be exceeded as a result of the plan amendment or zone change, within 20 years from the date the analysis was completed;

(b) for other development, that the performance standard specified in LC 15.696(1) for the affected road(s) will be achieved immediately and for the next five years.

(5) If the performance standard in LC 15.696(1) cannot be achieved or maintained as specified in LC 15.697(4) above, the analysis shall propose one or more of the following:

(a) road dedications and improvements for capacity increases;

(b) implementation of demand management strategies;

(c) other mitigation measures.

(6) Proposed dedications, improvements, demand management strategies and other measures proposed pursuant to LC 15.697(5) may include but are not limited to the following:

(a) Reconfigure roadway and side-street accesses to minimize traffic conflicts at intersections;

(b) Limit parking near signalized intersections to increase intersection capacity;

(c) Coordinate and operate traffic signals to improve traffic progression;

(d) Relocate driveways and improve local road connections to direct traffic away from overburdened intersections and intersections where side-street capacity is limited in order to optimize traffic progression on the state highway;

(e) Improve turning radii at intersections that are heavily used by trucks to avoid lane blockages;

(f) Install raised medians to reduce traffic conflicts;

(g) Improve accesses so that traffic can enter or exit the roadway with minimal disruptions of flow;

(h) Implement other transportation demand management or transportation system management measures to use existing capacity of the roadway more efficiently.

(7) Proposed dedications, improvements, demand management strategies and other measures pursuant to LC 15.697(5) shall:

(a) consider the safe operation of affected driveways and public street intersections;

(b) propose access locations as appropriate, consistent with the access requirements in LC 15.130 through 15.139;

(c) demonstrate that the proposed measures will be completed in a manner consistent with applicable state and local policies and standards; and

(d) include a description of how and when the dedications, improvements and other measures will be performed.

(8) Traffic impact analyses shall be developed in coordination with agencies such as the Oregon Department of Transportation or a city when the proposal requiring the analysis affects facilities in their jurisdiction. Dedications, improvements, and other measures proposed pursuant to LC 15.697(4) shall comply with adopted plans and requirements of the agency with jurisdiction for the affected facility.

(9) In addition to the requirements in this subsection, the *Highway Capacity Manual* publication cited in LM 15.450 shall be used as the guiding standard for completion of a traffic impact analysis. The McTrans *Highway Capacity Software* package, or other approved software packages, may be used to complete the analysis. The Oregon Department of Transportation's SIGCAP software, or other ODOT-approved software is acceptable where the study scope includes analysis of both State and County facilities.

(10) Upon approval of the traffic impact analysis and proposed dedications, improvements, and other measures, requirements shall be completed at private expense, unless otherwise approved by the Director. Conditions may be assigned to ensure all requirements are completed.

SIDEWALKSROAD DESIGN STANDARDS

~~15.700 Purpose.~~

~~The purpose of this subchapter is to provide rules, criteria and standards for the location, construction, maintenance and use of sidewalks in the unincorporated areas of Lane County in order to provide for and promote pedestrian and bicycle travel in an orderly, convenient, safe and pleasant manner and is adopted under the authority of the Lane County Home Rule Charter and ORS Chapters 368 and 371. (Revised by Ordinance No. 1-75, Effective 3.15.75)~~

~~15.705 Criteria. Sidewalks shall be required along the entire public road frontage of any lot or parcel when:~~

~~(1) The lot or parcel is located within the urban area boundary as defined by the US Department of Transportation for the Eugene-Springfield Metropolitan Area,~~

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Bold indicates material being added
Strikethrough indicates material being deleted
15.320 Lane Code

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- ~~(2) The lot or parcel is adjacent to a road with existing curbs and gutters which are adequate for the installation of sidewalks; and~~
~~(3) The lot or parcel is the subject of a request for a building permit to construct a new dwelling or business building. (Revised by Ordinance No. 1-75, Effective 3.15.75)~~

~~15.710 Applications Sidewalk Construction Permit:~~

~~(1) When a sidewalk in good repair does not exist as required by this section, an applicant for a building permit shall, concurrently with such application, obtain a sidewalk construction permit from the Building Official for the construction of a sidewalk within the road right of way for the full frontage of the lot or parcel. The sidewalk construction shall be completed within the building construction period. No certificate of occupancy shall be issued for any building or structure until the requirements of this section have been met.~~

~~(2) The Building Official shall allow noncompliance with the provisions of this section if, after appropriate review of an application by the Director of the Department of Transportation, the Director finds that the construction of a sidewalk is impractical for one or more of the following reasons:~~

- ~~(a) Planned installation of public utilities or street improvements would of necessity cause severe damage to the required sidewalk.~~
~~(b) Right of way width is insufficient to accommodate a sidewalk.~~
~~(c) Topography or contours make the construction of a sidewalk impractical.~~

~~The noncompliance provided for in this subsection shall be by separate agreement as defined in LC 15.010 (Improvement Agreement).~~

~~(3) If a sidewalk is not constructed as required by this section, then the County may construct it for the full frontage of the lot or parcel, and proceed with assessment and collection of costs incurred by the County in the actual construction of the sidewalk. If the assessment is not paid after notice thereof, the County may proceed to levy on the lot, parcel or building site liable for the assessment and cause the lien thereof to be satisfied as provided for by law. (Revised by Ordinance No. 1-75, Effective 3.15.75)~~

