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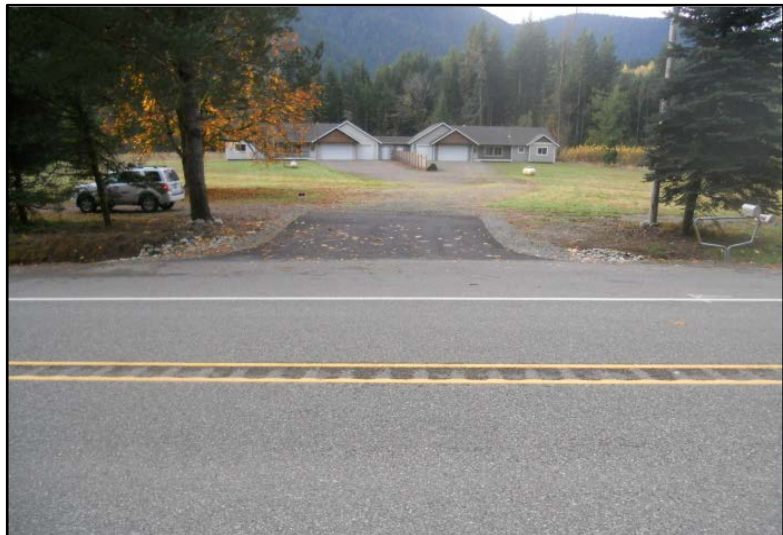
1340.01 General

For the purpose of this chapter, and to remain consistent with WSDOT's *Standard Plans* and AASHTO terminology, the terms "access" and "approach" will be referred to as "driveway." An access on a managed access highway is defined as an "access connection," while an access on a limited access highway is defined as an "approach."

This chapter describes the design guidelines, including

sight distance criteria, for driveway connections on the state highway system. WSDOT controls driveways on all limited access state highways, and regulates driveways on all managed access state highways outside the incorporated limits of a city or town. [RCW 47.50.030](#) states that cities and towns, regardless of population size, are the permitting authority for managed access state highways within their respective incorporated city and town limits. The RCW also requires those cities and towns to adopt standards for access permitting on managed access state highways that meet or exceed WSDOT standards, provided those adopted standards are consistent with WSDOT standards.

Limited access highways are roadways to which WSDOT has acquired the access rights from abutting property owners. Driveways, if they have been allowed, are documented and recorded in a deed. [Chapter 530](#) describes the three levels of limited access highways: full, partial, and modified. Any change to the number, type, and use of a limited access driveway must be approved by Headquarters through the process outlined in [Chapter 530](#). A general permit is required to allow any new construction or repairs for a deeded driveway on a limited access highway. Access connection permits are not issued on limited access highways.



Any roadway that is not a limited access highway is a managed access highway. [Chapter 540](#) describes the five classes of managed access highways: Class 1 (most restrictive) to Class 5 (least restrictive). An access connection permit is required to allow the use, operation, and maintenance of a driveway connection on a managed access highway, outside incorporated cities, where WSDOT is the access permitting authority. Check with Development Services to ascertain where WSDOT has permitting authority (such as tribal lands or National Parks).

1340.02 References

1340.02(1) State Laws and Codes

[Revised Code of Washington \(RCW\) 47.32.150](#), Approach roads, other appurtenances – Permit

[RCW 47.32.160](#), Approach roads, other appurtenances – Rules – Construction, maintenance of approach roads

[RCW 47.32.170](#), Approach roads, other appurtenances – Removal of installations from right-of-way for default

[Chapter 47.50 RCW](#), Highway access management

[Chapter 47.52 RCW](#), Limited access facilities

[Chapter 468-51 Washington Administrative Code \(WAC\)](#), Highway access management access permits – Administrative process

[Chapter 468-52 WAC](#), Highway access management – Access control classification system and standards

[Chapter 468-58 WAC](#), Limited access highways

1340.02(2) Design Guidance

[Right of Way Manual](#), M 26-01, WSDOT

[Standard Plans for Road, Bridge, and Municipal Construction \(Standard Plans\)](#), M 21-01, WSDOT

[Development Services Manual](#), M 3007, WSDOT

Limited Access and Managed Access Master Plan, WSDOT

www.wsdot.wa.gov/design/accessandhearings/tracking.htm

1340.03 Design Considerations

1340.03(1) General

The design of a driveway is based on the usage, design vehicle, and traffic volumes anticipated for the driveway. Generally, the driveway should be designed to accommodate the largest vehicle that will regularly use the driveway. For example, a residential driveway connection will typically have smaller radii and a narrower access width than a higher-volume commercial driveway.

