City of Bainbridge Island
Public Works Department
280 Madison Ave. N., Bainbridge Island, WA 98110
Phone 206.842.2016 Fax 206.780.3710

Permit Number:

ROAD APPROACH APPLICATION

Applicant_____ Email _____ Phone:_____
Print

Project Address or Location:_____

Road to be Approached: _____ Nearest Cross Street:_____

Tax Lot Number:_____

Description of Project: (Constructing new driveway, widening existing driveway, or relocating approach)

_____

Is this an existing approach? _____ How many residences will this approach serve? _____

12" culvert pipe material: Corrugated Metal or Smooth Wall Polyethylene _____

All work must be performed to the City of Bainbridge Island road construction standards and the BIMC 20.04 Fire Code. All material must meet W.S.D.O.T. standards and specifications. All work authorized must be completed within 6 months of the date of approval.

These special conditions must be complied with:

_____

_____

Nothing in any construction shall infringe the City's right to conduct any necessary maintenance within the right-of-way, nor require the City to provide any maintenance or service other than that required by law or City Policy.

I hereby certify that I am the owner of real property served by the above referenced approach, or that I am authorized by said owner to make these improvements in their interest. I understand I am bound by all conditions of this application.

_____
Applicant's signature or authorized representative Date

_____
Applicant's mailing address City State Zip Code

Approved - Engineering Division Date	Inspected - Engineering Date
Approval Expires:	

****Public Works must be notified on completion for final inspection. Driveways must be flagged for approval.***

Attach a sketch of the proposed work.

PW Forms Rev. 0314

City of Bainbridge Island Road Approach Application Procedures

Any connection to be made to a public roadway requires approval from the Public Works / Engineering Department. The following are the steps for this procedure:

1. All new and relocated road approaches to public roads shall be constructed in accordance with the most current edition of the City of Bainbridge Island Design and Construction Standards and Specifications, the BIMC Fire Code Chapter 20.04, and the most current edition of the WSDOT/APWA Standard Plans and Specifications.

2. All road approach construction requires the issuance of a Right-of-Way Permit authorizing construction within the public right-of-way.

3. A construction plan prepared in accordance with the standards outlined in the above-mentioned documents must be provided to the City for review and approval prior to issuance. Plan should include: existing conditions; geometry of driveway approach; material specifications; culvert locations; and adjacent access points or streets (if necessary).

4. Driveway locations must be flagged to allow inspection prior to a right-of-way permit approval.

5. Driveways should be situated with consideration of traffic safety, good construction practice, proper stormwater drainage, and utility locations.

6. Driveways adjacent to paved roads must be paved within the public right-of-way in accordance with City Standards for the roadway classification.

7. Driveways adjacent to public gravel roads must be graveled within the public right-of-way to meet the gravel base in accordance with the standards for the roadway classification.

8. Driveways across existing or proposed sidewalks must be constructed with a concrete apron in accordance with City Standards.

9. The applicant is required to notify Public Works/ Engineering at the completion of construction.

10. Nothing in this construction shall infringe the City's right to conduct any necessary maintenance within the right of way, nor require the City to provide any maintenance or service other than that required by law or City policy.

BAINBRIDGE ISLAND MUNICIPAL CODE

20.04 - FIRE CODE

20.04.080 AMENDMENTS TO SECTION 503.

EXCEPTIONS:

1. The width may be reduced in residential areas consisting of only single-family homes, providing the width is consistent with public works street standards and not less than a 12 foot wide drivable surface.

2. Public streets shall be in accordance with Public Works Department street standards.

503.2.2 Authority. The fire code official shall have the authority to require an increase in the minimum access widths where they are inadequate for fire or rescue operations.

503.2.3 Surface. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities. (See also Appendix D Section D102.1.)

503.2.4 Turning radius. The required turning radius of a fire apparatus access road shall be determined by the fire code official.

503.2.5 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved area for turning around fire apparatus.

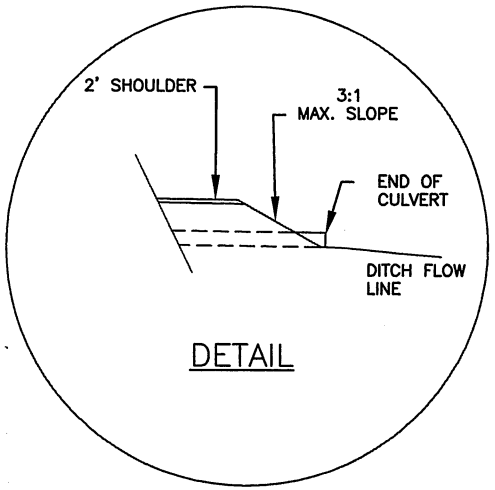
503.2.6 Bridges and elevated surfaces. Where a bridge or an elevated surface is part of a fire apparatus access road, the bridge shall be constructed and maintained in accordance with AASHTO Standard Specification for Highway Bridges HB-17. Bridges and elevated surfaces shall be designed for a live load sufficient to carry the imposed loads of fire apparatus. Vehicle load limits shall be posted at both entrances to bridges when required by the fire code official. Where elevated surfaces designed for emergency vehicle use are adjacent to surfaces which are not designed for such use, approved barriers, approved signs or both shall be installed and maintained when required by the fire code official.

