



# Private Roads

# PW-1

Department of Public Works

## Overview

This brochure serves as a guide for when a Private Road is necessary and what Public Works reviews. It is derived from the January 2018 Spokane County Standards for Road and Sewer Construction.

## What are Private Roads?

A private road is a privately owned and maintained vehicular access route serving **more than 3** lots or parcels. A private road is usually labeled as a "lane". Spokane County does not maintain private roads.

## What are Private Driveways?

A private driveway provides primary vehicular access from a public or private road and can access up to 3 lots or parcels (see Building and Planning brochure BP-17). Driveways are not named and are not maintained by the County.

## General Provisions

Any road serving over 3 parcels will be brought up to current private road standards with a land action i.e. any creation of new parcel(s).

If at building permit you discover you need to construct, widen or upgrade your access road, engineered road plans will be required at the time of application for grading permit.

## What Public Works Reviews

- Private road plans being created through a plat, short plat, BSP, etc.
- Access questions off of a county road or county right-of-way (ROW).
- Subdivision of parcels warranting a private road.
  - Ex. Certificate of Exemption process

## What PW Does Not Review

- If access does not lead to a county maintained road or unmaintained ROW.
- If there is no new creation of lots.
- If a road is declared a fire apparatus road (see Building and Planning brochure BP-28) and the easement presented was recorded prior to May 15<sup>th</sup>, 1995.
  - See Section 1.07 in the County Road Standards on non-conforming private roads.

## Private Road Requirements

See Table 3.08B, Section 3.16 and Section 3.22 in the Spokane County Standards for Road and Sewer Construction to get more information on the requirements for building a private road.

## Private Road Creation

The Building and Planning Department is in charge of the creation, naming and addressing for private roads.

The Public Works Department is in charge of the design review and certification of construction.



# Development Services

Spokane County, Washington

## PRIVATE ROADS

When the Building and Planning department determines that a project has the cumulative effect of creating or utilizing an access that serves more than 3 lots, a private road to public works standards will be required. The following are references to the 2018 Spokane County Standards for Road and Sewer Construction:

### General:

The definition and general information can be found in Section 3.22 of the road standards.

### Easement Width:

The easement for a private road shall be 10ft for each side of the roadway for maintenance and utilities. For example, a 20ft road will require a minimum 40ft easement. (section 3.22(2))

### Roadway Width:

Up to 6 lots/parcels unobstructed width of not less than 20ft

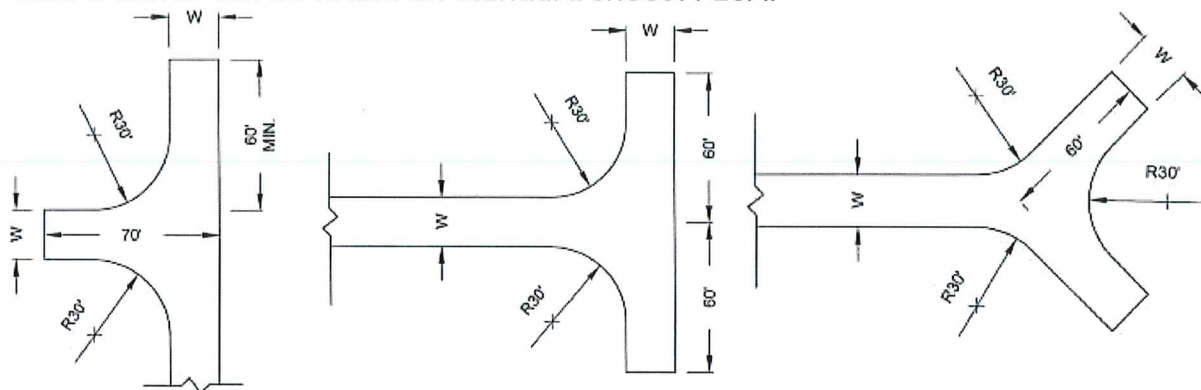
7-20 lots/parcels unobstructed width of not less than 24ft

21+ lots/parcels unobstructed width of not less than 30ft

(see Table 3.08B)

### Turn-Arounds:

A 45ft radius cul-de-sac is required at the terminus of a private road. Alternate turn arounds can be found on standard sheet A-10A.