However, if the property owner regularly has larger-wheelbase vehicles using the driveway, such as a home-based work vehicle, recreational vehicle, or truck and boat trailer combination, then a larger driveway may be appropriate.

Conversely, some driveways, such as a rural locked and gated utility, farm, or logging access that larger vehicles sometimes use, may be better served with a smaller and narrower access. This is based on infrequent use and to prevent unauthorized use or dumping of debris on or near the driveway. Other design considerations are:

- Prevent stormwater from flowing onto the roadway from the driveway.
- Properly size culverts under the driveway to adequately accommodate the conveyance of stormwater in the roadway ditches and swales.
- Provide driveway sight distance.
- Accommodate for mailbox placement.
- Ensure surfacing materials and depths are appropriate.
- Generally, extend paving to the right of way line depending on the location/purpose of the driveway. The desirable intersection angle of the driveway is 90°, with 60° to 120° allowed.

1340.03(2) WSDOT Projects

When evaluating access connections or approaches on a project, review existing driveways for possible alterations, relocations, consolidations, or closures. The first step in that process is to determine the legality of the driveway. The region Development Services Office can provide a list of the permitted driveway connections on a managed access highway, noting that, per [RCW 47.50.080](#), Permit removal, “Unpermitted connections to the state highway system in existence on July 1, 1990, shall not require the issuance of a permit and may continue to provide access to the state highway system, unless the permitting authority determines that such a connection does not meet minimum acceptable standards of highway safety.” As a result, driveway connections on a managed access state highway can be considered to be permitted, grandfathered, or unpermitted as described below:

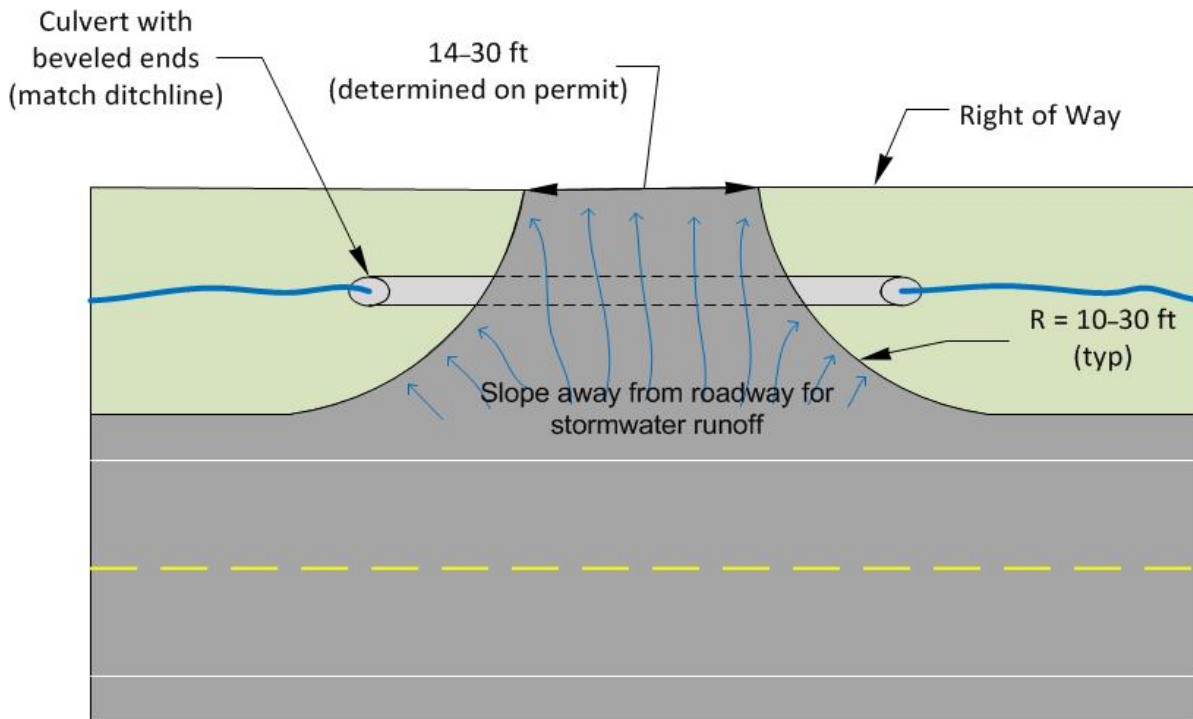
- *Permitted* driveways hold a valid permit and shall remain valid until modified or revoked.
- *Grandfathered* driveways that were in existence and in active use consistent with the type of connection on July 1, 1990, may continue to provide connection to the state highway system. They do not require the issuance of a new permit and may continue to provide access to the state highway system, unless the permitting authority determines that such a connection does not meet minimum acceptable standards of highway safety.
- *Unpermitted* driveways are not allowed. The permitting authority may initiate action to close the unpermitted driveway in compliance with the applicable chapters of [47.50 RCW](#) and [468-51](#) and [468-52 WAC](#). These are driveways that do not have a permit and were constructed after July 1, 1990.

