

Synopsis of Proposed Changes to the 2006 Montrose County Standards and Specifications for Roads and Bridges

The following is a summary of proposed changes to the Montrose County Standards and Specifications for Roads and Bridges that were adopted on April 18, 2005 and revised on August 21, 2006.

The proposed regulations improve the readability of the document and make it easier to find information. A few new sections were added to group similar standards from different sections into one section. The appendices were made shorter by incorporating information in the appendices into existing sections or into a new section. To eliminate the need for continuous updates, the most current national highway standards are referenced instead using tables and graphs that become outdated.

The following is a summary of changes that may have a direct impact to a property owner, road user, or developer.

Article I General Provisions:

No significant changes.

Article II Abbreviations and Definitions:

No significant changes.

Article III Administration:

Added Section 3.09 Magnesium Chloride Treatment to explain the County policy on magnesium chloride treatment of gravel roads and the private pay program.

Article IV Planning and Development:

Section 4.02 Functional Classification of Roads has been modified. Local Road, Local Street, and Rural Road were moved under the title of Local Road and given 4 sub-classifications: 1) Local Rural Subdivision Road, 2) Local Urban Subdivision Street, 3) Local Major Rural Road, and 4) Local Minor Rural Road.

The ADT for each road classification in the proposed regulations is consistent with national standards and align with ADT design guidelines for low volume roads. The following list shows the proposed changes in ADT for each road classification:

<u>2006 Name</u>	<u>2006 Typical ADT</u>	<u>Proposed Typical ADT</u>
Major Arterial	> 3,000	> 12,000
Minor Arterial	500 – 5,000	4,000 – 12,000
Collector	20 – 3,000	400 – 4,000
Local	20 – 1,000	< 1,000 (renamed Local Subdivision)
Rural	1 – 500	< 1,000 (renamed Local Rural)

The following details in Appendix E of the existing regulations were modified as follows in Appendix H of the proposed regulations:

- 1) The three details for a major arterial road were removed. Major arterial roads are state highways.
- 2) The minor arterial detail for a suburban area was removed due to a lack of a need for a suburban area. The details for rural area and urban area remain. Rural area roads have ditches and urban area roads have curb and gutter. A sidewalk was added to the urban area detail and the right-of-way was increased from 80 feet to 80-100 feet.

- 3) The collector detail for a suburban road was removed. The suburban section had ditches with parking. If street parking is desired, the street shall have curb and gutter and be built to the urban road standard. A sidewalk was added to the urban area detail and the right-of-way was increased from 60 feet to 70-80 feet.
- 4) The three details for industrial local road/street were removed and the three details for commercial local road/street were removed. The new regulations state that roads serving industrial areas or commercial areas shall be specifically designed to meet the needs of the adjacent land use.
- 5) The detail for a residential rural road and a 2-lane rural road were combined and used for local rural major road, local rural minor road and local rural subdivision road. Each of these roads shall have a minimum 60 feet of right-of-way.
- 6) The detail for residential suburban street was removed. The suburban street detail had street parking and a valley pan on the edges of the street. For street parking, the new detail requires the street to have curb and gutter and be built to the urban road standard.
- 7) The detail for residential urban area remain. A sidewalk was added to the urban area detail.
- 8) The details for rural 1-lane road and primitive road were removed. These detail are not needed since the County will not accept maintenance of a newly constructed one-lane road or a newly constructed primitive road.

Section 4.03 Level of Service (LOS) and Section 4.04 Maintenance Service Levels of the existing regulations are combined in Section 4.03 Level (LOS) of Service in the proposed regulations. The proposed regulations use the descriptions provided by CDOT for different levels of service for roads and intersections (e.g. A, B, C...). To provide more direct meaning to the public, the proposed regulations describe the maintenance levels based on road surface type rather than a number scheme based on ADT. For example “Paved Roads” is used instead of “Level 5”.

Section 4.06 Courts and Cul-de-sacs of the existing regulations has been modified in Section 4.05D of the proposed regulations. The proposed regulations requires the minimum length of a road to be 150 feet and states that a road ending in a cul-de-sac or turnaround shall not serve more than 20 residential lots.

Section 4.09 of the existing regulations states that a residential driveway shall not serve more than 3 residential dwellings or 25 ADT and the 4th residential dwelling shall require the conversion and consolidation of all existing accesses to a new public road. Since 2 residential dwellings can be constructed on a lot, the currently regulations create a situation where the last owner to build a house using a driveway shared by 3 lots may need to build a County road. Section 4.06 of the proposed regulation changes the threshold of 3 residential dwellings to 3 lots and increases the ADT from 25 to 60 (a single-family residential dwelling creates 9.54 trips per day, so 6 dwellings would generate 57 trips).