15.700 Purpose.

The purpose of this section is to provide standards for the construction and reconstruction of roads which are controlled and maintained by Lane County and all roads in the unincorporated areas of Lane County in order to provide for and promote a convenient, safe and efficient road network and to provide for motor vehicle, bicycle and pedestrian travel, and is adopted under the authority of the Lane County Home Rule Charter and ORS Chapters 368 and 371. (Revised by Ordinance No. 1-75, Effective 3.15.75)

15.701 General Provisions.

(1) Roadway design elements not specified in LC 15.700 through 15.710 shall conform to guidelines of the following publications as determined appropriate by the County Engineer, using the publication version cited in LM 15.450:

(a) The following publications of the American Association of State Highway and Transportation Officials:

- (i) *A Policy on Geometric Design of Highways and Streets;*
(ii) *Roadside Design Guide;*
(iii) *Geometric Design of Very Low Volume Local Roads (ADT < 400);*

(iv) *Guide for Design of Pavement Structures.*

(b) The following publications of the Oregon Department of Transportation and/or the American Public Works Association (APWA), Oregon Chapter:

- (i) *Highway Design Manual*;
- (ii) *Oregon Highway Plan*;
- (iii) *Oregon Bicycle and Pedestrian Plan*;
- (iv) *Oregon Standard Specifications for Construction*;
- (v) *Oregon Standard Drawings*.

(2) Where required, calculation of projected Average Daily Traffic (ADT) shall be based upon the Transportation Research Institute's *Trip Generation* manual using the publication version cited in LM 15.450.

(3) Decisions about traffic control devices, including traffic signals, pavement markings, signing, and crosswalk marking, will be guided by the Federal Highway Administration's *Manual On Uniform Traffic Control Devices*, using the publication cited in LM 15.450.

(4) Sidewalks, access ramps, driveways, medians, and other right-of-way design elements shall comply with Americans with Disabilities Act (ADA) requirements.

(5) Notwithstanding LC 15.030, County Roads outside of urban growth boundaries may be required to be improved to urban road design standards as determined on a case by case basis through the Capital Improvement Program adoption process, or as required by a Traffic Impact Analysis pursuant to LC 15.697.

15.702 Urban Arterial And Collector Standards.

(1) Applicability.

(a) The Urban Arterial and Collector Standards apply to County Roads within urban growth boundaries with the following functional classifications:

- (i) Minor Collectors;
- (ii) Major Collectors;
- (iii) Minor Arterial;
- (iv) Principal Arterial.

(b) For the streets listed in LC 15.702(1)(a), the standards apply to the following street improvements within urban growth boundaries:

- (i) Newly constructed arterial and collector streets.
- (ii) Reconstruction of existing arterial and collector streets, including reconstruction of the roadbed and addition of curbs, gutters and sidewalks, but not including preservation or pavement rehabilitation.

(iii) Widening of existing improved arterial and collector streets that result in adding one or more through lanes, left turn lanes, continuous center turn lanes, right turn lanes, bicycle lanes, or other additional lanes.

(2) Diagrams. Diagrams 1 through 5 in LC 15.710 illustrate Urban Arterial and Collector design configurations.

(3) Right-of Way Width. The minimum right-of-way width shall be the sum of all roadway design element widths plus an additional eight feet (four feet on each side). In addition, the right-of-way shall include space for utilities, transition areas, and cut and fill slopes, and may vary based on terrain.

(4) Roadway Width. The roadway width is the distance from curb face to curb face. See Vehicle Travel Lane Width and Bike Lane sections below to determine total roadway width.

(5) Vehicle Travel Lane Width.

(a) Urban Principal Arterials. Travel lanes shall be 12 feet wide. If a design deviation is approved pursuant to the requirements of LC 15.709, the minimum acceptable width shall be no less than 11 feet.

(b) Urban Minor Arterials and Major or Minor Collectors. Travel lanes shall be 11 feet wide, except that wider lanes may be required for industrial

areas or areas where the truck percentage of ADT is 10% or more within a 12-hour period.

(6) Surface Type. Surface type shall be pavement.

(7) Pavement Structure. Pavement Structure design shall meet the requirements specified in LC 15.707.

(8) Sidewalks.

(a) Sidewalks are required on both sides of all arterial and collector streets with the exception of freeways and expressways:

(i) Sidewalks are not required on freeways.

(ii) Expressways shall be evaluated on a case by case basis to determine if sidewalks are required.

(b) Sidewalk design shall be either setback sidewalks or curbside sidewalks, as follows:

(i) The preferred design option is setback sidewalks. Setback sidewalks shall be a minimum of five feet wide with a minimum six feet wide planting strip. Planting strips provide more physical separation of pedestrians from vehicles and space for street trees, landscaping, ground covers, or turf and provide aesthetic benefits to the streetscape. Street trees within public right-of-way are maintained by Lane County. Shrubs, groundcovers, and turf are maintained by the adjacent property owner.

(ii) Curbside sidewalks shall be a minimum six feet wide (excluding curb width) to allow for:

(aa) Additional separation for pedestrians from parked cars or higher speed traffic.

(bb) Additional usable width for pedestrians when mailboxes, signs or utilities obstruct the sidewalk area.