503.2.7 Grade. The grade of the fire apparatus access road shall be based on the fire department apparatus and be within the limits established by the fire code official.

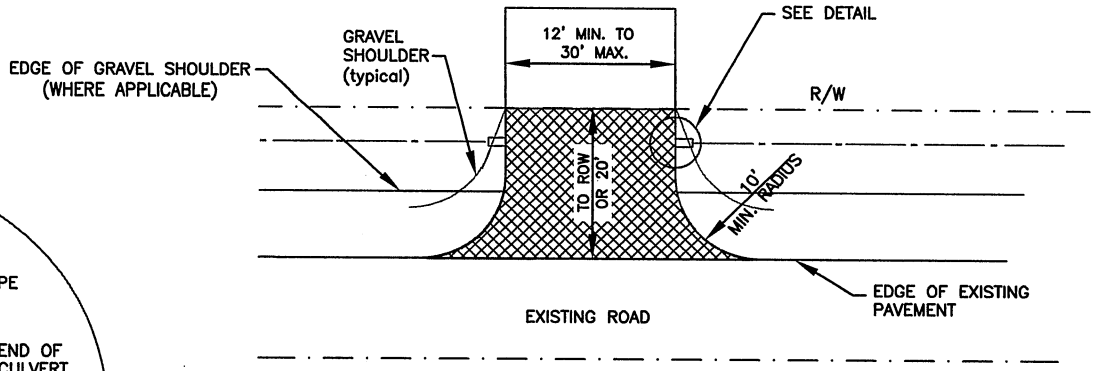
503.2.7.1 Public Fire Apparatus Access Roadways. The grade of public fire apparatus access roads shall be in accordance with Public Works Department Standards but shall not exceed the limits set forth in 503.2.7.2.

503.2.7.2 Private Fire Apparatus Access Roadways. The grade of existing private fire apparatus access roads shall not exceed 12%.

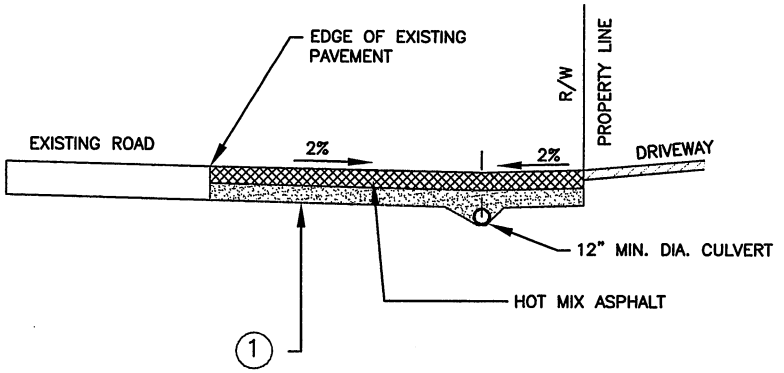
- Exception: Private fire apparatus access roads where grades are greater than 12% but not exceeding 15% shall be paved, or in lieu of paving, shall have an automatic fire sprinkler system installed in any new structure. Grades exceeding 15% will require the fire apparatus access road to be paved, all new structures to be equipped with automatic fire sprinkler systems, and special approval by the fire code official.



DETAIL



PLAN



SECTION

NOTES:

1) FOR ACCESSING RESIDENTIAL DEVELOPMENTS WITH TWO OR LESS DWELLING UNITS (DUPLEX OR SINGLE FAMILY RESIDENCE) PER PARCEL.

2) ALL SURFACE DRAINAGE FROM THE DRIVEWAY MUST BE CONTAINED AND DIRECTED FROM THE DRIVEWAY TO THE OPEN DITCH. NO SURFACE DRAINAGE SHALL FLOW ONTO THE CITY ROAD SURFACE.

3) CULVERT PIPE SHALL BE SIZED TO ACCOMODATE DITCH FLOWS BUT IN NO CASE BE SMALLER THAN 12 INCHES IN DIAMETER.

4) CULVERT COVER DEPTHS LESS THAN 12" REQUIRE APPROVAL BY THE ENGINEER

5) A DRIVEWAY CULVERT HEADWALL, SUBJECT TO APPROVAL BY THE ENGINEER, MAY BE USED IN LIEU OF THE 3 : 1 SIDESLOPE.

