NOTICE OF REVISIONS TO
CITY OF AUBURN ENGINEERING DESIGN AND CONSTRUCTION STANDARDS
EFFECTIVE DATE 6/23/2023

The City of Auburn Engineering Design Standards and Engineering Construction Standards (Part 2 – Standard Details) have been revised as summarized below and re-issued. Note that there are no changes to the Engineering Construction Standards (Part 1 – Special Provisions) and the version published on February 10, 2023 is still in effect. In accordance with ACC 12.04.040 the standards have been filed with the City of Auburn City Clerk for use and examination. The effective versions are not distributed as hardcopies and are available electronically on the City's website at:

https://www.auburnwa.gov/Standards and Publications

Summary of Revisions:

General Summary

No changes to Part 2 of the Engineering Construction Standards which consist of the City's Standard Details.

City of Auburn Engineering Design Standards

Cover Page

- Replace Cover Page: Revision date added.

Chapter 9: Facilities in the Right of Way

- Replace Page 105: Section 9.06 subsection E revised to refer to the National Electric Safety Code or 16 feet, whichever is higher, for minimum clearance of overhead wires.

Chapter 10: Transportation

- Replace Page 131: Section 10.04.04 Vertical Grades corrected to indicate minimum vertical grades of 0.5%.

ENGINEERING DESIGN STANDARDS & ENGINEERING CONSTRUCTION STANDARDS PART 2 – STANDARD DETAILS

Originally Issued March 3, 2023
Revision 1 Issued June 23, 2023

City of Auburn
Community Development & Public Works Departments
25 West Main Street
Auburn, WA 98001-4998

Approved By:

Jacob Sweeting

Jacob Sweeting, P.E.
Assistant Director of Engineering Services/City Engineer

6/23/2023
Date

Where underground requirements do not apply, the following parameters shall be addressed in locating or relocating aboveground utilities:

A. Clear Zone Requirements: Non-breakaway utility poles and other fixed aboveground utility structures shall meet the clear zone requirements of these design standards, See **Chapter 10**. Respective utility owners shall be responsible for securing easements from adjacent property where clear zone requirements cannot be met within the public right of way.

B. ADA Requirements: Utility poles and other aboveground utility structures shall not be located within the sidewalk. This requirement may be waived by the City Engineer if the pole location in the sidewalk allows a minimum of 48 inches of unobstructed pedestrian travel way and the pole/structure meets clear zone/lateral separation requirements described in **Chapter 10**.

C. Utility poles and other aboveground utility structures shall be compatible with driveways, intersections, and all other road features. They shall not interfere with sight distance, road signing, traffic signals, culverts, etc. The City Engineer may require poles to be relocated to meet this requirement.

D. No utility pole or other aboveground utility structures shall be located in such a way as to pose a hazard to the general public. Utility companies shall locate and replace poles and other structures with primary consideration given to public safety and roadway functionality.

E. New overhead power and communications wires and appurtenances shall comply with the vertical clearance requirements established by the National Electric Safety Code or a minimum vertical clearance of 16 feet, whichever is higher except as may be determined otherwise by the City Engineer to address safety issues, for the purposes of this overhead clearance requirement, replacement of existing facilities and overlashing of existing cables/wires that do not reduce the existing minimum vertical clearances are not considered to be new. Whether considered to be new or not, plans for overhead power and communications wires and appurtenances must show the existing and proposed vertical clearance of the facilities being installed or modified at each midspan location between poles.

F. If allowed by the City Engineer, wireless and radio facilities that are not considered Small Wireless Facilities per ACC 20.14 are subject to the concealment standards cited in **Chapter 9**.

G. A net increase in the number of poles is not allowed except that the City Engineer may determine that additional poles with service lines only serving properties not included in the project (no distribution lines) may be allowed. In making this determination, the City Engineer will consider the potential impact to structures of undergrounding service line connections.

9.07 Building and Structure Related Facilities

Permanent buildings, building shoring systems that would leave any elements in the right-of-way after construction, footings and foundations, and privately owned walls, gates, and fences are not allowed in the public right-of-way.

Facilities such as Awnings, overhangs, and elevated decks/patios/railing (only in the Downtown Urban Center Zone), and bus shelters may be permitted by the City Engineer with special conditions and considered on a case-by-case basis and subject to ACC 12.60.

transitions into and out of the superelevated sections per AASHTO.

Vertical curves are required where a change in vertical alignment equals or exceeds a 1% algebraic grade difference. Crest vertical curves shall be designed to provide the required minimum stopping sight distance for the streets design speed. Sag vertical curve lengths shall be designed to provide headlight sight distance equal to or greater than the design speed stopping sight distance. All vertical curves must be symmetrical, parabolic, and meet AASHTO standards.

10.04.04 Vertical Grades

Table 10-4 Vertical Grades by Roadway Type

	Arterial	Collector & Local Non-Residential	Local Residential & Rustic Residential	Shared Driveway Access Roads & Alleys
Maximum Vertical Grade	6%	8%	8% (may be increased to 10% without deviation where all other geometric design requirements are met)	10% (may be increased to 12% without deviation in access roads without existing or planned public utilities)
Minimum Vertical Grade	0.5%	0.5%	0.5%	0.5%

Deviations to the maximum allowed vertical street grades of arterial and collector roadways shall generally not be granted unless it can be demonstrated that, and the City Engineer determines that, the public benefits significantly outweigh any potential detriments.

Deviations will only be considered for up to an 8% maximum grade for arterials and a 10% maximum grade for collector streets. If approved, deviations for roadway grades above 8% may trigger the additional following design considerations, as determined to be necessary by the City Engineer:

A. Increased travel lane widths

B. Enhanced Paving Section

C. Incorporation of Separated Multi-use trail

D. Incorporation of Median Islands

E. Enhanced Intersection/Signal Improvements

10.04.05 Cross Slopes

Cross slopes shall be as shown in the typical cross sections except roads with vertical grades of greater than 6% where cross slopes may be increased up to 3% and cross slopes of roadways constructed with pervious/permeable pavement may be reduced to 1%. Superelevation design shall be per AASHTO.

Intersections shall be designed to drain away from the higher classification street. Grades shall match at the center of intersections for equal classification streets. At intersections of differing classification streets, the crown shall be carried through the intersection for the higher classification.