(cc) Provision of ADA compliant driveway designs and handicap ramps. These standards generally call for flat landing areas, gentle grades, and adequate width for pedestrian and wheelchair movements.

(9) Bike Lanes.

(a) Bicycle lanes shall be a minimum of five and one-half feet wide and provide sufficient usable lane width around drainage grates and utility covers. In a typical application, the five and one-half feet width provides a one and one-half feet shy distance from a curb or parked car and four feet for travel.

(b) Curb inlets are the preferred design option for storm water facilities. Where installation of curb inlets is not possible due to steep slopes, utility placement, or other conflicts, catch basins with approved bike-friendly grates are acceptable.

(c) Marked bicycle lanes are required when streets are newly constructed, are reconstructed to urban standards, or are widened to provide additional vehicular capacity.

(10) On-Street Parking.

(a) On-street parking is not permitted on arterial streets.

(b) On-street parking may be provided on collector streets only after a parking demand and supply study has been completed and the desirability and feasibility of on-street parking has been verified. A parking study shall consider, among other factors, the nature of adjacent land uses, the degree to which the street is nearing design capacity, and impacts to bicycle use of the street.

(c) Parking on collector streets will be required when the parking demand and supply study indicates a clear inadequacy in the supply of parking or determines the existing and/or future demand for parking validates the establishment of on-street parking facilities.

(d) Parallel parking is the preferred layout for on-street parking.

(e) Where allowed, parallel parking lane widths on collector streets shall be a minimum of seven feet wide.

(11) Crosswalks.

(a) Any markings used to establish a crosswalk shall conform to the *Manual On Uniform Traffic Control Devices* (MUTCD) publication cited in LM 15.450.

(b) Marked crosswalks should be provided at signalized or all-way stop controlled intersections where logical connections to pedestrian facilities exist and at school crossings on established routes. Unsignalized intersections or other locations should not be marked unless an engineering study indicates a need for marked crosswalks and the Director approves the installation.

(12) Curb & Gutter. Curbs and gutters serve any or all of the following purposes: drainage control, roadway edge delineation, right-of-way reduction, aesthetics, delineation of pedestrian walkways, reduction of maintenance operations, and assistance in orderly roadside development. The type and location of curbs and gutters affect driver behavior and, in turn, the safety and utility of a roadway.

(a) Water conveyance capacity in curb and gutter design shall be provided by a minimum 18-inch gutter width.

(b) The minimum gutter slope shall be 0.5%.

(c) The minimum curb height shall be six inches.

(d) Curb designs that are acceptable for use on County roads include:

(i) Vertical curbs are intended to discourage vehicles from leaving the roadway. Vertical curbs should not be used along high-speed roadways because an out-of-control vehicle may overturn or become airborne as a result of an impact with such a curb. A suitable traffic barrier should be provided where redirection of vehicles is needed.

(ii) Sloping or mountable curbs are used on roads with speeds of 45 miles per hour or greater and are designed so vehicles can cross them readily if necessary. For example, sloping curbs can be used at median edges or to outline channelizing islands in intersection areas.

(iii) Extruded curbs of either cement or bituminous concrete usually have sloping faces because they provide better initial stability, are easier to construct, and are more economical than steep or vertical faces. Extruded curbs shall only be used for drainage control and not as separation for vehicles and pedestrians.

(iv) Other curb designs that conform with accepted engineering practice as set forth in LC 15.701(1).

(13) Raised Medians. Arterial and collector streets may have a raised median area to decrease crash experience, restrict turning movements, limit land access, encourage lower vehicle speeds, provide a refuge area for pedestrians and vehicles, and to increase the efficiency and capacity of the street. Raised medians will be required when a combination of factors indicate that their use will improve the safety and efficiency of the roadway. Factors to consider include, but are not limited to, pedestrian traffic volume, crossing distance, ADT, access management and roadway capacity.

(a) The preferred raised median width is 10 feet when used to limit land access or control turning movements. The minimum width of medians used for this purpose shall be four feet.

(b) Medians used as a pedestrian refuge shall be a minimum of eight feet wide to enhance pedestrian safety. Medians used as a pedestrian refuge or to facilitate pedestrian and bicycle movements shall be designed with at-grade cuts at all intersections.

(c) The preferred raised median width for provision of turning bays is 14 feet. The minimum width for this type of median is 12 feet.

(d) Raised medians shall be designed at six inch curb height.

(14) Center Turn Lanes.

(a) Center turn lanes on arterial and collector streets shall be a minimum of 12 feet wide.

(b) A turn lane width of 14 feet may be used in industrial or commercial areas and other streets that experience a minimum 10% truck percentage of traffic volume. Where the truck percentage of traffic volume is greater than 15%, a minimum 14 feet center turn lane shall be required.

(c) Arterial and collector streets may have a continuous two-way center turn lane to channelize and remove left turning traffic from through traffic lanes, or to provide additional separation between traffic moving in opposite directions.

(15) Traffic Signals. The application and use of traffic signals shall be guided by the principles, methods and warrants outlined in the *Manual on Uniform Traffic Control Devices* publication cited in LM 15.450.