## Road Surfacing Requirements:

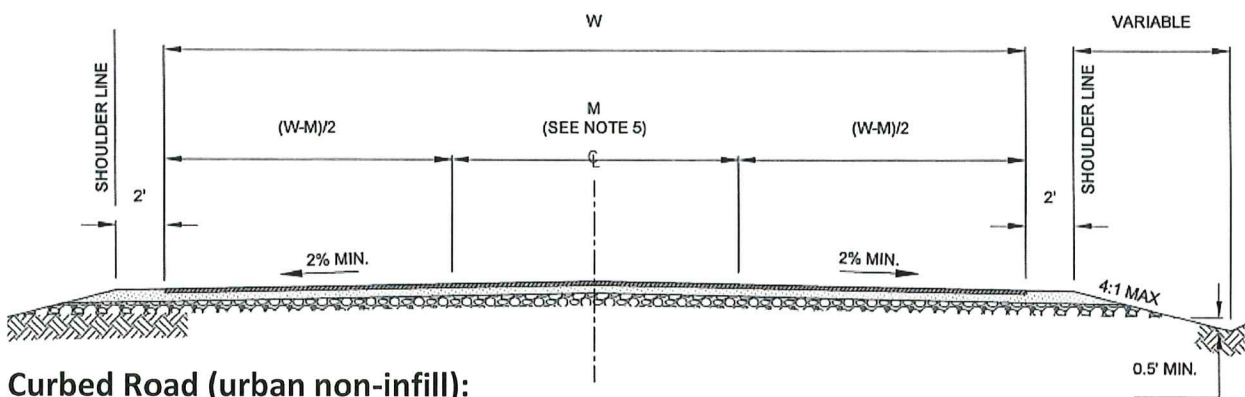
For **urban** private roads, paving is required. Curb, gutter, and sidewalk may also be required depending on project. See table on page 3-15 of the road standards.

For **rural** private roads, paving is not required. See table on page 3-16 of the road standards.

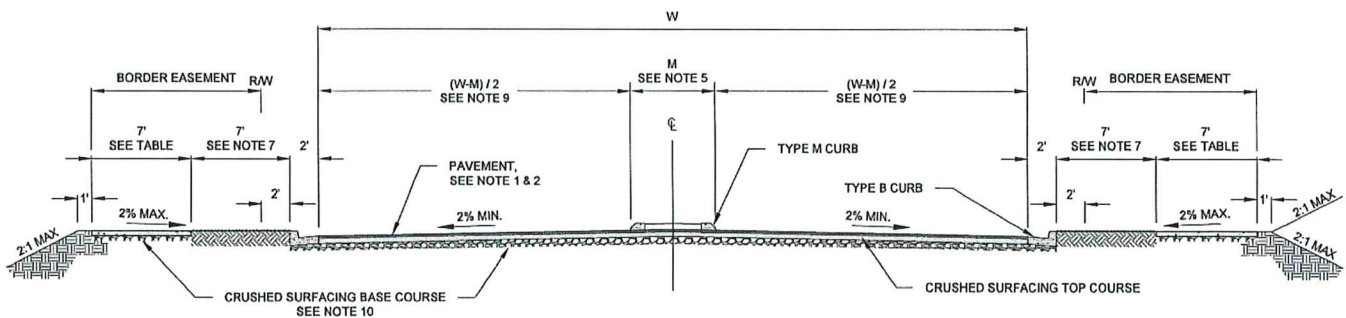
## Road Certification Process:

Private roads require engineering, inspection, and certification prior to utilization. The standards and processes for the inspection and certification can be found in technical reference C of the standards. (page C-1)

## Shouldered Road (rural and infill):



## Curbed Road (urban non-infill):



All information on this brochure can be found in the roads standards at:

<https://www.spokanecounty.org/994/Engineering-Design>



# Fire Apparatus Access Road Standards

# BP-28

Department of Building and Planning

## Overview

This brochure provides a summary of county access road standards derived from the International Fire Code as adopted in Section 3.06.050 of Title 3 of the Spokane County Code. They are generally applicable to parcels created through the Certificate of Exemption process and lacking frontage on a public road. The access easement must have been recorded prior to **May 15, 1995**. The intent is to assure adequate provisions for emergency vehicle access.

