

Appendix B - Tillamook County Road Construction Plan Standards

This appendix augments, but is also designed to be used independent of the larger Road Improvement Policy.

The purpose of this appendix is to simplify the construction plan review process. Below are outlined various topics found in preliminary construction plan submissions to Public Works (a.k.a. Road Department) that often require further updating. To prevent unnecessary work by a developer, his representatives and Public Works, many of Public Works general policies on these topics are outlined below. This appendix is a working document and is **not** all inclusive. Advance review and incorporation into anticipated construction plans as appropriate may be a time saver for all involved.

These standards are applicable to most road construction plans submitted to the Road Department for review (including those related to major partitions and subdivisions [public or private roads] being created through the County Land Division Ordinance).

This note added 11/05

The below list augments standards in A Policy on Geometric Design of Highways and Streets (Current Edition) (AASHTO manual).

While the below outlines basic construction plans standards, a development or project may be subject to additional conditions of approval from other jurisdictions or sources including:

- Land Division Ordinance (for subdivisions or major partitions), or
- Land Use Ordinance, or
- Regulatory agencies such as Oregon Division of State Lands or U.S. Army Corps of Engineers (for activities such as wetlands, fill or other environmental concerns).

Lack of specific reference in Road Department plan reviews to above requirements does not eliminate those conditions, if applicable.

If you have any questions or recommendations on how to explain any topic more clearly, please contact the Public Works Engineering Project Supervisor with your input.

1. Construction plan review/approval are generally required for all construction activities in public right of ways including, but not limited, to the following activities:
 - Construction related to land use approvals where Public Works is the designated authority for reviewing

construction plans/activities (such as private or public roads created in subdivisions or major partitions, or other land use actions with off-site public road construction involved).

- Construction activity in public right of ways (with existing roadway, less than full standard roadways or non-existing roadways). Applicable regulatory ordinances may include the Road Approach Ordinance, Regulations for Utilities in Tillamook County Public Road Rights-Of-Way (a.k.a. "Utilities Ordinance"), Road Improvement Ordinance.
- Other construction activity not tied to above documents such as fish passage culvert replacements.
- Subdivision or major partition tentative plat approvals may include public and/or private roads. The County Land Division Ordinance requires Public Works to provide input on and review road construction proposals for these developments.

2. Typical construction plans reviewed by Public Works should include the following:

a. Cover page including the following information:

- Project Title
- Contact information for: Engineer, Surveyor and Owner/Applicant (as appropriate)
- Professional Engineer (PE) seal/signature. With a bound document such as Specifications or a report, PE stamp on the cover is adequate. On plans sheets, we require each sheet to have a PE stamp. (Paragraph 4 below)
- Vicinity map for the project work
- Notes as appropriate (Paragraph 27 below)
- Index of sheets in the full set of plans

b. Each plan sheet shall be dated to include latest revision date

c. Road plan view(s) including required sign placement and pavement markings (Paragraphs 16 and 17 below)

d. Road profile(s) (Paragraph 7 below)

e. Road section(s) (Paragraph 5 below)

f. Construction plans shall reflect existing conditions and proposed construction including:

- Topographic information (contours) may be required to facilitate review of respective plans details
- Right of way and/or property lines as appropriate
- Utility lines (underground and overhead) (Paragraph 12 below)
- Drainage details shall adequately outline how drainage runoff is handled within the development, out of the development until it reaches a natural or previously constructed drainage destination. If a project incorporates detention pond(s), the engineer will be expected to provide appropriate analysis (calculations) indicating adequacy of the detention ponds size, etc. (See also Paragraph 10 below). Applicants should be aware of possible environmental permit conditions that relate to drainage that may impact drainage plan development.
- Road approaches (Paragraph 13 below)
- Fill/cut slopes including catch points