If a WSDOT project proposes to alter, relocate, consolidate, or close a driveway—regardless of whether the driveway is permitted, grandfathered, or unpermitted—it is required that a new access connection permit be issued for any driveways that are to remain. If a driveway is to be removed, formal notification to the property owner will be provided as specified in [WAC 468-51-040](#). Unless determined otherwise, the affected property owners of driveways that will be altered, relocated, consolidated, or closed will not have the right of an adjudicative proceeding. Additional information regarding this process can be obtained by contacting your region’s Development Services Office.

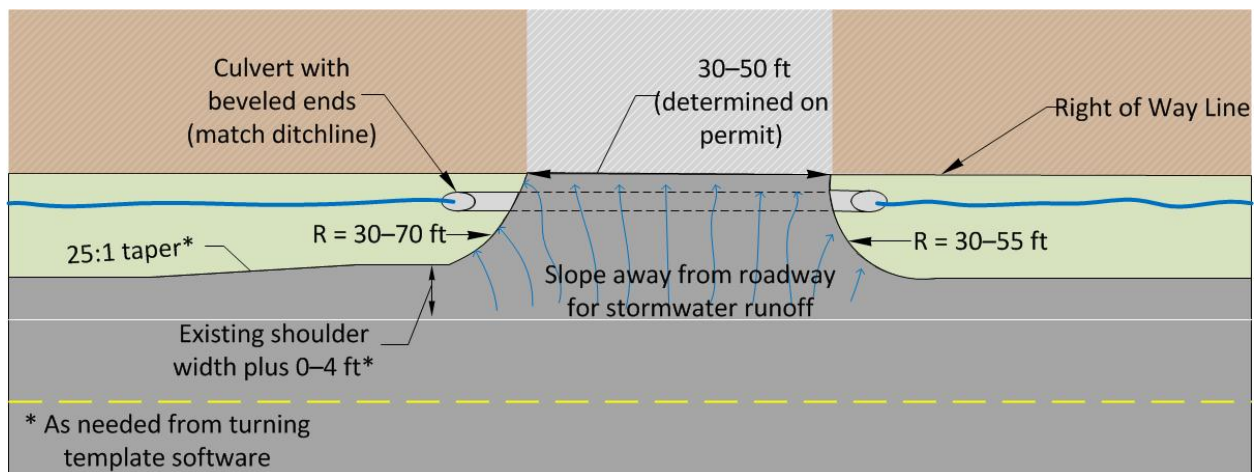
On limited access highways, both the region Development Services and Real Estate Services offices may provide assistance to determine the legality of an existing driveway. Federal Highway Administration approval is required for driveway modifications on Interstate facilities.

1340.04 Driveway Design Templates

There are two design templates for use where there is no adjacent sidewalk. (When a driveway connection has or will have adjacent sidewalk, see 1340.05.) The templates may be used on both limited access and managed access state highways. If an Interstate limited access driveway is allowed, it must be gated. Considering the context of use, Exhibit 1340-1 is generally used for design vehicles of SU-30 and smaller, while Exhibit 1340-2 is generally used for design vehicles of SU-30 and larger.



Driveway Design Template SU-30 and Smaller
Exhibit 1340-1



Driveway Design Template SU-30 and Larger
Exhibit 1340-2

Use the design template that will best accommodate the intended use of the driveway, unless a smaller driveway is appropriate and will not adversely affect the traveled way of the state highway. If necessary, use turn simulation software (such as AutoTURN®) to verify the driveway design will adequately accommodate the largest vehicle that will regularly use the driveway.

1340.05 Sidewalks

If a driveway connection has (or will have) adjacent sidewalk, use the applicable Cement Concrete Driveway Entrance [Standard Plan F-80.10](#) and width issued on the access permit. The design and construction of any sidewalk shall be compliant with [Chapter 1510](#) and Section F of the [Standard Plans](#), in addition to the latest Americans with Disabilities Act criteria.

