

*Title 17B*

***CONSTRUCTION AND INFRASTRUCTURE REGULATIONS -  
ROAD AND BRIDGE DESIGN AND CONSTRUCTION STANDARDS***

**CHAPTERS:**

**17B.10 GENERAL PROVISIONS.**

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*Chapter 17B.10*

**GENERAL PROVISIONS**

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**17B.10.010 Authority.**

This Title is established pursuant to RCW Chapter 36.86, which authorizes the County legislative authority to establish design and construction standards for all road and bridge construction, and other improvements within the County when such standards have been prepared by the County Engineer as specified in RCW Chapter 36.80.030, and pursuant to RCW Chapter 36.75, which authorizes the County legislative authority to adopt reasonable rules for the construction of approaches to County roads, with such construction under the supervision of the County Engineer as specified in RCW Chapter 36.75.140. (Ord. 99-24S § 6 (part), 1999)

**17B.10.020 Title.**

This Title shall be known as "Title 17B, Construction and Infrastructure Regulations - Road and Bridge Design and Construction Standards." (Ord. 99-24S § 6 (part), 1999)

**17B.10.030 Purpose.**

This Title provides uniform technical requirements for the design and construction of roads, bridges, shared accesses, alleys, driveway approaches, gates, and their associated appurtenances.

This Title establishes the minimum infrastructure requirements that must be constructed, or available, for providing vehicular access to a proposed development. These infrastructure requirements are based on industry standards for safety, maintainability, emergency vehicle response, environmental consideration, and the requirements of adopted community plans and implementing regulations.

This Title is intended to promote and assist in the timely and orderly review of potential traffic impacts caused by proposed developments and to create, to the extent possible, uniform requirements for the submittal of a traffic impact analysis (TIA) by an applicant.

This Title is intended to ensure that access to public facilities is open to all members of the public.

(Ord. 2010-70s § 6 (part), 2010; Ord. 99-24S § 6 (part), 1999)

**17B.10.040 Applicability.**

- A. This Title applies to all proposals for subdivisions, buildings, land use actions, tenant improvements, change of use, and forest practices.
- B. This Title applies to all proposals for the construction and reconstruction of driveway approaches, gates, roads, shared access facilities, alleys, and driving surfaces within ingress/egress easements.
- C. This Title applies to all proposals for construction and reconstruction within ingress and egress easements, access easements, road easements, open county right-of-way, and unopened county right-of-way.
- D. This Title establishes criteria for the review, analysis, design, inspection and construction of driveway approaches, gates, roads, shared accesses, alleys, and driving surfaces for vehicle access through ingress/egress easements.
- E. The requirements of this Title apply to all unincorporated areas of Pierce County. All public or governmental entities such as utilities, improvement districts, ports, irrigation, drainage and flood control districts, cities, towns, counties, and other local, State and Federal government entities shall comply with these regulations where there are cross-jurisdictional projects located totally or in part of the County, unless specifically exempted herein.
- F. Where the requirements of this Title are also covered in any other law, ordinance, resolution, rule, or regulation of any kind, the more restrictive shall govern.

(Ord. 2010-70s § 6 (part), 2010; Ord. 2004-56s § 3 (part), 2004; Ord. 99-24S § 6 (part), 1999)

**17B.10.045 Exemptions.**

The following work is exempt from the requirements of this Title:

- A. Placement or replacement of mobile/manufactured homes within approved mobile home parks.
- B. Maintenance and repair activities on privately owned and maintained roads, shared access facilities, alleys, driveway approaches, drivable surfaces within ingress/egress easements (or tracts), sidewalks, and pathways as long as the repair and maintenance conforms to the original design and/or construction.
- C. Maintenance and repair activities performed by Pierce County Public Works and Utilities.
- D. Forest practice activities that do not propose access to, or the use of, county maintained roads.

- E. Single-family residence remodeling, plumbing, mechanical, or re-roof activities.
- F. Commercial or industrial remodeling, plumbing, mechanical or re-roof activities that do not increase vehicle traffic.

(Ord. 2010-70s § 6 (part), 2010)

**17B.10.050 Definitions.**

The following definitions shall apply in the interpretation and enforcement of this Title:

- A. "Access" means to enter, exit or reach a lot, parcel, building or structure.
- B. "Alley or Alleyway" means a privately owned vehicle driving surface not designated for general travel that is primarily used as a means of access to the rear of residences.
- C. "Applicant" means the person, party, firm, corporation, or other legal entity that proposes to develop property in unincorporated Pierce County by submitting an application for any of the activities covered by these regulations.
- D. "Arterial" means a county road classified as a major, secondary, or collector arterial.
- E. "Arterial Intersection" means the intersection of two or more arterials.
- F. "Commercial" means any land use other than single-family detached or duplex lot.
- G. "County" means the jurisdictional boundaries of Pierce County, and the Pierce County Executive or authorized representative.
- H. "County Engineer" means the Pierce County Engineer or authorized representative, having authorities specified in RCW 36.75.050 and 36.80.
- I. "Department" means the Pierce County Public Works and Utilities – Office of the County Engineer.
- J. "Development or Development Activity" means any type of construction or placement or conversion or expansion of a building, structure or use, or the siting of a mobile home, or any change in use of a building or structure, or any changes in the use of land that creates additional traffic.
- K. "Development Traffic" means the traffic generated by a proposed development.
- L. "Driveway" means a vehicle driving surface within a single lot or parcel that connects a building or structure with a road, shared access facility, alley, or vehicle driving surface within an ingress/egress easement (or tract). A driveway begins at the right-of-way line, private road easement (or tract) line, shared access easement (or tract) line, alley easement (or tract) line, or ingress/egress easement (or tract) line, and extends to the building or structure.
- M. "Driveway Approach" means a privately maintained vehicle driving surface that provides a transition between a road and a driveway, a road and a shared access facility, or a road and an alley.
- N. "Easement" means the legal right to use a described piece of land for a particular purpose. It does not include fee ownership, but may restrict the property owner's use of the land. All easements granted pursuant to the requirements of this Title shall be legally recorded with the County Auditor.
- O. "Engineer" means a professional civil engineer, licensed by the State of Washington.
- P. "Gravel Surface" means a two inch crushed surfacing top course per Washington State Department of Transportation specifications.
- Q. "Impact Fee Project" means a traffic improvement project contained within the traffic impact fee program established pursuant to Title 4A PCC.
- R. "Local Road" means a county road classified as a local road.

- S. "Low Impact Development (LID)" is a land use development strategy that emphasizes protection and use of on-site natural features integrated with engineered, small-scale hydrologic controls at the parcel and subdivision scale to manage stormwater and more closely mimic pre-development watershed hydrologic functions. LID techniques are considered an alternative to traditional, structural stormwater management solutions.
- T. "Mitigation" means a traffic improvement that is intended to change a traffic impact to a level of non-significance.
- U. "Newly constructed road" means: proposed private or public roads, improvements in existing County right-of-way that substantially change vertical or horizontal alignment or add additional through lanes or are intended to improve a roadway to a higher classification. "Newly constructed road" does not mean: existing off-site private roads that need to be upgraded to meet Section 17B.20.040, channelization within existing County right-of-way at project access points, channelization within existing County right-of-way at intersections, correction of entering sight distance improvements within existing County right-of-way at project access points or impacted intersections, or correction of singular sight distance deficiencies or safety concerns within existing County right-of-way.
- V. "Offsite Existing Private Road" means a private road created by a subdivision that is vested prior to November 1, 1999. "Offsite existing private road" also means an access easement recorded with the County Auditor prior to November 1, 1999. An offsite existing private road provides access from a proposed development to a public road. In order for the private road to be considered "offsite" it must be located outside of the proposed development's boundaries.
- W. "Open right-of-way" means a county right-of-way that exists by dedication, deed or other instrument, that contains a constructed public roadway, is open to public travel, and is maintained by the county.
- X. "PCC" means Pierce County Code.
- Y. "Peak-Hour Trip" means a vehicle trip end generated by a proposed development during the specific 60-minute period in the day within which the highest traffic volumes occur for a proposed development.
- Z. "Private Road" means a roadway facility in private ownership providing private access and used for travel of vehicles by the owner(s) or those having express or implied permission from the owner(s), but not by other persons.
- AA. "Proposed Development" means a development activity and all proposed divisions.
- BB. "RCW" means Revised Code of Washington.
- CC. "Road/Roadway" means an open private or public way for the passage of motor vehicles that, where appropriate, may include pedestrian, equestrian, and bicycle facilities. Elements of a road/roadway typically include, but are not limited to traveled way, sidewalks, curbing, paths, walkways, shoulders, ditches, culverts, conveyance piping, retaining walls, and slopes necessary for structural stability.
- DD. "Rural" means those areas not included within an urban growth area.
- EE. "Shared Access Facility" means a privately-owned drivable surface which provides vehicular access to at least two lots and meets the design standards specified in the Manual on Design Guidelines and Specifications for Road and Bridge Construction in Pierce County and is designated as a shared access facility on a recorded land division map.
- FF. "Single-Family Dwelling Unit" means a structure used to house one family, including appurtenant structures such as a garage, storage shed, or other structure not used for living purposes, all for the private, non-commercial use of the property owner or renter.