- For a disturbed existing roadway, restoration to original conditions at project completion is a minimum requirement. The Erosion Control Plan shall outline intermediate restoration or mitigation requirements during progress of work.
- g. Geotechnical Report as appropriate (if required by another agency or jurisdiction or this Department) (Paragraph 9 below)
 - h. Erosion Control Plan (ECP). Tillamook County Public Works does not have a specified ECP standard other than it should address reasonably expected erosion issues on-site and off-site. Additional requirements may come out of environmental, land use or other permit conditions of approval. The ECP will be reviewed to verify it addresses the project area and any specified details brought to the attention of the Department by other organizations.
 - i. Traffic Control Plan as appropriate (Paragraph 25 below)
 - j. Standard Details, as appropriate, to allow a construction contractor to complete needed work with appropriate construction engineering inspection.
 - k. Submission of Plans: An applicant/engineer shall submit 2 sets of construction plans for needed review. If needed, one of the plan sets will be redlined and returned to the applicant/engineer for updating.
3. **Scale**. Unless otherwise indicated, all drawings shall be to scale with that scale shown on the sheet. Actual scale utilized is dependent on end product hard copy size.
 4. **Engineered Plans**. According to OSBEELS (Oregon State Board of Examiners for Engineering and Land Surveying), all roads used by the public, visitors, contractors or employees need to be designed and stamped/sealed by a professional engineer. This includes specifications, road sections and design(s) for cuts/fill. For any significant changes in the roadway configuration, engineered details shall be consistent with AASHTO. A professional surveyor seal is adequate for mapping. Road approach permit plans/drawings often do not require PE certification.

If a proposed road improvement for a land use action (subdivision or major partition) is 30 feet in length or less, the requirement for PE stamped plans may be waived provided there are no other outstanding design issues requiring significant design effort (i.e. steep topography, retaining walls, geo-technical mitigation, etc.)

This note added 3/07

5. **Typical Road Section**. Construction plans shall include typical road sections(s) for roads in the proposed construction. The governing ordinance outlines the standards for the typical road section. If a road construction proposal is within the city limits of or Urban Growth Boundary of an incorporated city, the city's road section requirements will prevail and be incorporated in the plans.

Short of specifics in a respective ordinance, Enclosures 1 & 2 to this Appendix (located at the end of this appendix) show the County typical sections. The Notes with each typical section provide respective additional information. The widths

are defined by AASHTO or (when appropriate with local services roads) minimum standards of the local fire department. As noted on the Road Sections, the designing engineer may determine that a different higher standard road section should apply to a specific proposal. That road section may, for example includes curb for a private roadway in a subdivision tentative plat application. Any road sections that deviate from the outlined typical standard sections will be reviewed case by case based on unique circumstances and in accordance with the basic standards of AASHTO and APWA.

6. **Materials Specifications.** These Specifications are specifically stated in the County Road Acceptance Ordinance and the Public Road Improvement Ordinance. They are repeated below for clarification. A higher materials specification may be specified by the engineer.

a. **AGGREGATE BASE.** All roads must be constructed with an aggregate base according to the following details: Rock base may be fractured pit run or crushed aggregate. Maximum rock size shall be 4". No more than 10% shall be less than 1". Compaction of the aggregate base shall be done with either a vibratory roller or a static steel wheel roller with a minimum gross weight of 8 tons. The aggregate sub-base shall be laid in accordance with the Standard Roadway Section. See Enclosure 1 or 2 as appropriate.

b. **AGGREGATE LEVELING COURSE.** All roads must be constructed with an aggregate leveling course according to the following details: Leveling course shall be 3/4"-0 Base Aggregate and shall conform to the requirements of subsection 2630.10 of the Standard Specifications [2002 Oregon Standard Specifications For Construction]. Compaction of the aggregate base shall be done with either a vibratory roller or a static steel wheel roller with a minimum gross weight of 8 tons. The aggregate leveling course shall be laid in accordance with the Standard Roadway Section. See Enclosure 1 or 2 as appropriate.

c. **ASPHALT PAVEMENT.** All roads to be accepted as county roads must be paved with asphalt pavement. Asphalt paving shall be in accordance with the following details:

1. The Asphalt Concrete (AC) Mixture for this project shall be "Light Duty AC", Class 'C' Mix. The mix formulation and placement methods shall conform to Section 00745 of the Standard Specifications, except as follows: The Asphalt Cement shall be PBA-5 grade asphalt and shall conform to the requirements of Section 02710 of the Standard Specifications.

