

# **Highway Access Management Guidebook**

**Olympic Region  
Development Services**



**Washington State  
Department of Transportation**

## *Foreword*

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This *Highway Access Management Guidebook* was developed to provide a general understanding of the implementation of Highway Access Management on Managed Access State Highways within the Olympic Region of the Washington State Department of Transportation. It was also prepared in part to highlight the 1999 changes to the two original Highway Access Management WAC's that govern access to Managed Access State Highways.

Please note that this Guidebook is only a reference and other resources, such as Olympic Region Development Services, the WSDOT Design Manual, the Region Traffic Engineer, and/or the Headquarters Access and Hearings Manager, should be consulted when dealing with Highway Access Management.

A current electronic version of this guidebook may be accessed from the Olympic Region Development Services Homepage at <http://www.wsdot.wa.gov/regions/olympic>. Questions or comments regarding this guidebook may be directed to the Olympic Region Development Services Engineer at (360) 357-2736.

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# *Table of Contents*

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## **1. ACCESS GUIDELINES**

Introduction .....	1 - 1
Olympic Region Development Services .....	1 - 1
What is Highway Access Management? .....	1 - 2
Why Do We Need Access Management? .....	1 - 3
The History of Highway Access Management.....	1 - 3
Highway Access Management 1999 WAC Changes .....	1 - 4
Select Highlights of the Revised 1999 WACs .....	1 - 4
Adjudicative Procedures.....	1 - 6
Roadway Access Management Permits System (RAMPS).....	1 - 8
Design Manual Chapter 920 Road Approaches .....	Attachment 1 - A

## **2. HIGHWAY CLASSIFICATIONS**

Highway Classification Description Table.....	2 - 1
Highway Classification Table .....	2 - 2

## **3. RCW 47.50 HIGHWAY ACCESS MANAGEMENT**

47.50.010 Findings-Access .....	3 - 1
47.50.020 Definitions-Access .....	3 - 2
47.50.030 Regulating Connections .....	3 - 3
47.50.040 Access Permits.....	3 - 3
47.50.050 Permit Fee.....	3 - 4
47.05.060 Permit Review Process .....	3 - 4
47.50.070 Permit Conditions .....	3 - 4
47.50.080 Permit Removal.....	3 - 5
47.50.090 Access Management Standards .....	3 - 5

## **4. WAC 468-51 HIGHWAY ACCESS MANAGEMENT ACCESS PERMITS – ADMINISTRATIVE PROCESS**

468-51-010 Purpose .....	4 - 1
468-51-020 Definitions .....	4 - 1
468-51-030 General Provisions .....	4 - 4
468-51-040 Connection Categories.....	4 - 5
468-51-050 Conceptual Review.....	4 - 7
468-51-060 Application Requirements and Procedures .....	4 - 8

468-51-070	Fees and Surety Bond .....	4 - 13
468-51-080	Application Submittal, Reviews, Conditions .....	4 - 14
468-51-090	Construction Requirements .....	4 - 16
468-51-100	Nonconforming Connection Permits.....	4 - 17
468-51-105	Variance Connection Permits .....	4 - 18
468-51-110	Changes in Property Site Use.....	4 - 18
468-51-120	Permit Modification, Revocation, Closure of Permitted Connection..	4 - 19
468-51-130	Closure of Unpermitted Connections .....	4 - 20
468-51-140	Department Construction Projects.....	4 - 21
468-51-150	Adjudicative Proceedings .....	4 - 22

## **5. WAC 468-52 HIGHWAY ACCESS MANAGEMENT ACCESS CLASSIFICATION SYSTEM AND STANDARDS**

468-52-010	Purpose .....	5 - 1
468-52-020	Definitions .....	5 - 1
468-52-030	General .....	5 - 3
468-52-040	Access Control Classification and Standards .....	5 - 3
	Class One .....	5 - 4
	Class Two .....	5 - 5
	Class Three.....	5 - 7
	Class Four .....	5 - 8
	Class Five .....	5 - 10
	Corner Clearance.....	5 - 11
468-52-050	Application of access Control /Classification System Standards .....	5 - 12
468-52-060	Assignment of Access Control Classification To Highway Segments	5 - 13
468-52-070	Review and Modification of Classifications .....	5 - 15

# **Access Guidelines**

**INTRODUCTION .....1 - 1**

**OLYMPIC REGION DEVELOPMENT SERVICES .....1 - 1**

**WHAT IS HIGHWAY ACCESS MANAGEMENT? .....1 - 2**

**WHY DO WE NEED ACCESS MANAGEMENT? .....1 - 3**

**THE HISTORY OF HIGHWAY ACCESS MANAGEMENT.....1 - 3**

**HIGHWAY ACCESS MANAGEMENT 1999 WAC CHANGES .....1 - 4**

**SELECT HIGHLIGHTS OF THE REVISED 1999 WACs .....1 - 4**

**ADJUDICATIVE PROCEDURES .....1 - 6**

**ROADWAY ACCESS MANAGEMENT PERMITS SYSTEM (RAMPS) .....1 - 8**

**DESIGN MANUAL CHAPTER 920 ROAD APPROACHES ..... ATTACHMENT 1 - A**

# *Access Guidelines*

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## **INTRODUCTION**

Within the Olympic Region, the Development Services section *and* the four Region Maintenance Offices issue Access Connection Permits. The Development Services section issues permits for all of the connection categories I through IV, while the Region Maintenance Offices have the authority to issue permits for two categories: “Category I - minimum connections” and “Category IV - temporary connections”. The “Category II - minor connections” and “Category III - major connections” permitting authority remains with the Development Services section due to the likelihood that these connections involve a SEPA lead agency review (see Olympic Region Development Services below). While Access Connection Permits are only issued on Managed Access Highways, the Development Services section may issue General Permits for access connections already allowed in the State’s limited access plans.

The jurisdiction to issue Access Connection Permits within incorporated towns or cities on Managed Access State highways lies with the incorporated town or city and not the Department. However, the Department may issue the permits if requested by the applicable jurisdiction.

In November 1996 the Development Services section prepared the original *Highway Classification and Access Guide*. Because of its yellow cover, it quickly became known within the Region as the “Yellow Book”. This updated version of the original guidebook has both a new name, a new look and is now titled *Highway Access Management Guidebook*.

## **OLYMPIC REGION DEVELOPMENT SERVICES**

The primary function of the Development Services Section is to review land use proposals and determine their impacts to the State highway system. The process that allows this review to occur is the State Environmental Policy Act, or SEPA, which requires the lead land use permitting agency to forward to all applicable governmental agencies any land use proposal that it believes may create an adverse environmental impact. The vast majority of the land use proposals reviewed by the Olympic Region Development Services are submitted by one of the seven counties within the Olympic Region: Pierce, Thurston, Kitsap, Mason, Jefferson, Clallam, and Grays Harbor Counties. Also reviewed are land use proposals submitted by the cities, tribes, and other governmental agencies with land use permitting authority within the Olympic Region.

Each year the Development Services section reviews hundreds of land use proposals for possible adverse environmental impacts to the state highway system. While transportation and the proposal’s traffic impacts are the principal impacts under review, the proposal’s stormwater runoff impacts to the state highway system may also get a thorough review.

Highway Access Management plays a big part in the review of a land use proposal if the project is located next to a state highway. It is during this SEPA review that many access decisions are made regarding the land use proposal's access to the state highway system.

If during the SEPA review it is determined that a land use proposal will require a highway improvement mitigation, then the Development Services section will request that a Developer Agreement be made a condition of SEPA approval for that proposal. Developer Agreements require a developer to construct the necessary highway improvement to the state highway system at 100% developer expense. Typical developer improvements would be a new traffic signal or possibly left or right turn channelization on the state highway system.

The Development Services section also prepares Pro Rata Share Developer Agreements that allow developer dollar contributions to be used on programmed Department highway improvement projects. Pro Rata Share Developer Agreements allow the Department to collect dollar contributions from land use proposals that otherwise may not have a significant enough impact to warrant a developer-constructed highway improvement.

In summary, the Development Services section reviews SEPA lead agency submitted land use proposals, prepares Developer Agreements, and issues Access Connection Permits and General Permits. While Access Connection Permits are issued only for Managed Access Highways, Developer Agreements and General Permits can be issued for all state highways.

## WHAT IS HIGHWAY ACCESS MANAGEMENT?

There are two basic types of state highways with respect to access control. They are **Limited Access Highways** and **Managed Access Highways**.

**Limited Access Highways** are highways in which the abutting property owner's right of access to the state highway has been **purchased**, with the result being that the abutting property owner may, or in most cases may not, have access to the state highway. Limited access highways are further defined as **Full**, **Partial**, or **Modified** limited access control.

**Full** limited access control highways, the most restrictive, allow no direct private property access at all; for example, the Interstate system, in which public access is only allowed at interchanges.

**Partial** limited access control highways may allow access, but only in specified locations and only for the specified use, such as single family residential or farm use, as defined in the Limited Access Plans. Of importance here is that Partial limited access control highways allow **no** commercial usage of the access, such as retail or industrial.

**Modified** limited access control, the least restrictive of the three, allows residential and commercial usage, but only in the specified locations and only for the specified uses as defined in the Limited Access Plans.

Because Access Connection Permits are not issued on Limited Access Highways, any work on Limited Access Highways is administered by a General Permit or a Developer Agreement.

**Managed Access Highways** (also known as Controlled Access Highways) are all remaining state highways that are not already limited access highways. Managed Access Highways are highways in which access is ***regulated*** by the governmental entity having jurisdiction over the facility. Managed Access Highways are further classified from **Class 1**, the most restrictive, to **Class 5**, the least restrictive. The WSDOT has access-permitting jurisdiction over all state highways outside incorporated towns and cities, while incorporated towns and cities have access-permitting jurisdiction for those Managed Access State Highways within their boundaries. Access Connection Permits are issued on Managed Access Highways.

## **WHY DO WE NEED ACCESS MANAGEMENT?**

Numerous studies have shown that controlling and limiting access to highways is a cost-effective way to help maintain the safety, capacity, and functional integrity of a highway. Adding more lanes to an existing highway is expensive and oftentimes not possible. Controlling access to our state highways, particularly by promoting the use of frontage roads or other existing county or city roads, and especially by advocating the internal shared circulation of adjacent developments, is a proactive and cost-effective way to accomplish this objective.

## **THE HISTORY OF HIGHWAY ACCESS MANAGEMENT**

WSDOT has been purchasing and implementing limited access control since 1951. While this has been effective, it is an expensive way to control access to the state highway system. Adequate funding to accomplish the purchasing of access rights has not kept up with the state's continued population growth and land use development over the years. As a result, the lawmakers of this state debated a bill in the early '90s titled "Highway Access Management", cognizant that controlling access to the state highway system by regulation was a cost-effective means to preserve the safety and capacity of our state highway system.

In 1991, the Legislators passed and the governor approved **RCW 47.50**, titled **Highway Access Management**. This new law directed the Department of Transportation to develop two new sets of rules to be included in the Washington Administrative Code (WAC) for those state highways not already Limited Access Highways. The result was a new class of access control called Managed Access Highways.

The first set of new rules, **WAC 468-51**, titled **Access Permits - Administrative Process**, was prepared and then adopted by the Department in July 1992. This first WAC established a permit fee schedule and application process for only those state highways under the access-permitting jurisdiction of the Department of Transportation.

The second set of new rules, **WAC 468-52**, titled **Access Classification System and Standards**, was prepared and then adopted by the Department in January 1993. This second WAC created a classification system and established design standards for all Managed Access Highways, including those Managed Access State Highways within the incorporated limits of a town or city.

## **HIGHWAY ACCESS MANAGEMENT 1999 WAC CHANGES**

As with any set of rules, time will determine what works and what needs to be changed. Beginning in 1998, the Department began reviewing the two existing Highway Access Management WAC's 468-51 and 468-52 for possible modifications and improvements. After numerous meetings with representatives from the private sector, government, lawmakers, and public comment, the Department adopted a newly revised set of WACs on March 25, 1999. The revised WACs are included in this guidebook.

Overall the changes were minor. The main change was that the WACs were made clearer with terms like 'permittee' becoming 'permit holder'. Other changes included requiring that the maximum vehicular usage of the connection be specified in the permit; the creation of a new type of permit called a Variance Permit; definitions for Contiguous Parcels and Reasonable Access; and the allowance of Two Way Left Turn Lanes on Class 2 and Class 3 highways if the maximum ADT is below 20,000 ADT and 25,000 ADT, respectively. A requirement was also added that permits sent to the applicant for signature be returned by the applicant within thirty (30) days of the mailing date or within an agreed-upon time.

## **SELECT HIGHLIGHTS OF THE REVISED 1999 WACs** *(new portions are underlined)*

**Three Types of Permits** - There are now three basic types of connection permits. They are conforming, nonconforming, and variance permits.

**Conforming Connection** – A conforming connection means a connection that meets current department location, spacing, and design criteria. (WAC 468-51-020 and 468-52-020)

**Non-Conforming Connection** – A nonconforming connection means a connection not meeting current department location, spacing, or design criteria. (WAC 468-51-020, 468-52-020. See also **468-51-100**)

All permits issued on Class 1 highways, and all permits issued on Class 2 highways except for any Variance permits issued on Class 2 highways, are automatically designated as nonconforming connections. This requirement is based on one of the conditions of Class 1 and Class 2 highways which states "*The access connection shall continue until such time that other reasonable access to a highway with a less restrictive access control classification or access to the general street system becomes available and is permitted.*" (WAC 468-52-040)

**Variance Permit** - “Variance Permit” means a special nonconforming or additional connection permit issued for a location not normally permitted by the current department standards after an engineering study demonstrates, to the satisfaction of the department, that the connection will not adversely affect the safety, maintenance or operation of the highway in accordance with its assigned classification. This permit will remain valid until modified or revoked by the permitting authority. Variance permits are not allowed on Class 1 highways. (WAC 468-51-020, 468-52-020. See also **468-51-105**)

**Contiguous Parcels** - “Contiguous parcels’ means two or more pieces of real property under the same ownership with one or more boundaries that touch and have similarity of use.” (WAC 468-52-020)

**Reasonable Access** – “Reasonable access” means an access connection that is suitable for the existing and/or proposed property use and does not adversely affect the safety, operations or maintenance of the state highway system. (WAC 468-51-020 and 468-52-020)

**Reasonableness of Access** – The department in its regulation of connections in compliance with Chapter 47.50 RCW and these regulations shall allow reasonable access. If the department’s final order denies reasonable access, the appellant shall be entitled to just compensation in compliance with RCW 47.50.010(5). Access which is not reasonable is not compensable. (WAC 468-51-150)

**Two-way left turn lanes on Class 2 Facilities** - On multilane Class 2 facilities a restrictive median shall be provided to separate opposing traffic movements and to prevent unauthorized turning movements; however, a nonrestrictive median or a two-way left turn lane may be used when special conditions exist and mainline volumes are below 20,000 ADT. (WAC 468-52-040)

**Two-way left turn lanes on Class 3 Facilities** - On Class 3 facilities two-way left turn lanes may be utilized where special conditions warrant and mainline traffic volumes are below 25,000 ADT. (WAC 468-52-040)

**Maximum Usage** – The maximum vehicular usage of the connection shall be specified in the permit.

**Sign and Return the Permit** – The department shall provide the applicant with the connection permit for signature, and the applicant shall sign and return the permit to the department within thirty (30) days after the mailing date. If the department does not receive the signed permit back from the applicant within thirty (30) days after the mailing date or within an agreed-upon time, the permit will be void and the application fee will be forfeited. The permit is not valid and construction on the access cannot begin without a completed permit that is signed by both the department and the applicant. (WAC 468-51-080)

**Changes in Property Site Use** – The connection permit is issued to the permit holder for a particular type of land use generating specific projected traffic volumes at the final stage of

proposed development. Any changes made in the use, intensity of development, type of traffic, or traffic flow of the property require the permit holder, his or her assignee, or the property owner to contact the department to determine if further analysis is needed to determine if the change is significant and would require a new permit and modifications to the connection. (WAC 468-51-110)

**Significant Change** –A significant change is one that would cause a change in the category of the connection permit or one that causes an operational, safety, or maintenance problem on the state highway system based on objective engineering criteria or available accident data. Such data shall be provided to the property owner and/or permit holder and tenant upon written request. (WAC 468-51-110)

**Closure of nonpermitted Connections (grandfathered connections)** –Any unpermitted connections to the state highway system which were in existence and in active use consistent with the type of connection on July 1, 1990, shall not require the issuance of a permit and may continue to provide connection to the state highway system...or unless the department determines that the unpermitted connection does not meet minimum acceptable standards of highway safety and mobility based on accident and/or traffic data or accepted traffic engineering criteria, a copy of which must be provided to the property owner and/or permit holder and tenant upon written request. (WAC 468-51-130)

## ADJUDICATIVE PROCEEDINGS

Any person who has standing to challenge any of the following Department actions may request an adjudicative proceeding (an appeal to an Administrative Law Judge) within thirty (30) days of the Department's written decision:

- ?? Denial of an access permit application pursuant to WAC 468-51-080;
- ?? Permit conditions pursuant to WAC 468-51-150;
- ?? Permit modifications pursuant to WAC 468-51-120;
- ?? Permit revocation pursuant to WAC 468-51-120;
- ?? Closure of permitted access pursuant to WAC 468-51-120;
- ?? Closure of unpermitted access pursuant to WAC 468-51-130.