- GG. "TIA" means traffic impact analysis.
  - HH. "Traffic Impact" means the effects or consequences of proposed developments that changes or alters the demand for services on any public road.
  - II. "Traffic Improvement" means an action that improves the operations or conditions of a road or intersection.
  - JJ. "Trip Assignment" means the number of peak-hour trips from a proposed development expected to use specific county roads.
  - KK. "Trip Distribution" means the directional orientation of peak-hour trips from a proposed development.
  - LL. "Trip Generation" means the peak-hour trips generated by a proposed development.
  - MM. "Two-Family Dwelling Unit" means a structure used to house two families, including appurtenant structures such as a garage, storage shed, or other structure not used for living purposes, all for the private, non-commercial use of the property owner or renter.
  - NN. "Unopened right-of-way" means a County right-of-way that exists by dedication or deed, but within which no road has been constructed for the purpose of public use or within which any constructed road is not maintained by the County.
  - OO. "Urban" means all areas identified within urban growth areas defined by the Pierce County Comprehensive Plan adopted in Pierce County Code Title 19A, meeting the statutory requirements of urban as defined by the Growth Management Act, Chapter 36.70A RCW.
- (Ord. 2010-70s § 6 (part), 2010; Ord. 2005-37 § 1 (part), 2005; Ord. 2004-56s § 3 (part), 2004; Ord. 99-24S § 6 (part), 1999)

**17B.10.060 Standards Adopted.**

- A. The latest adopted edition of the "Manual on Design Guidelines and Specifications for Road and Bridge Construction in Pierce County," as published by the Pierce County Engineer is adopted for use on all road, shared access facility, gate, bridge, and other new construction of public and private roads, including the widening or expansion of existing roadways, in unincorporated Pierce County, and as far as is practicable and feasible to reconstruction, resurfacing, restoration, and rehabilitation of existing public or private roads in unincorporated Pierce County.
  - B. The latest adopted edition of the "Manual on Accommodating Utilities in Pierce County Right-of-Way," as published by the Pierce County Engineer, is the policy for accommodation of utilities for road and bridge construction of public and private roads in unincorporated Pierce County.
  - C. Projects that propose private roads, shared accesses, or alleys, that intend to utilize low impact development techniques for managing stormwater runoff, must comply with Volume VI of the Pierce County Stormwater Management and Site Development Manual (Title 17A). This volume shall be utilized for the design of all private roads, alleys, or shared accesses within the project. This volume supersedes certain standards, criteria, and requirements contained in PCC 17B.10.060 A. and 17B.10.060 B. above. Standards, criteria, and requirements within PCC Sections 17B.10.060 A. and 17B.10.060 B. not specifically superseded by Volume VI are still applicable to low impact developments. Low impact development techniques are not acceptable for projects that propose public roads unless specifically approved by the County Engineer.
- (Ord. 2010-70s § 6 (part), 2010; Ord. 2004-56s § 3 (part), 2004; Ord 2004-71 § 3, 2004; Ord. 2000-57s § 3, 2001; Ord. 99-24S § 6 (part), 1999)

**17B.10.070 Manuals Available.**

The latest edition of the "Manual on Design Guidelines and Specifications for Road and Bridge Construction in Pierce County," and the "Manual on Accommodating Utilities in Pierce County Right-of-Way," shall be available for inspection at the Department during normal business hours or may be purchased, for a reproduction fee, as specified on the document. (Ord. 2010-70s § 6 (part), 2010; Ord. 99-24S § 6 (part), 1999)

**17B.10.080 Changes to Manuals.**

Chapter 36.80 RCW, requires that the County Engineer be a registered and licensed professional civil engineer under the laws of the State of Washington, and charges the County Engineer with the responsibility to prepare standards of construction for roads and bridges. In the event that standards change to the degree that it becomes necessary to amend the adopted standards contained in PCC 17B.10.060, the County Engineer shall prepare and submit such recommendations for amendment to the County Council for their review and adoption in accordance with RCW 36.86.030. (Ord. 99-24S § 6 (part), 1999)

**17B.10.090 Deviations.**

- A. **Public Roads.** No deviation from the adopted standards, contained in PCC 17B.10.060, on public roads may be made without first obtaining the approval of the County Engineer.
1. Request. The Engineer making a request to gain approval for alternative designs which deviate from the adopted standards shall submit the request directly to the Office of County Engineer.
  2. Review. The County Engineer will review the Engineer's deviation request, together with all supportive material provided to justify the deviation request, and any staff review and recommendations. When reviewing a deviation request, the County Engineer will evaluate the request to determine if the proposal produces a compensating or comparable result which is in the public interest and that the proposal meets the requirements for safety, function, fire protection, appearance and maintainability utilizing the evaluation criteria outlined in PCC 17B.10.090 A.3. The County Engineer shall prepare written findings of fact and conclusions concerning the deviation request. The County Engineer will grant or deny a deviation request in full or in part based on these findings of fact and conclusions. When granting a deviation, the County Engineer may attach specific conditions to the deviation which will serve to accomplish the intent of standards, criteria, and established policies. Deviations must receive the approval of the County Engineer before road construction plans can be approved.
  3. Evaluation Criteria.
    - a. The County Engineer recognizes that State of Washington has set minimum standards in accordance with Chapter 35.78.030 RCW, and is required to meet these standards when granting a deviation. Before any deviation may be granted, it shall be shown:
      - (1) That the granting of such deviation will produce compensating or comparable results, adequate for the road users and the general public;
      - (2) That the granting of such deviation will not violate any development related conditions imposed upon the project;
      - (3) That the granting of such deviation will not be materially detrimental to the public welfare or injurious to the property or improvement in such vicinity in which the subject property is located;