2. The final lift shall consist of not less than three (3) inches compacted of Class 'C' Asphalt Concrete

sloped to maintain a 2% crown from the road centerline. This lift shall be placed using an asphalt concrete paving machine and rolled to achieve optimum density.

3. The asphalt pavement shall also conform to the drawing entitled Standard Roadway Section. See Enclosure 1 or 2 as appropriate.

Where State or Federal funds are utilized, a higher standard for materials may apply. Class 'B' Mix asphalt may be directed if conditions warrant (such as with higher traffic counts on the road or other factors).

7. **Design Speed.** Design speed for all roads will be reviewed (including vertical and horizontal curves) in accordance with the AASHTO Manual. Generally the County minimum design speed requirement is 25 mph for local roads. There are cases in the AASHTO Manual where a lesser design speed is warranted based on topography and potential traffic volume. Road profiles should reflect appropriate information to evaluate the above information.
8. **Backfill Policy.** If the engineer desires sand backfill in trenches, it may be approved under the following circumstances:
 - a. Approved as part of the construction plans.
 - b. Sand backfill occurs in like native soil **only**.
 - c. No sand backfill in a road grade greater than 2%.
 - d. No sand backfill below or at a water table.
 - e. Uniform fill unless exceptions requested/approved (i.e. compacted rock at pipe bed with compacted sand over).
 - f. Sand backfill is engineer certified (i.e. field inspected) for proper compaction.

If there is doubt of compliance to the submitted/approved construction plans, the County reserves the right to dig up test spots to check compliance. If the construction plans were followed, the County will pay for restoring pavement, etc. If not, the developer will be responsible for restoring the pavement, etc. along with the trench backfill corrective action.

It is in the County's and your best interest to insure the proper fill method is utilized. Notifying Public Works of testing times on-site may be one method for sharing information.

9. **Geotechnical Report.** If not already required by another jurisdiction, Public Works may require a geotechnical analysis to be performed if conditions warrant. Examples where a geotechnical report may be required include conditions where a report is required according to the County Land Use Ordinance, evidence of instability of the ground or poor or suspect soil conditions.
10. **Culverts.** Culverts crossing under roadways shall be at least 18" diameter. Culverts under a road approaches shall be at least 12" diameter. Larger diameters may be required if large run-off flows are anticipated. Public Works may require adequate calculations to show that a new or replacement culvert size/design will adequately carry surface drainage flow through the culvert based on a minimum 100 year flood event.
11. **Environmental Or Other Requirements.** There may be further application/permitting requirements by other agencies or jurisdictions related to wetlands, floodplain, fill, erosion control, revegetation or other environmental concerns. Lack of reference by the Road Department to other jurisdiction requirements does not eliminate those requirements, if applicable. For any construction plans that include above details, the Road Department may will forward same to that agency/jurisdiction for respective review.
12. **Utilities**
 - a. **Utility Permits.** The County ordinance dealing with utilities is titled, Regulations for Utilities in the Tillamook County Public Road Rights-Of-Way (a.k.a. "Utilities Ordinance"). The placement of utilities in an existing public right of way requires a utility permit application signed by the respective utility and approved by Public Works. Most local utilities are aware of this permitting process. If interested, you can obtain a copy of the Tillamook County Utilities Regulations at Public Works.