An appeal of a decision by the Department can only be requested if the administrative fee has been paid. If the fee has not been paid, the permit application is considered incomplete and an adjudicative proceeding cannot be requested.

Below is a brief summary of the adjudicative proceeding process. For the purpose of this summary, the responsibilities of the Department are separated into those actions required of the Region and those actions required of Headquarters. The following summary is also written as if the appealable condition was a denial of an access connection request.

1. The Region receives an Access Connection Permit application, with fee.

2. The Region processes the application and makes a determination that the access connection request will be denied.
3. The Region sends to the applicant a written letter denying the connection. Included in this letter is notification that the applicant has thirty (30) days to request an adjudicative proceeding should the applicant disagree with the Region's denial decision. The Region shall notify affected property owners, permit holders, business owners, tenants, lessees, and/or emergency services, where appropriate.
4. The applicant, within thirty (30) days, requests an adjudicative proceeding.
5. The Region reviews its initial denial decision and determines if there is any additional information presented that justifies reversing the original decision.
6. If the Region determines that the original denial decision should stand, the Region will then forward copies of all applicable permit documentation to the Access and Hearings Manager (AHM) at Headquarters for review and processing.
7. The AHM will review the permit application and, if need be, will consult the Attorney General's (AG) office for advice and direction.
8. If the initial findings of the AHM agree with the Region's denial decision, Headquarters will send to the applicant a written letter, under the signature of the State Design Engineer, informing the applicant that a hearing will be set up for the applicant to attend and appeal in person the Department's decision to deny access.
9. The Region will then reserve a location and obtain a court reporter, while Headquarters will obtain an Administrative Law Judge (ALJ) to conduct the proceeding. Headquarters, by written letter under the Headquarters Design Engineer's signature, will notify the applicant of the time and place for the hearing. The Department has ninety (90) days from receipt of the applicant's appeal to approve or deny the appeal application, schedule a hearing, or decide not to conduct a hearing. The actual hearing date can be set beyond this ninety (90) day review period.
10. The Region's AG will lead the Department's presentation and will work with both the Region and the AHM regarding who will testify and what displays and other information will be presented to the ALJ (note: the AHM will typically not attend these proceedings).
11. After hearing all the facts, the ALJ will issue his/her decision, usually within a couple of weeks after the proceedings. However, the ALJ has ninety (90) days in which to serve a written Initial Order, stating his or her decision.
12. The ALJ's decision is final unless the applicant, or the Department through the AHM, decides to appeal the ALJ's decision to the Headquarters State Design Engineer. This second appeal must occur within twenty (20) days of the ALJ's written decision.

13. If appealed to the Headquarters State Design Engineer, the State Design Engineer has 90 days to review the Initial Order all the facts and supporting documentation and issue a Final Order. The review by the State Design Engineer does not require the applicable parties to be present and may involve only a review of the material submitted at the adjudicative proceeding.
14. The State Design Engineer's decision is final unless appealed within thirty (30) days to the Washington State Superior Court.

The above represents a general timeline if all appeals are pursued. Based on the above timelines it could take nearly a year before a Final Order was issued. If appealed to Superior Court, up to an additional 18 months could be added to the process. In any case, you should contact the Regions Development Services Engineer for further guidance and direction if you think an appeal may be coming.

## **ROADWAY ACCESS MANAGEMENT PERMITS SYSTEM (RAMPS)**

The Roadway Access Management Permits System, or RAMPS, went into effect in early 2000. This new database was created for a number of reasons, the foremost being the need to have statewide consistency when issuing and tracking Access Connection Permits within the Department. RAMPS also allows statewide read-only access for internal departmental use.

One of the significant changes of RAMPS is a new uniform numbering system for Access Connection Permits. Prior to RAMPS each Region had its own unique numbering system incompatible with the other Region's within the Department. RAMPS uses a statewide cumulative numbering system starting at permit number "40000" for all new Access Connection Permits. Permits issued prior to RAMPS kept their historical number and were also assigned a new RAMPS permit number, below "40000".

# **Design Manual Chapter 920**

# Highway Classifications

HIGHWAY CLASSIFICATION DESCRIPTION TABLE .....2 - 1

CLASSIFICATION TABLE.....2 - 2

# *Highway Classification Description Table*

Highway Classification & Definition	Permits Allowed			Minimum Access Spacing	Access Limitations
	Non-Conforming	Variance	Conforming		
<b>Class 1*</b> Mobility is primary function	Yes	No	No	1320'	1 access only to contiguous parcels under same ownership.  Private direct access not allowed unless no other reasonable access exists. (Must use county road system if possible.)*
<b>Class 2*</b> Mobility Favored over Access	Yes	Yes	No	660'	1 access only to contiguous parcels under same ownership unless frontage > 1320'.  Private direct access not allowed unless no other reasonable access exists. (Must use county road system if possible.)*
<b>Class 3</b> Balance between Mobility and Access in areas with less than Maximum Buildout	Yes	Yes	Yes	330'	1 access only to contiguous parcels under same ownership.  Joint access for subdivisions preferred, but private direct access allowed with reason.
<b>Class 4</b> Balance between Mobility and Access in areas nearing Maximum Buildout	Yes	Yes	Yes	250'	1 access only to contiguous parcels under same ownership.
<b>Class 5</b> Access needs may have priority over Mobility needs	Yes	Yes	Yes	125'	More than 1 connection per ownership allowed with reason.

\* The access connection shall continue until such time that other reasonable access to a highway with a less restrictive access control classification or acceptable access to the general street system becomes available and is permitted.

# *Highway Classification Table*

<b>SR No.</b>	<b>BEG MP</b>	<b>END MP</b>	<b>SECTION DESCRIPTION</b>	<b>ACCESS CLASS/CONTROL</b>
<b>SR 3 - In Mason County</b>				
3	0.00	0.15	Jct. SR 101 to Craig Road Wye Conn.	Full Control
3	0.15	1.49	Craig Road to Arcadia Ave.	Class 3
3	1.49	1.58	Arcadia Ave. to Shelton SCL/Bellevue Ave	Class 4
3	1.58	2.18	SHELTON - SCL/Bellevue Ave to Delaware St	Class 4
3	2.18	2.93	SHELTON - Delaware St to Front St/Pine St I/C	Class 5
3	2.93	3.58	SHELTON - Front St/Pine St I/S to Shelton ECL	Class 3
3	3.58	20.30	SHELTON ECL to Grapeview Lp Rd	Class 2
3	20.30	21.40	Allyn Community - Grapeview Lp Rd to Vic Old SR 302	Class 3
3	21.40	24.91	Vic Old SR 302 Jct to Jct SR 106	Class 2
3	24.91	26.59	Belfair Community -Jct SR 106 to Vic Cokelet Ln	Class 3
3	26.59	28.23	Vic Cokelet Ln to Kitsap Co Line	Class 2
<b>SR 3 - In Kitsap County</b>				
3	28.23	28.98	Mason Co Line to Vic Lk Flora Rd	Class 2
3	28.98	34.09	Vic Lk Flora Rd to Vic Riverside St	Partial Control
3	34.09	34.35	Gorst Community - Vic Riverside St to Access Rd	Class 3
3	34.35	36.22	Access Rd Vic to Vic SR 304 I/C	Class 1
3	36.22	52.97	Vic SR 304 I/C to Vic Jct SR 305	Full Control
3	52.97	59.82	Vic Jct SR 305 to Vic S Bridge Wy N	Class 2
3	59.82	60.02	Vic S Bridge Wy N to Jct SR 104	Partial Control
<b>SR 5 - Thurston/Pierce County</b>				
5	85.51	139.50	Lewis/Thurston Co Line to Pierce/King Co Line	Full Control
<b>SR 7 - Pierce County</b>				
7	16.82	17.18	Elbe Community -Jct SR 706 to Vic 541 St E	Class 4
7	17.18	44.64	Vic 541 St E to 224 St E	Class 2
7	44.64	48.33	224 St E to 176 St E	Class 3
7	48.33	53.18	176th St E to Tacoma SCL/S 99th St.	Class 4
7	53.18	57.45	TACOMA - SCL/S 99th St to 38th St I/C CL	Class 4
7	57.45	57.78	38th St I/C Tacoma CL to SR 7 Using Tacoma CL	Class 1
7	57.78	58.37	TACOMA - SR 7 Uxing CL to Vic E 34 St Uxing	Class 1
7	58.37	58.60	TACOMA - Vic E 34 St Uxing to Jct SR 5 I/C	Full Control
<b>SR 8 - Grays Harbor County</b>				
8	0.00	0.48	ELMA -Jct SR 12 I/C to Elma ECL	Partial Control
8	0.48	6.00	Elma ECL to McCleary WCL	Partial Control
8	6.00	7.07	McCLEARY - WCL to ECL	Partial Control
8	7.07	10.54	McCleary ECL to Thurston Co Line	Partial Control

<b>SR 8 - Thurston County</b>				
<b>8</b>	10.54	20.67	Thurston Co Line to Jct SR 101 I/C	Partial Control
<b>SR 12 - Grays Harbor County</b>				
<b>12</b>	0.00	0.83	ABERDEEN - Jct SR 101 to MP 0.83	Class 4
<b>12</b>	0.83	1.76	ABERDEEN - MP 0.83 to Aberdeen ECL	Class 3
<b>12</b>	1.76	9.04	Aberdeen ECL to Vic Devonshire Rd	Class 2
<b>12</b>	9.04	21.30	Vic Devonshire Rd to Elma CL Vic SR12 Using	Full Control
<b>12</b>	21.30	21.37	ELMA - Vic SR12 Uxing to Cloquallam Crk Br	Partial Control
<b>12</b>	21.37	21.70	ELMA - Cloquallam Crk Br to Elma SCL	Class 3
<b>12</b>	21.70	34.92	Elma SCL to Oakville WCL	Class 2
<b>12</b>	34.92	35.50	OAKVILLE - WCL to ECL	Class 3
<b>12</b>	35.50	38.84	Oakville ECL to Thurston Co Line	Class 2
<b>SR 12 - Thurston County</b>				
<b>12</b>	38.84	41.81	Grays Harbor Co Line to Vic Albany St	Class 2
<b>12</b>	41.81	42.33	Rochester Community - Vic Albany St to Vic Paulson St	Class 3
<b>12</b>	42.33	44.57	Vic Paulson St SW to Vic Old No 9 Hwy SW	Class 2
<b>12</b>	44.57	46.53	Vic Old No 9 Hwy SW to Vic SR 5	Partial Control
<b>12</b>	46.53	46.62	Vic SR 5 to Jct SR 5	Full Control
<b>SR 12 Couplet - Aberdeen</b>				
<b>12</b>	0.33	0.68	ABERDEEN - SR 12/S Newell St to SR 101/S G St	Class 4
<b>SR 16 - Pierce/Kitsap County</b>				
<b>16</b>	0.00	26.88	SR 5 to Vic Clifton/Tremont I/C	Full Control
<b>16</b>	26.88	27.10	PORT ORCHARD - Vic Clifton/Tremont I/C to WCL	Partial Control
<b>16</b>	27.10	28.32	Port Orchard WCL to Vic Anderson Hill Road	Partial Control
<b>16</b>	28.32	29.19	Gorst Community - Vic Anderson Hill Rd to Jct SR 3	Class 1
<b>SR 16 - Spur - Gorst</b>				
<b>16</b>	28.74	29.13	Gorst Community -Jct SR 16 to Jct SR 3	Class 1
<b>SR 19 - Jefferson County</b>				
<b>19</b>	0.00	9.09	Jct SR 104 to Chimacum Rd	Class 2
<b>19</b>	9.09	14.16	Chimacum Rd. to Jct SR 20	Class 3
<b>SR 20 - Jefferson County</b>				
<b>20</b>	0.00	9.78	Jct SR 101 to P. Townsend WCL Vic Discovery / Mill Rds	Class 2
<b>20</b>	9.78	10.24	PORT TOWNSEND - WCL to Vic McPherson St	Class 3
<b>20</b>	10.24	11.96	PORT TOWNSEND - Vic McPherson St to Decator St	Class 3
<b>20</b>	11.96	12.56	PORT TOWNSEND - Decator St to Ferry Terminal	Class 4

<b>SR 99 - Pierce County</b>				
99	0.00	0.17	FIFE - Jct SR 5 I/C to Pacific Hwy E	Full Control
99	0.17	0.65	FIFE - Pacific Hwy E to Fife ECL	Class 3
99	0.65	1.18	Fife ECL to Milton SCL	Class 3
99	1.18	5.70	MILTON - SCL to NCL	Class 3
99	5.70	6.15	Milton NCL to King County Line	Class 3
<b>SR 101 - Grays Harbor County</b>				
101	67.18	78.37	Pacific County Line to MP 78.37	Class 2
101	78.37	80.40	MP 78.37 to Cosmopolis SCL	Modified Control
101	80.40	80.57	COSMOPOLIS - SCL to Vic E Second St	Modified Control
101	80.57	81.72	COSMOPOLIS - Vic E Second St to NCL/Aberdeen SCL	Class 4
101	81.72	83.09	ABERDEEN - Aberdeen SCL to Vic SR 105 Spur	Class 4
101	83.09	83.25	ABERDEEN - Vic SR 105 Spur to Vic Chehalis River Bridge	Partial Control
101	83.25	85.78	ABERDEEN - Vic Chehalis Rv Brdg to WCL/Hoquium ECL	Class 4
101	85.78	88.75	HOQUIAM - ECL to Vic Burns St	Class 4
101	88.75	89.08	HOQUIAM - Vic Burns St to Vic SR 109 Spur	Partial Control
101	89.08	89.40	HOQUIAM - Vic SR 109 Spur to NCL	Class 2
101	89.40	122.25	Vic SR 109 Spur to Neilton Community	Class 2
101	122.25	123.42	Neilton Community	Class 3
101	123.42	126.59	Neilton to Amanda Park	Class 2
101	126.59	127.06	Amanda Park Community	Class 3
101	127.06	144.35	Amanda Park to Jefferson Co. Line	Class 2
<b>SR 101 - Jefferson County</b>				
101	144.35	148.03	Grays Harbor County Line to Grays Harbor County Line	Class 2
<b>SR 101 - Grays Harbor County</b>				
101	148.03	151.43	Jefferson County Line to Jefferson County Line	Class 2
<b>SR 101 - Jefferson County</b>				
101	151.43	184.62	Grays Harbor County Line to Clallam County Line	Class 2
<b>SR 101 - Clallam County</b>				
101	184.62	189.69	Jefferson County Line to Forks SCL	Class 2
101	189.69	189.73	FORKS - SCL to Misc Feature (Sign Enter Forks)	Class 2
101	189.73	190.67	FORKS - Misc Feature to Vic Mill Creek Bridge	Class 3
101	190.67	192.12	FORKS - Vic Mill Creek Bridge to Vic Solduc Way	Class 4
101	192.12	193.31	FORKS - Vic Solduc Way to Forks NCL	Class 2
101	193.31	245.97	Forks NCL to Port Angeles ECL	Class 2
101	245.97	246.10	PORT ANGELES - ECL to CL	Class 2
101	246.10	276.74	Port Angeles CL to Port Angeles CL	Class 2
101	246.74	249.89	PORT ANGELES - CL to WCL	Class 4
101	249.89	252.99	Port Angeles WCL to Vic Buchanan Rd	Class 3
101	252.99	255.13	Vic Buchanan Rd to Vic O'Brien Rd	Partial Control

