ROAD DIVISION FEE SCHEDULE 245-A EFFECTIVE 2009		
SERVICE	FEE	REFERENCE
Standard Residential Drainage Plan Review	\$30/plan	
Non-standard Residential Drainage Plan Review <sup>1</sup>	\$125/plan	
Non-standard Residential Drainage Plan Review Within a Critical Area	\$180/plan	
Engineered Non-residential Drainage Plan Review	\$.015/sf of equivalent impervious surface; \$340 minimum	
Pre-application Review	\$125/each	
Plat Application Review	\$120/each	
Road Impact Review	\$1.35 per average daily trip (ADT); \$130 minimum	
Survey Review	\$125/each	
Miscellaneous	\$75/hour	
Road Approach Permit Review	\$180/each	
Right-of-Way Use Permit Review	\$180/each	
Right-of-Way Permit Review – Push, Bore, Overhead	\$180/each <sup>2</sup>	
Right-of-Way Permit Review – Open Cut Road Surface	\$60 per linear foot <sup>3</sup> \$180 minimum	
Right-of-Way Permit Review – Open Cut Road Shoulder	\$30 per linear foot <sup>3</sup> \$180 minimum	
Right-of-Way Permit Review – Open Cut Beyond Road Shoulder	\$180 minimum	
Right-of-Way Permit Review – Commercial Use	Recover all costs per special arrangement; \$500 minimum	
Right-of-Way Permit Review – Special Use	Recover all costs beyond legitimate public use; \$160 minimum	
Motorist Information Sign	\$200/each	
Annual Fee	\$35	
Right-of-Way Vacation Petition	\$800	

<sup>&</sup>lt;sup>1</sup> Category includes Alternate Method and Residential Engineered Plans outside Critical Area jurisdiction.

<sup>&</sup>lt;sup>2</sup> Base permit fees will be waived for work that results in improved roadside safety by removing existing hazardous utilities from the clear zone. If existing hazardous utilities are not removed from the clear zone and the roadside is made safer, a reduced fee will be allowed. Clear zones will be evaluated in accordance with criteria in effect at the time; currently WSDOT Design Manual Chapter 700.

<sup>&</sup>lt;sup>3</sup> The linear foot fee will be waived for a trench that open cuts the road prism when the work is coincident with a County road reconstruction project resulting in the entire roadbed, from the base up, being reconstructed at the location of the open cut.