(16) Maximum Grade. The maximum road grade shall be as follows:

Table 5: Maximum Grade

Terrain type	Urban Collector	Urban Arterial
Level	7%	5%
Rolling	10%	6%
Mountainous	12%	8%

(a) In level terrain, highway sight distance, as governed by both horizontal and vertical restrictions, is generally long or can be made to be so without construction difficulty or major expense. Roads where no 500 foot segment exceeds 5% in grade shall be considered Level.

(b) In rolling terrain, natural slopes consistently rise above and below the road and street grade, and occasional steep slopes offer some restriction to normal horizontal and vertical roadway alignment. Roads where any 500 foot segment exceeds 5% in grade but does not exceed 8% in grade shall be considered Rolling.

(c) In mountainous terrain, longitudinal and transverse changes in the elevation of the ground with respect to the road are abrupt, and benching and side hill excavation are frequently needed to obtain acceptable horizontal and vertical alignment. Roads where any 500 foot segment exceeds 8% in grade shall be considered Mountainous.

(17) Street Lighting. Roadway illumination will be provided by the County only as a part of construction or reconstruction of arterial roads within an adopted urban growth boundary, provided an interagency agreement assigning ownership and maintenance of the lighting to another entity is executed prior to construction. The County may provide illumination in other locations under special circumstances such as at traffic signals or high hazard locations.

(18) Speed Zones. The establishment of speed zones on County roads will be prescribed by the applicable Oregon Revised Statutes that establish speed limits within specific areas. Speed zones established beyond the statutory requirements are under the authority of the Oregon Department of Transportation.

15.703 Rural Arterial And Collector Standards.

(1) Applicability.

(a) The Rural Arterial and Collector Standards apply to County Roads outside of urban growth boundaries with the following functional classifications:

- (i) Minor Arterial; and
- (ii) Minor Collector; and
- (iii) Major Collector.

(b) For the roads specified in LC 15.703(1)(a), the standards apply to the following street improvements outside of urban growth boundaries:

- (i) Newly constructed arterial and collector streets.
- (ii) Reconstruction of existing arterial and collector streets, including upgrades to rural standards through reconstruction of the roadbed and addition of paved shoulders and ditches, but not including preservation or pavement rehabilitation.

(iii) Widening of existing arterial and collector streets that result in adding center turn lanes, right turn lanes, paved shoulders, or other major widening improvements.

(2) Diagrams. Diagrams 8 and 9 in LC 15.710 illustrate rural arterial and collector design configurations.

(3) Right-of Way Width.

(a) The minimum right-of-way width for rural arterial and collector roads shall be 80 feet in two-lane sections and 100 feet in three-lane sections.

(b) In addition to meeting the requirements of LC 15.703(3)(a), the right-of-way shall include space for the roadway and an adequate drainage ditch, including accepted safety standards for ditch foreslopes and backslopes.

(4) Roadway Width. The pavement width shall be the sum of all vehicle lanes and paved shoulders. Minimum widths for lanes, paved shoulders, and total pavement are specified in the following table. Lane widths shown are for travel lanes only and do not apply to turning lanes.

Table 6: Minimum Roadway Width (Feet)

Terrain	Lane Width (Min. 2 Lanes)	Shoulder Width (Each)	Total Pavement Width (2 Lane Roads)
<250 ADT			
Level	11	2	26
Rolling	11	0	22
Mountainous	10	0	20
250-400 ADT			
Level	11	4	30
Rolling	11	2	26
Mountainous	11	0	22
400-1500 ADT			
Level	11	6	34
Rolling	11	4	30
Mountainous	11	2	26
1500-10,000 ADT			
Level	12	6	36
Rolling	11	6	34
Mountainous	11	4	30
>10,000 ADT			
Level	12	8	40

Rolling	12	6	36
Mountainous	12	4	32

(5) **Pavement Structure.** Pavement structure design shall meet the requirements specified in LC 15.707.

(6) **Roadway and Ditch Side-Slopes.**

(a) In general, side-slopes no steeper than 6H:1V are required on rock slopes and 4H:1V on ditch fore-slopes.

(b) When existing terrain or right-of-way constraints preclude use of 6H:1V rock slopes, steeper slopes may be constructed if approved by the County Engineer or designee.

(c) When slopes steeper than 3H:1V must be used, consideration will be given to the use of a roadside barrier. If a roadside barrier is warranted, a minimum four feet wide shoulder is required.

(d) The slope rate for cut slopes shall be determined by geotechnical analysis and/or clear zone considerations.

(e) Side-slopes should be designed to ensure the stability of the roadway and to provide a reasonable opportunity for recovery of an out-of-control vehicle.

(7) **Ditch Depth.** Ditch depth shall be a minimum of one foot below the elevation of the roadway subgrade, as measured at the edge of the paved surface. Deeper depths may be required to provide adequate conveyance capacity for a 10-year design storm event.

(8) **Clear Zone.** The roadside clear zone is the area extending away from the outside edge of the vehicle travel lane. The clear zone standards from AASHTO's *Roadside Design Guide* publication cited in LM 15.450 shall be used.

(a) The roadside clear zone should be cleared of all unyielding objects such as trees, sign supports, utility poles, light poles, and any other fixed objects that might severely damage an out-of-control vehicle.

(b) The roadside clear zone should have slopes designed to provide an adequate recovery area for an out-of-control vehicle. Breakaway road sign supports will generally be used to minimize driver risk in case of impact.

