CITY OF SAMMAMISH
WASHINGTON
ORDINANCE NO. O2005-191

AN ORDINANCE OF THE CITY OF SAMMAMISH,
WASHINGTON, AMENDING ORDINANCE NO. O2000-60
ADOPTING INTERIM PUBLIC WORKS STANDARDS FOR
THE PURPOSE OF REVISING TABLE 1 AND FIGURE 01-05.

WHEREAS, the City of Sammamish adopted Ordinance No.O2000-60 as the Interim Public Works Standards; and

WHEREAS, the City desires to revise Table 1 and Figure 01-05 of the Interim Public Works Standards to provide consistent right-of-way widths throughout the City; and

WHEREAS, the City will continue to use the Interim Public Works Standards until such time the standards are revised and adopted; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH,
WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Interim Public Works Standards Amended. Ordinance No.O2000-60 is hereby amended to replace Table 1 and Figure 01-05 as set forth in Exhibit "A" which is attached hereto and by this reference fully incorporated herein.

Section 2. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 3. Effective Date. This Ordinance, or a summary thereof, shall be published in the official newspaper of the City, and shall take effect and be in full force five days after the date of publication.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 1st DAY OF NOVEMBER, 2005.

CITY OF SAMMAMISH
ATTEST/AUTHENTICATED:

Melanie Anderson, City Clerk

Approved as to form:

Bruce L. Disend, City Attorney

Filed with the City Clerk: October 20, 2005
First Reading: November 1, 2005
Passed by the City Council: November 1, 2005
Date of Publication: November 5, 2005
Effective Date: November 10, 2005
## Table I

### MINIMUM PUBLIC STREET DESIGN STANDARDS

<table>
<thead>
<tr>
<th>Design Standard</th>
<th>Principal Arterial</th>
<th>Minor Arterial</th>
<th>Collector Arterial</th>
<th>Local Road Feeder</th>
<th>Local Road Minor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Right-of-Way</td>
<td>85’ to 89’</td>
<td>63’ to 67’</td>
<td>55’ to 67’</td>
<td>60’</td>
<td>60’</td>
</tr>
<tr>
<td>Parking Lane</td>
<td>None</td>
<td>Requires City Engineer Approval</td>
<td>Requires City Engineer Approval</td>
<td>Both sides 8’ wide</td>
<td>3Both sides 8’ wide</td>
</tr>
<tr>
<td>Minimum Maximum Grade</td>
<td>0.7% / 8%</td>
<td>0.7% / 8%</td>
<td>0.7% / 15%</td>
<td>0.7% / 15%</td>
<td>0.7% / 15%</td>
</tr>
<tr>
<td>Curb and Gutter</td>
<td>Cement Concrete Curb and Gutter Both Sides</td>
<td>Cement Concrete Curb and Gutter Both Sides</td>
<td>Cement Concrete Curb and Gutter Both Sides</td>
<td>Cement Concrete Curb and Gutter Both Sides</td>
<td>Cement Concrete Curb and Gutter Both Sides</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>Both Sides: 6’ wide (commercial areas may require up to 10’ widths at discretion of the public works department)</td>
<td>Both Sides: 6’ wide (commercial areas may require up to 10’ widths at discretion of the public works department)</td>
<td>Both Sides: 6’</td>
<td>Both Sides: 5’</td>
<td>Both Sides: 5’</td>
</tr>
<tr>
<td>Planter Strip</td>
<td>Both Sides 3.5’ to 5’ wide</td>
<td>Both Sides 3.5’ to 5’ wide</td>
<td>Both Sides 5’ wide</td>
<td>Both Sides 5’ wide</td>
<td>Both Sides 5’ wide</td>
</tr>
<tr>
<td>Bike Lanes</td>
<td>Both Sides</td>
<td>Both Sides</td>
<td>Both Sides</td>
<td>Optional</td>
<td>Optional</td>
</tr>
<tr>
<td>Cul-De-Sac (a) Radius (pavement width) (b) maximum length</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>45’ Paved Radius (residential) 600’</td>
</tr>
<tr>
<td>Intersection Curb Radius</td>
<td>25’-35’</td>
<td>25’-35’</td>
<td>25’-35’</td>
<td>30’</td>
<td>20’</td>
</tr>
<tr>
<td>Minimum Centerline Radius for Normal Crown</td>
<td>w/superelevatio n² per AASHTO w/o superelevation 600’</td>
<td>w/superelevatio n² per AASHTO w/o superelevation 600’</td>
<td>150’</td>
<td>150’</td>
<td>As Approved</td>
</tr>
<tr>
<td>Raised Landscape Median</td>
<td>8’ to 12’ wide</td>
<td>8’ to 12’ wide</td>
<td>4Optional 8’ to 12’ wide</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Travel Lane</td>
<td>11’ wide</td>
<td>11’ wide</td>
<td>11’ wide</td>
<td>10’ wide</td>
<td>10’ wide</td>
</tr>
</tbody>
</table>

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²Maximum superelevation = 6%

² Increase to 35’ at arterial intersections.

³ May be reduced to one side of cul-de-sacs if signed and subject to Fire Department approval.

⁴ As determined by the City Engineer
NOTES:

1. ADD 5' OF PAVEMENT WIDTH EACH SIDE AND 10' OF RIGHT-OF-WAY WIDTH WHEN BIKE LANES ARE REQUIRED.

2. ON-STREET PARKING MAY BE REDUCED WITH CITY ENGINEER'S APPROVAL FOR CUL-DE-SAC STREETS.