Approved construction plans including utility details in a public right of way are **not** authorization to place those utilities in an existing public right of way. The approved construction plans indicate that proposed utilities in the plan have been reviewed for consistency with standards of applicable ordinances and that conflicts between multiple utilities are sorted out. An approved utility permit is the only authorization to install the utilities.

During development of the construction plans, the applicant should coordinate with respective utilities for incorporation of their requirements. Also of interest to the applicant might be the time frame that utilities need to acquire materials for respective improvements. After final construction plan approval, respective utilities company will initiate utility work applications. If their applications are consistent with the approved construction plans, the utility permits are relatively straight forward to approve by Public Works. Lack of prior utility coordination has been one of the major sticking points and reasons for slowdowns in past projects.

The Permit Staff at Public Works is the point of contact for specific questions not addressed in the Regulations.

- b. **Stubs** for utility service connections to underground improvements shall be placed so as to avoid the need to disturb a newly paved surface when service connections are made later. Any underground service stub-outs shall be marked for later access (to avoid excavation searches).
- c. **Underground Conduits**. Underground utility conduits shall clear right of way ditch bottoms and culverts by at least 30". With justification, 24" clearance may be approved. See Utilities Ordinance for further details.

13. **Road Approaches**.

- a. Road approaches onto the public right of way. All road approaches onto public roads under County jurisdiction require road approach permits.
- b. Standards and requirements for the Road Approach Permits are found in the County Road Approach Ordinance. Approaches off public right of ways into proposed developed shall not be utilized until properly constructed. This serves to protect the existing edge of the road travel way among other purposes.
- c. The procedure for incorporating proposed road approaches into road construction plans of an existing public right of way is outlined in the Standards Section of the Road Improvement Ordinance.
- d. If the logging and clearing of the right of way occur as part of the road construction, the temporary road approach conditions will be included as part of the construction plans approval.
- e. Any temporary road approaches constructed to conduct activities such as logging that are not specifically part of the road construction plans will be handled through a temporary road approach permit. Temporary road approaches accessing the public right of way shall be applied for with a road approach application in accordance with the Road Approach Ordinance.
- f. Road approach permit applications made prior to completion of a proposed public road improvement. Road approach

permits will not be approved unless either the public road is constructed to appropriate standards or the proposed approach is previously incorporated into approved construction plans.

14. **Road Islands, Cul-de-sac Islands, Single Lane Roads and Road Gates.** Road islands, cul-de-sac islands, single lane roads and road gates are not allowed on public right of ways. If roadway plans are developed for future private roadways as part of a land use action/approval, this Department highly encourages construction of islands and gates after the final plat and independent of the Road Department. See Enclosure 3 to Appendix B.
15. **Curbs.** If curbs are to be considered as part of the project proposal, the following are basic design requirements:
 - a. From the curbs outward in the right of way there will be a 2% slope of the ground for at least four feet.
 - b. From that point out, fill slopes at 2:1 or cut slopes at 1.5:1 shall daylight to existing ground. Sand cut slopes are to be 2:1.
16. **Signs.** Construction plans shall reflect placement of appropriate traffic signs and street fingerboard signs. See Enclosure C to this Appendix (See Road Sign Guidelines below).
17. **Striping.** Construction plans shall show road striping as appropriate and shall be in accordance with the Manual on Uniform Traffic Control Devices.
18. **Retaining walls or rockery walls.** Use of either scenario requires some excavation and/or material placement beyond the vertical face of the proposed wall. The extent of this work should be indicated on the plans along with final contours of the completed work. Use of pile driving in a sandy hill environment or a retaining wall that supports the roadway may require additional review. Retaining wall or rockery wall proposed plans shall be certified by a professional civil engineer.
19. **Bridge Designs.** Any bridge to be constructed shall meet specifications as designated by the Director of Public Works and the current edition of AASHTO Standard Specifications for Highway Bridges. The plans for the bridge shall be stamped/signed by a licensed structural professional engineer.
20. **Required Actions During Project Construction**
 - a. County's expectation is that the applicant's engineer will provide track construction progress and provided needed direction/support to the contractor.