- (4) That such deviation is based on sound engineering judgment, and that requirements for safety, function, appearance, environmental protection, and maintainability are fully met.
      - b. The County Engineer may grant a deviation from the minimum technical requirements only upon submittal of additional information, plans and/or design data by an Engineer showing that the requested deviation is safe, in the best interest of the public, and will not impose undue maintenance costs on Pierce County, if applicable.
  4. Re-examination Procedure. The Engineer may seek a re-examination of the original request by transmitting a letter to the County Engineer outlining exceptions taken to the County Engineer's findings. The Engineer shall provide additional details specifically addressing the exceptions being taken in order to enable the County Engineer to conduct additional evaluation of the request. The County Engineer will be the final authority in resolving disputes concerning questions of fact in connection with the adopted standards contained in PCC 17B.10.060, as set forth in Chapter 36.75.020 RCW, County roads--County Legislative Authority as Agent of State--Standards.
- B. **Private Facilities.** No deviation from the adopted standards contained in PCC 17B.10.060 may be made without first obtaining the approval of the Director of Planning and Land Services.
  1. Request. The Engineer making a request to gain approval for alternate designs which deviate from the adopted standards shall submit the request to the Department of Planning and Land Services.
  2. Review. The Director of Planning and Land Services will review the Engineer's deviation request, together with all supportive material provided to justify the deviation request, and any staff review and recommendations. When reviewing a deviation request, the Director of Planning and Land Services will evaluate the request to determine if the proposal produces a compensating or comparable result which is in the public interest and that the proposal meets the requirements for safety, function, fire protection, appearance and maintainability utilizing the evaluation criteria outlined in PCC 17B.10.090 B.3. The Director of Planning and Land Services shall prepare written findings of fact and conclusions concerning the deviation request. The Director of Planning and Land Services will grant or deny a deviation request in full or in part based on these findings of fact and conclusions. When granting a deviation, the Director of Planning and Land Services may attach specific conditions to the deviation which will serve to accomplish the intent of standards, criteria, and established policies. Deviations must receive the approval of the Director of Planning and Land Services before road construction plans can be approved.
  3. Evaluation Criteria. When reviewing a request for alternate designs, the Director of Planning and Land Services will evaluate the proposal under the following criteria:
    - a. That the granting of such deviation produces a compensating or comparable results, adequate for the road users and/or the general public interest;
    - b. That the granting of such deviation will not violate any development related conditions imposed upon the project;
    - c. That the granting of such deviation will not be materially detrimental to the public welfare or injurious to the property or improvement in the vicinity in which the subject property is located;

- d. That such deviation is based upon sound engineering judgment, and that requirements for safety, function, appearance, fire protection, environmental protection, and maintainability are fully met;
  - e. That the granting of such deviation will not violate any other development conditions, standards, or regulations imposed upon the project.
4. Approval.
- a. When granting a deviation, the Director of Planning and Land Services may attach specific conditions to the deviation which will serve to accomplish the intent of standards, criteria, and established policies. These conditions will be incorporated into the site development permit requirements.
  - b. Any requests for deviations must receive final approval before site development permits can be approved.
  - c. Decisions of the Director of Planning and Land Services are final and conclusive and may not be appealed separately from the final decision on the site development permit.

C. **Planned Development District.** Planned Development District proposals which contain road and/or bridge designs which otherwise require a deviation as provided in PCC 17B.10.090 A. or B. will be considered requested upon submittal of the Planned Development District, provided, specific approval for each deviation is given by the County Engineer, in the case of public roads, and by the Director of Planning and Land Services, in the case of private roads, prior to the Planned Development District receiving preliminary approval.

(Ord. 2010-70s § 6 (part), 2010; Ord. 99-24S § 6 (part), 1999)

#### **17B.10.100 General Right-of-Way Permits.**

Except as provided for in Chapter 12.32 PCC, no person, party, firm, corporation, or entity, not otherwise authorized by the County Engineer, shall conduct any activity within County right-of-way unless the work is in accordance with a valid General Right-of-Way Permit from the County Engineer issued pursuant to the provisions of these Regulations and Chapter 12.28 PCC. A copy of each General Right-of-Way Permit shall be available for inspection at the activity site during the life of the permit.

All work conducted under the issued general right-of-way permit must be completed prior to the expiration date of such permit. To obtain a permit, the engineer or representative shall submit an application at the Department of Public Works and Utilities – Transportation Services, Office of County Engineer. Application submittal will include a copy of the approved construction plans where applicable.

The County Engineer may require liability insurance for the applicant, or the applicant's contractor, working within the County right-of-way in the form and amount determined as necessary prior to the contractor commencing work, and may require a construction performance bond to assure that the road right-of-way will be properly restored upon completion of the project. Proof of proper insurance coverage shall be provided to the County Engineer upon request. A copy of each general right-of-way permit shall be available for inspection at the construction site during the life of the permit.

(Ord. 2010-70s § 6 (part), 2010; Ord. 99-24S § 6 (part), 1999)

**17B.10.101 Driveway Approach Permit Required.**

No person, party, firm, corporation, or entity shall construct, repair, alter, maintain or use any approach from any abutting property to any public road located in unincorporated Pierce County, permanently or on a temporary basis, without first obtaining or having a driveway approach permit from the County Engineer issued pursuant to the provisions of these regulations and Chapter 12.28 PCC. A copy of each driveway approach permit shall be available for inspection at the site during the life of the permit. Any change of use or any improvement that increases the traffic volumes using an existing driveway approach will require obtaining a new driveway approach permit and otherwise complying with all standards and requirement set forth in these regulations.

Fees for a driveway approach permit shall be paid at the time of application. Fees are set forth in Chapter 2.05 PCC.

(Ord. 2010-70s § 6 (part), 2010)

**17B.10.102 Gate Permits**

A gate permit is required for gates across private roads; shared access facilities; an easement or tract that provides vehicular access; driveways to residential, commercial, or industrial structures; and maintenance driveways to stormwater facilities. Gates across private driveways which solely access low intensity agricultural activities such as crops or livestock shall not require a gate permit but shall be subject to the gate design requirements set forth in the "Manual on Design Guidelines and Specifications for Road and Bridge Construction in Pierce County". Intensive agricultural uses such as commercial agricultural sales and service which allow for public access shall be considered commercial activities for the purposes of this Section and shall be subject to the requirement for a gate permit. Fees for a gate permit must be paid at the time of application. Fees are set forth in Chapter 2.05 PCC. (Ord. 2010-70s § 6 (part), 2010)

**17B.10.105 Permit Time Limits.**

Except as provided for in Chapter 12.32 PCC, any permit issued to conduct activities within rights-of-way shall be valid for a period of 90 days from and after the date of issuance. The County Engineer has the discretion to extend this time limit. (Ord. 2005-40s § 1 (part), 2005)

**17B.10.108 Site Plan Review for Proposed Development.**

- A. The provisions of this Section shall apply to all proposed development, with definitions as listed in PCC 17B.10.050. The purpose of this Section is to ensure the preservation and implementation of needed transportation infrastructure as identified in the County's transportation plans and programs.
- B. Access roads, internal site roads, and overall site plan layout for proposed development shall be designed so as to be consistent with planned and/or programmed transportation facilities within the County. Transportation facilities shall include arterial roads, local road connectivity, road right-of-way, sidewalks, and/or easements for slopes and utilities. All proposed buildings and constructed site features shall be set back and/or designed to not be in conflict with the County's plans for road alignments and widths as identified in the most recently adopted official controls, including but not limited to:
  - 1. Pierce County Road Classification Plan;
  - 2. Pierce County Six-Year Transportation Improvement Program;
  - 3. Pierce County Transportation Plan; and/or
  - 4. Approved County Road Project (CRP) plans and/or approved right-of-way plans.