Added the following in Section 4.06A(5): Paved roads shall have a minimum paved width of twenty-four (24) feet. Gravel roads shall have a minimum driving surface width of twenty-four (24) feet. Typical road sections for each functional classification were updated and are in Appendix H – Standard Road Sections.

The 5th bullet point under Section 4.07 Minimum Standards for New Public Roads of the existing regulations require a new road to be paved when the newly developed land is four units per acre or greater, regardless of design traffic volume. This requirement has been removed from the proposed regulations.

The 17th bullet point under Section 4.07 Minimum Standards for New Public Roads of the existing regulations require a paved County road serving more than three (3) residential units or generating more than twenty-five (25) ADT to have paved aprons extending the full width of the road going back thirty (30) feet from the edge of pavement on the public road. Item (8) of Section 4.06A of the proposed regulation increases the ADT from 25 to 60 and increases the length of the apron from 30 feet to 40 feet.

The 18th bullet point under Section 4.07 Minimum Standards for New Public Roads of the existing regulations states that a project accessed via an undeveloped County ROW: 1) may construct a temporary driveway within the ROW if the project ADT is 20 or less, 2) shall construct a rural single-lane road if the project ADT is 20 to 50, and 3) shall construct a two-lane road for an ADT of more than 50. Section 4.08A of the proposed regulation allows a temporary driveway to be constructed for 3 or fewer lots and an ADT of 60 or less. For more than 3 lots or more than 60 ADT, a two-lane road must be constructed. The option of constructing a single lane road has been eliminated.

Regarding increased traffic on an existing unpaved County road, Section 4.08 of the existing regulations require the Developer to pay 100% for paving a road where a project at full build-out will increase the traffic burden on an existing unpaved roadway by more than 10% and will contribute to an overall ADT of more than 249. Section 4.08B of the proposed regulations provide a cost share between County and Developer based on origin of generated traffic.

Added Section 4.08D which states that if a project results in fifty (50) vehicles per hour or more during the peak hours on a State highway or the project generates more than 400 ADT, the Developer shall pay a prorated share, based on origin of generated traffic, of any warranted improvements at the intersection of the County road and State highway.

Article V Traffic Studies:

Article VII Traffic Studies of the existing regulations has been moved to Article V of the proposed regulations.

Section 7.01 Trip Generation/Distribution - Letter Report of the existing regulations states that a letter report is required when a proposed project can be expected to increase the traffic load on existing streets by 150 ADT, but not exceed 10% of the existing traffic load. Section 5.02 of the proposed regulations state that a traffic letter report is required when a proposed project generates an ADT of 150 to 400. The requirement for a traffic impact study at an ADT > 400 or peak hour of 50 vehicles per hour remains unchanged.

Article VI Access Policy:

Article VI Access Policy has been added to the proposed regulations. This article incorporates some of the language from the existing regulations and adds language to provide a clearer understanding of the access policy.

Section 4.09 Access Policy of the existing regulation states “a residential driveway shall not serve more than three (3) residential dwellings or exceed more than twenty-five (25) ADT. Section 6.01C and Section 6.03A(2) of the proposed regulations states a residential driveway shall not serve more than three (3) lots or exceed sixty (60) ADT.

Sections 5.19, 5.20 and 5.21 of the existing regulations allow field accesses based on road classification and safety. The proposed regulation (Section 6.02B.2) allows a field access to a collector road, in addition to a residential or commercial/industrial access, if the parcel is more than 20 acres and has at least 600 feet of road frontage, unless determined to be unsafe by the County Engineer. The proposed regulation (Section 6.02C.2) allows a field access to a local road, in addition to a residential or commercial/industrial access, if the parcel is more than 10 acres and has at least 400 feet of road frontage, unless determined to be unsafe by the County Engineer. The purpose of the proposed regulations is to continue to allow farmers field accesses, but limit additional accesses for small lots.

The existing regulations do not address trails. Section 6.03 of the proposed regulations establishes criteria for trail accesses.

Section 6.03A(10) of the proposed regulations increases the minimum culvert diameter from 12 inches to 15 inches. This will enable County crews to clean the culverts, if needed, using existing jetting equipment.

Criteria for dimensions and surfacing for field access in Sections 5.18 of the existing regulations has been eliminated. Section 6.03E of the proposed regulations state “Field driveways shall be located, configured, and constructed to safely accommodate movement of agricultural equipment and vehicles to and from a public road.”

Sections 5.16, 5.17 and 5.18 of the existing regulations establish the minimum distance between accesses. Sections 5.19, 5.20 and 5.21 of the existing regulations establish minimum distances for the location of an access from an intersection. For a quick reference, values are in a table in Section 6.02 of the proposed regulations. The following table shows the distances in the existing regulations and the minimum and (preferred) distances in the proposed regulations.