- b. Improvements will be inspected and reviewed for conformance to standards of Public Works. Public Works shall be notified in advance to inspect subgrade, base, pavement (if proposed or required) and final work. These inspection requirements shall be stated on the plans.
- c. Public Works may require changes in road typical sections or details if unusual conditions arising during construction warrant such changes.
- d. All improvements placed beneath streets by the developer shall be constructed and inspected prior to street surfacing.
- e. Public Works may require engineer certification of construction. Examples requiring engineering certification include, but are not limited to, retaining walls and compaction testing.

- 21. **Public right of way or easement dedications.** Based on topography or input from an agency (such as the fire department), final approval of proposed construction plans may require acceptance of a public right of way dedication to augment the existing right of way. Fill or cut easements could be required. Any dedications or easements to the public will be made by the respective property owners and notarized. Prior to the County Board of Commissioners consideration any such acceptance, documents will be approved as to form by County Counsel. Submission to County Counsel for review is executed through Public Works.
- 22. **Road vacations.** If the project proposal involves a public road vacation, applicant should review related requirements in a copy of the Tillamook County Road Vacation information letter. This document can be obtained at Public Works.
- 23. **Construction Activity Prior to Approval of Respective Plans/Permit.** For projects under the purview of the County Road Department, construction activity prior to approval of construction plans is discouraged. Excepts including that brushing/clearing required for survey work or soils exploration.

It should be emphasized that any construction work initiated prior to plan or permit approval will not be considered as justification for requesting a lesser construction standard.

- 24. **Private Property Access.** Appropriate property owners permissions are required for cut/fill or other activity outside of the public right of way. The Road Department can not give permission for construction activity on private property.
- 25. **Traffic Control Plan.** Construction plans will include traffic plan details. Roads with no alternate access can be closed up to 20 minute intervals coordinated in advance.

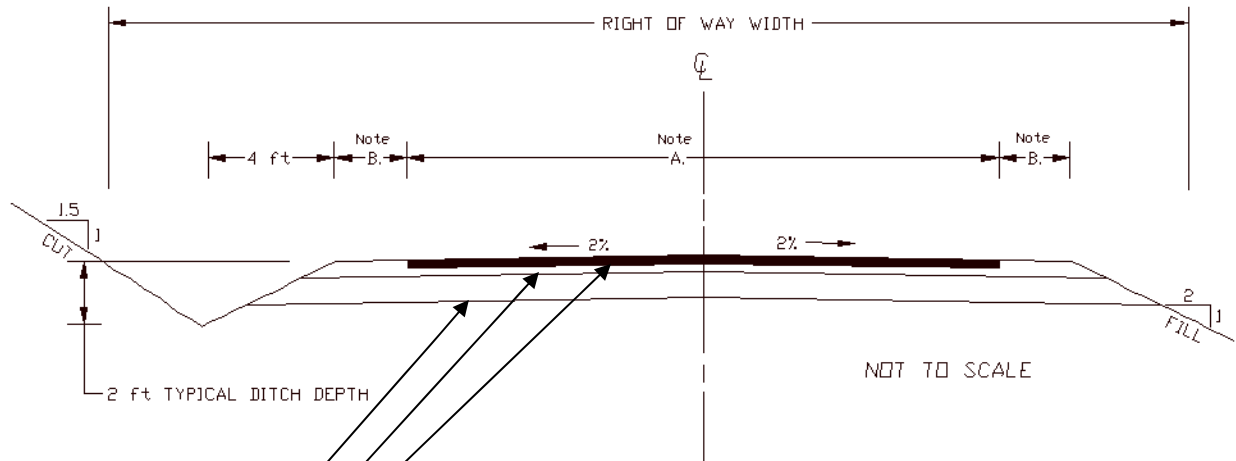
Other County requirements such as public/911 notice apply. Notice requirements can be obtained from the Road Dept office. It should be noted that closure of the road as indicated above is not a given and may need further coordination to resolve related concerns.