101	255.13	263.47	Vic Obrien Rd to Vic River Rd	Class 2
101	263.47	263.75	Vic River Rd to Sequim WCL	Class 3
101	263.47	267.74	SEQUIM - WCL to ECL	Class 3
101	267.74	274.65	Sequim ECL to Jefferson County Line	Class 2
<b>SR 101 - Jefferson County</b>				
101	274.65	281.56	Clallam County Line to Discovery Bay	Class 2
101	281.56	282.75	Discovery Bay Community	Class 3
101	282.75	284.68	Discovery Bay to Jct SR 104 I/C	Class 2
101	284.68	285.41	Jct SR 104 I/C to Vic Fuller Rd	Partial Control
101	285.41	294.13	Vic Fuller Rd to Quilcene	Class 2
101	294.13	295.01	Quilcene Community	Class 4
101	295.01	306.04	Quilcene to Brinnon	Class 2
101	306.04	306.42	Brinnon Community	Class 3
101	306.42	314.63	Brinnon to Mason County Line	Class 2
<b>SR 101 - Mason County</b>				
101	314.63	327.18	Jefferson County Line to Lilliwaup	Class 2
101	327.18	327.90	Lilliwaup Community	Class 4
101	327.90	331.35	Lilliwaup to Hoodsport	Class 2
101	331.35	332.20	Hoodsport Community	Class 4
101	332.20	332.75	Hoodsport to MP 332.75	Class 3
101	332.75	343.75	MP 332.75 to Vic Sanderson Way	Class 2
101	343.75	344.91	Vic Sanderson Way to Vic Fairgrounds Rd	Class 3
101	344.91	349.58	Vic Fairgrounds Rd to Vic SR 3 I/C	Full Control
101	349.58	356.94B	Vic SR 3 I/C to EQ(356.94B=356.92) Thurston Co Line	Partial Control
<b>SR 101 - Thurston County</b>				
101	356.94B	362.09	Mason County Line to Vic Perry Creek Bridge	Partial Control
101	362.09	367.41	Vic Perry Creek Bridge to Jct SR 5 I/C	Full Control
<b>SR 101 Couplet - Heron</b>				
101-C	83.75	83.88	ABERDEEN - H St to Heron St	Class 4
<b>SR 101 Couplet - Aberdeen</b>				
101-C	87.49	89.38	HOQUIAM - SR 101/Levee St to ECL/Myrtle St	Class 4
101-C	89.38	91.66	ABERDEEN - WCL/Myrtle St to SR 101	Class 4
<b>SR 101 Couplet - Port Angeles</b>				
101-C	249.65	251.32	PT ANG - WB Couplet Vic Golf Course Rd to E First St.	Class 4
<b>SR 102 - Mason County</b>				
102	0.00	2.86	Corrections Center to Jct SR 101	Class 3
<b>SR 104 - In Jefferson County</b>				
104	0.20	14.67	Jct. SR 101 to Kitsap County Line/Hood Canal Bridge	Partial Control

<b>SR 104 - In Kitsap County</b>				
<b>104</b>	14.67	15.92	Jefferson Co Line/Hood Canal Bridge to Wheeler St	Partial Control
<b>104</b>	15.92	16.54	Vic Wheeler St to Vic Gamble Way/Port Gamble	Class 3
<b>104</b>	16.54	17.13	Port Gamble Community	Class 4
<b>104</b>	17.13	24.10	Port Gamble to 1st St in Kingston	Class 3
<b>104</b>	24.10	24.54B	Kingston Comm. - 1st St. to Ferry Term/EQ(24.54B=24.45)	Class 4
<b>SR 104 Couplet - Kingston</b>				
<b>104-C</b>	24.53	24.86	Kingston Ferry Terminal to Illinois Ave	Class 4
<b>SR 105 - Grays Harbor County</b>				
<b>105</b>	25.72	31.51	Pacific County Line to Vic Gun Club Rd	Class 2
<b>105</b>	31.51	32.54	Vic Gun Club Rd to Vic Whalebone Way	Partial Control
<b>105</b>	32.54	39.08	Vic Whalebone Way to Vic South Arbor Rd.	Class 2
<b>105</b>	39.08	40.97	Vic South Arbor Rd. to Vic Gray Street	Partial Control
<b>105</b>	40.97	46.62	Vic Gray St to Aberdeen SCL	Class 2
<b>105</b>	46.62	46.87	ABERDEEN - SCL to NCL	Class 2
<b>105</b>	46.87	47.23	County Area	Class 2
<b>105</b>	47.23	48.66	ABERDEEN - SCL to Jct SR 105 Spur/Boone St	Class 3
<b>105</b>	48.66	48.76	ABERDEEN - Jct 105 Spur/Boone St to Jct SR 101	Partial Control
<b>SR 105 Spur - Boone</b>				
<b>105-S</b>	48.66	48.81	ABERDEEN - Jct SR 105 to Jct SR 101/W Curtis St	Class 4
<b>SR 105 Spur - Westport</b>				
<b>105-S</b>	30.28	31.40	Jct SR 105 to Westport SCL/Vic W Lila Ave	Class 4
<b>105-S</b>	31.40	34.18	WESTPORT -SCL/W Lila Ave to S Montesano St/E Dock St	Class 4
<b>105-S</b>	34.17	34.34	WESTPORT - Vic Montesano St/ E Dock St I/S to	Class 5
<b>SR 106 - Mason County</b>				
<b>106</b>	0.00	4.85	Jct SR 101 to Union	Class 3
<b>106</b>	4.85	5.26	Union Community	Class 4
<b>106</b>	5.26	20.09	Union to Jct SR 3 Belfair	Class 3
<b>SR 107 - Grays Harbor County</b>				
<b>107</b>	0.00	7.37	Jct SR 101 to Montesano SCL	Class 2
<b>107</b>	7.37	7.88	MONTESANO - SCL to Vic Jct SR 12	Class 2
<b>107</b>	7.88	7.97	MONTESANO - Jct SR 12	Full Control
<b>SR 108 - Grays Harbor County</b>				
<b>108</b>	0.00	0.10	McCLEARY - Jct. SR 8	Full Control
<b>108</b>	0.10	0.12	McCLEARY - Jct. SR 8 to MP 0.12	Partial Control

108	0.12	0.35	McCLEARY - MP 0.12 to MP 0.35	Class 3
108	0.35	1.22	McCLEARY - MP 0.35 to Vic Veterans Way	Class 5
108	1.22	1.94	McCLEARY - Vic Veterans Way to Vic Wildcat Dr	Class 4
108	1.94	2.21	McCLEARY - Vic Wildcat Dr to ECL	Partial Control
108	2.21	3.14	McCleary ECL to Elma Hicklin Rd	Partial Control
108	3.14	4.18	Vic Elma Hicklin Rd to Mason Co. Line	Class 2
<b>SR 108 - Mason County</b>				
108	4.18	11.96	Grays Harbor Cty Line to Jct SR 101	Class 2
<b>SR 109 - Grays Harbor County</b>				
109	0.00	1.10	HOQUIAM - Jct SR 101 to Vic Hoquiam High School	Class 5
109	1.10	1.29	HOQUIAM - Vic Hoquaim High School to MP 1.74	Class 4
109	1.29	1.74	HOQUIAM - Vic High School to Jct. SR 109 Spur	Class 2
109	1.74	1.87	HOQUIAM - MP 1.74 to Vic Jct SR109 Spur	Partial Control
109	1.87	3.30	HOQUIAM - Vic Jct 109 Spur to WCL	Class 2
109	3.30	17.30	Hoquiam WCL to Ocean City Community	Class 2
109	17.30	18.21	Ocean City Community	Class 4
109	18.21	18.76	Fourth Ave to MP 18.76	Class 3
109	18.76	20.80	MP 18.76 to Copalis Beach	Class 2
109	20.80	21.66	Copalis Beach Community	Class 5
109	21.66	30.50	Copalis Beach to Moclips	Class 2
109	30.50	31.76	Moclips Community	Class 4
109	31.76	39.51	Moclips to Tahola	Class 2
109	39.51	40.46	Tahola Community	Class 4
<b>SR 109 Couplet - Hoquiam</b>				
109-C	0.14	0.29	HOQUIAM - SR 109/3rd St to SR 101/5th St	Class 5
<b>SR 109 Spur - Hoquaim</b>				
109-S	1.79	3.61	HOQUIAM - Jct SR 109 to Jct SR 101	Partial Control
<b>SR 110 - Clallam County</b>				
110	0.00	11.10	Jct. SR 101 to Olympic National Park Boundary	Class 2
<b>SR 110 Spur-Mora Road - Clallam Co.</b>				
110-S	7.80	10.47	Jct. SR 110 to Olympic National Park Boundary	Class 2
<b>SR 112 - Clallam County</b>				
112	0.00	14.85	Vic Neah Bay to Front St	Class 2
112	14.85	16.42	Front St. to Clallam Bay	Class 3
112	16.42	17.09	Clallam Bay Community	Class 4
112	17.09	50.28	Clallam Bay to Joyce	Class 2

112	50.28	51.55	Joyce Community	Class 4
112	51.55	61.08	Joyce to Jct SR 101	Class 2
<b>SR 113 - Jefferson Co.</b>				
113	0.00	9.98	Jct SR 101 to Jct SR 112	Class 2
<b>SR 115 - Grays Harbor County</b>				
115	0.00	0.50	Vic Ocean Shores to MP 0.50	Class 4
115	0.50	2.28	MP 0.50 to Jct SR 109	Class 2
<b>SR 116 - Jefferson County</b>				
116	0.00	9.83	Jct SR 19 to Fort Flagler State Park	Class 3
<b>SR 117 - (Port Angeles Truck Route)</b>				
117	0.00	1.40	PORT ANGELES - Jct SR 101 to Marine Drive	Class 3
<b>SR 119 - (to Lake Cushman)</b>				
119	0.00	10.93	Jct SR 101/Hoodsport to Vic Mt Rose Village	Class 3
<b>SR 121 - Thurston County</b>				
121	0.00	0.09	Jct SR 5/Vic Maytown	Full Control
121	0.09	7.54	Jct SR 5/Vic Maytown to Jct SR 5 Vic 93rd Ave SW	Class 3
121	7.54	7.67	Jct SR 5 Vic 93rd Ave SW	Full Control
<b>SR 160 - Kitsap County</b>				
160	0.00	0.15	PORT ORCHARD - Jct SR 16 I/C (Sedgwick Road)	Full Control
160	0.15	0.33	PORT ORCHARD - Jct SR 16 to ECL	Class 3
160	0.33	1.85	Port Orchard ECL to After Jackson Avenue	Class 3
160	1.85	7.47	After Jackson Avenue to Southworth Ferry Terminal	Class 3
<b>SR 161 - Pierce County</b>				
161	0.00	2.27	Jct. SR 7 to Eatonville SCL	Class 2
161	2.27	2.71	EATONVILLE - SCL to Alder St.	Class 3
161	2.71	3.33	EATONVILLE - Alder St. to CL	Class 4
161	3.33	3.42	County - Lynch Creek Rd E to Vic County Rd	Class 3
161	3.42	3.63	EATONVILLE - CL to CL	Class 3
161	3.63	4.05	Eatonville CL to Eatonville CL	Class 2
161	4.05	4.30	EATONVILLE - CL to NCL	Class 2
161	4.30	17.58	Eatonville NCL to 234th St E	Class 2
161	17.58	18.64	Graham Community - 234th St E to Eustis Hunt Rd	Class 3
161	18.64	21.20	Eustis Hunt Rd. to Vic 176th St. E	Class 2
161	21.20	24.73	Vic 176th St E to Puyallup SCL/120th St E	Class 3
161	24.73	25.39	PUYALLUP - SCL/120th St E to Vic 110th St E	Class 3

161	25.39	25.66	PUYALLUP - Vic 110th St E to Meridian St	Partial Control
161	25.66	25.76	PUYALLUP - Meridian St to CL/Jct SR 512	Full Control
161	25.76	25.85	JCT SR 512	Full Control
161	25.85	28.69	Jct 512 to SR 161 COINCIDENT with SR 512 & SR 167	Full Control
161	28.69	29.89B	Jct sr167 I/C to Puyallup CL/EQ(29.89B=28.73)	Full Control
161	28.73	28.78	PUYALLUP - CL to Vic Valley Ave	Full Control
161	28.78	28.81	PUYALLUP - Vic Valley Ave Intersection	Partial Control
161	28.81	29.24	PUYALLUP - Vic Valley Ave to Puy. NCL/Edgewood SCL	Class 2
161	29.24	32.58B	Puyallup NCL/Edgewood SCL to KCL/EQ(32.58B=32.55)	Class 3
			<b>SR 162 - Pierce County</b>	
162	0.00	0.10	SUMNER - Jct SR 410 I/C	Full Control
162	0.10	0.53	SUMNER - Jct SR 410 to SCL/Puyallup River	Class 3
162	0.53	8.06	Sumner SCL to Orting WCL	Class 3
162	8.06	9.23	ORTING - WCL to Vic Washington Ave N	Class 3
162	9.23	10.34	ORTING - Vic Washington Ave N to ECL	Class 4
162	10.34	17.25	Orting ECL to South Prairie WCL	Class 3
162	17.25	17.78	SOUTH PRARIE - WCL to ECL	Class 4
162	17.78	19.78	South Prairie ECL to Jct SR 165	Class 3
			<b>SR 163 - Pierce County</b>	
163	0.00	2.85	TACOMA - Jct SR 16 to Tacoma CL/Ruston SCL	Class 4
163	2.85	3.08	RUSTON - SCL to NCL /Tacoma CL/N Park Ave	Class 4
163	3.08	3.37	Ruston NCL/Tacoma CL/N Park Ave to Pt Defiance Landing	Class 4
			<b>SR 165 - Pierce County</b>	
165	0.00	14.39	Mt. Rainier Nat'l. Park Bdry. to Carbonado SCL	Class 2
165	14.39	14.60	CARBONADO - SCL to NCL	Class 2
165	14.60	16.47	Carbonado to Wilkeson	Class 2
165	16.47	17.14	WILKESON - SCL to NCL	Class 3
165	17.14	20.74	Wilkeson to Buckley	Class 2
165	20.74	21.24	BUCKLEY - SCL to Jct SR 410	Class 2
			<b>SR 166 - Kitsap County</b>	
166	0.02	0.38	Jct SR 16 I/C to MP 0.38	Partial Control
166	0.38	0.57	MP 0.38 to Port Orchard WCL	Class 2
166	0.57	2.05	PORT ORCHARD - WCL to Vic Wilkins PI	Class 2
166	2.05	4.95	PORT ORCHARD - Vic Wilkins PI to ECL	Class 5
			<b>SR 167 - Pierce County</b>	
167	0.00	0.76	TACOMA - Jct SR 5 I/C to ECL	Class 3
167	0.76	4.77	Tacoma ECL to Puyallup WCL	Class 3
167	4.77	6.54B	PUYALLUP - WCL to EQ(6.54B=5.26)	Class 3
167	5.26	5.50	PUYALLUP -EQ(6.54B=5.26) to ECL	Class 3

167	5.50	6.49	Puyallup ECL to Vic SR 512	Class 3
167	6.49	6.52	Vic SR 512	Partial Control
167	6.52	11.17	Vic SR 512 to King County Line	Full Control
<b>SR 167 – Couplet - Puyallup</b>				
167	5.72	6.26	Vic WB offramp to SR 161	Full Control
<b>SR 300 - Mason County</b>				
300	0.00	3.35	Belfair State Park to Jct SR 3	Class 4
<b>SR 302 - In Mason County</b>				
302	0.00	5.01	Jct SR 3 to Pierce County Line	Class 3
<b>SR 302 - In Pierce County</b>				
302	5.01	15.75	Mason County Line to Purdy Bridge	Class 3
302	15.75	16.52	Purdy Bridge to Vic Burnham Dr NW	Partial Control
302	16.52	16.87	Vic Brunham Dr to Jct SR 16 I/C	Full Control
<b>SR 302 Spur - Pierce County</b>				
302-S	15.85	15.92	Jct SR 302 to Purdy Lane NW Vic	Modified Control
302-S	15.92	16.16	Purdy Lane NW Vic to 144 <sup>th</sup> St NW Vic	Partial Control
302-S	16.16	16.62	144 <sup>th</sup> St NW Vic to MP 16.62	PC (Lt) / MC (Rt)
302-S	16.62	16.86	MP 16.62 to MP 16.86	Partial Control
302-S	16.86	17.13	MP 16.86 to SR 16 bridge	Full Control
<b>SR 303 - Kitsap County</b>				
303	0.00B	0.16B	BREMERTON - Jct. SR 304 to EQ(0.16B=0.00)	Class 5
303	0.00	0.73	BREMERTON - EQ(0.16B=0.00) to Port Wash. Narrows Br.	Class 5
303	0.73	1.46	BREMERTON - Pt Wash. Narrows Bridge to Sheridan Dr.	Class 3
303	1.46	2.75	BREMERTON - Sheridan Rd to NCL/Riddle Rd	Class 5
303	2.75	8.52	Riddle Rd to Silverdale Way Vic	Modified Control
303	8.52	8.94	Silverdale Way Vic to Clear Creek Road Vic	Full Control
303	8.94	9.04	Clear Creek Road Vic to MP 9.04	Modified Control
303	9.04	9.06	MP 9.04 to SR 3 SB on ramp	Partial Control
303	9.06	9.16	SR 3 SB on ramp to SR 3 bridge	Full Control
<b>SR 304 - Kitsap County</b>				
304	0.00	0.75	Jct. SR 3 to Bremerton City Limits	Class 3
304	0.75	3.51	BREMERTON - WCL to Bremerton Ferry Terminal	Class 5
<b>SR 305 - Kitsap County</b>				
305	0.02	0.22	BAINBRIDGE ISLAND -Winslow Terminal to Winslow Way	Class 5