The location of accesses shall meet the minimum (preferred) distance or separation in feet as follows:

	Local Road		Collector Road		Arterial Road	
	Existing	Proposed	Existing	Proposed	Existing	Proposed
Distance from proposed access to a ¹ :						
Residential access in a subdivision	100	50 (75)	100	100	100	N/A
Field access	---	100	---	100	---	N/A
Residential or Trail access	100	100 (150)	100	200 (300)	100	300 (500)
Commercial/Industrial access	500	100 (150)	500	200 (300)	500	300 (500)
Distance from an intersection to a ² :						
Residential access in a subdivision	75	75 (100)	250	150	300	N/A
Field access	75	100	100	100	N/A	N/A
Trail access	---	150 (200)	---	300	---	500
Residential access	75	150 (200)	250	300	300	500
Commercial/Industrial access	200	150 (200)	300	300	500	500
Mailbox or cluster of mailboxes	---	100	---	250	---	300
Distance from a bridge, guardrail or railroad						
Field access	---	100	---	100	---	N/A
Residential, Trail, or Commercial/Industrial access	---	100 (150)	---	200 (300)	---	300
Distance between intersections ³	500	330	1,320	500 (1,320)	2,640	660 (1,320)

¹ The distance is measured from the center of the access drive to center of the access drive. An access drive may be located directly across from an existing access.

² The existing regulations measure the distance from the center of intersection to the edge of driveway closest to the intersection. The proposed regulations measure the distance from the center of intersection to the center of the access.

³ The spacing of intersecting roads may be modified where topography or natural features make such spacing not feasible. The location of intersections with collector roads and arterial roads may vary plus or minus 200 feet.

Article VII Drainage:

Article VII Drainage has been added to the proposed regulations. This article incorporates some of the language from the existing regulations and adds language to provide a clearer understanding of the drainage criteria.

Article VIII Roadway Design:

Article V Road Design of the existing regulations becomes Article VIII of the proposed regulations

Gravel road requirements are taken from Section 5.24D Minimum Structural Sections of the existing regulations and included in Section 8.13 of the proposed regulations. The new regulations set a different minimum thickness of road aggregate based on whether the native subgrade soils are silty/clay or sand/gravel/rock.

Added Section 8.15C Mailboxes to provide information about acceptable mailbox types, location of mailboxes in relation to the roadway, and enforcement of nonconforming or unsafe mailbox.

Added Section 8.15D Trees and Landscaping to inform property owners of County expectations to enable long term maintenance of the roadway.

Added Section 8.15F Irrigation Ditches and Pipes. Per State statute, irrigation user are responsible for the maintenance of their supply and tailwater ditches and pipes, including cleaning sediment, silt, and weeds. The proposed section clearly defines who is responsible for the initial installation and who is responsible for long term maintenance and replacement of irrigation structures in the County ROW. The existing regulations do not adequately cover this subject.

Article IX Asphalt Pavement:

Sections 5.24 through 5.33 of the existing Standards are incorporated into Article IX Asphalt Pavement of the proposed Standards.

Paved road requirements are taken from Section 5.24D Minimum Structural Sections of the existing Standards and included in Section 9.01 of the proposed regulations. The new regulations set a different minimum thickness of road aggregate based on whether the native subgrade soils are silty/clay or sand/gravel/rock.

Article X Concrete:

Section 5.34 Concrete of the existing Standards becomes Article X Concrete.

Article XI Insurance, Permits and Surety:

Section 6.11 Insurance and Article VIII Permits and Surety of the existing Standards becomes incorporated into Article XI of the proposed Standards. Applicable parts of Article VI, Article VIII and Appendix A are also incorporated into the proposed Article XI. This consolidates similar information into one location.

Section 8.06 Winter Maintenance and Snowplow Policy and Procedures and Appendix C are incorporated into Section 11.05 to consolidate information regarding private snow removal on County roads.

The existing regulations reserved Section 8.07 for Over-weight, Over-length, Over-width Permit. The County has a House/Structure Transport Permit, but there are few guidelines for this permit. Section 11.06 of the proposed regulations add criteria for a special load transport permit, which is defined based on the width, height and length of the load. The proposed regulations, like the existing regulations, do not require a permit based on the weight of a load.

Article XII Construction:

Article VI Construction of the existing regulations becomes Article XII of the proposed regulations.

Section 12.03 of the proposed regulation simplifies the compaction requirements by placing the criteria in tables (Table 12.1 and 12.2).

Section 12.08D of the proposed regulations, adds the minimum cover over any buried utility in the County ROW be 30 inches.