(9) **Raised Medians.** Arterial and collector roads may have a raised median area for channelization and to provide a refuge area for pedestrians or vehicles.

(a) The preferred raised median width is 10 feet when used to limit land access or control turning movements. The minimum width of medians used for this purpose shall be four feet.

(b) Medians used as a pedestrian refuge shall be a minimum of six feet wide to enhance pedestrian safety. Medians used as a pedestrian refuge or to facilitate pedestrian and bicycle movements shall be designed with at-grade cuts at all intersections.

(c) The preferred raised median width for provision of turning bays is 14 feet, with a minimum width for this type of median at 12 feet.

(d) Raised medians shall be designed at six inch curb height.

(10) **Center Turn Lanes.**

(a) All center turn lanes on arterial and collector streets shall be a minimum of 12 feet wide.

(b) A turn lane width of 14 feet may be used in industrial or commercial areas and other streets that experience a minimum 10% truck percentage of traffic volume. Where the truck percentage of traffic volume is more than 15%, a minimum 14 feet wide center turn lane shall be required.

(c) Arterial and collector roads may have intermittent left turn lanes or right turn lanes to separate turning traffic from through traffic lanes.

(d) Turn lanes shall be provided when, pursuant to LC 15.696, intersection or roadway level of service is determined to be D or worse and/or when other factors such as crash experience and side street volume exceed acceptable limits.

(11) **Maximum Grade.** The maximum road grade shall be as follows:

Table 7: Maximum Grade

Terrain type	Rural Collector	Rural Arterial
Level	7%	5%
Rolling	10%	6%
Mountainous	12%	8%

(a) In level terrain, highway sight distance, as governed by both horizontal and vertical restrictions, is generally long or can be made to be so without construction difficulty or major expense. Roads where no 500 foot segment exceeds 5% in grade shall be considered Level.

(b) In rolling terrain, natural slopes consistently rise above and below the road and street grade, and occasional steep slopes offer some restriction to normal horizontal and vertical roadway alignment. Roads where any 500 foot segment exceeds 5% in grade but does not exceed 8% in grade shall be considered Rolling.

(c) In mountainous terrain, longitudinal and transverse changes in the elevation of the ground with respect to the road are abrupt, and benching and side hill excavation are frequently needed to obtain acceptable horizontal and vertical alignment. Roads where any 500 foot segment exceeds 8% in grade shall be considered Mountainous.

(12) **Pedestrian Facilities.** Sidewalks or walkways are permissible and may be required pursuant to adopted Transportation System Plan Bicycle and Pedestrian policies. Walkways may be provided behind the ditch in the road right-of-way, but only at private expense. Any proposed pedestrian facilities are subject to approval by the County Engineer or designee.

(13) **Bike Facilities.** Where required, paved shoulder widths shall accommodate bicycles. See LC 15.703(4), Roadway Width requirements, to determine required shoulder widths.

15.704 Urban Local Street Standards.

(1) **Applicability.**

(a) The Urban Local Street Standards apply to County Roads functionally classified as Local Roads within urban growth boundaries.

(b) For the streets listed in LC 15.704(1)(a), urban local street standards apply to the following improvements:

(i) Newly constructed urban local streets;

(ii) Existing roads being reconstructed to Urban Local Street

standards.

(c) If an existing roadbed fails for a street where these standards apply and the existing road dimensions exceed the minimum standards in this section, reconstruction will restore the road to its existing dimensions.

(d) Notwithstanding LC 15.704(1)(a), within urban growth boundaries, the applicable design standards of the respective city shall apply to County Roads functionally classified as Local Roads. In the absence of city standards, the County's road design standards shall apply.

(2) **Diagrams.** Diagrams 10 and 11 in LC 15.710 illustrate urban local street design configurations.

(3) **Roadway Width and Right-of-Way Width.**

(a) Minimum roadway width and right of way width requirements are specified in the following table:

Table 8: Minimum Roadway Width and Right of Way (ROW) Width (Feet)

Traveled Way	Parking (one side)	Total Pavement Width	ROW – Curbside Sidewalk*	ROW – Setback Sidewalk*
Residential <250 ADT				
16	8	24	45	50
Residential >250 ADT				
20	8	28	50	55
Other				
24	8	32	55	60

(b) In addition to meeting the requirements of LC 15.704(3)(a), the right-of-way shall include adequate space for the traveled way, pedestrian facilities, signs, utilities, and drainage facilities.

(4) **Surface Type.** The surface type shall be pavement.

(5) **Pavement Structure.** Pavement structure design shall meet the requirements specified in LC 15.707.

(6) **Vehicle Travel Lane Width.** Local streets are unstriped, shared roadways with low design speeds and traffic volumes. Therefore, travel lanes are not specified.

(7) **Curb and Gutter.** Curb and gutter is required.

(a) Water conveyance capacity in curb and gutter design shall be provided by a minimum 18-inch gutter width.

(b) The minimum longitudinal gutter slope shall be 0.3%.

(c) The minimum curb height shall be six inches.

(8) **Sidewalks.** Sidewalks on new urban local streets are required and shall be constructed at the expense of the developer or abutting property owners.

(a) Sidewalks are required for reconstructed roads with existing sidewalks. Sidewalks are required for reconstructed roads without existing sidewalks pursuant to Lane County Transportation System Plan Policy 6-b.