305	0.22	6.21	BAINBRIDGE ISLAND - Winslow Way to Agatewood Rd	Partial Control
305	6.21	6.82	BAINBRIDGE ISLAND - Vic Agatewood Rd to NCL	Class 2
305	6.82	10.69	Agate Pass to Poulsbo SCL	Class 2
305	10.69	12.36	POULSBO - SCL to NCL	Class 3
305	12.36	13.16	Poulsbo NCL to Vic SR 3	Class 3
305	13.16	13.31	Jct SR 3 to Viking Way Vic	Partial Control
305	13.31	13.52	Viking Way Vic SR3 under crossing	Full Control
<b>SR 307 - Kitsap County</b>				
307	0.00	0.09	POULSBO - Jct SR 305 to Poulsbo NCL	Class 2
307	0.09	5.25	Poulsbo NCL to Jct SR 104	Class 2
<b>SR 308 - Kitsap County</b>				
308	0.00	0.15	Jct SR 3	Full Control
308	0.15	1.30	Vic SR 3 to Vic Viking Way	Partial Control
308	1.30	3.42	Vic Viking Way to Naval Reservation	Class 3
<b>SR 310 - Kitsap County</b>				
310	0.00	1.56	BREMERTON - Jct. SR 3 to N. Cambrain St.	Class 4
310	1.56	1.84	BREMERTON - N. Cambrain St. to Jct. SR 304	Class 5
<b>SR 410 - Pierce County</b>				
410	8.84	11.87	Jct SR 167 to Vic 166th Ave E	Full Control
410	11.87	12.72	Vic 166th Ave E to Bonney Lake WCL	Class 2
410	12.72	15.36	BONNEY LAKE - WCL to ECL	Class 3
410	15.36	19.62	Bonney Lake to Buckley	Class 2
410	19.62	20.41	BUCKLEY - WCL to Vic Hinkleman Extension Rd	Class 2
410	20.41	21.84	BUCKLEY - Vic Hinkleman Ext Rd to Vic PSPL Co Canal	Class 3
410	21.84	21.99	BUCKLEY - Vic PSPL Co Canal to King Co Line	Class 2
<b>SR 507 - Thurston County</b>				
507	5.44	9.48	Lewis Co Line to Bucoda SCL	Class 2
507	9.48	10.27	BUCODA - SCL to NCL	Class 3
507	10.27	13.32	Bucoda to Tenino	Class 2
507	13.32	15.66	TENINO - SCL to ECL	Class 4
507	15.66	22.20	Tenino to Rainier	Class 2
507	22.20	23.31	RAINIER - SCL to NCL	Class 4
507	23.31	27.32	Rainier NCL to Yelm SCL	Class 2
507	27.32	27.92	YELM - SCL to Vic Mill Road	Class 2
507	27.95	28.07	YELM - Vic Mill Road to Mosman Avenue	Class 4
507	28.07	28.48	YELM - Mosman Avenue to Fourth Street	Class 5
507	28.48	29.23	YELM - Fourth Street to ECL	Class 4
507	29.23	30.67	Yelm to Pierce County Line	Class 2

<b>SR 507 - Pierce County</b>				
<b>507</b>	30.67	31.26	McKenna Community - Pierce Co Line to Vic SR 702	Class 4
<b>507</b>	31.26	35.19	Vic SR 702 to Roy	Class 2
<b>507</b>	35.19	35.97	ROY - SCL to Vic Water Street	Class 4
<b>507</b>	35.97	36.22	ROY - Vic Water Street to NCL	Class 2
<b>507</b>	36.22	43.57	Roy NCL to Jct SR 7	Class 2
<b>SR 509 - Pierce County</b>				
<b>509</b>	0.00	4.26B	TACOMA - South 21st St Vic to Hylebos Creek Bridge	Full Control
<b>509</b>	4.26B	6.39B	Hylebos Creek Bridge to EQ(6.39B=3.20)	Class 4
<b>509</b>	3.20	5.70	EQ(6.39B=3.20) to Marine View Drive	Class 4
<b>SR 510 - Thurston County</b>				
<b>510</b>	0.00	0.15	LACEY - SR 5 I/C to Vic Quinault Dr NE	Full Control
<b>510</b>	0.15	2.85	LACEY - Vic Quinault Dr. NE to Lacey SCL	Class 4
<b>510</b>	2.83	2.85	Lacey SCL to MP 2.85	Class 4
<b>510</b>	2.85	6.35	MP 2.85 to Nisqually Cut-Off (Pacific Avenue)	Class 3
<b>510</b>	6.35	14.41	Nisqually Cut-Off (Pacific Avenue) to Yelm	Class 2
<b>510</b>	14.41	15.20	YELM - WCL to Cullens Street	Class 4
<b>510</b>	15.20	15.67	YELM - Cullens Street to Jct. SR 507	Class 5
<b>SR 512 - Pierce County</b>				
<b>512</b>	0.00	12.06	LAKWOOD - Begin to end Route	Full Control
<b>SR 702 - Pierce County</b>				
<b>702</b>	0.00	9.32	Jct SR 507 to Jct SR 7	Class 2
<b>SR 705 - Pierce County</b>				
<b>705</b>	0.00	1.50	TACOMA - Jct SR 5 to Shuster Parkway	Full Control
<b>SR 706 - Pierce County</b>				
<b>706</b>	0.00	13.64	Jct SR 7 / Elbe to Mt Rainier National Park / End Rt	Class 2

**RCW Chapter 47.50**

**Highway Access Management  
Access Classification System and Standards**

**RCW 47.50.010 FINDINGS-ACCESS .....3 - 1**

**RCW 47.50.020 DEFINITIONS-ACCESS.....3 - 2**

**RCW 47.50.030 REGULATING CONNECTIONS.....3 - 3**

**RCW 47.50.040 ACCESS PERMITS .....3 - 3**

**RCW 47.50.050 PERMIT FEE .....3 - 4**

**RCW 47.50.060 PERMIT REVIEW PROCESS .....3 - 4**

**RCW 47.50.070 PERMIT CONDITIONS .....3 - 4**

**RCW 47.50.080 PERMIT REMOVAL .....3 - 5**

**RCW 47.50.090 ACCESS MANAGEMENT STANDARDS.....3 - 5**

## **RCW 47.50.010 FINDINGS-ACCESS**

- (1) The legislature finds that:
  - (a) Regulation of access to the state highway system is necessary in order to protect the public health, safety, and welfare, to preserve the functional integrity of the state highway system, and to promote the safe and efficient movement of people and goods within the state;
  - (b) The development of an access management program, in accordance with this chapter, which coordinates land use planning decisions by local governments and investments in the state highway system, will serve to control the proliferation of connections and other access approaches to and from the state highway system. Without such a program, the health, safety, and welfare of the residents of this state are at risk, due to the fact that uncontrolled access to the state highway system is a significant contributing factor to the congestion and functional deterioration of the system; and
  - (c) The development of an access management program in accordance with this chapter will enhance the development of an effective transportation system and increase the traffic- carrying capacity of the state highway system and thereby reduce the incidences of traffic accidents, personal injury, and property damage or loss; mitigate environmental degradation; promote sound economic growth and the growth management goals of the state; reduce highway maintenance costs and the necessity for costly traffic operations measures; lengthen the effective life of transportation facilities in the state, thus preserving the public investment in such facilities; and shorten response time for emergency vehicles.
- (2) In furtherance of these findings, all state highways are hereby declared to be controlled access facilities as defined in RCW 47.50.020, except those highways that are defined as limited access facilities in chapter 47.52 RCW.
- (3) It is the policy of the legislature that
  - (a) The access rights of an owner of property abutting the state highway system are subordinate to the public's right and interest in a safe and efficient highway system; and
  - (b) Every owner of property which abuts a state highway has a right to reasonable access to that highway, unless such access has been acquired pursuant to chapter 47.52 RCW, but may not have the right of a particular means of access. The right of access to the state highway may be restricted if, pursuant to local regulation, reasonable access can be provided to another public road which abuts the property.

- (4) The legislature declares that it is the purpose of this chapter to provide a coordinated planning process for the permitting of access points on the state highway system to effectuate the findings and policies under this section.
- (5) Nothing in this chapter shall affect the right to full compensation under section 16, Article I of the state Constitution.

[1991 c 202 § 1.]

NOTES: Captions not law--1991 c 202: "Section captions and part headings as used in this act do not constitute any part of the law." [1991 c 202 § 22.] This act consists of chapter 47.50 RCW and RCW 70.94.521 through 70.94.551.

Effective date--1991 c 202: "This act is necessary for the immediate preservation of the public peace, health, or safety, or support of the state government and its existing public institutions, and shall take effect July 1, 1991." [1991 c 202 § 24.]

Severability--1991 c 202: "If any provision of this act or its application to any person or circumstance is held invalid, the remainder of the act or the application of the provision to other persons or circumstances is not affected." [1991 c 202 § 25.]

## **RCW 47.50.020 DEFINITIONS-ACCESS**

Unless the context clearly requires otherwise, the definitions in this section apply throughout this chapter.

- (1) "Controlled access facility" means a transportation facility to which access is regulated by the governmental entity having jurisdiction over the facility. Owners or occupants of abutting lands and other persons have a right of access to or from such facility at such points only and in such manner as may be determined by the governmental entity.
- (2) "Connection" means approaches, driveways, turnouts, or other means of providing for the right of access to or from controlled access facilities on the state highway system.
- (3) "Permitting authority" means the department for connections in unincorporated areas or a city or town within incorporated areas which are authorized to regulate access to state highways pursuant to chapter 47.24 RCW.

[1991 c 202 § 2.]

NOTES: Captions not law--Effective date--Severability--1991 c 202: See notes following RCW 47.50.010.

## **RCW 47.50.030 REGULATING CONNECTIONS**

- (1) Vehicular access and connections to or from the state highway system shall be regulated by the permitting authority in accordance with the provisions of this chapter in order to protect the public health, safety, and welfare.
- (2) The department shall by July 1, 1992, adopt administrative procedures pursuant to chapter 34.05 RCW which establish state highway access standards and rules for its issuance and modification of access permits, closing of unpermitted connections, revocation of permits, and waiver provisions in accordance with this chapter. The department shall consult with the association of Washington cities and obtain concurrence of the city design standards committee as established by RCW 35.78.030 in the development and adoption of rules for access standards for city streets designated as state highways under chapter 47.24 RCW.
- (3) Cities and towns shall, no later than July 1, 1993, adopt standards for access permitting on streets designated as state highways which meet or exceed the department's standards, provided that such standards may not be inconsistent with standards adopted by the department.

[1991 c 202 § 3.]

NOTES: Captions not law--Effective date--Severability--1991 c 202: See notes following RCW 47.50.010.

## **RCW 47.50.040 ACCESS PERMITS**

- (1) No connection to a state highway shall be constructed or altered without obtaining an access permit in accordance with this chapter in advance of such action. A permitting authority has the authority to deny access to the state highway system at the location specified in the permit until the permittee constructs or alters the connection in accordance with the permit requirements.
- (2) The cost of construction or alteration of a connection shall be borne by the permittee, except for alterations which are not required by law or administrative rule, but are made at the request of and for the convenience of the permitting authority. The permittee, however, shall bear the cost of alteration of any connection which is required by the permitting authority due to increased or altered traffic flows generated by changes in the permittee's facilities or nature of business conducted at the location specified in the permit.
- (3) Except as otherwise provided in this chapter, an unpermitted connection is subject to closure by the appropriate permitting authority which shall have the right to install barriers across or remove the connection. When the permitting authority determines

that a connection is unpermitted and subject to closure, it shall provide reasonable notice of its impending action to the owner of property served by the connection. The permitting authority's procedures for providing notice and preventing the operation of unpermitted connections shall be adopted by rule.

[1991 c 202 § 4.]

NOTES: Captions not law--Effective date--Severability--1991 c 202: See notes following RCW 47.50.010.

### **RCW 47.50.050 PERMIT FEE**

The department shall establish by rule a schedule of fees for permit applications made to the department. The fee shall be nonrefundable and shall be used only to offset the costs of administering the access permit review process and the costs associated with administering the provisions of this chapter.

[1991 c 202 § 5.]

NOTES: Captions not law--Effective date--Severability--1991 c 202: See notes following RCW 47.50.010.

### **RCW 47.50.060 PERMIT REVIEW PROCESS**

The review process for access permit applications made by the department shall be as follows: Any person seeking an access permit shall file an application with the department. The department by rule shall establish application form and content requirements. The fee required by RCW 47.50.050 must accompany the applications.

[1991 c 202 § 6.]

NOTES: Captions not law--Effective date--Severability--1991 c 202: See notes following RCW 47.50.010.

### **RCW 47.50.070 PERMIT CONDITIONS**

The permitting authority may issue a permit subject to any conditions necessary to carry out the provisions of this chapter, including, but not limited to, requiring the use of a joint-use connection. The permitting authority may revoke a permit if the applicant fails to comply with the conditions upon which the issuance of the permit was predicated.

[1991 c 202 § 7.]

NOTES Captions not law--Effective date--Severability--1991 c 202: See notes following RCW 47.50.010.

## **RCW 47.50.080 PERMIT REMOVAL**

- (1) 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. However, a permitting authority may require that a permit be obtained for such a connection if a significant change occurs in the use, design, or traffic flow of the connection or of the state highway to which it provides access. If a permit is not obtained, the connection may be closed pursuant to RCW 47.50.040.
- (2) Access permits granted prior to adoption of the permitting authorities' standards shall remain valid until modified or revoked. Access connections to state highways identified on plats and subdivisions approved prior to July 1, 1991, shall be deemed to be permitted pursuant to chapter 202, Laws of 1991. The permitting authority may, after written notification, under rules adopted in accordance with RCW 47.50.030, modify or revoke an access permit granted prior to adoption of the standards by requiring relocation, alteration, or closure of the connection if a significant change occurs in the use, design, or traffic flow of the connection.
- (3) The permitting authority may issue a nonconforming access permit after finding that to deny an access permit would leave the property without a reasonable means of access to the public roads of this state. Every nonconforming access permit shall specify limits on the maximum vehicular use of the connection and shall be conditioned on the availability of future alternative means of access for which access permits can be obtained.

[1991 c 202 § 8.]

NOTES: Captions not law--Effective date--Severability--1991 c 202: See notes following RCW 47.50.010.

## **RCW 47.50.090 ACCESS MANAGEMENT STANDARDS**

- (1) The department shall develop, adopt, and maintain an access control classification system for all routes on the state highway system, the purpose of which shall be to provide for the implementation and continuing applications of the provision of this chapter.

- (2) The principal component of the access control classification system shall be access management standards, the purpose of which shall be to provide specific minimum standards to be adhered to in the planning for and approval of access to state highways.
- (3) The control classification system shall be developed consistent with the following:
  - (a) The department shall, no later than January 1, 1993, adopt rules setting forth procedures governing the implementation of the access control classification system required by this chapter. The rule shall provide for input from the entities described in (b) of this subsection as well as for public meetings to discuss the access control classification system. Nothing in this chapter shall affect the validity of the department's existing or subsequently adopted rules concerning access to the state highway system. Such rules shall remain in effect until repealed or replaced by the rules required by this chapter.
  - (b) The access control classification system shall be developed in cooperation with counties, cities and towns, the \*state department of community development, regional transportation planning organizations, and other local governmental entities, and for city streets designated as state highways pursuant to chapter 47.24 RCW, adopted with the concurrence of the city design standards committee.
  - (c) The rule required by this section shall provide that assignment of a road segment to a specific access category be made in consideration of the following criteria:
    - (i) Local land use plans and zoning, as set forth in comprehensive plans;
    - (ii) The current functional classification as well as potential future functional classification of each road on the state highway system;
    - (iii) Existing and projected traffic volumes;
    - (iv) Existing and projected state, local, and metropolitan planning organization transportation plans and needs;
    - (v) Drainage requirements;
    - (vi) The character of lands adjoining the highway;
    - (vii) The type and volume of traffic requiring access;
    - (viii) Other operational aspects of access;

- (ix) The availability of reasonable access by way of county roads and city streets to a state highway; and
  - (x) The cumulative effect of existing and projected connections on the state highway system's ability to provide for the safe and efficient movement of people and goods within the state.
- (d) Access management standards shall include, but not be limited to, connection location standards, safety factors, design and construction standards, desired levels of service, traffic control devices, and effective maintenance of the roads. The standards shall also contain minimum requirements for the spacing of connections, intersecting streets, roads, and highways.
- (e) An access control category shall be assigned to each segment of the state highway system by July 1, 1993.

