

# **SPOKANE COUNTY ROAD STANDARDS UPDATE SUMMARY OF SIGNIFICANT CHANGES**

This document is only intended to summarize the major changes being proposed with this update to the Spokane County Road Standards. A full draft version with tracked changes is available for review. The changes are shown in the order they occur in the document. The most significant changes are shown in bold.

The minimum gravel thickness for a gravel road was changed from 4" to 7". (Page 1-1)

**The maximum number of residential units served by a single access was changed from 50 units at urban density and 20 at rural density to 30 units for all projects except for multifamily/attached housing. This was to be compliant with the International Fire Code and consistent with the City of Spokane and the City of Spokane Valley. (Page 1-6)**

The Compliance Review Section was deleted. (Page 1-8)

The requirement for half street improvements was clarified. (Page 1-10)

A section was added regarding when frontage improvements and dedication of right-of-way or granting of border easements are required. (Page 1-11)

**A new section was added requiring connectivity. The section requires a maximum block length of 660' and limits cul-de-sac usage. Even when allowed the length of the cul-de-sac is limited to 300'. Certain exceptions exist at the discretion of the local jurisdiction. The applicant is strongly encourage to come in early and talk with the County to determine the connectivity requirements for the project. (Page 1-12)**

**Private roads in the Urban Growth Area (UGA) are all but being eliminated. (Page 1-13)**

**In rural areas, private roads may still be allowed, but the applicant will likely be required to dedicated ROW across the entire project and connect to other ROW's on adjacent parcels to provide for future connectivity. (Page 1-13)**

**The private road standards were changed to match the public road standards. The minimum width of asphalt for all local access and private roads was changed to 29' to achieve a width of 32' from face of curb to face of curb. This was to be compliant with the International Fire Code. Narrower widths would require no parking sign installation on one or both sides of the street. This would create signage maintenance concerns and enforcement problems. (Page 3-8)**

A new section, Section 3.14 Roadside Safety was introduced to replace the traffic barrier and clear zone sections. This was done to come into compliance with current AASHTO and WSDOT requirements. (Page 3-11)

The low volume gravel road matrix the County developed was integrated into the standards. It was clarified that all new County roads will be paved. The use of cement modified soil (CMS) is discussed and design information is provided. (Page 3-12 and Technical Reference B)

The driveway approach section was rewritten to clarify what is required. Also, the setback from the curb return to an approach was increased to protect intersection sight distance, capacity, and safety. (Page 3-19)

Section 5.00 Application and Certifications was updated to reflect the way business is done now.

Section 7.00 Bridges and Other Structures was rewritten to reflect current standard of practice.

Section 10.00 Surety was updated to reflect the way business is done now.

The minimum testing frequencies used for project inspection were integrated into the construction certification section. (Technical Reference C)

Minor Changes were made to the General Provisions section.

Minor changes were made to Standard Plans A-1, A-2, A-3, A-4, A-5, A-8, A-8a, A-9, A-10, A-10a, A-11, A-12, A-15, A-15a, A-16, B-10, B-11, B-12, B-14, B-15, and B-16. Two new standard plans were introduced A-16A Sign Bracket and A-16B Sign and Post Installation.

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