26. **Do not block property accesses.** Construction activities should not block existing accesses to adjacent properties without permission or coordination with the respective owners.
27. **Construction Plans Notes.** As a minimum, submitted plans shall include the following as part of the Notes:
 - a. **Inspection Advance Notice.** Public Works requires at least 72 hours notice for inspections (subgrade, base, pavement and final). The time frame that Public Works will be able to respond to an inspection request may be affected by current staff workload and location of the project. The 72 hours notice shall be stated on the construction plans.
 - b. **Contractor License/Insurance.** Contractors working in public right of way shall be licensed for their work and maintain liability insurance requirements consistent with the Utilities Ordinance. Evidence of insurance shall be provide to the Road Department.
 - c. **See above Required Action During Project Construction** (Paragraph 20).
28. **Approval of Construction Plans.** The Road Department shall review plans deemed as complete. Approval of plans will be in the form of a hard copy letter from the Department. That approval letter shall be considered as part of the approved plans.
29. **Modifications to Final plans.** Any modification to construction plans after final construction plan approval requires submission in writing of the proposal and justification for the change. Ultimately any approved changes need to be reflected in the final construction plans.

Based upon unique conditions encountered or proposed, additional requirements may apply.

ENCLOSURE 1 to APPENDIX B:

STANDARD ROADWAY SECTION



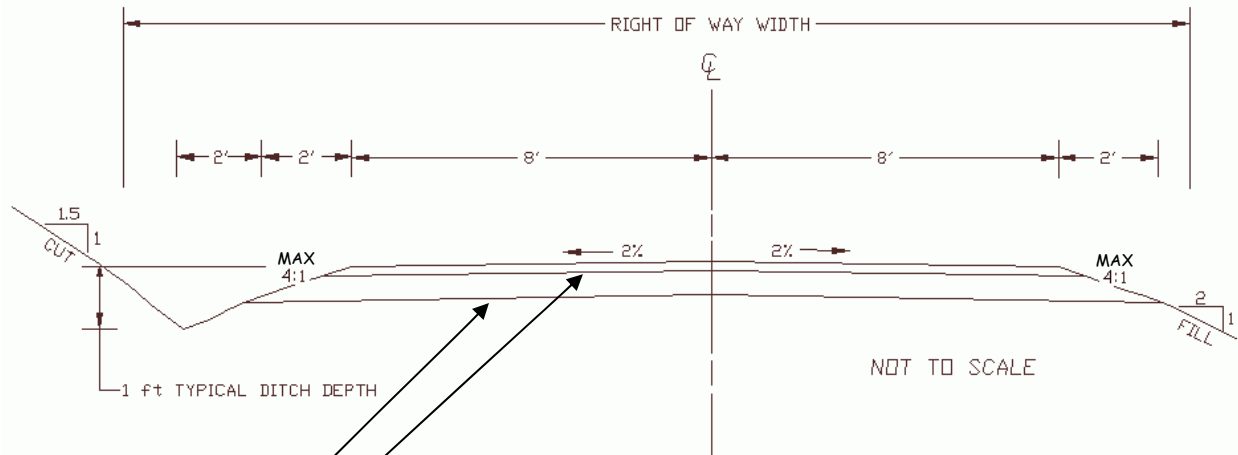
- Minimum 3" Class 'C' A.C. Pavement (compacted)
- Minimum 3" Aggregate Leveling Course (compacted)
- Minimum 9" Aggregate Base (compacted)

Notes:

- A. Width of traveled way in accordance with AASHTO Manual centered in the right of way.
- B. Width of shoulders in accordance with AASHTO Manual.
- C. Build up shoulders to match pavement level & slope using aggregate leveling course.
- D. Aggregate and asphalt specifications in accordance with Materials Specifications as outlined in Appendix B.
- E. The County Engineer may require a higher standard.
- F. Left Turn Pockets and Right Turn Tapers may be required based on traffic warrants.

