

CHAPTER 1. GENERAL CONSIDERATIONS

1.01 Shortened Designation

These King County Road Design and Construction Standards will be cited routinely in the text as the "Standards."

1.02 Applicability

These Standards shall apply prospectively to all newly constructed road and right-of-way facilities, both public and private, within King County, except as noted in Chapter 8.02(G)(3). In the event of conflict with the Surface Water Design Manual, improvements within the roadway right-of-way shall meet the requirements of these Standards.

The Standards apply to any county road right-of-way that is improved or used for access or other purposes. Additionally, they shall apply to modifications of roadway features or existing facilities which are within the scope of reconstruction, widening, required off-site road improvements for land developments, or capital improvement projects when so required by King County or to the extent they are expressly referred to in project plans and specifications. These Standards are not intended to apply to "resurfacing, restoration, and rehabilitation" projects, also known as 3R projects, as those terms are defined in the Washington State Department of Transportation (WSDOT) Local Agency Guidelines Manual (LAG), as amended; however, the County Road Engineer may at his/her discretion consider the Standards as optional goals for the design and construction of 3R projects.

The Standards shall apply to every new placement and every planned, non-emergency replacement of existing utility poles and other utility structures within the King County right-of-way. Every effort shall be made to meet the Standards during emergency replacement of existing utility poles and other structures.

1.03 Severability

If any part of these Standards as adopted by ordinance is found invalid, all other parts shall remain in effect.

1.04 Authority and Duties of Inspectors

The County Road Engineer may designate inspectors to inspect all materials used and all work performed. Such inspection may extend to any or all parts of the work and to the preparation and/or manufacture of the materials to be used. The inspector will not be authorized to revise, alter, or relax the provisions of these Standards.

All roadway and drainage infrastructures must be inspected. Subgrade inspection will not commence until density tests confirm that the compaction is in accordance with the specifications. The inspector has the authority to reject defective material and suspend work that is being done improperly. The inspector may advise the applicant or

contractor of any faulty work or materials; however, failure of the inspector to advise the applicant or contractor does not constitute acceptance or approval. The inspector has the authority to require revisions to approved engineering plans when necessary due to conflicting field conditions.

1.05 Responsibility to Provide Roadway Improvements

- A. Any land development, which will impact the service level, safety, or operational efficiency of roads serving such land development or is required by other county code or ordinance to improve such roads, shall improve those roads in accordance with these Standards. Off-site roadway improvements shall be based on an assessment of the impacts of the proposed land development by the Reviewing Agency.
- B. Any land development abutting and impacting existing roads shall improve the frontage of those roads in accordance with these Standards. The extent of improvements shall be based on an assessment of the impacts of the proposed land development by the Reviewing Agency.
- C. Any land development that contains internal roads shall construct or improve those roadways in accordance with these Standards, unless otherwise specified in King County Code Title 21A.
- D. For commercial developments, these Standards shall apply unless otherwise determined by the Development Engineer and/or as specified by King County Code Title 21A. These Standards shall apply to commercial developments with public/dedicated rights-of-way or easements, unless otherwise determined by the Development Engineer.
- E. For a commercial establishment on a shoulder and ditch type road, where development of adjoining lands and highway traffic assume urban characteristics as determined by the Development Engineer, the frontage shall be finished with curb, gutter, and sidewalk, with pipe drainage, all in accordance with these Standards. Alternatively, the Development Engineer may require the entire frontage area to be graded and paved to the right-of-way line with asphalt. In such cases, surface drainage shall be intercepted and carried in a closed system as set forth in Chapter 7. Access shall be limited by means of concrete curbing.
- F. Subdivisions, short subdivisions, binding site plans or any other developments that are subject to recording shall not be recorded until there is a recorded continuous public maintained access, or an access that is covered by a maintenance financial guarantee to the development site, except as provided for in Section 2.06. Additionally, the county will not accept a road or the drainage improvements within the road rights-of-way for maintenance until the road is directly connected to a county maintained or an acceptable publicly maintained road. This requirement also applies to public roadways located within a commercial development and those public roadways created through the binding site plan process and any other permit process.
- G. All new and reconstructed road and development projects shall provide applicable pedestrian, bicycle, and equestrian improvements that meet the Standards, unless otherwise approved by the County Road Engineer.

Plan of Record	See Final Corrected Plans
Posted Speed	The speed limit actually signed along the roadway.
Private Access Tract	A privately owned and maintained tract that is 150 feet or less in length that provides vehicular access to six or fewer residential properties.
Private Road/Street	A privately owned and maintained access provided for by a tract, easement or other legal means, typically serving three or more potential dwelling units.
Professional Engineer	A professional civil engineer registered and licensed to practice in the State of Washington.
PT	Point of tangent
Public Road/Street	Publicly owned facility-providing access, including the roadway and all other improvements, inside the right-of-way.
RCW	Revised Code of Washington
Reconstruction	Reconstruction projects add additional lanes to an existing roadway or bridge and 50 percent or more of the project length involves vertical or horizontal alignment changes.
Recoverable Slope	A slope on which the driver of an errant vehicle can regain control of the vehicle. Slopes of 4H:1V or flatter are considered recoverable.
Rehabilitation	Work similar to restoration except the work may include reworking or strengthening the base or subbase, recycling or reworking existing materials to improve their structural integrity, adding underdrains, replacing or restoring malfunctioning joints, substantial pavement under-sealing when essential for stabilization, pavement grinding to restore smoothness (providing adequate structural thickness remains), removing and replacing deteriorated materials; crack and joint sealing but only when the required shape factor is established by routing or sawing, improving or widening shoulders.
Restoration	Work performed on pavement or bridge decks to render them suitable for resurfacing. This may include supplementing the existing roadway by increasing surfacing and paving courses to provide structural capability, and widening up to a total of ten feet. Restoration will generally be performed within the exiting right-of-way.
Resurfacing	The addition of a layer or layers of paving material to provide additional structural integrity, improve serviceability, and rideability.

Street	See Road
Street/Road Frontage	Any portion of a lot or combination of lots that directly abuts a public right-of-way.
Stopping Sight Distance	Stopping sight distance is the sum of two distances: the distance traveled during perception and reaction time and the distance to stop the vehicle.
Surveyor	A professional land surveyor registered and licensed by the State of Washington.
Temporary	Lasting for a “limited” time.
Traffic Engineer	The King County engineer responsible for design, operation and maintenance of traffic control devices.
Traveled Way	The portion of a street or road intended for the movement of vehicles, between curbs or shoulders, including turn lanes, but excluding bike lanes, parking lanes and/or shoulders.
Turn Out	The paved or concrete area outside the roadway or traveled way for a transit vehicle.
Unmaintained Public Road	A public road within the county right-of-way that is accessible to public travel but is not maintained by the county.
Unopened Right-of-Way	A county right-of-way that exists by dedication or deed, but for which no vehicular roadway has been constructed.
Urban Areas	Areas designated in the King County Comprehensive Plan that are characterized by denser commercial, industrial and residential development.
Utility	A privately, publicly, or cooperatively owned line, facility, or system for producing, transmitting, or distributing communications, cable television, power, electricity, light, heat, gas, oil, crude products, water, steam, waste, or any other similar commodity which directly or indirectly serves the public. Additionally, the privately, publicly, or cooperatively owned company that owns the line, facility, or system.
Walkway	A facility designated for pedestrian and non-vehicular traffic. Walkways are typically constructed of asphalt. Separation from vehicle traffic may be provided by pavement striping, curbing, a ditch or open space.
WSDOT	Washington State Department of Transportation.