- C. These provisions shall apply to one or more of the following portions of the proposed site plan:
    - 1. Access roads between the proposed development and existing or planned county roads.
    - 2. Internal roads within the proposed development that provide connections between county roads.
    - 3. County roads external but adjacent to the proposed development.
  - D. The County Engineer shall review those portions of the proposed site plan that could affect the County's planned transportation facilities. The County Engineer shall work with the applicant to determine the method under which the planned transportation facilities would be preserved or implemented as part of the proposed development.
  - E. The County Engineer shall consider one or more of the following options:
    - 1. Preservation, dedication, or acquisition of right-of-way.
    - 2. Set-back of site buildings or constructed site-related features.
    - 3. Construction of all or portions of the planned transportation facilities.
    - 4. Phasing.
  - F. The County Engineer shall determine, as part of the site plan approval, which option(s) is most appropriate to meet the County's transportation needs. If a proposed transportation improvement is included as part of the County's current traffic impact Fee Program project list, the applicant will be eligible for traffic impact Fee credits for those respective improvements implemented as part of the proposed development.
  - G. Project proponents are encouraged to request a determination by the County Engineer about the requirements of this Section during the project scoping phase or as soon in the development process as possible.
- (Ord. 2010-70s § 6 (part), 2010)

**17B.10.110 General Right-of-Way Permit Fee.**

Fees for a General Right-of-way Permit application filed pursuant to PCC 17B.10.100, shall be paid prior to the issuance of the permit. The fee is set at \$75.00 per application. Fees collected for issuance of any General Right-of-Way Permit shall be deposited in the County Road Fund. (Ord. 99-24S § 6 (part), 1999)

**17B.10.112 Temporary Road Closure Permit Fee.**

The fee for processing of Temporary Road Closure Permits shall be \$500.00. This fee shall compensate the Department of Public Works and Utilities, Transportation Services, for review time, posting of public notices, publication of legal notices, and all other labor, vehicle and signage expenses associated with the permit approval. (Ord. 2005-40s § 1 (part), 2005)

**17B.10.114 Financial Guarantee.**

Prior to the issuance of any Temporary Road Closure Permit or of any General Right-of-Way Permit, the applicant may, at the discretion of the Department of Public Works and Utilities, Transportation Services, be required to provide a financial guarantee, to assure completion of the permitted activity within the permit time limit. Failure to complete the permitted activity within the permit time limit will cause Pierce County to assess liquidated damages as provided for in the latest version of Standard Specifications for Road, Bridge, and Municipal Construction as published by the Washington State Department of Transportation. In the Liquidated Damages formula, the original contract amount shall be defined as the value of the private or public

contract. The financial guarantee may be either a bond or assignment of funds, on a form provided by Pierce County, and shall be in the amount determined by the Department of Public Works and Utilities, Transportation Services, but not less than \$5,000.00. (Ord. 2005-40s § 1 (part), 2005)

**17B.10.115 Waiver of Permit Fees.**

The permit fees provided for in Sections 17B.10.110 and 17B.10.112 may be waived by the Director under the following conditions:

- A. The applicant can show proof of non-profit status as defined by Internal Revenue Code Section 501(c); and
  - B. The road or right-of-way to be used or closed is not a major or secondary arterial.
- (Ord. 2006-31 § 1, 2006)

**17B.10.116 Public Roads.**

- A. **County Roads.** All work within existing and proposed County right-of-way shall be in accordance with Chapter 17B.10 PCC.
- B. **Unopened County Road Right-of-Way.**
  - 1. No development, except up to six single-family dwelling units, shall be allowed to use dedicated, but unopened, county right-of-way. A driveway or shared access to the single-family dwelling units may be constructed within an unopened County right-of-way under the following conditions and standards:
    - a. A written request seeking permission to use the unopened ROW must be submitted to the County Engineer for review and approval.
    - b. The applicant must execute and record the County Engineer's standard license and agreement form.
    - c. Required driveway traveled width shall be 15 feet for one single-family dwelling unit and 24 feet for two single-family dwelling units. Required driveway surfacing shall be 2-inches compacted crushed rock over gravel base or other materials suitable to support imposed loads of fire apparatus. Driveway grades 12 percent and over must be paved.
    - d. Driveways serving three to six single-family dwelling units shall be constructed to the shared access facilities standards of this Title and shall have a paved surface.
    - e. Offsite public road improvement plans prepared by a licensed professional engineer in the State of Washington shall be required. Said plans shall also include a survey to locate at a minimum true centerline of the unopened County right-of-way. All necessary driveway improvements shall comply with the Pierce County Stormwater Management and Site Development Manual, Ordinance No. 2008-59s, Title 17A PCC, or latest version thereof.
    - f. All required permits including, but not limited to, General Right-of-Way, Driveway Approach, and Site Development, etc. must be obtained prior to construction.
    - g. All maintenance of the driveway and associated appurtenances shall be the responsibility of the property owner(s) as recorded under the license and agreement.
  - 2. If right-of-way exists and/or right-of-way can be deeded to provide right-of-way widths in accordance with PCC 12.24.040, the development will be required to construct roads within the unopened right-of-way adjacent to the development boundaries and for distances necessary to provide access to the development.

- C. **Extending County Roads.** Proposed new public roads must be connected directly with existing public roads.  
(Ord. 2010-70s § 6 (part), 2010)

**17B.10.117 Private to Public Road Dedication.**

- A. Pierce County has no obligation to accept any private road or storm drainage facilities into the County road system for dedication or maintenance. It shall be the responsibility of the owner(s) of the private road to submit a preliminary site plan showing the road(s) proposed for dedication to the County.
- B. If reconstruction of the private road is necessary to bring the existing private road into conformance with County standards, then road construction plans, prepared in accordance with Chapter 17A.10 PCC, shall be submitted for review and must be approved by the County Engineer before road construction activity commences.
- C. All construction work must be completed to Pierce County standards before Pierce County will accept the road for dedication and maintenance.
- D. The owner(s) of the private road must submit all necessary deeds, easements, etc., to the County Engineer for acceptance and recording by the Pierce County Auditor's Office.
- E. Once the road has been dedicated to the County and accepted for maintenance, the road shall remain open for public use and may not be closed, except by the County, as provided by RCW 47.48.010, 47.48.020 and 47.48.031.
- F. Right-of-way widths must conform to the requirements outlined in PCC 12.24.040.  
(Ord. 2010-70s § 6 (part), 2010)

**17B.10.118 Inspections, Right of Entry, Access.**

- A. **Authority.** The County Engineer is authorized to make such inspections and take such actions as may be required to enforce the provisions of this Title.
- B. **Right of Entry.** Whenever necessary to make an inspection to enforce any of the provisions of this Title, or whenever the County Engineer has reasonable cause to believe that violations of this Title are present or operating on a subject property or portion thereof, the County Engineer may enter such premises at all reasonable times to inspect the same or perform any duty imposed upon the County Engineer by this Title; provided that, if such premises or portion thereof is occupied, the County Engineer shall first make a reasonable effort to locate the owner or other person having charge or control of the premises or portion thereof and demand entry.
- C. **Access.** Proper ingress and egress shall be provided to the County Engineer to inspect or perform any duty imposed upon the County Engineer by this Title. The County Engineer shall notify the responsible party in writing of a failure to provide access. If the responsible party fails to respond within seven days from the receipt of notification, the County Engineer may order the work required completed or otherwise address the cause of improper access. The obligation for the payment of all cost that may be incurred or expended by the County in causing such work to be done shall be imposed on the person holding title to the subject property.
- D. **Inspections.**
1. On all private road, shared access facilities, and alleyway construction, on all road construction proposed to be dedicated to public roads, and on all proposed improvements within an existing County right-of-way, the applicant will be responsible for retaining an engineer to conduct inspections. Unless otherwise instructed by the County, inspections will be made as follows:

- a. **Inspection No. 1:** Clearing and grubbing, embankment and excavation, underground drainage, at that state where trenching and placing of pipe are complete but prior to backfilling, and temporary water detention/retention and siltation control in accordance with the approved plans.
  - b. **Inspection No. 2:** General roadway/shared access facility/alleyway, at that state where the drainage system, underground utilities, and roadway/shared access facility/alleyway grading to suitable subgrade is complete, including gravel ballast if required. This inspection shall include proof rolling and/or compaction testing to verify that the subgrade has been properly prepared.
  - c. **Inspection No. 3:** General roadway/shared access facility/alleyway, at that state where the crushed gravel surfacing has been placed.
  - d. **Inspection No. 4:** General roadway/shared access facility/alleyway, while the paving is in progress.
  - e. **Inspection No. 5:** Overall roadway/shared access facility/alleyway, after paving, cleaning of drainage system and all necessary clean-up, striping, buttoning, monumentation, and all roadway delineation work.
2. The engineer shall perform inspections and document their findings per Attachment G, Engineer's Inspection Report Form, Pierce County Stormwater Management and Site Development Manual.
  3. The County may perform inspections in addition to the inspections performed by the engineer. The contractor must contact the County inspector prior to beginning construction to coordinate any County inspections.
  4. If adequate inspection is not called for before completion of the roadway/shared access facility/alleyway construction, the engineer or the County may require core drilling and testing to be performed to assure acceptable roadway quality.
  5. Certification.
    - a. Upon completion of construction, the engineer must provide a stamped certification to the County. By the act of providing the certification the engineer will be verifying:
      - (1) That the public road, private road, shared access facility, and/or alleyway has been constructed in accordance with the engineer's design and the standards established by this Title.
      - (2) That the road signs are in place (private roads, shared access facilities and alleyways only).
      - (3) The gate (if applicable) has been installed in conformance with the requirements of this Title.
      - (4) Bridge record (as-built) drawings must be prepared by and signed by a licensed structural engineer.
    - b. The certification shall be stamped, signed, and dated by the engineer and shall be submitted as part of Attachment G, Engineer's Inspection Report Form, of the Pierce County Stormwater Management and Site Development Manual.
  6. The County may perform additional inspections prior to acceptance of the letter of certification and the County reserves the right to reject the letter of certification and construction when deficiencies are noted.
- E. **Materials Acceptance List.** It shall be the engineer's responsibility to provide the County with a materials acceptance list for all materials used on the project when required by the County. The materials acceptance list shall confirm, by supplier's verification, materials testing reports or reports stamped and signed by the engineer that the particular item(s) meet County and/or State specifications.

- F. **Substitutions.** When substituting existing material for Gravel Base Class "B," the County may require a report from a materials testing laboratory verifying the quality of the material.
- G. All reports, materials verifications, or other documents submitted to the County for acceptance shall be stamped and signed by the engineer.

(Ord. 2010-70s § 6 (part), 2010)

**17B.10.120 Owners' Organization Required to Perform Maintenance and Operation.**

- A. All private roads, shared access facilities, alleys, and ingress/egress easements (whether existing or proposed) shall be maintained and operated by the owners of the properties served by them. In order to ensure the continued maintenance and operation, a declaration of covenant requiring maintenance and operation shall be recorded with the Pierce County Auditor's Office.
- B. For any proposed subdivision that proposes private roads, shared access facilities, or alleys, the declaration of covenants must be recorded with the Pierce County Auditor's Office prior to or concurrent with the recording of the final subdivision document.
- C. For all other project types (single-family building permits, commercial building permits, proposed public facilities pursuant to PCC 17B.20.030, etc.) the declaration of covenants must be recorded prior to building permit approval on any of the lots.
- D. The declaration of covenants shall include the following terms and requirements:
  - 1. The agreement for maintenance and operation shall be enforceable by any property owner served by the private road, shared access facility, alley, or ingress/egress easement.
  - 2. A means shall be established for assessing maintenance and operation costs equitably to property owners served by the private road, shared access facility, alley, or ingress/egress easement.
  - 3. The declaration of covenants shall run with the land.
  - 4. "Maintenance" shall include, but not be limited to, road surfacing, gates, stop signs, speed limit signs, road name signs, storm drainage facilities, and vegetation control.
  - 5. "Operation" shall include, but is not limited to, towing of improperly parked vehicles; removal of obstructions within the easement or tract; assuring access for the local fire department; assuring that necessary sight distances are maintained; and snow/ice removal.
  - 6. Obstructions normally located on private property or outside of an easement including, but not limited to fences, landscaping retaining walls, basketball hoops, or yard fixtures, are not allowed within private road, shared access facility, or alley easements and tracts.
  - 7. Homeowners are responsible for assuring that the quantity, location, installation and manufacture of road name signs, stop signs, speed limit signs, and other traffic control signs are kept in place in accordance with the project construction plans on file with Pierce County.
  - 8. Road signs names and numbers must be in accordance with Chapter 10.44 PCC.
  - 9. Homeowners are responsible for assuring that stopping sight distance and entering sight distances are maintained in accordance with the project construction plans on file with Pierce County.

(Ord. 2010-70s § 6 (part), 2010)

**17B.10.121 Obstructions in Public Road Right-of-Way, Easements or Tracts.**

- A. Obstructions normally found located on private property, including but not limited to fences, landscaping retaining walls, basketball hoops, or yard fixtures, are not allowed: in the public road right-of-way; in a private road easement or tract; or a shared access easement or tract.
- B. Obstructions normally found within a public road right-of-way, or private road easement, including but not limited to, street lighting poles, power poles, utility boxes, telephone boxes, street trees, and/or landscaping material shall not be allowed in a manner or location that will interfere with the traveled surface, pedestrian area, and shoulder area.
- C. Sight-obscuring objects must be located to provide sight distances as required in the road standards contained in Chapter 17B.10 PCC.

(Ord. 2010-70s § 6 (part), 2010)

**17B.10.125 Penalties and Enforcement.**

The regulations for compliance with the provisions of this Title are set forth in Chapter 18.140, Compliance. (Ord. 2010-70s § 6 (part), 2010; Ord. 99-24S § 6 (part), 1999)

**17B.10.130 Severability.**

If any provision of this Title or its application to any person or circumstances is held invalid, the remainder of this Title or the application of the provision to other persons or circumstances shall not be affected. (Ord. 99-24S § 6 (part), 1999)



*Chapter 17B.20*

***IMPROVEMENTS REQUIRED***

**Sections:**

- 17B.20.005 Required Improvement Tables.**
- 17B.20.012 Lot Access Requirements.**
- 17B.20.014 Alternative to Lot Access Requirements.**
- 17B.20.030 Access to Public Facilities.**
- 17B.20.040 Minimum Existing Offsite Private Road Requirements.**
- 17B.20.050 Minimum Existing Offsite Public Roadway Width Requirements for Proposed Development.**
- 17B.20.060 Traffic Impact Analysis Requirements for Proposed Development – Public Roads.**

**17B.20.005 Required Improvement Tables.**

Tables 17B.20.005-1 and 17B.20.005-2 show the required frontage and onsite roadway improvements required for commercial and residential type projects. Reference Title 18J PCC, Design Standards and Guidelines, for additional required improvements which may be specific to individual community plan areas. Additional improvements may also be warranted as a result of an approved traffic impact analysis.

**Table 17B.20.005-1. Minimum Required Improvements for Commercial Projects**

Commercial Project Types												
	New Commercial – Utility (11)		New Commercial (4)(6)		Land Division (includes Binding Site Plan with public/private roads) (3)(4)		Binding Site Plan (with shared access facility only) (4)		Expansion <60% of the building value as calculated in the IBC (4)		Site Development/ FPA	
	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural
<b>Required Improvements on Arterial Frontage Road (1)(2)( 9)</b>												
Shoulder 6' min. width			Yes		Yes		Yes					
Buffer/Swale 5' min. width			Yes		Yes		Yes					
Sidewalk/Walkway 5' min. width			Yes	Yes	Yes	Yes	Yes	Yes				
Street Trees (5)			Yes		Yes		Yes					
<b>Required Improvements on Local Frontage Road (1)(2)( 9)</b>												
Sidewalk/Walkway			Yes	Yes	Yes	Yes	Yes	Yes				
Street Trees (5)			Yes		Yes		Yes					
<b>Required On-Site Improvements (9)</b>												
Roads/Shared Access Facilities (10)					Yes	Yes	Yes	Yes				
Curb					Yes – traffic curb		Yes – traffic curb					
Sidewalk					Yes							
Street Trees (5)					Yes	Yes	Yes	Yes				
Street Lights					Yes							
Connectivity per Pierce County Road Standards			Yes	Yes	Yes	Yes	Yes	Yes				
Driveway Approach	Yes	Yes	Yes	Yes	(8)	(8)	(8)	(8)			Yes	Yes