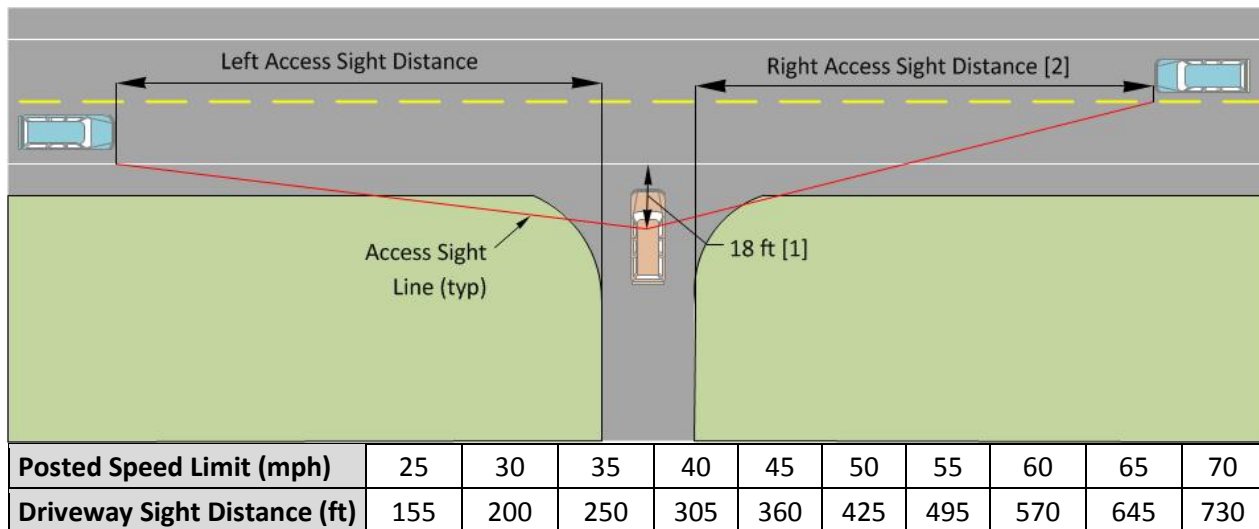
1340.06 Driveway Sight Distance (Eye height – 3.5 ft., Object height – 3.5 ft.)

A driver on the highway needs to see far enough ahead to assess developing situations and take actions appropriate for the conditions, such as when a vehicle is either entering or leaving the highway at a driveway.

In addition, drivers entering the highway from a driveway also need to see enough of the highway, whether to the left or right, so they can take actions appropriate for the conditions to enter the highway in a reasonably safe manner.

Design and locate driveways such that the sight distances meet or exceed the distances shown in [Exhibit 1340-3](#); these distances may require an approaching vehicle to reduce speed or stop to prevent a collision. In addition, provide decision sight distance for through traffic at all utility and special-use driveways on facilities with limited access control (see [Chapter 1260](#)).

For road approaches with AWDVTE greater than 1,500, use intersection sight distance criteria (see [Chapter 1310](#)). Areas along driveway legs and across their included corners should be clear of obstructions that might block or affect a driver’s view of potentially conflicting vehicles.



Notes:

- [1] Measured from the edge of through lane. If the desirable 18-foot setback cannot be achieved, obtain as much as practicable, down to a 10-foot minimum.
- [2] Not required for driveways restricted to right in/right out.

Driveway Sight Distance
Exhibit 1340-3

1340.07 Stormwater and Drainage

Design a driveway to slope away from the highway for a distance to prevent stormwater runoff and other debris from flowing onto the traveled lanes and shoulders of the highway. If this is not feasible, then other measures may be necessary to divert the stormwater away from the traveled lanes and shoulder of the highway.

If the driveway will in any way interfere with the flow of stormwater in an existing ditch or swale located on the state highway right of way, install a culvert with beveled ends (see [Chapter 1600](#)). Choose a culvert size that will adequately handle the stormwater (see the *Highway Runoff Manual*). Contact either the region hydraulic engineer or the applicable region maintenance office for assistance. Consider placing quarry spalls at each end of the open culvert to prevent erosion. If the installation of new culvert requires the installation of a catch basin, it is desirable to locate the catch basin outside the normal traveled way of the driveway.



1340.08 Mailboxes

Refer to [Chapter 1600](#), Roadside Safety, for guidance regarding the placement of mailboxes.

1340.09 Documentation

Refer to [Chapter 300](#) for design documentation requirements.