Fire access must be provided for every building located more than 150 feet from an approved public way. Fire access may be provided by a driveway when providing vehicular access to structures on no more than three parcels (refer to Brochure BP-17 - Driveways). For four or more parcels the fire apparatus access road standards apply. Access roads serving more than 30 residential units/parcels must connect to a public road at two independent locations.

THESE STANDARDS ONLY APPLY TO ROADS WITHIN AN EASEMENT RECORDED WITH THE SPOKANE COUNTY AUDITOR'S OFFICE PRIOR TO MAY 15, 1995.

## Are permits required?

In most cases grading permits are required for the construction of a Fire Apparatus Access Road. Given the scope of these road projects, compliance with State Environmental Policy Act (SEPA), the Spokane County Critical Areas Ordinance and Shoreline Ordinance must be demonstrated. (See Brochure BP-49 - Environmental Review).

## Maintenance Agreement & Final Acceptance

Maintenance: A recorded road maintenance agree-

ment with financial provisions is required. It must be demonstrated that upkeep is provided for the entire length of road being used as access to improved properties. The agreement must state that Spokane County is not responsible for building, improving, maintaining, surveying, constructing, repairing, providing drainage or snow removal on the private road(s).

Acceptance: Permits for structures will not be issued prior to the receipt of certified "as-built" road plans, copies of recorded covenants, title notices, maintenance agreements and acceptance of the road by the local fire district. The as-built access road must be certified by a civil engineer.

## Conditions for Existing Access Roads

Private access roads previously recognized by the County via the issuance of building permits must be maintained in substantial conformance with these standards. If determined by the fire district that an existing access road constitutes a hazard to life or property, improvements may be required. The district's findings will be in writing and will include minimum improvements necessary to mitigate any distinct hazard(s). Similar improvements may also be required when an extension or increased loading is being proposed on an existing private access road.

## Plans

Plans for access roads or extensions to existing access roads are to be prepared by a registered civil engineer and submitted to the Department of Building and Planning for review. The plan should depict the road location and be in accordance with Spokane County's Fire Apparatus Access Road Standards. In order to determine conformance, the road plans must include a recorded survey, indicate the location of all easements, road gradients, surfacing description, drainage

## SPECIFICATIONS

controls, and road dimensions. Plans will be circulated to the Division of Engineering and Roads and local fire district for review and comment.

When it is found by the building official that the access road plan substantially conforms to the following road specifications, construction of the road may proceed.

### Road Width:

- Up to 6 lots/parcels unobstructed width of not less than 20 feet.
- 7–20 lots/parcels unobstructed width of not less than 24 feet.
- 21+ lots/parcels unobstructed width of not less than 30 feet.
- (If parking is intended or permitted, then overall widths shall be increased by 6 feet.)

### Easement Width:

- A dedicated easement of at least 50 feet.  
(If parking is intended or permitted, then easement width shall be increased by 6 feet.)

### Vertical Clearance:

- Access roads shall have an unobstructed vertical clearance from trees, power lines, entry gates, etc. of not less than 13 feet, 6 inches.

### Surface:

- Provide all-weather driving capabilities.
- The surface must be designed to support “imposed loads of fire apparatus” (gross vehicular weight) as determined by the fire district.

### Turn-arounds:

- Access roads in excess of 150 feet in length which dead-end shall have a minimum 50 foot radius cul-de-sac.
- An approved “hammerhead” not less than the required road width is an acceptable option.
- Private roads must terminate at, or within the last parcel they serve.