[1991 c 202 § 9.]

NOTES: \*Reviser's note: Powers, duties, and functions of the department of community development and the department of trade and economic development were transferred to the department of community, trade, and economic development by 1993 c 280, effective July 1, 1994.

Captions not law--Effective date--Severability--1991 c 202: See notes following RCW 47.50.010.

**WAC 468-51**

**Highway Access Management  
Access Permits-Administrative Process**

**WAC 468-51-010**    **PURPOSE** .....4 - 1

**WAC 468-51-020**    **DEFINITIONS** ..... 4 - 1

**WAC 468-51-030**    **GENERAL PROVISIONS** .....4 - 4

                            When connection permits required ..... 4 - 4

                            Responsibility for other approvals ..... 4 - 4

                            Early consultation ..... 4 - 4

                            Cost of construction..... 4 - 5

                                    Permit holder..... 4 - 5

                                    Department..... 4 - 5

                            Notification ..... 4 - 5

                            Department responsibility ..... 4 - 5

**WAC 468-51-040**    **CONNECTION CATEGORIES** .....4 - 5

                            Category I - minimum connection..... 4 - 5

                            Category II - minor connection..... 4 - 6

                            Category III - major connection..... 4 - 6

                            Category IV - temporary connection ..... 4 - 6

                            Nonconforming connection..... 4 - 6

                            Variance connection..... 4 - 6

                            Median opening..... 4 - 6

**WAC 468-51-050**    **CONCEPTUAL REVIEW** .....4 - 7

**WAC 468-51-060**    **APPLICATION REQUIREMENTS AND PROCEDURES** .....4 - 8

                            Connection permit application and information ..... 4 - 8

                            Information required - all permits ..... 4 - 8

                                    Identification and signature of property owner  
  and applicant ..... 4 - 8

                                    Property uses and traffic information..... 4 - 8

                                    Site plan..... 4 - 9

	Road information.....	4 - 9
	Property information.....	4 - 9
	Connection location information.....	4 - 10
	Connection design information.....	4 - 11
	Joint driveway use .....	4 - 11
	Additional information required, Category II and	
	Category III permits .....	4 - 11
	Circulation plans .....	4 - 11
	Connection users .....	4 - 11
	Traffic control devices and illumination.....	4 - 12
	Sight distance.....	4 - 12
	Traffic data and analysis.....	4 - 12
	Turning movements.....	4 - 12
	Volume and type.....	4 - 12
	Parking and circulation.....	4 - 12
	Traffic signal data .....	4 - 12
	Off site improvements .....	4 - 12
	Traffic control plan.....	4 - 12
	Additional information required, Category IV permits.....	4 - 13
<b>WAC 468-51-070</b>	<b>FEE AND SURETY BOND .....</b>	<b>4 - 13</b>
	Fee structure .....	4 - 13
	Category I base fees for one connection.....	4 - 13
	Category II base fees for one connection.....	4 - 13
	Category III base fees for one connection.....	4 - 13
	Category IV base fee per connection.....	4 - 14
	Surety bond.....	4 - 14
<b>WAC 468-51-080</b>	<b>APPLICATION SUBMITTAL, REVIEW, CONDITIONS .....</b>	<b>4 - 14</b>
	Application submittal .....	4 - 14
	Application review, processing, and approval .....	4 - 14
	Review.....	4 - 14
	Concurrence or denial, notice .....	4 - 14
	Permit issuance.....	4 - 15
	Request for adjudicative proceedings.....	4 - 15
	Permit conditions .....	4 - 16
<b>WAC 468-51-090</b>	<b>CONSTRUCTION REQUIREMENTS .....</b>	<b>4 - 16</b>
	Preconstruction conference .....	4 - 16
	Time limit .....	4 - 16
	Posting of permit .....	4 - 16
	Disruption of traffic .....	4 - 16
	Traffic signals and other traffic control devices .....	4 - 17
	Connection construction inspection .....	4 - 17

<b>WAC 468-51-100</b>	<b>NONCONFORMING CONNECTION PERMITS .....</b>	<b>4 - 17</b>
	Traffic volume.....	4 - 17
	Future alternate access .....	4 - 17
	Users.....	4 - 17
<b>WAC 468-51-105</b>	<b>VARIANCE CONNECTION PERMITS .....</b>	<b>4 - 18</b>
	Traffic volume.....	4 - 18
	Users.....	4 - 18
<b>WAC 468-51-110</b>	<b>CHANGES IN PROPERTY SITE USE .....</b>	<b>4 - 18</b>
	Significant change.....	4 - 18
	Notification .....	4 - 19
	Costs.....	4 - 19
<b>WAC 468-51-120</b>	<b>PERMIT MODIFICATION, REVOCATION, CLOSURE OF PERMITTED CONNECTIONS .....</b>	<b>4 - 19</b>
	Revocation criteria .....	4 - 19
	Notification, correction of deficiencies.....	4 - 19
	Costs.....	4 - 19
	Emergency action.....	4 - 19
<b>WAC 468-51-130</b>	<b>CLOSURE OF UNPERMITTED CONNECTIONS .....</b>	<b>4 - 20</b>
	Closure criteria, permit requirements.....	4 - 20
	Notification .....	4 - 20
	Permit application.....	4 - 20
	Approval Conditions .....	4 - 21
<b>WAC 468-51-140</b>	<b>DEPARTMENT CONSTRUCTION PROJECTS .....</b>	<b>4 - 21</b>
	Nonconforming connections .....	4 - 21
	Application of current standards.....	4 - 21
	New connections, modifications .....	4 - 21
	Replacement of existing connections .....	4 - 21
	New connections--cost.....	4 - 21
	Modifications--cost .....	4 - 21
	Work by permit holder's contractor.....	4 - 21
	Notification .....	4 - 22
<b>WAC 468-51-150</b>	<b>ADJUDICATIVE PROCEEDINGS .....</b>	<b>4 - 22</b>
	Application.....	4 - 22
	Conduct .....	4 - 22
	Failure to apply .....	4 - 22
	Failure to participate .....	4 - 22
	Reasonableness of Access.....	4 - 22

## **WAC 468-51-010 PURPOSE**

This chapter is adopted for use by the Washington state department of transportation to implement chapter 47.50 RCW for the regulation and control of vehicular access and connection points of ingress to, and egress from, the state highway system within unincorporated areas that are under the jurisdiction of the Washington state department of transportation. However, this chapter and WAC 468-52 may be used, as a default, by cities that are the permitting authorities if they have not adopted an enacting ordinance as required under chapter 47.50 RCW.

This chapter describes the connection permit application process and procedures, including a preapplication conceptual review process, and requirements for closure of unpermitted and nonconforming connections to the state highway system.

## **WAC 468-51-020 DEFINITIONS**

For the purposes of this chapter, the following definitions of terms shall apply unless the context clearly indicates otherwise:

- (1) “Application” means an application form supplied by the department and completed by the applicant, a certified check or money order for the required application fee, and related property site, driveway, roadway, and traffic information.
- (2) “Average daily traffic (ADT)” means the volume of traffic passing a point or segment of a highway, in both directions, during a period of time, divided by the number of days in the period and factored to represent an estimate of traffic volume for an average day of the year.
- (3) “Average Weekday Vehicle Trip Ends (AWDVTE)” means the estimated total of all trips entering plus all trips leaving the applicant’s site based on the final stage of proposed development
- (4) “Conforming connection” means a connection that meets current department location, spacing, and design criteria.
- (5) “Connection” means approaches, driveways, turnouts, or other means of providing for the right of access to or from controlled access facilities on the state highway system.
- (6) “Connection category” means a permit category of all state highway connections, in accordance with the type of property served and the estimated traffic generated by the applicant’s site based on rates accepted by the department.

- (7) “Connection permit” means a written authorization given by the department for a specifically designed connection to the state highway system at a specific location for a specific type and intensity of property use and specific volume of traffic for the proposed connection, based on the final stage of proposed development of the applicant’s property. The actual form used for this authorization will be determined by the department.
- (8) “Controlled access facility” means a transportation facility (excluding limited access facilities as defined in chapter 47.52 RCW) to which access is regulated by the governmental entity having jurisdiction over the facility. Owners or occupants of abutting lands and other persons have a right of reasonable access to and from such facility at such points only and in such manner as may be determined by the governmental entity.
- (9) “Department” means the Washington state department of transportation.
- (10) “Development approval” means an official action by a governmental land use planning authority authorizing the developer or land owner to begin construction of any permanent improvements on the property.
- (11) “Governmental entity” means, for the purpose of this chapter, a unit of local government or officially designated transportation authority that has the responsibility for planning, construction, operation, maintenance, or jurisdiction over transportation facilities.
- (12) “Joint use connection” means a single connection point that serves as a connection to more than one property or development, including those in different ownerships or in which access rights are provided in the legal descriptions.
- (13) “Limited access facility” means a highway or street especially designed or designated for through traffic, and over, from, or to which owners or occupants of abutting land, or other persons have no right or easement, or only a limited right or easement of access, light, view or air by reason of the fact that their property abuts upon such limited access facility, or for any other reason to accomplish the purpose of a limited access facility.
- (14) “Median” means the portion of a divided highway or divided connection separating vehicular traffic traveling in opposite directions; not including speed change lanes, storage lanes for left turning or U-turning vehicles, or two way left turn lanes.
- (15) “Median opening” means either a full opening in a continuous median for the specific purpose of allowing vehicles to make a left turn maneuver into or out of a property abutting the highway, to facilitate U-turns, or to allow for a vehicle to totally cross the road, or a directional opening allowing for left turn maneuvers

into the property and U-turn maneuvers, but not allowing for left turns or cross movements out of the property.

- (16) “Nonconforming connection” means a connection not meeting current department location, spacing, or design criteria.
- (17) “Permit” means written approval issued by the department, subject to conditions stated therein, authorizing construction, reconstruction, maintenance, or reclassification of a state highway connection and associated traffic control devices on or to the department’s right of way.
- (18) “Permitting authority” means the department or any county, municipality, or transportation authority authorized to regulate access to their respective transportation systems.
- (19) “Reasonable Access” means an access connection that is suitable for the existing and/or proposed property use and does not adversely affect the safety, operations or maintenance of the state highway system.
- (20) “Right of way (R/W)” means a general term denoting land or interest therein, acquired for or designated for transportation purposes. More specifically, land in which the department, a county, or a municipality owns the fee simple title, has an easement devoted to or required for use as a public road and appurtenant facilities, or has established ownership by prescriptive right, or lands that have been dedicated for public transportation purposes.
- (21) “Shoulder” means the portion of the highway contiguous with the traveled lanes for the accommodation of stopped vehicles for emergency use, and for lateral support of base and surface courses and for other uses as allowed by law.
- (22) “State highway system” means all roads, streets, and highways designated as state routes in compliance with chapter 47.17 RCW.
- (23) “Temporary connection” means a permitted connection for a specific property use, conditioned to be open for a specific purpose and traffic volume for a specific period of time with the right of way to be restored by the permit holder to its original condition upon connection closure.
- (24) “Variance Permit” means a special nonconforming or additional connection permit issued for a location not normally permitted by current department standards after an engineering study demonstrates, to the satisfaction of the department, that the connection will not adversely affect the safety, maintenance or operation of the state highway in accordance with its assigned classification. This permit will remain valid until modified or revoked by the permitting authority.

## WAC 468-51-030 GENERAL PROVISIONS

- (1) **When connection permits required.** Every owner of property which abuts a state highway, or has a legal easement to the state highway, where limited access rights have not been acquired has a right to reasonable access, but may not have the right to a particular means of access, to the state highway system. The right of access to the state highway may be restricted if, in compliance with local regulation, reasonable access to the state highway can be provided by way of another public road which abuts the property. These public roads shall be of sufficient width and strength to reasonably handle the traffic type and volumes that would be accessing that road. All new connections including alterations and improvements to existing connections to state highways shall require a connection permit. Such permits, if allowed, shall be issued only after written development approval where such approval is required, unless other interagency coordination procedures are in effect. However the department can provide a letter of intent to issue a connection permit if that is a requirement of the agency that is responsible for development approval. The alteration or closure of any existing access connection caused by changes to the character, intensity of development, or use of the property served by the connection or the construction of any new access connection shall not begin before a connection permit is obtained from the department. Use of a new connection at the location specified in the permit is not authorized until the permit holder constructs or modifies the connection in accordance with the permit requirements. If a property owner or permit holder who has a valid connection permit wishes to change the character, use or intensity of the property or development served by the connection, the department must be contacted to determine whether a new connection permit would be required.
- (2) **Responsibility for other approvals.** Connection permits authorize construction improvements to be built by the permit holder on department right of way. It is the responsibility of the applicant or permit holder to obtain any other local permits or other agency approvals that may be required, including satisfaction of all environmental regulations. It is also the responsibility of the applicant to acquire any property rights necessary to provide continuity from the applicant's property to the state highway right of way if the applicant's property does not abut the right of way, except where the connection replaces an existing connection as a result of department relocation activity.
- (3) **Early consultation.** In order to expedite the overall permit review process, the applicant is strongly encouraged to consult with the department prior to and during the local government subdivision, rezoning, site plan or any other applicable pre-development review process for which a connection permit will be required. The purpose of the consultation shall be to determine the permit category and to obtain a conceptual review of the development site plan and proposed access connections to the state highway system with respect to department connection location, quantity, spacing and design standards. Such consultation will assist the developer in minimizing problems and delays during

the permit application process and could eliminate the need for costly changes to site plans when unpermittable connection proposals are identified early in the planning phase. The conceptual review process is further detailed in WAC 468-51-050.

(4) **Cost of construction**

(a) **Permit holder.** The cost of construction or modification of a connection shall be the responsibility of the permit holder, including the cost of modification of any connection required as a result of changes in property site use in accordance with WAC 468-51-110. However the permit holder is not responsible for alterations made at the request of the department that are not required by law or administrative rule.

(b) **Department.** Existing permitted connections impacted by the department's work program and which, in the consideration of the department, necessitate modification, relocation, or replacement in order to meet current department connection location, quantity, spacing and design standards, shall be modified, relocated, or replaced in kind by the department at no cost to the permit holder. The cost of further enhancements or modification to the altered, relocated or replaced connections requested by the permit holder shall be the responsibility of the permit holder.

(5) **Notification** The department shall notify affected property owners, permit holders, business owners and/or emergency services, in writing where appropriate, whenever the department's work program requires the modification, relocation, or replacement of their access connections. In addition to written notification, the department shall facilitate, where appropriate, a public process which may include, but is not limited to, public notices, meetings or hearings, and/or individual meetings. The department shall provide the interested parties with the standards and principles of access management.

(6) **Department responsibility.** The department has the responsibility to issue permits and authority to approve, disapprove, and revoke such permits, and to close connections, with cause.