ENCLOSURE 2 to APPENDIX B:

MINIMUM ROADWAY SECTION



Minimum 3" Aggregate Leveling Course (compacted)
Minimum 9" Aggregate Base (compacted)

Notes:

- A. This minimum roadway section is the minimum roadway improvement width standard authorized by local fire departments. Where sections of the AASHTO Manual have widths less than this, the above standard shall apply.
- B. Width of traveled way centered in the right of way.
- C. Aggregate and asphalt specifications in accordance with Materials Specifications as outlined in Appendix B.

ENCLOSURE 3 TO APPENDIX B

Policy on Use of Single Lane Roads, Road Islands

The following outlines current Public Works policy relating to use of single lane roads and islands in roads and cul-de-sacs. All of these features will be considered only as part of private road systems. Use of any of the below features will require approval of a Variance as per the Tillamook County Land Division Ordinance (LDO).

The ultimate goal in establishing standards for these road features is making safe, maintainable roadways that are accessible for emergency services. The following guidelines may be flexible when considered with appropriate variance requirements of the LDO, mitigating proposals, input from the local fire department, design within the standards allowed by AASHTO (American Association of State Highway and Transportation Officials) as outlined in A Policy on Geometric Design of Highways and Streets, 1990 and ultimately the approval by the Director of Public Works.

A proposal for curbs requires an approved variance from LDO standards and is considered independent of variance(s) for item(s) addressed in this policy.

1. Single lane roads:
 - a. Single lane roads will be considered as part of a larger two way traffic flow.
 - b. Traveled road surface width shall be a minimum of 16 feet with 2 foot shoulders. This roadway width reflects a 20 foot wide clearance required by local fire departments. Ditch sections of the Tillamook County typical road section will apply.
 - c. If input from the local fire department reflects a higher standard, that standard shall apply.
2. Road islands:
 - a. Standards for single lane roads of the above paragraph apply to the roadway on each side of the island.
 - b. The height of structures and vegetation in road islands will be considered in conjunction with local fire department input, site distance, use of curbs (as approved by a Variance), and other road design features. Any approved structures will be placed outside of the road shoulders thus keeping the 20 foot wide emergency access clearance.
 - c. Construction plans of the road island will reflect surface drainage runoff not traveling over the road surface. Additionally, the plans will show road shoulders and a vertical view.
3. Cul-de-sac islands:
 - a. Standards for single lane roads of the above paragraph apply to the circular roadway around the island.
 - b. Additional lane width may be needed depending on the radius of the circular roadway.
 - c. Final construction plans of the cul-de-sac island will reflect surface drainage runoff not traveling over the road surface.

Use of gates on private roads will be considered as part of tentative plats being reviewed by County Staff. My staff is being instructed to deny gate proposals after tentative plat approval (i.e. during construction plan review).

February 6, 2004

TILLAMOOK COUNTY ROAD SIGN GUIDELINES

The below are guidelines to use when planning for and installing signs on public roadways within Tillamook County and under the jurisdiction of the County. These guidelines are minimum standards as set forth in the Manual of Uniform Traffic Control Devices (MUTCD) and Oregon Sign Policy & Guidelines. **ALL** signs in public right of ways under Tillamook County jurisdiction are subject to approval by Tillamook County Public Works.