6) PAVEMENT IN THE RIGHT OF WAY SHALL BE DESIGNED IN ACCORDANCE WITH THE ROADWAY STANDARDS FOR THE EXISTING ROAD.

(1) SUBGRADE SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH SECTION 2-03.3(14)C OF THE WSDOT/APWA SPECIFICATIONS (METHOD B) SURFACING MATERIALS SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY (MODIFIED PROCTOR).

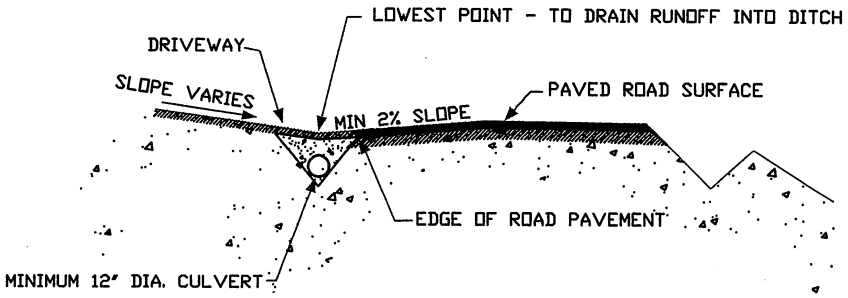
See Text Section 8-10

CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

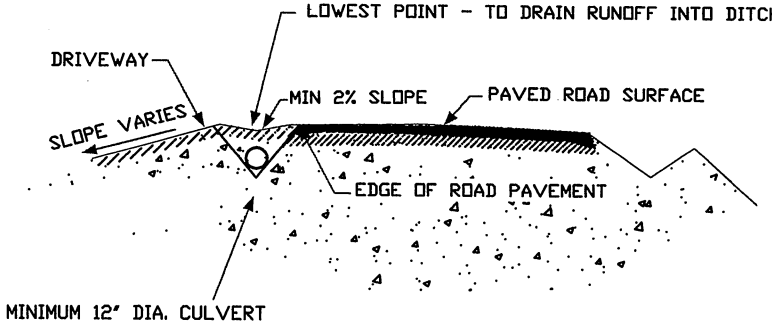
RESIDENTIAL DRIVEWAY
APPROACH – ASPHALT

REV.	APPROVED	DWG. NO.
3/4/2014	CITY ENGINEER _____ DATE	8-170R

PROPERTY HIGHER THAN ROAD

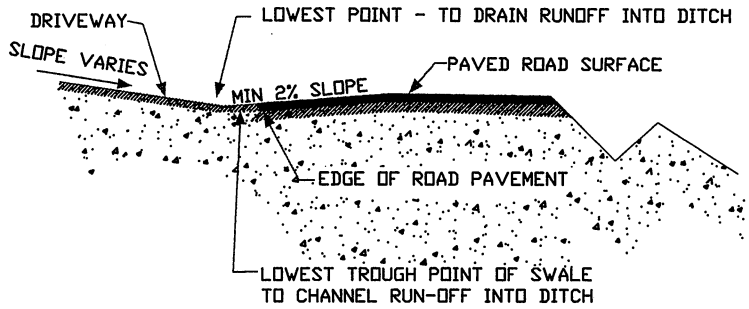


PROPERTY LOWER THAN ROAD



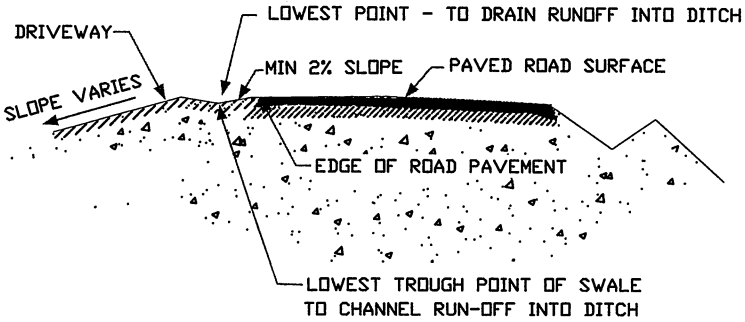
PROPERTY HIGHER THAN ROAD WITH DRAINAGE SWALE

(USE WHERE DITCH IS TOO SHALLOW FOR CULVERT)



PROPERTY LOWER THAN ROAD WITH DRAINAGE SWALE

(USE WHERE DITCH IS TOO SHALLOW FOR CULVERT)