## **WAC 468-51-040 CONNECTION CATEGORIES**

All connections, public or private shall be determined by the department to be in one of the following categories:

(1) **“Category I - minimum connection”** provides connection to the state highway system for up to ten single family residences, a duplex, or a small multi-family complex of up to ten dwelling units, which use a common connection. The

- category shall also apply to permanent connections to agricultural and forest lands, including field entrances; connections for the operation, maintenance, and repair of utilities; and connections serving other low volume traffic generators expected to have an average weekday vehicle trip ends (AWDVTE) of one hundred or less.
- (2) **“Category II - minor connection”** provides connection to the state highway system for medium volume traffic generators expected to have an AWDVTE of one thousand five hundred or less, but not included in Category I.
  - (3) **“Category III - major connection”** provides connection to the state highway system for high volume traffic generators expected to have an AWDVTE exceeding one thousand five hundred.
  - (4) **“Category IV - temporary connection”** provides a temporary, time limited, connection to the state highway system for a specific property for a specific use with a specific traffic volume. Such uses include, but are not limited to, logging, forest land clearing, temporary agricultural uses, temporary construction, and temporary emergency access. The department reserves the right to remove any temporary connection at its sole discretion and at the expense of the property owner after the expiration of the permit. Further, a temporary connection permit does not bind the department, in any way, to the future issuance of a permanent connection permit at the temporary connection location.
  - (5) **“Nonconforming connection”** designation may be issued for Category I through IV permits after an analysis and determination by the department that a conforming connection cannot be made and a finding that the denial of a connection would leave the property without a reasonable means of access to the public road system. In such instances, the permit shall be noted as nonconforming and contain specific restrictions and provisions, including limits on the maximum vehicular use of the connection, the future availability of alternate means of reasonable access for which a conforming connection permit could be obtained, the removal of the nonconforming connection at the time the conforming access is available, and other conditions as necessary to carry out the provisions of chapter 47.50 RCW.
  - (6) **“Variance Connection”** is a special nonconforming or additional connection permit issued for a location not normally permitted by current department standards after an engineering study demonstrates, to the satisfaction of the department, that the connection will not adversely affect the safety, maintenance or operation of the highway in accordance with its assigned classification. This permit will remain valid until modified or revoked by the permitting authority.
  - (7) **“Median opening”** includes openings requested for both new connections and for existing connections. New median openings proposed as part of a new driveway connection shall be reviewed as part of the permit application review process.

Requests for the construction of new median openings to serve existing permitted connections shall require a reevaluation of the location, quantity, design of existing connection, and traffic at the existing connections. The property owner must file a new connection permit application, for the proper connection category, showing the new proposed median opening location and design and its relationship to the existing or modified driveway connections. Nothing contained herein shall be construed to prohibit the department from closing an existing median opening where operational or safety reasons require the action. The department shall notify affected property owners, permit holders and tenants, in writing, thirty days in advance of the closure of a median opening unless immediate closure is needed for safety or operational reasons.

## **WAC 468-51-050 CONCEPTUAL REVIEW**

Prior to filing a connection permit application and prior to receipt of development approval, all permit applicants, but in particular those applying for Category II and Category III connections, are strongly encouraged to request, in writing, a conceptual review of the site plan and proposed connection locations with the department and other local governmental agencies as appropriate. The purpose of the conceptual review is to expedite the overall review process by establishing the permit category, number, type, and general location of connections to the property early in the planning stages of a proposed development or a proposed significant change in property site use, or to determine that the connection as requested cannot be permitted. The conceptual review does not constitute final department approval of the location and design of the connection. If deemed appropriate, especially on the more complex proposals, the department shall establish the date for a conceptual review meeting to be held within two weeks of the receipt of the written request, unless a later date is requested by the applicant. If a meeting is scheduled, representatives of the local governmental land use planning authority will be invited to attend. Within four weeks following the conceptual review meeting, or receipt of the request if no meeting is scheduled, the department will provide the applicant written notice of the department's conceptual review findings, provided all needed information to complete the review has been received from the applicant. These findings are nonbinding on the department and the developer. Additional detailed information received during the application process, changes in the proposed development, or changes in the existing or planned operational characteristics of the state highway system may necessitate modifications of the connections agreed to in the conceptual approval. The conceptual review findings can be used by the developer in the site plan review/approval process with the local government having jurisdiction over the development as indicating coordination of connection location, quantity, and design with the department and of preliminary department findings on the proposed connections.

## **WAC 468-51-060 APPLICATION REQUIREMENTS AND PROCEDURES**

This rule shall be used where the department is the permitting authority. Where the local governmental entity is the permitting authority, the applicable procedures of the local governmental entity must be followed. If the local governmental entity has no procedures then this rule may apply.

- (1) **Connection permit application and information.** The appropriate application form and the application information are available from the designated local department offices. An application shall consist of the above form; application fee, as specified in WAC 468-51-070; plans; traffic data; and connection information specified in this rule section.

All connection and roadway design documents for Category II and III permits shall bear the seal and signature of a professional engineer, registered in accordance with chapter 18.43 RCW.

- (2) **Information required - all permits.** The following information is required of all applicants for all permit categories, unless the department determines that specific information will not be required on individual applications. Additional information required of Category II, III, and IV permit applications is specified in this chapter. In all cases it would be prudent, prior to submittal of the application, for the applicant to inquire of the department whether the application needs additional information. The department reserves the right to request clarification or additional information during the application review process. Failure to provide the requested information within the time limits specified in the request shall result in withdrawal of the permit application.

- (a) **Identification and signature of property owner and applicant.** The current complete names, mailing addresses, and telephone numbers of the property owner(s), the developer(s), the applicant, the transportation and legal consultants representing the applicant (if any), and the local government representative(s) responsible for processing the development's approval shall be provided as part of the application. If the property owner desires to have a representative sign the application, a notarized letter of authorization from the applicant is to be provided with the application. When the owner or applicant is a company, corporation, or other public agency, the name, address and telephone number of the responsible officer shall be furnished. The names of all individuals signing the application and their titles shall be typed or printed directly below the signature.

- (b) **Property uses and traffic information.** The ultimate planned property uses shall be indicated in sufficient detail to determine the appropriate permit classification. Estimated average weekday vehicle trip ends to be

generated by the development, based on the planned property use, consistent with the latest trip generation information published by the Institute of Transportation Engineers, Washington, D.C., (ITE) shall be included as appropriate. If local or special trip generation rates are used, instead of the ITE rates, the latest and best information shall be used and all documentation for the rate development shall be submitted with the application. For residential developments with ten or fewer units, ten trips per day per unit may be assumed. The requirement for an average weekday vehicle trip ends estimate may be waived for agricultural uses where no retail marketing is proposed.

(c) **Site plan.** The application shall include a plan to scale, or a schematic drawing showing critical dimensions (allowable on Category I permits only), the location of the property, and existing conditions and the character and extent of work proposed. The location of existing and proposed on-site development with respect to the existing and proposed driveway location(s) and the highway shall be shown. Minimum information on the plan shall include:

(i) **Road information.**

- State route number.
- County or local road name.
- Highway pavement type.
- Cross section.
- Posted speed limit.
- The existence and location of any existing and/or future proposed public or private road abutting or entering the property; the horizontal and vertical curvature of the road(s) noting the location of existing and proposed connections and any other pertinent information.

(ii) **Property information.**

- Location of all existing and proposed buildings, and other structures, such as gasoline pumps, lights, trees, etc. with respect to the existing and proposed property and right of way lines.
- Any adjacent properties that are owned or controlled by the applicant, or in which the applicant has a financial

interest, and indicate whether these properties will be accessed by means of the proposed connection(s).

- Proof of legal ownership or legal easement.
- The application shall include a boundary survey. The requirement for a boundary survey may be waived for Category I connections, at the discretion of the department.
- Any existing or proposed parcels segregated from the applicant's property for separate development also shall be clearly designated on the plan.

(iii) **Connection location information.**

- The proposed connection milepost and highway engineer's station, if available.
- Location of the highway centerline with respect to existing and proposed property lines.
- Distance of proposed public or private access connection to intersecting roads, streets, railroads.
- Existing or proposed median openings (crossovers) and connections on all sides of the state highway and other roads within six hundred sixty feet of the proposed connection location in urban areas and one thousand three hundred twenty feet in non-urban (rural) areas.
- Location of existing or proposed public or private retaining walls, fences, poles, sidewalks, bike paths, drainage structures and easements, traffic control devices, fire hydrants, utilities, or other physical features, such as trees, landscaping, green belts, and wetlands, that could affect driveway location.
- It shall be the responsibility of the applicant to physically identify the location of the proposed connection at the proposed site.

(iv) **Connection design information.**

- Proposed connection and approach improvements including its profile approaching the state highway, width, radii, angle to the highway, auxiliary pavement.
- Existing and proposed grading (or contouring that affects the natural drainage pattern or runoff impacting the state highway and the proposed connection).
- Drainage calculations and other pertinent data.
- Driveway, auxiliary lanes and crossover pavement design, including subgrade, base, surface materials, and thicknesses.
- Specific requirements for design information on individual Category I permit applications may be relaxed, or waived, at the discretion of the department.

(v) **Joint driveway use.**

- If the driveway is to serve more than one property, the plan shall detail information for all properties using the connection and the application shall include copies of legally enforceable agreements of concurrence for all property owners on joint driveway usage.
- Joint driveway use serving adjoining properties is encouraged on all highways and may be required on some highways, in compliance with rules adopted by the department.

(3) **Additional information required, Category II and Category III permits.** The following is a list of additional information that may be required for each phase of the development from the applicant. Prior to the submittal of the application, the applicant shall coordinate with the appropriate designated local office of the department on the level of detail and the analysis techniques to be used.

- (a) **Circulation plans.** All parking, interior drives, and internal traffic circulation plans.
- (b) **Connection users.** All internal and external adjacent parcels which will use the requested connection. All existing and proposed connecting roadways and potential means of alternate access through the final

buildout stage of development shall be shown on the plans submitted with the application.

- (c) **Traffic control devices and illumination.** Proposed traffic control devices and lighting locations.
- (d) **Sight distance.** Analysis of horizontal and vertical sight distance on the state highway with respect to the proposed connection.
- (e) **Traffic data and analysis.** Traffic data submitted by the applicant shall be signed and sealed by a qualified professional engineer, registered in accordance with chapter 18.43 RCW. The following traffic study information may be required:
  - (i) **Turning movements.** Vehicle turning movements for present and future traffic conditions.
  - (ii) **Volume and type.** Amount and type of traffic that will be generated by the proposed development including a breakdown of anticipated peak hour traffic and an analysis of the impact on the level of service on the state highway.
  - (iii) **Parking and circulation.** Analysis of off-street parking and traffic circulation, including distances to secondary access points on the connection roadway and their impact on the operation of the state highway.
  - (iv) **Traffic signal data.** If a traffic signal is requested, the following studies may be required: Traffic signal warrants; phasing and timing analysis; signal progression analysis; signalization, signing, and lighting plans in compliance with department standards. A separate department traffic signal permit is required.
  - (v) **Off site improvements.** A traffic analysis to determine the need for off site related roadway and geometric improvements and mitigation requirements.
  - (vi) **Traffic control plan.** A traffic control plan conforming to current department standards set forth in the “Manual on Uniform Traffic Control Devices,” documenting how the permit holder will provide for safe and efficient movement on the state highway system during the construction of the connection.

- (4) **Additional information required, Category IV permits.** Permit applications must contain the specific dates that the connection is to be open and must contain assurances acceptable to the department that the shoulder, curbing, sidewalks, bikeways, ditch, right of way, and any other amenities will be restored to their original condition at the permit holder's expense upon closure of the temporary connection.

## **WAC 468-51-070 FEES AND SURETY BOND**

- (1) **Fee structure.** The following nonrefundable fee structure is established for department application processing, review and inspection. Full payment of base fees must accompany the permit application. Due to the potential complexity of Category II and Category III connection proposals, and required mitigation measures that may involve construction on the state highway, the department may require a developer agreement in addition to the connection permit. The developer agreement may include, but is not limited to: Plans; specifications; maintenance requirements; bonding requirements; inspection requirements; division of costs by the parties, where applicable; and provisions for payment by the applicant of actual costs incurred by the department in the review and administration of the applicant's proposal that exceed the required base fees in the following schedule:

- (a) **Category I base fees for one connection**

- (i) Field (agricultural), forest lands, utility operation and maintenance. ....\$50
- (ii) Residential dwelling units (up to 10) utilizing a single connection point (per dwelling unit) .....\$50
- (iii) Other, with 100 AWDVTE or less.....\$500
- (iv) Fee per additional connection point .....\$50

- (b) **Category II base fees for one connection**

- (i) Less than 1,000 AWDVTE .....\$1,000
- (ii) 1,000 to 1,500 AWDVTE .....\$1,500
- (iii) Fee per additional connection point .....\$250

- (c) **Category III base fees for one connection**

- (i) 1,500 to 2,500 AWDVTE .....\$2,500

(ii) Over 2,500 AWDVTE .....\$4,000

(iii) Fee per additional connection point.....\$1,000

(d) **Category IV base fee per connection**.....\$100

- (2) **Surety bond.** Prior to the beginning of construction of any connection, the department may require the permit holder to provide a surety bond as specified in WAC 468-34-020(3).

## **WAC 468-51-080 APPLICATION SUBMITTAL, REVIEW, CONDITIONS**

- (1) **Application submittal.** The application shall be submitted to the designated local department office serving the area. The application shall be properly prepared, clearly completed and signed. Information on the specific number of copies to be provided and other submittal information is available from the designated local department office.

- (2) **Application review, processing, and approval.** Upon receipt of the application, the application shall be reviewed consistent with the provisions of this chapter. If the department identifies errors in the application or if additional information is required, the department will notify the applicant. Applicants must provide such information or correct errors within thirty days of the notification. If the applicant determines that the time to provide additional or corrected information is insufficient, the applicant shall contact the department in writing to request additional time be approved. If the additional or corrected information has not been received by the department within thirty days or the approved time period agreed to, the application will be withdrawn.

- (a) **Review.** Upon timely receipt of all required information, or upon expiration of the time period for receipt of additional or corrected information, the location and design of the connection shall be examined for consistency with current department location, quantity, spacing, classifications, and department design standards. The review shall also include an analysis of the impact of the site's existing and projected traffic on the operation and safety of the state highway.

- (b) **Concurrence or denial, notice.** If the department concurs in the location and design of the proposed connection, written notification of that concurrence will be sent to the applicant and to the local governmental land use planning authority having jurisdiction over the development. If the applicant has gone through the voluntary conceptual review process, the written notice of concurrence will indicate whether or not there have

been any changes in the number, location, or design of the connection required by the department. No construction may commence on the department's right of way until all necessary department and local governmental permits are issued in accordance with (c) of this subsection. If the department does not concur in the connection location, quantity, or design, both the applicant and the local governmental land use planning authority having jurisdiction over the development approval shall be notified, in writing, indicating the department's intent to deny the connection as proposed in the application. The written notification shall state the specific reasons for the intent to deny the connection, the process for submitting an amended application, and the appeal rights of the applicant. The applicant may submit a revised application within thirty days based on department comments and concerns as stated in the notification. The submittal of a revised application within thirty days shall not require the payment of any additional application fees. Submittal of a revised permit is not a prerequisite for a request for an adjudicative proceeding in compliance with WAC 468-51-150.

- (c) **Permit issuance.** The department shall issue the connection permit after review and concurrence that the application and the location and design of the connection comply with the requirements of this chapter, and after either:
- (i) The applicant has received development approval from the appropriate local governmental land use planning authority; or
  - (ii) Other interagency coordination procedures in effect are satisfied for development approval by the local governmental land use planning authority.

The department shall provide the applicant with the connection permit for signature, and the applicant shall sign and return the permit to the department within 30 days after the mailing date. If the department does not receive the signed permit back from the applicant within 30 days after the mailing date or within an agreed upon time, the permit will be void and the application fee will be forfeited. The permit is not valid and construction on the access cannot begin without a completed permit that is signed by both the department and the applicant. Additionally, the applicant must be in compliance with the surety bond requirements specified in the permit prior to construction in compliance with WAC 468-51-070.

- (d) **Request for adjudicative proceedings.** In the event of a denial of a connection permit as proposed in the application, the applicant may apply for an adjudicative proceeding in compliance with WAC 468-51-150.

- (3) **Permit conditions.** Any special requirements or provisions for the connection including off site mitigation shall be clearly and specifically identified as part of the permit. Failure by the applicant or permit holder to abide by the permit provisions shall be sufficient cause for the department to initiate action to alter the connection or to revoke the permit and close the connection at the expense of the permit holder. The permit requirements shall be binding on the permit holder, the permit holder's successors, heirs and assigns, the permit application signators, and all future owners and occupants of the property. The applicant may challenge the permit conditions by applying for an adjudicative proceeding in compliance with WAC 468-51-150.

