



To: Holders of the Washington County Uniform Road Improvement Design Standards
From: Stacy Shetler PE, County Engineer

Date: January 5, 2021

Subject: Terminus Guidance for Public Roads

The purpose of this memo is to give guidance on turnaround requirements for public temporary (stub) dead-end roads and public permanent dead-end roads.

Generally

The County has the authority to accept or reject a road as a public road per ORS 368.016.

The County has the authority to prescribe the design specifications of half street improvements when such improvements are required by the Community Development Code.

The public interest is best served when public roads:

- Are designed and constructed as through streets to provide adequate and safe circulation consistent with the criteria of CDC Section 408
- Provide adequate access for emergency service providers (e.g., fire trucks and ambulances) and garbage & recycling haulers, and delivery vehicles and where appropriate, provide turnarounds (e.g., on streets that are not able to extend in the future through the development site and connect to an offsite street)
- Provide a connected network of public roads that serve many modes of transportation (e.g., commuter vehicles, transit, commercial vehicles, consumer delivery vehicles and school busses).

Guidance

Section 340.020 of the County Road Standard (Cul-de-sacs, Eyebrows, and Turnarounds) is unclear and needs clarification.

Currently the standards read that "Cul-de-sacs shall not be more than six hundred (600) feet in length". What is unclear, but implied is that dead-end streets less than six hundred feet would have a cul-de-sac at the terminus of the road for circulation (turning around).

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Therefore,

Public Roads less than six hundred (600) feet in length shall require a cul-de-sac turnaround if connection to an adjacent public street can't provide circulation.

Alternative turnaround designs to a cul-de-sac for a stub road or dead-end road may be approved by the County Engineer through the design exception process. Approval will be based upon site conditions, Fire Marshal guidance, coordination with the County Solid Waste Coordinator, consumer delivery vehicle accessibility, other users of the facility and any other pertinent information.

In general, stub roads and dead-end roads may be exempted from providing a turnaround by the County Engineer if one of the following situations exist:

1. There are no driveways, alleys, accesses, or private roads that take access from the stub road / dead-end road.
2. There is an active development that will extend or connect the stub road / dead-end road to provide circulation in the near future. Fire Marshal requirements will still need to be met and proof of waiver of the need for a temporary turnaround from the County Solid Waste Coordinator submitted.
 - a. An active development generally means a development that will construct improvements in a relatively short timeframe. Typical active developments are those that:
 - i. are constructed in continuous phases without a time gap
 - ii. have an open, active land use file that is progressing towards completion.
3. The stub road / dead-end road is less than 150 feet and the connecting road is a Local or Neighborhood Route. Fire Marshal requirements will still need to be met and proof of waiver of the need for a temporary turnaround from the County Solid Waste Coordinator submitted.