

ORDINANCE NO. 2523

AN ORDINANCE REGULATING STREET IMPROVEMENTS IN THE CITY OF HILLSBORO AND PROVIDING MINIMUM STANDARDS OR SPECIFICATIONS FOR SUCH STREET IMPROVEMENTS; REPEALING ORDINANCE NO. 1869 and ALL OTHER ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HEREWITH.

THE CITY OF HILLSBORO DOES ORDAIN AS FOLLOWS:

Section 1. Definition The term "Street Improvement" as used in this ordinance shall mean excavating and grading said street to proper street widths and grades, the installation of curbs, the installation of base rock surfacing, the installation of asphaltic paving or cement concrete paving, the installation of adequate drainage facilities and all work incidental thereto as required to make a good and workmanlike improvement for the movement of vehicular traffic and the durability of the facility.

Section 2. Street Improvement Proceedings. Any street improvement proceeding hereafter undertaken on any section of street within the City of Hillsboro whether initiated by abutting property owners or by resolution of the City Council where any portion of the cost to be assessed against the abutting properties or where any part of the cost of the improvement is paid directly by the property owner or owners shall provide for complete improvement as defined in Section 1 hereof.

Section 3. Minimum Specifications These specifications shall be considered as minimum in all respects and specifications for any street improvement shall equal or exceed the following requirements.

- (A) Finished roadbed width shall be not less than 36 feet between curbs.
- (B) Roadbed shall be excavated or graded to line and grade as established or approved by the City, taking into consideration depth of surfacing material and drainage from property to street as nearly as is practical.
- (C) Crushed rock or gravel surfacing, conforming to City of Hillsboro Standards Specifications, shall be installed over the entire width of roadway between curbs and shall be not less than 12 inches in depth after compaction for 36 foot streets and not less than 14 inches in depth after compaction for 40 foot streets and on those portions of streets terminating in cul-de-sacs, and subject to Council consideration for 32 feet minimum improvement, shall be not less than 10 inches in depth after compaction.

- (D) Curbs shall be installed on each side of the streets to provide the desired roadway width but in no event shall the roadway width between curbs be less than 36 feet measured from the top of the street face to the curb excepting those short streets, 200 feet or less, terminating in cul-de-sacs where, by special Council approval the width may be reduced to 32 feet. Curbs shall be of cement concrete and shall conform to or be in excess of the specifications set forth in Ordinance No. 1726 entitled "AN ORDINANCE PROVIDING THE SPECIFICATIONS FOR CONSTRUCTION AND REPAIR OF CONCRETE SIDEWALKS, DRIVEWAYS AND CURBS IN THE CITY OF HILLSBORO, OREGON."
- (E) Asphaltic paving shall be not less than two inches in depth after compaction, and shall cover the entire roadway. Asphalt paving materials shall conform to Oregon State Highway Specifications "Class C" as modified for asphalt content) for asphaltic paving materials including manner of installation.
- (F) Cement concrete pavement shall be not less than 7 inches in depth and shall cover the entire roadway. Cement concrete paving material shall conform to Oregon State Highway Specifications for cement concrete paving materials including manner of installation.
- (G) Drainage. Drainage facilities shall be as designed or approved by the City Engineer and subsequently approved by the City Council.
- (H) Deviations from the Oregon State Highway Department specifications herein referred to for asphaltic concrete and cement concrete paving may be made by the City Council as required to meet local conditions.

Section 4. When in the opinion of the Council, a residential street should be initially constructed to a width in excess of 36 feet between curbs because of traffic conditions existing or anticipated, the City shall determine and fix the width to which said street shall be initially constructed and the City shall pay the proportionate share of the cost of said street on the ratio that 36 feet in width bears to the width fixed by the City Council, but not including the cost of curbs, drainage, sidewalks or driveways where such items are included in the project which items would cost the same regardless of the width of the roadway.

Section 5. That inasmuch as certain projects have been petitioned or requested for initiation of construction during the Calendar Year 1972 and that Council recognizes cost analysis projected upon lesser street specifications have been incorporated in the feasibility of certain projects the specifications of this ordinance shall become effective upon projects initiated on or after September 1, 1972. Subdivision plats coming before the City of Hillsboro Planning Commission for final approval subsequent to the passage date of this ordinance shall be required to meet these specifications; however, any subdivision plat approved prior to September 1, 1972 must complete all improvements by January 1, 1974. Thereafter, compliance with the specifications of this ordinance will be required regardless of date of initial approval.

Section 6. That the effective date of this ordinance be and the same hereby is established as September 1, 1972, and upon said date Ordinance No. 1869 and all other ordinances or parts of ordinances in conflict herewith be and the same hereby are repealed.

Passed by the Council this 1st day of August 1972.

Approved by the Mayor this 1st day of August 1972.

Harold L. Tucker
Mayor

ATTEST:

J. D. Lewis
City Recorder