### Grade:

- The maximum grade of an access road is 12%

### Approaches:

- Fire Apparatus Access Road approaches within the right-of-way shall maintain a 2-8% declination downward, and away from the county roadway. Contact the Spokane County Division of Engineering and Roads - (509) 477-3600.

### Drainage:

- Driveway cross pipes at approaches to the fire apparatus access roads shall be a minimum of 12" diameter corrugated metal pipe (CMP). All cross pipes on fire apparatus access roads shall be a minimum of 12" diameter.
- Drainage of surface water shall be away from access roads.

### Design Speed:

- 20 miles per hour

### Stopping Sight Distance:

- 120 feet

### Signage:

- Access roads shall be identified by names or numbers on signs clearly visible and legible.
- Each dwelling or business must have its assigned street number posted as per requirements of the International Building Code and the International Fire Code.
- Obstructing an access road is prohibited. Signs may be required stipulating such when circumstances warrant.

### Bridges:

- Shall use designed live loading sufficient to carry the imposed loads of fire apparatus.
- When construction or repair of a bridge becomes necessary, a Washington State civil engineer's certification is required.

## Curves

- No curve radius shall be less than 100 feet measured from the road center line unless approved by the fire district and the Department of Building and Planning.

## Erosion and Sedimentation Control

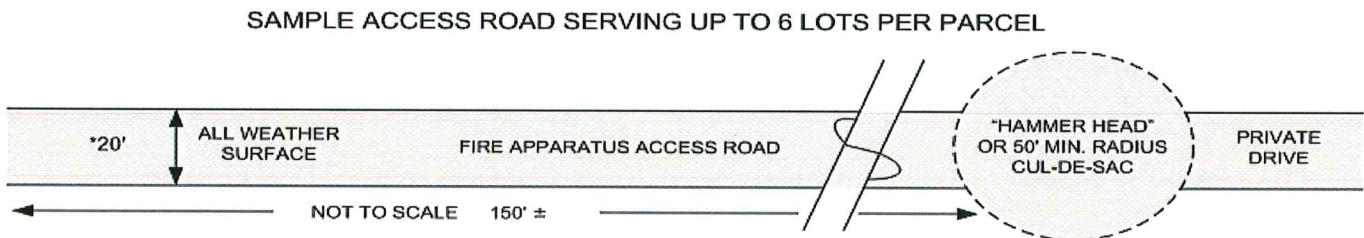
- The forces of cut and fill slopes shall be prepared and maintained to control against erosion. Please refer to our Erosion and Sediment Control Brochures.

## Other Brochures that may be helpful

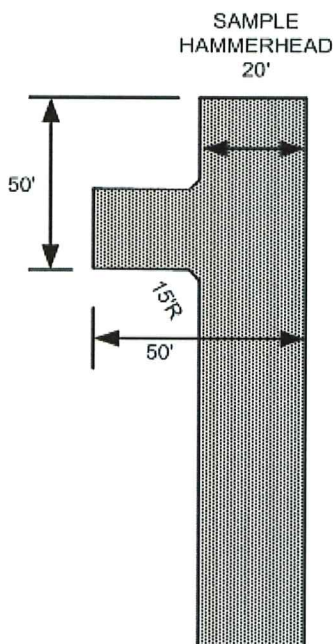
- BP-18 Wildland/Urban Interface
- BP-19 Erosion and Sediment Control
- BP-19a Erosion & Sedimentation Control Plan Requirements

For more information or an appointment contact:

Spokane County  
Department of Building and Planning  
1026 W. Broadway Avenue  
Spokane, WA 99260-0050  
(509) 477-3675 bp@spokanecounty.org  
www.spokanecounty.org/bp



\*NOTE: Road widths vary based on the number of lots/parcels served. Refer to "ROAD WIDTH"



Please note that while every effort is made to assure the accuracy of the information contained in this brochure it is not warranted for accuracy. This document is not intended to address all aspects or regulatory requirements for a project and should serve as a starting point for your investigation. For detailed information on a particular project, permit, or code requirement refer directly to applicable file and/or code/regulatory documents or contact the appropriate division or staff.