**Table 17B.20.005-1. Minimum Required Improvements for Commercial Projects**

Commercial Project Types												
	New Commercial – Utility (11)		New Commercial (4)(6)		Land Division (includes Binding Site Plan with public/private roads) (3)(4)		Binding Site Plan (with shared access facility only) (4)		Expansion <60% of the building value as calculated in the IBC (4)		Site Development/ FPA	
	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural
<b>Required Off-Site Improvements</b>												
Per 17B.20.030			Yes	Yes								
Per 17B.20.040			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Per 17B.20.050			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Notes:

- (1) Requirements for exterior sidewalk and pathway shall be waived by the Department whenever a transportation improvement project providing this infrastructure is included within Pierce County's Six Year Transportation Improvement Program and is fully funded.
- (2) Additional frontage improvements may be required as a result of a traffic impact analysis.
- (3) Land Division includes all land divisions in conformance with Title 18F, Development Regulations – Land Divisions and Boundary Changes.
- (4) Traffic study required if more than 25 peak hour trips (PHT) will be generated by the development.
- (5) See specific street tree requirements within Title 18J, Development Regulations – Design Standards and Guidelines.
- (6) New commercial includes: new commercial building permits; attached single family and multi family; use permits; expansion > 60 percent of the building value as calculated in the IBC; Mobile Home Parks. Other commercial uses may also apply.
- (7) Forest Practice Application (FPA). Haul route bond may be required.
- (8) Driveway approach required for shared access facilities, alley access and any lot proposed to have direct access to an existing public or private road.
- (9) Reference the Manual on Design Guidelines and Specifications for Road and Bridge Construction in Pierce County.
- (10) Legal and physical access must be provided to each proposed lot utilizing an appropriate county road or shared access standard.
- (11) Cell towers, water tank, and other utilities that require a building permit, but generate less than one ADT.

**Table 17B.20.005-2. Minimum Required Improvements for Residential Projects**

<b>Residential Project Types</b>											
	<b>Detached Single Family/Dwelling Unit Planned Development District (4)(12)</b>		<b>Land Division &gt; 2 lots (3)(4)(12)</b>		<b>Land Division &lt; 2 lots (3)(12)</b>		<b>Small Lot Subdivision (4)</b>	<b>Low Impact Subdivision (4)(8)</b>		<b>Single- and Two-Family Dwelling Units</b>	
	<b>Urban</b>	<b>Rural</b>	<b>Urban</b>	<b>Rural</b>	<b>Urban</b>	<b>Rural</b>	<b>Urban</b>	<b>Urban</b>	<b>Rural</b>	<b>Urban</b>	<b>Rural</b>
<b>Required Improvements on Arterial Frontage Road (1)(2)(7)</b>											
Shoulder 6' min. width	Yes		Yes				Yes	Yes			
Buffer/Swale 5' min. width	Yes		Yes				Yes	Yes			
Sidewalk/Walkway 5' min. width	Yes		Yes				Yes	Yes			
Street Trees (5)	Yes		Yes				Yes	Yes			
<b>Required Improvements on Local Frontage Road (1)(2)(7)</b>											
Sidewalk/Walkway	Yes		Yes				Yes	Yes			
Street Trees (5)	Yes		Yes				Yes	Yes			
<b>Required On-Site Improvements (7)(9)</b>											
Local Roads/ Shared Access Facility (12)	Yes	Yes	Yes	Yes	Yes	Yes					
Small Lot Roads							Yes				
LID Roads (8)								Yes	Yes		
Curb	Yes – Traffic curb (11)		Yes – Traffic curb (11)				Yes – Traffic curb (11)				
Sidewalk	Yes		Yes				Yes	Yes			
Street Trees (5)	Yes	Yes	Yes	Yes			Yes	Yes	Yes		
Street Lights	Yes		Yes				Yes	Yes			
Road Connectivity per P.C. Road Standards (12)	Yes	Yes	Yes	Yes			Yes	Yes	Yes		
Sidewalk Connectivity (12)	Yes		Yes				Yes	Yes			
Driveway Approach	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	Yes	Yes

<b>Table 17B.20.005-2. Minimum Required Improvements for Residential Projects</b>											
<b>Residential Project Types</b>											
	<b>Detached Single Family/Dwelling Unit Planned Development District (4)(12)</b>		<b>Land Division &gt; 2 lots (3)(4)(12)</b>		<b>Land Division &lt; 2 lots (3)(12)</b>		<b>Small Lot Subdivision (4)</b>	<b>Low Impact Subdivision (4)(8)</b>		<b>Single- and Two-Family Dwelling Units</b>	
	<b>Urban</b>	<b>Rural</b>	<b>Urban</b>	<b>Rural</b>	<b>Urban</b>	<b>Rural</b>	<b>Urban</b>	<b>Urban</b>	<b>Rural</b>	<b>Urban</b>	<b>Rural</b>
<b>Required Off-Site Improvements</b>											
Per 17B.20.040			Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Per 17B.20.050			Yes	Yes			Yes	Yes	Yes		
Per 17B.20.012 and 17B.20.014										Yes	Yes
Per 17B.10.116										Yes	Yes

Notes:

- (1) Requirements for exterior sidewalk and pathway shall be waived by the Department whenever a transportation improvement project providing this infrastructure is included within Pierce County's Six Year Transportation Improvement Program and is fully funded.
- (2) Additional frontage and offsite improvements may be required as a result of a traffic impact analysis.
- (3) Land Division: includes all land divisions in conformance with Title 18F for both public and private roads.
- (4) Traffic study required if more than 25 peak hour trips (PHT) will be generated by the development.
- (5) See specific street tree requirements within Title 18J, Development Regulations – Design Standards and Guidelines.
- (6) Driveway approach required for shared access facilities, alley access, and any lot proposed to have direct access to an existing public or private road.
- (7) Reference the Manual on Design Guidelines and Specifications for Road and Bridge Construction in Pierce County.
- (8) Projects that intend to utilize low impact development techniques for managing stormwater runoff must utilize the design criteria contained in Volume VI of the Pierce County Stormwater Management and Site Development Manual (Title 17A). These criteria shall be utilized for the design of all private roads, alleys, or shared accesses within the project. Volume VI supersedes certain standards, criteria, and requirements contained in Title 17B. Standards, criteria, and requirements within Title 17B not specifically superseded by Volume VI are still applicable to low impact developments.
- (9) Legal and physical access must be provided to each proposed lot utilizing an appropriate road or shared access standard.
- (10) Detached single-family dwelling unit Planned Development Districts can be served by a shared access facility if the average daily traffic (ADT) generated will be less than 60 ADT. Otherwise legal and physical access will need to be provided utilizing a County road standard.
- (11) When the length of full height traffic curbing is reduced to short segments due to driveway spacing, rolled curbing may be used with prior County approval.
- (12) Shared access facilities carry a maximum of 60 ADT. When shared access facilities are allowed, sidewalks, road connectivity, and sidewalk connectivity are not required.

(Ord. 2010-70s § 6 (part), 2010)

**17B.20.012 Lot Access Requirements.**

Any lot for which a single-family building permit is proposed shall adjoin or have legal access to an open right-of-way.

For a lot that was created by a subdivision, all road and access improvements specified or required through the subdivision process must be completed.

For lots that were not created by a subdivision, or lots that were created by a subdivision but no road and access improvements were specified through the subdivision process, all private roads, shared access facilities, easements or tracts that provide a legal vehicular access between the lot and the open public road shall have a minimum all-weather vehicle driving surface that is not less than 16 feet in width. All portions of the driving surface that equal or exceed a longitudinal grade of 12 percent shall be paved with a minimum of 2 inches compacted depth hot mix asphalt class ½". The maximum longitudinal gradient is 15 percent.