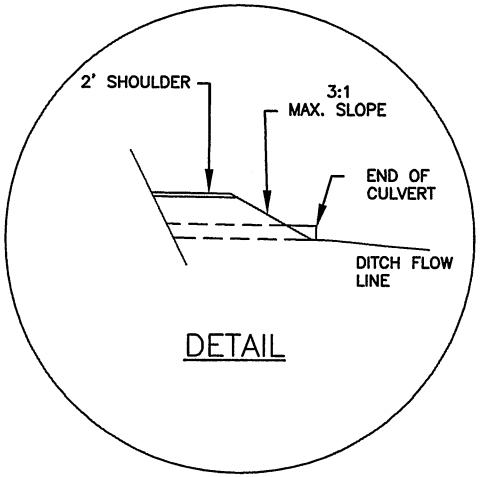


NOTE: STANDARDS APPLY TO DRIVEWAYS APPROACHING ROADS CONSTRUCTED OF ANY MATERIALS

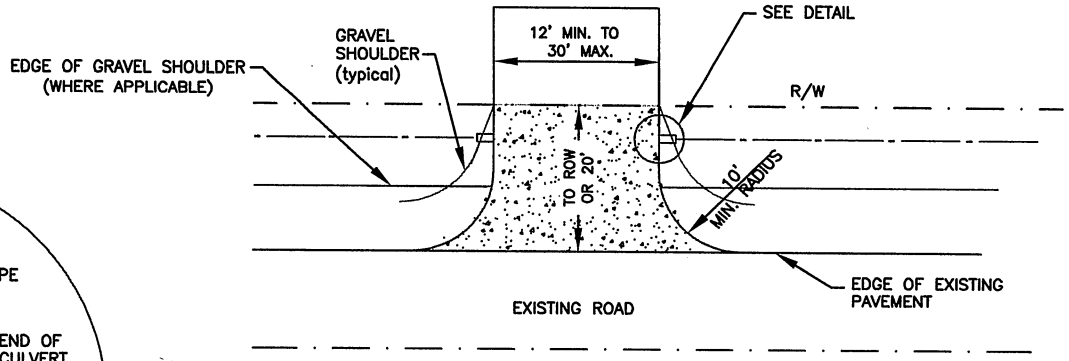
CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

DRIVEWAY APPROACHES

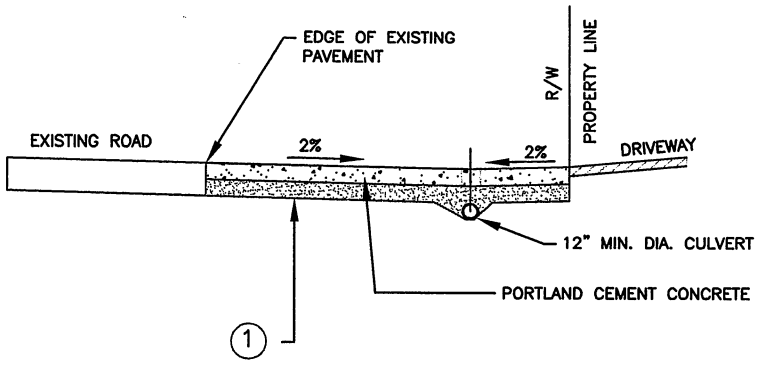
REV.	APPROVED	DWG. NO.
2/28/2014	CITY ENGINEER _____ DATE	8-175R



DETAIL



PLAN



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See Text Section 8-10

	CITY OF BAINBRIDGE ISLAND STANDARD DETAILS	
	RESIDENTIAL DRIVEWAY APPROACH – CONCRETE	
REV. 3/4/2014	APPROVED CITY ENGINEER DATE	DWG. NO. 8-180R

City of Bainbridge Island
Public Works / Engineering

Road Approach Permits
Avoiding Common Errors

The following are common errors that have resulting in reconstruction or modifications of newly constructed road approaches:

1. Driveway widths not adequate (12 feet minimum for residential driveways)
2. Missing radius at driveway intersection with roadway.
3. Cutting into bike lane 5 foot width of asphalt shoulders.
4. Shoulders not widened to standard widths at new driveway locations.
5. Locating the cross culvert too close to the roadway such that the roadway embankment slope is not maintained for supporting the road edge. Note that the ditch may needs to be located further back from the roadway to accommodate the culvert.
6. Culverts not long enough to maintain driveway embankment slope.
7. Cover on culverts is less than 12 inches. Note that ductile iron or HDPE must be used for culverts without 12 inches of cover.
8. The ditch downstream of the culvert is not profiled to gravity drain.
9. Not using acceptable culvert pipe per standard such as substituting water or sewer pipe for culvert pipe.

Note that all of the above errors can and have resulted in expensive reconstructions or modifications. Please be familiar with the City's Design and Construction Standard to avoid unnecessary reworking of road approaches. Refer to Section 7 showing minimum shoulder widths and embankment slopes to be maintained. Refer to Section 8 showing driveway approaches.

The City recommends that driveway culverts be inspected prior to paving to avoid more costly reconstructions.

KCH