(b) When provided, curbside sidewalks shall be a minimum six feet wide.

(c) Setback sidewalks shall be a minimum five feet wide with a minimum six feet wide planting strip.

(9) **Bike Lanes.** Because of their low-volume, low-speed character, urban local streets shall be shared roadways for bicycle and vehicular movement. Striped bike lanes are not required.

(10) **On-Street Parking.** On-street parking shall be limited to one side.

15.705 Rural Local Road Standards.

(1) **Applicability.**

(a) The Rural Local Road Standards apply to:

(i) County Roads functionally classified as Local Roads outside of urban growth boundaries.

(ii) **Local Access Roads, Private Access Easements, and Public Roads as defined in LC 15.010(35) when such roads serve new development that will generate average daily traffic (ADT) of more than 100.**

(b) **For the roads listed in LC 15.705(1)(a) above, Rural Local Road Standards apply to:**

(i) **Newly constructed roads;**
(ii) **Existing roads being reconstructed to rural local road standards.**

(c) **If an existing roadbed fails for a road where these standards apply and the existing road dimensions exceed the minimum standards in this section, reconstruction will restore the road to its existing dimensions.**

(2) **Diagrams. Diagram 12 in LC 15.710 illustrates Rural Local Road design configurations.**

(3) **Right-of-Way Width.**

(a) **The minimum right-of-way width shall be 50 feet.**

(b) **In addition to meeting the requirements of LC 15.705(3)(a), the right-of-way shall include space for the travel way, rock slopes, utilities, and adequate drainage ditches, including accepted safety standards for ditch foreslopes and backslopes.**

(4) **Roadway Width. Minimum pavement widths are specified in the following table.**

Table 9: Minimum Pavement Width (feet)

Terrain	<100 ADT	100-250	251-400	>400 ADT
Level	18	20	24	24
Rolling	18	20	22	24
Mountainous	18	18	20	22

(a) **In level terrain, highway sight distance, as governed by both horizontal and vertical restrictions, is generally long or can be made to be so without construction difficulty or major expense. Roads where no 500 foot segment exceeds 5% in grade shall be considered Level.**

(b) **In rolling terrain, natural slopes consistently rise above and below the road or street grade, and occasional steep slopes offer some restriction to normal horizontal and vertical roadway alignment. Roads where any 500 foot segment exceeds 5% in grade but does not exceed 8% in grade shall be considered rolling.**

(c) **In mountainous terrain, longitudinal and transverse changes in the elevation of the ground with respect to the road are abrupt, and benching and side hill excavation are frequently needed to obtain acceptable horizontal and vertical alignment. Roads where any 500 foot segment exceeds 8% in grade shall be considered Mountainous.**

(5) **Surface Type. Surface type shall be pavement.**

(6) **Pavement Structure. Pavement Structure design shall meet the requirements specified in LC 15.707.**

(7) **Vehicle Travel Lane Width. Travel lane striping is not required on Rural Local Roads. Rural Local Roads are usually unstriped, shared roadways with low design speeds and traffic volumes. Roadways that are at least 20 feet wide may be striped with a centerline. Roads that are at least 22 feet wide may be striped with a centerline and fog lines.**

(8) **Shoulders. Road shoulders are not required.**

(9) **Roadway and Ditch Side-slopes.**

(a) In general, ditch rock slopes and foreslopes no steeper than 4H:1V are required.

(b) When existing terrain precludes use of 4H:1V side-slopes, steeper slopes may be constructed if approved by the County Engineer or designee.

(c) When slopes steeper than 3H:1V must be used, consideration will be given to the use of a roadside barrier. The standards from the *Oregon Highway Design Manual* publication cited in LM 15.450 shall be used when it is necessary to review the efficacy of a barrier.

(d) The slope rate for cut slopes shall be determined by geotechnical analysis and/or clear zone considerations.

(e) Side-slopes should be designed to ensure the stability of the roadway and to provide a reasonable opportunity for recovery of an out-of-control vehicle.

(10) Ditch Depth. Ditch depth shall be a minimum of one foot below the elevation of the roadway subgrade, as measured at the edge of the paved surface.

(11) Clear Zone. A minimum 10 feet wide clear zone is required from the edge of the travel lane. The clear zone should be cleared of all unyielding objects such as trees, sign supports, utility poles, light poles, and any other fixed objects that might severely damage an out-of-control vehicle. The County Engineer or designee may waive this requirement where there is guardrail protection.

(12) Pedestrian Facilities. Sidewalks or walkways are permissible and may be required pursuant to adopted Transportation System Plan Bicycle and Pedestrian policies. Walkways may be provided behind the ditch in the road right-of-way, but only at private expense. Any proposed pedestrian facilities are subject to approval by the County Engineer or designee.

(13) Bike Lanes. Due to the lower-volume, lower-speed character of Rural Local roads, striped bicycle lanes are not required. Rural Local Roads shall be shared travel-ways for bicycle and vehicular movement.

(14) On-Street Parking. On-street parking is not allowed.

(15) Maximum Grade.

(a) Maximum grade shall be 16%. A maximum grade of 20% is allowable for spans of up to 100 feet on a straight tangent when topographic conditions make lesser grades impractical.

(b) Grades that exceed 16% shall be paved.