1. **PLACEMENT/LOCATION:** Standardization of position cannot always be attained in practice. However, the general rule is to locate signs on the right-hand side of the roadway, where the driver is looking for them. Signs should be located so that they do not obscure sight distance for drivers or block the viewing of other signs along the roadway. Street name signs (fingerboards) should be mounted approximately at right angles to the direction of, and facing, the traffic that they are intended to serve. They should be a minimum distance of 2 feet from the left edge of the sign to the edge of the traveled portion of the roadway and no more than 12 feet. Ideally 4 to 6 feet is preferred.
2. **POSTS AND MOUNTINGS:** Sign posts, their foundations and sign mountings shall be so constructed as to hold signs in a proper and permanent position, to resist swaying in the wind or displacement by vandalism. In most cases a 4" X 4", pressure treated post will be sufficient for meeting this standard. If larger wood posts or steel posts are used, they must be of suitable breakaway or yielding design. A larger wood post must have a one inch holes drilled through the post at right angles at 4 and 18 inches from ground level to meet the breakaway requirement. Concrete bases for sign supports, when used, should be flush with the ground level. Sign posts should be of sufficient height to allow the bottom portion of the lowest mounted sign to be no less than 7 feet from the road surface. This allows most vehicles and bicyclists/pedestrians passage underneath without striking the sign.
3. **SIGN MATERIALS:** A variety of materials can be used effectively. However, it is recognized that technological progress may develop new and satisfactory or superior materials for highway signs, particularly in the fields of illumination and reflectorization. Nothing in the guideline should be interpreted to exclude any new material that meets the standard requirements for color and legibility, both by day and by night.
 - a. Street Name signs: Our basic concern is that all street name signs be green in color and reflectorized. That the lettering be white or silver in color and also reflectorized. Lettering should be a minimum of 4 inches tall and sufficiently spaced that the letters don't appear to be ran together at a reasonable distance. Street name signs are either 6"X30" or 6"X36". If the road name has few letters we use the 30" sign blank. New state standard

is moving toward 6 inch lettering with a larger sign face. Materials such as wood, plastic, polyplate or aluminum are suitable. However, when making your selection of backing material, remember that Tillamook County experiences frequent high winds and heavy rains that can tax the strength of sign materials. Most of our street name signs are made of 1/8 inch thick aluminum. If your sign is longer than 36 inches, you should use a thicker grade of stock.

- b. Stop signs: Only a licensed engineer is qualified to make the judgement as to the need for a stop sign at an intersection. You should consult with our office if you believe a stop sign is needed, and we will make the final judgement. If approved, the standard 30 or 36 inch stop sign is used. We do not use the 24 inch sign in Tillamook County. Backing materials used can be the same as those used for street name signs. All stop signs must be reflectorized and red & white in color.

4. **MATERIAL SOURCES:** There are many sources you can use to obtain your sign materials. Look in the yellow pages under SIGNS. The Tillamook County sign shop uses the large industrial providers such as Zumar Industries, Inc, (1-800-426-7967), Traffic Safety Supply Co, (1-800-547-8518) and Newman Signs (1-800-439-9770). These providers can either make your signs or provide you with the needed materials. The listing of the above sign manufacturers is not an endorsement by the County, but rather provided for your information.

WARNING: Any party digging deeper than 1 foot in a public right of way has the responsibility of identifying exact line locations in accordance with the Oregon Utility Notification Center (OUNC). Oregon Laws 1995 Chapter 691 requires you to follow rules adopted by the OUNC. Those rules are set forth in the Oregon Administrative Rules (OAR) Chapter 952, Division 1, Sections 0010 thru 0090. You may obtain copies of the rules by calling the OUNC. The telephone number is (503) 232-1987; the FAX number is (503) 293-0826. Virtually all County signs posts are installed deeper than 12".

Other sign related topics:

Creating the name of a new or previously unnamed road: Contact Tillamook County Department of Community Development, 842-3408.

Information regarding business signs in the right of way can be found in the Business Guide Sign Ordinance: Contact Tillamook County Public Works.

For private signs on private property and not affecting sight distance or visibility in the right of way, contact Tillamook County Department of Community Development, 842-3408.

**Tillamook County Public Works is located at 503 Marolf Loop, Tillamook, OR 97141.
Phone: (503) 842-3419**

**Engineering Project Supervisor - Pat Oakes
Sign Shop - Tom Abbott**