The requirements of this Section must be met prior to issuance of a single-family building permit.

(Ord. 2010-70s § 6 (part),2010)

**17B.20.014 Alternative to Lot Access Requirements.**

Relief from road and access requirements established through a subdivision process may require a road deviation or land use process.

For situations where it is not physically or economically feasible to construct the access between the lot and a public road as described in PCC 17B.20.012 above, structures will be required to have a fire sprinkler system and a monitored alarm as determined by the Pierce County Fire Prevention Bureau. Title notification also shall be recorded to provide notice to future purchasers that the access to the lot does not meet minimum standards.

(Ord. 2010-70s § 6 (part), 2010)

**17B.20.030 Access to Public Facilities.**

- A. **Purpose.** The purpose of this Section is to ensure that access to public facilities is open to all members of the public and is properly designed and maintained.
- B. **Applicability.** This Section shall apply to all proposed public schools, fire stations, police stations, public libraries, public parks, and public recreational facilities.
- C. **Exemptions.** This Section shall not apply to the following facilities:
  - 1. Facilities owned and operated by a public school district that are not public schools. Examples include administration buildings, maintenance facilities, and other support facilities.
  - 2. Existing public facilities, including additions, remodels, and reconstruction of such facilities.
  - 3. New public schools constructed on property owned by a public school district prior to June 1, 2007.
  - 4. Educational skill centers located within commercial shopping centers or similar commercial complexes.
- D. **Access Requirements.** Public facilities which are subject to the requirements of this Section shall be accessed by a public roadway or private road. When a private road provides access to the facility, the private road shall meet the following:
  - 1. The private road shall have a minimum traveled surface width of 24 feet from the public facility to the nearest public road.
  - 2. The private road shall meet all applicable standards for private roads set forth in Title 17B including, but not limited to, the requirements set forth in PCC 17B.10.060, 17B.20.005, and 17B.20.040.

3. The easement establishing the private road shall not be gated and the easement shall not prohibit or otherwise limit access to the public facility.  
(Ord. 2010-70s § 6 (part), 2010; Ord. 99-24S § 6 (part), 1999)

**17B.20.040 Minimum Existing Offsite Private Road Requirements.**

- A. When required by Tables 17B.20.005-1 and 17B.20.005-2, proposed developments must improve offsite existing private roads to meet the requirements contained in this Section. Reference PCC 17B.10.050 for the definition of "offsite existing private road".
- B. Existing offsite private roads and easements must meet the following minimum standards:
  - 1. **Minimum Geometric Criteria** (see Tables 17B.20.040-3 and -4).

<b>Table 17B.20.040-3. Minimum Existing Offsite Private Road Geometric Criteria by Average Daily Traffic</b>			
<b>ADT(4)</b>	<b>Traveled Surface Width</b>	<b>Surfacing</b>	<b>Shoulder(3)</b>
<60 (Rural Area)	24 ft	Gravel (1)	not required
<60 (Urban Area)	24 ft	Paved (1)(5)	not required
60 -1000	24 ft	Paved (2)(5)	5 ft wide each side
>1000	24 ft	Paved (2)(5)	6 ft wide each side

Notes:

- (1) "Gravel surface" is defined as two inches minimum of crushed surfacing top course over suitable gravel base per Washington State Department of Transportation specifications. Must be able to support the imposed loads of fire apparatus and must provide all-weather driving capabilities.
- (2) "Paved surface" is defined as two inches of "class B" asphalt concrete pavement over suitable gravel base or six inches of Portland cement concrete over suitable gravel base per Washington State Department of Transportation specifications.
- (3) "Shoulder" must consist of two inches minimum of crushed surfacing top course over suitable gravel base per Washington Department of Transportation specifications, or native materials. Must be able to support the imposed loads of fire apparatus and must provide all-weather driving capabilities.
- (4) "Average daily traffic or ADT" for the purposes of this Table is equivalent to 10 vehicle trips per day for each dwelling unit or each existing or proposed lot that accesses onto the private road or access easement. Traffic generation for other uses (commercial, non-residential, etc.) will be in accordance with the latest publication of "Trip Generation", by the Institute of Traffic Engineers or other County approved sources. The ADT figure shall include the existing ADT, the ADT from the proposed development, as well as the ADT from other proposed projects. Other proposed projects will only be included in the ADT figure if they submitted a complete application prior to the proposed development being reviewed. ADT can vary along certain segments for any given roadway. For purposes of the above table, the highest ADT for any given segment on a private road shall be utilized as the basis for determining the necessary improvements for the entire roadway. There shall be no variation in improvement requirements along the entire roadway due to changes in ADT along the roadway.
- (5) A subdivision that proposes two lots and limits each lot to one primary dwelling unit and one accessory dwelling unit is not required to pave the existing off-site private road except when the grade exceeds 12 percent.

<b>Table 17B.20.040-4. Minimum Existing Offsite Private Road Geometric Criteria by Design Speed</b>				
<b>Posted/Design Speed</b>	<b>Horizontal and Vertical Curves</b>	<b>Minimum Stopping Sight Distance (SSD)(1)</b>	<b>Minimum Entering Sight Distance (ESD)(2)</b>	<b>Maximum Grade</b>
< 25 mph	sufficient to provide necessary minimum ESD and SSD	150'	160'	15%
30 mph	sufficient to provide necessary minimum ESD and SSD	200'	210'	15%
35 mph	sufficient to provide necessary minimum ESD and SSD	225'	260'	15%
40 mph	sufficient to provide necessary minimum ESD and SSD	275'	310'	15%
45 mph	sufficient to provide necessary minimum ESD and SSD	325'	360'	15%
50 mph	sufficient to provide necessary minimum ESD and SSD	400'	415'	15%

Notes:

- (1) "Stopping Sight Distance" or "SSD" is based on an object height of 0.5 feet and a driver's eye height of 3.5 feet.
  - (2) "Entering Sight Distance" or "ESD" is based on an eye height of 3.5 feet for the driver of an entering vehicle and an approaching vehicle height of 4.25 feet. Entering sight distance is measured from a point in the driveway 10 feet back from the edge of the traveled way.
2. **Vertical Clearance.** The private road or easement must have an unobstructed vertical clearance of not less than 13 feet 6 inches. The County, after conferring with the local fire chief, may allow a reduction in the vertical clearance, provided such reduction does not impair access by emergency vehicles, and approved signs are installed and maintained indicating the established vertical clearance.
  3. **Bridges and Structures.** All bridges and structures, including drainage structures must be capable of carrying a minimum design load of HS-25 per "Standard Specifications for Highway Bridges," as published by the American Association of State Highway and Transportation Officials. The County may require that the capacity of bridges and structures be certified by a licensed structural engineer.
  4. **Easements or Tracts.** Private road easements or tracts must be of sufficient width so as to completely contain the minimum required traveled way, minimum shoulder and any associated drainage features. The County may require survey information to verify that the traveled way, shoulder area and associated drainage features are located within the documented easement or tract.