## **WAC 468-51-090 CONSTRUCTION REQUIREMENTS**

- (1) **Preconstruction conference.** The department may require a preconstruction conference prior to any work being performed on the department's right of way. When required by provisions in the permit, the department will schedule a preconstruction conference. The preconstruction conference should be attended by the necessary personnel to assure compliance with the terms and provisions of the permit.
- (2) **Time limit.** Substantial construction of the connection shall begin within ninety days of the effective date of the permit, unless a longer time is approved by the department or a time extension is requested by the applicant and approved by the department. Construction shall be completed within one hundred twenty days of the date of issuance of the permit, unless a time extension is approved by the department. As a condition of the permit, the department may further limit construction time, if the department determines that such limitation is warranted. Failure to comply with the time limits specified in the permit shall result in an automatic expiration of the permit following written notification to the permit holder. For any permit which expires for failure to begin construction or to complete construction within the specified time limits, the department may require a new application, including the payment of the required application fee prior to the initiation of any construction.
- (3) **Posting of permit.** The approved connection permit shall be displayed in a prominent location, protected from the weather, within the vicinity of the connection construction.
- (4) **Disruption of traffic.** All construction and/or maintenance within department right of way shall conform to the provisions of the connection permit, the "Manual on Uniform Traffic Control Devices" (MUTCD); the department's current "Design Manual," and the current "Standard Specifications for Road, Bridge, and Municipal Construction." The department may require or restrict hours of construction to minimize disruption of traffic on the state highway system. If construction activity within the department's right of way causes

undue disruption of traffic or creates safety hazards on a state highway, or if the construction activity is not in compliance with the traffic control specifications in the permit, the department shall advise the permit holder or the permit holder's contractor of the need for immediate corrective action, and may order immediate suspension of all or part of the work if deemed necessary. Failure to comply with this provision may result in permit modification or revocation.

- (5) **Traffic signals and other traffic control devices.** Traffic signals and other traffic control devices installed by the permit holder shall conform to MUTCD and department design and construction standards. The permit holder is responsible for securing any state and local permits needed for traffic signalization and regulatory signing and marking.
- (6) **Connection construction inspection.** For Category II and Category III connections, the department may require the permit holder, the developer, or landowner to provide inspection of construction and certification that connection construction is in accordance with permit provisions and appropriate department standards by a professional engineer, registered in accordance with chapter 18.43 RCW, or the department may do the inspection at the applicant's expense, as provided in the developer agreement.

## **WAC 468-51-100 NONCONFORMING CONNECTION PERMITS**

The department may issue a permit for a connection not meeting department location and spacing criteria standards if it finds that a conforming connection is not attainable at the time of the permit application submittal and that denial would leave the property without a reasonable access to the public road system. The department may issue a connection permit requiring a legally enforceable joint-use connection when determined to be in the best interest of the state for restoring or maintaining the operational efficiency and safety of the state highway. Nonconforming connection permits shall specify conditions or limits including:

- (1) **Traffic volume.** The maximum vehicular usage of the connection shall be specified in the permit.
- (2) **Future alternate access.** The permit shall specify that a conforming connection be constructed when future alternate means of access become available, and that the nonconforming connection be removed.
- (3) **Users.** The permit shall specify the properties to be served by the connection, and any other conditions as necessary to carry out the provisions of chapter 47.50 RCW.

## WAC 468-51-105 VARIANCE CONNECTION PERMITS

Variance permits may be issued, at the discretion of the department, for certain connections not meeting the access classification location and spacing or that exceed the number of connections allowed by the standards adopted for a particular highway segment. These permits may be allowed if conditions warrant and are demonstrated to the satisfaction of the department by a traffic analysis, signed and sealed by a qualified professional engineer who is registered in accordance with chapter 18.43 RCW, which is included with the connection permit application. The variance permit will remain in effect unless a new permit is required due to changes in property site use in compliance with WAC 468-51-110 or unless permit modification, revocation, or closure of the variance permitted connection is required as provided for in WAC 468-51-120. The department may issue a connection permit requiring a legally enforceable joint-use connection when it is determined to be in the best interest of the state for restoring or maintaining the operational efficiency and safety of the state highway. Variance connection permits shall specify conditions or limits, including but not limited to:

- (1) **Traffic volume.** The maximum vehicular usage of the connection shall be specified in the permit.
- (2) **Users.** The permit shall specify the properties to be served by the connection and any other conditions as necessary to carry out the provisions of chapter 47.50 RCW.

## WAC 468-51-110 CHANGES IN PROPERTY SITE USE

The connection permit is issued to the permit holder for a particular type of land use generating specific projected traffic volumes at the final stage of proposed development. Any changes made in the use, intensity of development, type of traffic, or traffic flow of the property requires the permit holder, his or her assignee, or property owner to contact the department to determine if further analysis is needed to determine if the change is significant and would require a new permit and modifications to the connection. An engineering study, signed and sealed by a professional engineer registered in accordance with chapter 18.43 RCW, may be required to document the extent of the change. If modification of the existing connection is required, based on a significant change as determined by the department, the permit holder, his or her assignee, or the property owner shall obtain a new permit prior to the initiation of any on-site construction to the connection or to the property.

- (1) **Significant change.** A significant change is one that would cause a change in the category of the connection permit or one that causes an operational, safety, or maintenance problem on the state highway system based on objective engineering criteria or available accident data. Such data shall be provided to the property owner, permit holder and tenant upon written request.

- (2) **Notification.** Failure to contact the department to determine the need for connection modifications or to apply for a new permit for such modifications prior to initiation of property improvements, land use changes or traffic flow alteration actions shall result in notification to the property owner and/or permit holder and tenant of intent to revoke the existing permit and closure of the connection to the property.
- (3) **Costs.** The permit holder is responsible for all costs associated with connection removal, relocation or modification caused by increased or altered traffic flows necessitated by changes to facilities, use, or to the nature of the business on the property.

## **WAC 468-51-120 PERMIT MODIFICATION, REVOCATION, CLOSURE OF PERMITTED CONNECTIONS**

- (1) **Revocation criteria.** All connection permits issued by the department prior to the effective date of this chapter remain valid until revoked. The department may initiate an action to revoke any permit if significant changes have occurred in the use, design, or traffic flow of the property or of the state highway, requiring the relocation, alteration or closure of the connection; if the connection was not constructed at the location or to the design specified in the permit; if the permit provisions were not met; or if the connection causes a safety or operational problem on the state highway system. The process to be followed by the department in the revocation of permits shall be consistent with the requirements of chapter 34.05 RCW and WAC 468-51-150. The notification process is as follows:
  - (a) **Notification, correction of deficiencies.** The department shall serve notice, in accordance with rules adopted in compliance with chapter 34.05 RCW, to the permit holder, permit holder's successors or assigns, or property owner with a copy to the occupant, for any connection found to be in noncompliance with the conditions of the permit or this chapter. The notice will identify and request that the deficiencies be corrected within thirty days of service of the notice. The notice shall further advise that the department's determination of noncompliance or deficiencies shall become final and conclusive thirty calendar days following service of the notice unless the violations are corrected or an adjudicative proceeding in compliance with chapter 34.05 RCW and WAC 468-51-150 is requested by the permit holder, permit holder's successor or assigns, or the property owner.
- (2) **Costs.** The permit holder, permit holder's successor or assignee, or property owner shall be responsible for the costs of closure due to revocation of a connection permit in compliance with WAC 468-51-120 except when closure is required by changes to the state highway.
- (3) **Emergency action.** This chapter shall not restrict the department's right to take immediate remedial action, including the closure of a connection, if there is an immediate

and serious danger to the public health, safety, and welfare, in compliance with chapter 47.32 RCW. In such event, the department shall conform to the provisions for emergency adjudicative proceedings in RCW 34.05.479 and rules adopted thereunder.

## **WAC 468-51-130 CLOSURE OF UNPERMITTED CONNECTIONS**

**Closure criteria, permit requirements.** Any unpermitted connections to the state highway system which were in existence and in active use consistent with the type of connection on July 1, 1990, shall not require the issuance of a permit and may continue to provide connection to the state highway system, unless the property owner had received written notification initiating connection closure from the department prior to July 1, 1990, or unless the department determines that the unpermitted connection does not meet minimum acceptable standards of highway safety and mobility based on accident and/or traffic data or accepted traffic engineering criteria, a copy of which must be provided to the property owner and/or permit holder and tenant upon written request. The department may require that a permit be obtained if a significant change occurs in the use, design, or traffic flow of the connection or of the state highway. If a permit is not obtained, the department may initiate action to close the unpermitted connection point in compliance with RCW 47.50.040. Any unpermitted connection opened subsequent to July 1, 1990, is subject to closure by the department. The process to be followed by the department in the closure of an unpermitted connection shall be consistent with chapter 34.05 RCW and rules adopted thereunder. The notification process is as follows:

- (1) **Notification.** The department shall serve notice, in accordance with rules adopted in compliance with chapter 34.05 RCW, upon the property owner of a connection to a state highway which is found by the department to be unpermitted. This notice shall clearly describe the highway connection violation and shall establish a thirty day time limit for either applying for a connection permit or requesting an adjudicative proceeding in compliance with chapter 34.05 RCW. The notice will further advise the property owner that failure to act in either of the prescribed ways within the time period will result in department closure of the unpermitted connection.
- (2) **Permit application.** If a permit application is filed within the thirty days, and the application is denied, the department shall notify the property owner of the denial. The property owner may then proceed with the permit application revision process set forth in WAC 468-51-080 or request an adjudicative proceeding in compliance with WAC 468-51-150 within thirty days. Failure to act in either of those prescribed ways within the time period set forth in the rules will result in department closure of the unpermitted connection. If the location and design of the connection in the permit application are acceptable to the department, the existing connection may continue to be used for a specified period of time or until the connection specified in the permit application is constructed.

- (3) **Approval Conditions.** Modifications, relocation, or closure of unpermitted connections may be required by the department as a requirement of permit approval, subject to the adjudicative proceedings provisions of WAC 468-51-150.

## **WAC 468-51-140 DEPARTMENT CONSTRUCTION PROJECTS**

During construction of department projects, connections will be provided as replacements for existing approved permitted connections, that are consistent with all current department spacing, location and design standards, based on the following conditions:

- (1) **Nonconforming connections.** All nonconforming connections will be examined to determine if the construction project will require relocation, alteration, or closure of the connection to make it conforming.
- (2) **Application of current standards.** The number and location of connections shall be modified to the maximum extent possible to meet current department spacing, location, and design standards. Where current department standards cannot be met, the connection shall be classified as nonconforming.
- (3) **New connections, modifications.** The department shall allow new or require modification of existing connections if a connection permit application is made and approved.
- (4) **Replacement of existing connections.** When connections are made as part of a department construction project replacing existing connection points without material differences, no additional permit shall be required. Costs shall be borne by the department.
- (5) **New connections --cost.** The construction of new connection points, if approved by the department, shall be done at the owner's expense by either the department's contractor as part of the roadway improvement or by the owner's contractor at the department's option.
- (6) **Modifications --cost.** If the modification of the connection point, that are based on the owners request, is more extensive than the routine replacement of an existing connection, based on the owners request, the owner shall also participate in the differential cost.
- (7) **Work by permit holder's contractor.** The department shall require that work done by the owner's contractor be accomplished at the completion of the department's contract or be scheduled so as not to interfere with the department's contractor. The department may require a surety bond prior to construction of the connection in accordance with WAC 468-51-070.

When the number, location or design of existing access connections to the state highway are being modified by a department construction project, the resulting modified access connections shall provide the same general functionality for the existing property use as they did before the modification, taking into consideration the existing site design, normal vehicle types, and traffic circulation requirements.

**NOTIFICATION:** The department shall notify affected property owners, permit holders, business owners and/or emergency services, in writing where appropriate, whenever the department's work program requires the modification, relocation, or replacement of their access connections. In addition to written notification, the department shall facilitate, where appropriate, a public process which may include, but is not limited to, public notices, meetings or hearings, and/or individual meetings. The department shall provide the interested parties with the standards and principles of access management.

## **WAC 468-51-150 ADJUDICATIVE PROCEEDINGS**

- (1) **Application.** Any person who has standing to challenge the denial of a permit application in compliance with WAC 468-51-080; a permit with conditions in compliance with WAC 468-51-080; a notice of permit modification, revocation, or closure of permitted connection in compliance with WAC 468-51-120; or notice of closure of an unpermitted connection in compliance with WAC 468-51-130 may apply for an adjudicative proceeding on the matter in compliance with chapter 34.05 RCW, rules adopted thereunder, and department rules within thirty days of the date the initial determination of the department is sent by certified mail.
- (2) **Conduct.** Thereafter, and within the times set forth by chapter 34.05 RCW, rules adopted there under and the department rules, the department shall convene an adjudicative proceeding. The proceeding shall be conducted in compliance with chapter 34.05 RCW, rules adopted thereunder, and department rules.
- (3) **Failure to apply.** Failure to apply for an adjudicative proceeding within the time set forth in subsection (1) of this section shall result in the adoption of the department's initial determination as its final determination.
- (4) **Failure to participate.** Failure to attend or otherwise participate in an adjudicative proceeding may result in a finding of default.
- (5) **Reasonableness of Access** The department in its regulation of connections in compliance with Chapter 47.50 RCW and these regulations shall allow reasonable access as defined in WAC 468-51-020(19). If the department's final order denies reasonable access, the appellant shall be entitled to just compensation in compliance with RCW 47.50.010 (5). Access which is not reasonable is not compensable.

# **WAC 468-52**

## **HIGHWAY ACCESS MANAGEMENT ACCESS CLASSIFICATION SYSTEM AND STANDARDS**

<b>WAC 468-52-010</b>	<b>PURPOSE.....</b>	<b>5 - 1</b>
<b>WAC 468-52-020</b>	<b>DEFINITIONS .....</b>	<b>5 - 1</b>
<b>WAC 468-52-030</b>	<b>GENERAL .....</b>	<b>5 - 3</b>
<b>WAC 468-52-040</b>	<b>ACCESS CONNECTION CLASSIFICATION AND STANDARDS .....</b>	<b>5 - 3</b>
	Class One .....	5 - 4
	Class Two .....	5 - 5
	Class Three.....	5 - 7
	Class Four .....	5 - 8
	Class Five .....	5 - 10
	Corner Clearance.....	5 - 11
<b>WAC 468-52-050</b>	<b>APPLICATION OF ACCESS CONTROL CLASSIFICATION SYSTEM STANDARDS.....</b>	<b>5 - 12</b>
	Review Of Permits On Classified Highway Segments .....	5 - 12
	Prior Approvals .....	5 - 12
	New Permits Required By Chapter 468-51 WAC .....	5 - 12
	Permits Approved Under Interim Standards .....	5 - 12
	Non-Conforming Permits.....	5 - 12
	Variance Permits.....	5 - 13
<b>WAC 468-52-060</b>	<b>ASSIGNMENT OF ACCESS CONTROL CLASSIFICATION TO HIGHWAY SEGMENTS .....</b>	<b>5 - 13</b>
	Defining Segments .....	5 - 13
	Assignment Of Classification .....	5 - 13
	Changes In Jurisdiction.....	5 - 14
<b>WAC 468-52-070</b>	<b>REVIEW AND MODIFICATION OF CLASSIFICATIONS .....</b>	<b>5 - 15</b>
	Department Initiated Action.....	5 - 15
	Requests for Departmental Review.....	5 - 15

## **WAC 468-52-010 PURPOSE**

This chapter is adopted in accordance with Chapter 47.50 RCW for the implementation of an access control classification system and standards for the regulation and control of vehicular ingress to, and egress from the state highway system.

## **WAC 468-52-020 DEFINITIONS**

For the purposes of this chapter, the following definitions of the terms shall apply unless the context clearly indicates otherwise:

- (1) “Average daily traffic (ADT)” means the volume of traffic passing a point or segment of a highway, in both directions, during a period of time, divided by the number of days in the period and factored to represent an estimate of traffic volume for an average day of the year.
- (2) “Conforming Connection” means a connection that meets current Department location, spacing, and design criteria.
- (3) “Connection” means approaches, driveways, turnouts, or other means of providing for the right of access to or from controlled access facilities on the state highway system.
- (4) “Connection Permit” means a written authorization given by the Department for a specifically designed connection to the state highway system at a specific location for a specific type and intensity of property use and specific volume of traffic for the proposed connection, based on the final stage of proposed development of the applicant’s property. The actual form used for this authorization will be determined by the Department.
- (5) “Contiguous Parcels” means two or more pieces of real property under the same ownership with one or more boundaries that touch and have similarity of use.
- (6) “Controlled Access Facility” means a transportation facility (excluding limited access facilities as defined in Chapter 47.52 RCW) to which access is regulated by the governmental entity having jurisdiction over the facility. Owners or occupants of abutting lands and other persons have a right of access to and from such facility at such points only and in such manner as may be determined by the governmental entity.
- (7) “Corner Clearance” means the distance from an intersection of a public or private road to the nearest connection along a controlled access facility. This distance is measured from the closest edge of the traveled way of the intersection road to the closest edge of the traveled way of the connection measured along the traveled way (through lanes).