(c) Road grades in excess of 8% require the following:

(i) Submit a center line profile prepared for the proposed road by an Oregon-certified civil engineer or Oregon licensed surveyor.

(ii) The roadway shall be designed by an Oregon-certified civil engineer.

(iii) Submit objective evidence demonstrating that road grades in excess of 8% are adequate for fire fighting equipment of the agency providing fire protection to access the use and water supply.

15.706 Public Road, Local Access Road, and Private Access Easement (Private Road) Standards.

(1) General.

(a) Diagrams 13 and 14 in LC 15.710 illustrate Local Access Road and private access easement design configurations.

(b) Pursuant to Oregon Revised Statutes (ORS) 368.031, the County may spend money on Local Access Road improvements only under limited circumstances, and only by order or resolution by the Board.

(2) Applicability.

(a) Subject to LC 15.706(2)(c), the standards in this section apply to the following roads as defined in LC 15.010(35) when located within Lane County's land use jurisdiction:

- (i) Local Access Roads and Public Roads;
- (ii) Private Access Easements (Private Roads).

(b) The standards in this section shall apply to Public Roads and Local Access Roads consistent with the requirements of LC 15.045, and to Private Access Easements consistent with LC 15.055.

(c) If requested by a city pursuant to an intergovernmental agreement, the County may apply a city's standards to the roads listed in LC 15.706(2)(a) when such roads are within a city's urban growth boundary.

(d) Roads listed in LC 15.706(2)(a) serving new development that will generate average daily traffic (ADT) of more than 100 shall meet the requirements specified in LC 15.705 for Rural Local Roads.

(e) Driveways that only serve one parcel and are entirely located on the parcel served shall not be defined as easements and are exempt from the road design standards. Notwithstanding this provision, driveway approaches shall meet the applicable requirements of this chapter.

(f) The standards in this section apply for:

- (i) Newly constructed roads;
- (ii) Existing roads that are being reconstructed to Local Access Road and Private Access Easement standards.

(g) Public Roads as defined in ORS 368.001(5) that have not been accepted by the Board shall comply with the standards in this section.

(3) Right-of Way and Easement Width.

(a) The minimum right-of-way and private access easement width shall be as specified in the following table:

Table 10: Minimum Right-of-Way and Private Access Easement Width

	1-3 Parcels	4 or More Parcels
Right-of-Way/ Easement Width	30'	40'

(b) In addition to meeting minimum width requirements specified in LC 15.706(3)(a) above, the right-of-way and easement shall include adequate land for the proposed travel area, rock slopes, utilities, drainage facilities, and any signs.

(c) Notwithstanding LC 15.706(3)(a), a pre-existing easement of at least 20 feet in width and serving a lot or parcel created in its present configuration prior to April 28, 2004, is allowable provided it complies with other requirements of this chapter.

(4) Roadway Width. The minimum width shall be as specified in the following table:

Table 11: Minimum Roadway Width

	1-3 Parcels	4 or More Parcels
Total Travel Width	12'	18'

(5) Vehicle Passage Turnouts.

(a) Vehicle passage turnouts are required for all roads governed by this section with a travel surface less than 16 feet in width and in excess of 200 feet in length.

(b) Turnouts shall be spaced a maximum distance of 400 feet apart, or less if visibility is limited.

(c) Turnouts shall provide a minimum roadway width of 20 feet for a distance of 30 feet to adequately allow the passage of two vehicles. The roadway width shall be tapered for a distance of 15 feet before and after the 30 feet length of the turnout.

(d) Diagram 15 in LC 15.710 illustrates turnout specifications.

(6) Surface Type.

(a) The surface type shall be gravel or pavement. Gravel with oil mat is permitted.

(b) Roadway extensions shall match the surface type of the existing road that is being extended.

(7) Surface Structure.

(a) Road surface depths and structure shall be as specified in the following table:

Table 12: Roadway Surface Depth and Structure

	1-3 Parcels	4 or More Parcels
	Gravel Roads/Oil Mat	
Driving Surface - ¾"-0 Rock (compacted gravel)*	2"	2"
Sub-Surface Depth (compacted gravel)	6"	10"
	Paved Roads	
AC	2"	2"
Base	8"	10"

* 1"-0 rock is acceptable if used for the entire depth of gravel.

(b) Minimum surface depth requirements are exclusive of oil mat treatment.

(c) When such roads are paved, if a pavement structure design less than the minimum standards specified in LC 15.706(a) is proposed, it must be substantiated by testing pursuant to the requirements specified in LC 15.707(2) through LC 15.707(4).

(8) Vehicle Travel Lane Width. Travel lanes are not specified on local access, Public Roads, or private access easement roads.

(9) Roadway and Ditch Side-slopes.

(a) Ditch rock slopes and foreslopes no steeper than 3H:1V are required; however, when existing terrain precludes use of 3H:1V side-slopes, steeper slopes may be constructed if approved by the County Engineer or designee.

(b) When slopes steeper than 3H:1V must be used, consideration will be given to the use of a roadside barrier. The standards from the *Oregon Highway Design Manual* publication cited in LM 15.450 shall be used when it is necessary to review the efficacy of a barrier.

(c) The slope rate for cut slopes with a vertical height greater than six feet shall be determined by geotechnical analysis and clear zone considerations.

(d) Side-slopes should be designed to ensure the stability of the roadway and to provide a reasonable opportunity for recovery of an out-of-control vehicle.