5. **Obstructions.** Obstructions, including but not limited to, street lighting, poles, power poles, utility boxes, telephone boxes, street trees, retaining walls, fire hydrants and/or landscaping material, shall not be located within the required minimum traveled way or minimum shoulder area. Sight obscuring objects must be removed or relocated to provide sight distance as required in Table 17B.20.040-4.
  6. **Traffic Signs.**
    - a. **Road Signs and Road Names.** All private roads must have private road name signs that meet the requirements outlined in this Title and the "Manual on Design Guidelines and Specifications for Road and Bridge Construction in Pierce County." All private roads shall be named and/or numbered in accordance with Chapter 10.44 PCC.
    - b. **Stop Signs.** All private road approaches to County arterial roads shall have a stop sign installed and maintained by the property owners, in accordance with the requirements of this Title and the "Manual on Design Guidelines and Specifications for Road and Bridge Construction in Pierce County."
    - c. **Speed Limit Signs.** Speed limit signs are required and must be maintained by the property owners. Speed limit signs must meet and must be installed according to the engineer's recommendation. The posted speed limit must be consistent with the available entering sight distance and stopping sight distance.
  7. **Grades.** Road grades in excess of 12 percent must have a paved surface meeting the requirements of Table 17B.20.040-3.
  8. **Medians.** A road separated by a median shall have a minimum traveled surface width of 20 feet on each side of the median. Fire hydrants must be located on both sides of the median or accessible from both sides.
  9. **Turnarounds.** Cul-de-sacs or intersections are required at a minimum of 1,500 feet measured along the road centerline from intersection/cul-de-sac to intersection/ cul-de-sac.
- C. The County may require the applicant's engineer to inspect/analyze existing offsite private road accesses to a proposed division of land to verify that the requirements of this Section have been met. Field survey information must be provided if requested by the County.

(Ord. 2010-70s § 6 (part), 2010)

**17B.20.050 Minimum Existing Offsite Public Roadway Width Requirements for Proposed Development.**

- A. The provisions of this Section shall apply to all proposed development with definitions as listed in PCC 17B.10.050.
- B. The requirements listed in Table 17B.20.050-5 apply to existing local and collector arterial county roads that serve as access to proposed development and which show an increase of 25 or more daily trips.

<b>Table 17B.20.050-5. Minimum Existing Offsite Public Roadway Width Requirements for Proposed Development</b>				
<b>Average Daily Traffic Volume Including New Development Traffic (1)</b>	<b>50-400 vehicles per day</b>	<b>401-800 vehicles per day</b>	<b>801-1200 vehicles per day</b>	<b>Over 1200 vehicles per day (2)</b>
Paved Road:				
Pavement width (not including shoulder)	14'	16'	18'	20'
Total roadway width	16'	20'	24'	28'
Unpaved Road:				
Road width (3)	16'			

Notes:

- (1) If Average Daily Traffic including new development traffic (existing traffic volume plus proposed traffic generation) is less than 50 vehicles per day, then no improvement is necessary. For collector arterial roadways, the above Table shall only apply if the proposed development adds 800 or more daily trips to the roadway.
- (2) If average daily traffic including new development traffic is greater than 2,500 vehicles per day, then the proposed development shall be subject to review by the County Engineer and may be required to improve the existing roadway up to current County standards.
- (3) No new commercial development shall be allowed access using an unpaved road.

C. Proposed developments that do not meet the above outlined Offsite Public Roadway Width Requirements shall be required to improve the existing roadway consistent with Table 17B.20.050-5. Any deviation from these requirements shall require the approval of the County Engineer following the prescribed deviation process in PCC 17B.10.090 A.

(Ord. 2010-70s § 6 (part), 2010)

**17B.20.060 Traffic Impact Analysis Requirements for Proposed Development – Public Roads.**

- A. **Purpose.** The provisions of this Section are intended to promote and assist in the timely and orderly review of traffic impacts caused by proposed developments, and to create, to the extent possible, uniform requirements for submittal by applicants. This Section authorizes the County Engineer to develop procedures for conducting a traffic impact analysis (TIA), specifies the conditions under which a TIA is required, and defines the general contents of the TIA. These requirements are in addition to an applicant's obligation to pay traffic impact fees pursuant to Title 4A PCC.
- B. **County Engineer Authorization for Administrative Policies and Technical Procedures.** The County Engineer is authorized to adopt administrative policies and technical procedures in order to administer this Section. The administrative policies and technical procedures may include, but are not limited to, such subjects as the contents and scope of the TIA, the methodologies to be used in preparing the TIA, and the nature and extent of the improvement(s) necessary to mitigate the traffic impacts caused by a proposed development. The administrative policies and technical procedures shall be available for inspection at the Office of County Engineer during normal business hours or may be purchased, for a reproduction fee, as specified in Pierce County Code.

- C. **Traffic impact Analysis – When Required.** An applicant shall prepare and submit a TIA for all proposed developments that are projected to generate 25 or more peak-hour trips. The County Engineer may require a TIA for a proposed development that generates fewer than 25 peak-hour trips to evaluate special or unique traffic concerns, such as, but not limited to, developments that generate a high proportion of heavy truck traffic. The requirements for a TIA may be waived if the County Engineer determines that there is sufficient information available from previous traffic impact analyses to determine traffic impacts and mitigation needs for a proposed development.
- D. **Traffic Impact Analysis – Scope and Contents.**
1. The scope of the TIA shall be developed by the applicant and approved by the County Engineer prior to submittal of the TIA. At a minimum, the scope of the TIA shall include the following:
    - a. Identification and description of the proposed development.
    - b. Trip Generation and Distribution for the proposed development.
    - c. Trip Assignment at all arterial intersections through which at least 25 trips of development traffic pass during the peak hour.
    - d. Roadway connectivity analysis which shall evaluate the local and arterial connections.
    - e. An access analysis, which shall include the analysis of all driveway, alley, shared access facility, and private road access points from the proposed development to any County road, and along any local roads between the proposed development and the arterial road system, including the local road intersection(s) with the arterial road system. At a minimum, the access analysis shall determine the need for left-turn pockets or two-way left turn lanes using the warrant methodology published in Highway Research Record 211, Highway Research Board, 1967. The access analysis shall also determine the need for additional capacity improvements using the latest version of the Highway Capacity Manual, as published by the Transportation Research Board.
    - f. For proposed developments that contain commercial uses, analysis of all arterial intersections through which at least 500 trips of development traffic pass during the peak hour. The analysis shall include the identification of any traffic impacts and the associated mitigation at these intersections, as directed by the County Engineer.
  2. The County Engineer may require a more detailed TIA for a proposed development that is anticipated to generate substantial Peak-Hour trips that are in addition to trips included within the County's traffic model that was used to develop the traffic impact Fee Program and/or traffic impact Fee assumptions. The County Engineer will consider such factors as the relationship of the proposed development to the Comprehensive Plan, proximity of the proposed development to sensitive County roads and intersections, and likelihood of mitigation not addressed by impact fee projects.
  3. The County Engineer may require an applicant to provide additional data and/or analysis to evaluate special or unique traffic concerns.
  4. The TIA shall document traffic improvements that are proposed by the applicant for access to the proposed development, or to mitigate traffic impacts created by commercial proposed developments. The applicant, in developing recommendations for mitigation, should consider the following:
    - a. Current and programmed county road improvement projects, including the timing and/or funding of those projects;

- b. Traffic improvements planned by other proposed developments;
  - c. Traffic improvements planned by other agencies or jurisdictions;
  - d. The feasibility of the proposed traffic improvements;
  - e. Consistency of proposed improvements with County design and construction standards, policies, and practices;
  - f. Relationship of the proposed traffic improvements to any impact fee project;
  - h. Any other condition with a probable likelihood of being an adverse traffic impact.
- E. **Traffic impact Analysis – Review.** The applicant shall submit the TIA to the County Engineer, who shall review each TIA for accuracy and proper methodology.
1. For all TIAs, the County Engineer shall review the applicant's proposed traffic improvements related to the proposed development's access points to any County road, local roads between the proposed development and the arterial road system, local road intersection(s) with the arterial road system, and roadway connectivity.
  2. For TIAs prepared for commercial proposed developments, the County Engineer shall also review the analysis of all arterial intersections through which at least 500 trips of development traffic pass during the peak hour, and the applicant's proposal of traffic improvements to mitigate any traffic impacts identified by the applicant at these intersections.
  3. The County Engineer shall determine which transportation improvements shall be required of the development proposal as a result of the review. If a required traffic improvement is included as part of the County's current traffic impact fee project list, the applicant will be eligible for traffic impact fee credits for those respective improvements implemented as part of the proposed development.
- (Ord. 2010-70s § 6 (part), 2010)