(10) Curb and Gutter. Curb and gutter are not required.

(11) Clear Zone. A minimum two-foot wide clear zone is required from the edge of the travel lane.

(12) **On-Street Parking.** On-street parking is prohibited.

(13) **Maximum Grade.**

(a) Maximum grade shall be 16%. A maximum grade of 20% is allowable for spans of up to 100 feet on a straight tangent when topographic conditions make lesser grades impractical.

(b) Grades that exceed 16% shall be paved.

(c) Road grades in excess of 8% require the following:

(i) Submit a center line profile prepared for the proposed road by an Oregon-certified civil engineer or Oregon licensed surveyor.

(ii) The roadway shall be designed by an Oregon-certified civil engineer.

(iii) Submit objective evidence demonstrating that road grades in excess of 8% are adequate for fire fighting equipment of the agency providing fire protection to access the use and water supply.

15.707 Pavement Structure.

A single minimum pavement structure design standard cannot be established due to varying factors that affect the structural design of the roadway such as soil type, ADT, truck traffic, and axle configurations. The following requirements are intended to ensure sound engineering practice and road integrity.

(1) The requirements in LC 15.707(2) through (4) apply to the following roads:

(a) Arterials and Collectors as described in LC 15.020;

(b) Local Roads, when the existing ADT on such roads is 400 or more, or projected ADT on such roads is 400 or more when new development is proposed;

(2) Developers shall perform a pavement structure needs analysis and propose a section that is adequate to support the expected traffic. The AASHTO design procedures shall be used to determine the needed pavement structure, but, at a minimum, the analysis shall show the following:

(a) The analysis shall be completed by an Oregon-certified engineer with expertise in pavement analysis.

(b) Determine the design life: establish a minimum remaining useful design life of road segment based on current background traffic projected into the future; and establish the remaining useful design life of road segment with proposed development traffic added. If development contains implementation phases, determine remaining design life at each phase.

(c) Recommend additional pavement structure needed, if any, to support proposed new development, and recommend timing for additional pavement to be placed. For example, prior to new development, prior to beginning operations, or estimated year.

(d) Subgrade soil type and strengths as measured by the R-value, California Bearing Ratio (CBR) method, or Resilient Modulus test.

(e) Projected traffic characteristics including ADT, truck percentage, and axle configurations of each truck type, and annual average traffic growth rate.

(f) Design coefficients in the AASHTO design calculations.

(g) Proposed asphalt concrete (AC) depth and crushed base aggregate thickness. Minimum AC depth shall be no less than 4 inches.

(3) The analysis and design proposals are subject to approval by the County Engineer or designee.

(4) Paving material shall be asphalt concrete. The use of alternative paving materials such as Portland cement concrete may be used only if approved through the design deviation approval process pursuant to LC 15.709.

(5) The minimum pavement standards in LC 15.707(6) apply to Local Roads when existing ADT is less than 400, or projected ADT is less than 400 when new development subject to land use approval pursuant to LC Chapter 14 is proposed.

(6) The roads specified in LC 15.707(5) shall be developed according to the requirements in the table below.

Table 13: Minimum Pavement Structure for
Roads Specified in LC 15.707(5)

Land Use	Residential	Other
AC	2"	2"
Base	12"	15"

(7) For roads listed in LC 15.707(5), if a pavement structure design less than the minimum standard of Table 13 is proposed, it must be substantiated by testing and approved pursuant to LC 15.707(2) through (4) above.

(8) The developer is responsible for all pavement structure testing requirements.

15.708 Turnaround Areas.

(1) Turnarounds are required on dead-end roads over 200 feet in length. If insufficient right-of-way exists to construct a turnaround to the required specifications, a temporary, non-exclusive easement dedicated to the public will be required on the property to be developed or other property where the turnaround will be located, to provide for improvement and maintenance of the required turnaround area. The easement may be removed when and if the road is extended.

(a) **Cul-de-sacs.** A cul-de-sac is a "bulb"-shaped design at the closed end of a dead-end road that allows vehicles to turn around without backing up. Diagram 6 in LC 15.710 illustrates the cul-de-sac design standard.

(i) Cul-de-sacs shall have a minimum 36 foot improved surface turning radius with sufficient right-of-way to provide improvements matching those of the intersecting road, except that bicycle facility improvements are not required within the cul-de-sac.

(ii) The radii of the intersecting road and cul-de-sac turnaround shall be a minimum 20 feet.

(iii) Other designs will be considered provided they allow for 40 foot long, single turning axis emergency vehicles to turn around without backing up.

(iv) The road intersecting the cul-de-sac shall meet the applicable road design standards for its functional classification.

(b) **Hammerhead Turnarounds.** Hammerhead turnarounds consist of a "three-legged" road design generally shaped like a "T" at the closed end of a dead-end road, that allows vehicles to turn around with minimal backing up. Diagram 7 in LC 15.710 illustrates minimum dimensions required for hammerhead turnarounds.

(i) The hammerhead turnaround area extends from an intersecting dead-end road and may include a driveway as one of the three road legs. No gate or fencing is allowed across the driveway within the turnaround area.

(ii) Hammerhead turnarounds shall be designed to allow large emergency equipment to negotiate a maximum three-point turning on dead-end roads.