- (8) “Department” means the Washington State Department of Transportation.
- (9) “Governmental Entity” means, for the purpose of this rule chapter, a unit of local government or officially designated transportation authority that has the responsibility for planning, construction, operation, maintenance, or jurisdiction over transportation facilities.
- (10) “Intersection” means an at grade connection on a state highway with a road or street duly established as a public road or public street by the local governmental entity.
- (11) “Joint Use Connection” means a single connection point that serves as a connection to more than one property or development, including those in different ownership’s or in which access rights are provided in the legal descriptions.
- (12) “Limited Access Facility” means a highway or street especially designed or designated for through traffic, and over, from, or to which owners or occupants of abutting land, or other persons have no right or easement, or only a limited right or easement of access, light, view or air by reason of the fact that their property abuts upon such limited access facility, or for any other reason t accomplish the purpose of a limited access facility.
- (13) “Nonconforming Connection” means a connection not meeting current Department location, spacing, or design criteria.
- (14) “Permit” means written approval issued by the Department, subject to conditions stated therein, authorizing construction, reconstruction, maintenance, or reclassification of a state highway connection and associated traffic control devices on or to the Department’s right of way.
- (15) “Permitting Authority” means the Department or any county, municipality, or transportation authority authorized to regulate access to their respective transportation systems.
- (16) “State Highway System” means all roads, streets, and highways designated as state routes in compliance with Chapter 47.17 RCW.
- (17) “Reasonable Access” means an access connection that is suitable for the existing and/or proposed property use and does not adversely affect the safety, operations or maintenance of the state highway system. When the number, location or design of existing access connections to a state highway are being modified by a Department construction project, the resulting modified access connection shall provide the same general functionality for the existing property use as they did before the modification, taking into consideration the existing site design, normal vehicle types and traffic circulation requirements.

- (18) “Variance Permit” means a special nonconforming or additional connection permit issued for a location not normally permitted by current Department standards after an engineering study demonstrates, to the satisfaction of the Department, that the connection will not adversely affect the safety, maintenance or operation of the highway in accordance with its assigned classification. This permit will remain valid until modified or revoked by the permitting authority.

## **WAC 468-52-030 GENERAL**

The connection and intersection spacing distances specified in this chapter are minimums. Greater distances may be required by the Department on individual permits issued in accordance with Chapter 468-51 WAC to provide desirable traffic operational and safety characteristics. If greater distances are required, the Department will document, as part of the response to a connection permit application in compliance with Chapter 468-51 WAC, the reasons, based on traffic engineering principles, that such greater distances are required. Nonconforming permits may be issued in accordance with Chapter 468-51 WAC allowing for less than minimum spacing where no other reasonable access exists, or a variance connection permit may be issued where it can be substantiated by a traffic analysis, to the satisfaction of the Department, through the permit application process that allowing less than the minimum spacing or more than the maximum number of connections, would not adversely affect the desired function of the state highway in accordance with its assigned access classification, and would not adversely affect the safety, maintenance or operation of the state highway.

## **WAC 468-52-040 ACCESS CONTROL CLASSIFICATION SYSTEM AND STANDARDS**

This section provides an access control classification system consisting of five classes. The functional characteristics and the access control design standards for each class are described. The classes are arranged from the most restrictive (class one), to the least restrictive (class five). This access control classification system does not include highways or portions thereof that have been established as limited access highways in compliance with Chapter 47.52 RCW. For state highways that are planned for the establishment of limited access control in accordance with the Master Plan for Limited Access Highways, an access control classification will be assigned to each highway segment to remain in effect until such time that the facility is established as a limited access facility. On all access classes, property access shall be located and designed to minimize interference with transit facilities and/or high occupancy vehicle (HOV) facilities on state highways where such facilities exist or where such facilities are proposed in a state, regional, metropolitan or local transportation plan. In such cases, if reasonable access is available from the general street system, primary property access shall be provided from the general street system rather than from the state highway.

**(1) Class One**

**(a) Functional Characteristics:**

These highways have the capacity for safe and efficient high speed and/or high volume traffic movements, providing for interstate, interregional, and intercity, travel needs and some intracity travel needs. Service to abutting land is subordinate to providing service to major traffic movements. Highways in this class are typically distinguished by a highly controlled, limited number of public and private connections, restrictive medians with limited median openings on multi-lane facilities, and infrequent traffic signals.

**(b) Access Control Design Standards:**

(i) It is the intent that the design of class one highways be generally capable of achieving a posted speed limit of 50 to 65 MPH. Spacing of intersecting streets, roads, and highways shall be planned with a minimum spacing of one mile. One-half mile spacing may be permitted, but only when no reasonable alternative access exists.

(ii) Private direct access to the state highway shall not be permitted except when the property has no other reasonable access to the general street system. The following standards will be applied when direct access must be provided:

?? The access connection shall continue until such time that other reasonable access to a highway with a less restrictive access control classification or access to the general street system becomes available and is permitted.

?? The minimum distance to another public or private access connection shall be one thousand three hundred and twenty feet. Nonconforming connection permits may be issued to provide access to parcels whose highway frontage, topography, or location would otherwise preclude issuance of a conforming connection permit, however, variance permits are not allowed. No more than one connection shall be provided to an individual parcel or to contiguous parcels under the same ownership.

?? All private direct access shall be for right turns only, unless special conditions warrant and are documented by a traffic analysis in the connection permit application, signed and

sealed by a qualified professional engineer, registered in accordance with Chapter 18.43 RCW.

?? No additional access connections to the state highway shall be provided for newly created parcels resulting from property divisions. All access for such parcels shall be provided by internal road networks. Access to the state highway will be at existing permitted connection locations or at revised connection locations, as conditions warrant.

(iii) A restrictive median shall be provided on multi-lane facilities to separate opposing traffic movements and to prevent unauthorized turning movements.

## **(2) Class Two**

### **(a) Functional Characteristics:**

These highways have the capacity for medium to high speeds and medium to high volume traffic movements over medium and long distances in a safe and efficient manner, providing for interregional, intercity, and intracity travel needs. Direct access service to abutting land is subordinate to providing service to traffic movement. Highways in this class are typically distinguished by existing or planned restrictive medians, where multi-lane facilities are warranted, and minimum distances between public and private connections.

### **(b) Access Control Design Standards:**

(i) It is the intent that the design of class two highways be generally capable of achieving a posted speed limit of 35 to 50 MPH in urbanized areas and 45 to 55 MPH in rural areas. Spacing of intersecting streets, roads, and highways shall be planned with a minimum spacing of one-half mile. Less than one-half mile intersection spacing may be permitted, but only when no reasonable alternative access exists. In urban areas and developing areas where higher volumes are present or growth that will require signalization is expected in the foreseeable future, it is imperative that the location of any public access be planned carefully to ensure adequate signal progression. Addition of all new connections, public or private, that may require signalization will require an engineering analysis signed and sealed by a qualified professional engineer, registered in accordance with Chapter 18.43 RCW.

(ii) Private direct access to the state highway system shall be permitted only when the property has no other reasonable access to the general street system or if access to the general street system would cause traffic operational conditions or safety concerns unacceptable to the local governmental entity. When direct access must be provided, the following conditions shall apply:

?? The access connection shall continue until such time that other reasonable access to a highway with a less restrictive access control classification or acceptable access to the general street system becomes available and is permitted.

?? The minimum distance to another public or private access connection shall be six hundred sixty feet. Nonconforming connection permits may be issued to provide access to parcels whose highway frontage, topography, or location would otherwise preclude issuance of a conforming connection permit. No more than one connection shall be provided to an individual parcel or to contiguous parcels under the same ownership unless the highway frontage exceeds one thousand three hundred and twenty feet and it can be shown that the additional access would not adversely affect the desired function of the state highway in accordance with the assigned access classification, and would not adversely affect the safety or operation of the state highway.

?? Variance permits may be allowed if conditions warrant and are demonstrated to the satisfaction of the Department by a traffic analysis, signed and sealed by a qualified professional engineer, who is registered in accordance with Chapter 18.43 RCW, which is included with the connection permit application.

?? All private direct access shall be for right turns only on multi-lane facilities, unless special conditions warrant and are demonstrated to the satisfaction of the Department by a traffic analysis, signed and sealed by a qualified professional engineer, who is registered in accordance with Chapter 18.43 RCW, included with the connection permit application and only if left turn channelization is provided.

?? No additional access connections to the state highway shall be provided for newly created parcels resulting from property divisions. All access for such parcels shall be provided by internal road networks. Access to the state

highway will be at existing permitted connection locations or at revised connection locations, as conditions warrant.

- (iii) On multi-lane facilities a restrictive median shall be provided to separate opposing traffic movements and to prevent unauthorized turning movements; however a non-restrictive median or a two way left turn lane may be used when special conditions exist and mainline volumes are below 20,000 ADT.

### (3) **Class Three**

#### (a) Functional Characteristics

These highways have the capacity for moderate travel speeds and moderate traffic volumes for medium and short travel distances providing for intercity, intracity and intercommunity travel needs. There is a reasonable balance between access and mobility needs for highways in this class. This class is to be used primarily where the existing level of development of the adjoining land is less intensive than maximum buildout and where the probability of significant land use change and increased traffic demand is high. Highways in this class are typically distinguished by planned restrictive medians, where multi-lane facility are warranted, and minimum distances between public and private connections. Two-way left-turn-lanes may be utilized where special conditions warrant and mainline traffic volumes are below 25,000 ADT. Development of properties with internal road networks and joint access connections are encouraged.

#### (b) Access Control Design Standards:

- (i) It is the intent that the design of class three highways be generally capable of achieving a posted speed limit of 30 to 40 MPH in urbanized areas and 45 to 55 MPH in rural areas. In rural areas, spacing of intersecting streets, roads and highways shall be planned with a minimum spacing of one-half mile. Less than one-half mile intersection spacing may be permitted, but only when no reasonable alternative access exists. In urban areas and developing areas where higher volumes are present or growth that will require signalization is expected in the foreseeable future, it is imperative that the location of any public access be planned carefully to ensure adequate signal progression. Where feasible, major intersecting roadway that may ultimately require signalization shall be planned with a minimum of one-half mile spacing. Addition of all new connections, public or private, that may require signalization will require an engineering analysis signed and sealed

by a qualified professional engineer, registered in accordance with Chapter 18.43. RCW.

(ii) Private direct access:

?? No more than one access shall be provided to an individual parcel or to contiguous parcels under the same ownership unless it can be shown that additional access points would not adversely affect the desired function of the state highway in accordance with the assigned access classification, and would not adversely affect the safety or operation, of the state highway.

?? The minimum distance to another public or private access connection shall be three hundred thirty feet. Nonconforming connection permits may be issued to provide access to parcels whose highway frontage, topography, or location would otherwise preclude issuance of a conforming connection permit.

?? Variance permits may be allowed if conditions warrant and are demonstrated to the satisfaction of the Department by a traffic analysis, signed and sealed by a qualified professional engineer, who is registered in accordance with Chapter 18.43 RCW, which is included with the connection permit application.

**(4) Class Four**

(a) Functional Characteristics:

These highways have the capacity for moderate travel speeds and moderate traffic volumes for medium and short travel distances providing for intercity, intracity and intercommunity travel needs. There is a reasonable balance between direct access and mobility needs for highways in this class. This class is to be used primarily where the existing level of development of the adjoining land is more intensive and where the probability of major land use changes is less probable than on class three highways segments. Highways in this class are typically distinguished by existing or planned non-restrictive medians. Restrictive medians may be used as operational conditions warrant to mitigate turning, weaving, and crossing conflicts. Minimum connection spacing standards should be applied if adjoining properties are redeveloped.

(b) Access Control Design Standards:

(i) It is the intent that the design of class four highways be generally capable of achieving a posted speed limit of 30 to 35 MPH in urbanized areas and 35 to 45 MPH in rural areas. In rural areas, spacing of intersecting streets, roads and highways shall be planned with a minimum spacing of one-half mile. Less than one-half mile intersection spacing may be permitted, but only when no reasonable alternative access exists. In urban areas and developing areas where higher volumes are present or growth that will require signalization is expected in the foreseeable future, it is imperative that the location of any public access be planned carefully to ensure adequate signal progression. Where feasible, major intersecting roadways that may ultimately require signalization shall be planned with a minimum of one-half mile spacing. Addition of all new connections, public or private, that may require signalization will require an engineering analysis signed and sealed by a qualified professional engineer, registered in accordance with Chapter 18.43 RCW.

(ii) Private Direct Access:

?? No more than one access shall be provided to an individual parcel or to contiguous parcels under the same ownership unless it can be shown that additional access points would not adversely affect the desired function of the state highway in accordance with the assigned access classification, and would not adversely affect the safety or operation of the state highway.

?? The minimum distance to another public or private access connection shall be two hundred fifty feet. Nonconforming connection permits may be issued to provide access to parcels whose highway frontage, topography, or location would otherwise preclude issuance of a conforming connection permit.

?? Variance permits may be allowed if conditions warrant and are demonstrated to the satisfaction of the Department by a traffic analysis, signed and sealed by a qualified professional engineer, who is registered in accordance with Chapter 18.43 RCW, which is included with the connection permit application.

**(5) Class Five**

(a) Functional Characteristics:

These highways have the capacity for moderate travel speeds and moderate traffic volumes for primarily short travel distances providing for intracity and intracommunity trips primarily for access to state highways of higher classification. Access needs may generally be higher than the need for through traffic mobility without compromising the public health, welfare, or safety. These highways will generally have non-restrictive medians.

(b) Access Control Design Standards:

- (i) It is the intent that the design of class five highways be capable of achieving a posted speed limit of 25 to 35 MPH. In rural areas, spacing of intersecting streets, roads, and highways shall be planned with a minimum spacing of one-quarter mile. Less than one-quarter mile spacing may be permitted where no reasonable alternative exists. In urban areas and developing areas where higher volumes are present or growth that will require signalization is expected in the foreseeable future, it is imperative that the location of any public access be planned carefully to ensure adequate signal progression. Where feasible, major intersecting roadways that may ultimately require signalization shall be planned with a minimum of one-quarter mile spacing. Addition of all new connections, public or private, that may require signalization will require an engineering analysis signed and sealed by a qualified professional engineer registered in accordance with Chapter 18.43 RCW.

(ii) Private Direct Access:

?? No more than one access shall be provided to an individual parcel or to contiguous parcels under the same ownership unless it can be shown that additional access points would not adversely affect the desired function of the state highway in accordance with the assigned access classification, and would not adversely affect the safety or operation of the state highway.

?? The minimum distance to another public or private access connection shall be one hundred twenty five feet. Nonconforming connection permits may be issued to provide access to parcels whose highway frontage,

topography, or location would otherwise preclude issuance of a conforming connection permit.

?? Variance permits may be allowed if conditions warrant and are demonstrated to the satisfaction of the Department by a traffic analysis, signed and sealed by a qualified professional engineer, who is registered in accordance with Chapter 18.43 RCW, which is included with the connection permit application.

**(6) Corner Clearance.**

Corner clearances for connections shall meet or exceed the minimum connection spacing requirements of the applicable access class where the highway segment has been assigned a classification. A single connection may be placed closer to the intersection, in compliance with the permit application process specified in Chapter 468-51 WAC, and in accordance with the following criteria:

- (a) If, due to property size, corner clearance standards of this chapter cannot be met, and where joint access meeting or exceeding the minimum corner clearance standards cannot be obtained, or is determined by the Department to be not feasible because of conflicting land use or conflicting traffic volumes or operational characteristics, then the following minimum corner clearance criteria may be used:

<b>CORNER CLEARANCE AT INTERSECTIONS</b>		
<b>With Restrictive Median</b>		
<b>Position</b>	<b>Access Allowed</b>	<b>Minimum (feet)</b>
Approaching Intersection	Right In/Right Out	115
Approaching Intersection	Right In Only	75
Departing Intersection	Right In /Right Out	230*
Departing Intersection	Right Out Only	100
<b>Without Restrict Median</b>		
<b>Position</b>	<b>Access Allowed</b>	<b>Minimum (feet)</b>
Approaching Intersection	Full Access	230*
Approaching Intersection	Right In Only	100
Departing Intersection	Full Access	230*
Departing Intersection	Right Out Only	100

*\* For Access Class 5 and for speeds less than 35 MPH, 125 feet may be used.*

In cases where connections are permitted under the above criteria, the permit issued in compliance with Chapter 468-51 WAC shall contain the following additional conditions;

- (i) There shall be no more than one connection per property frontage on the state highway.
- (ii) When joint or alternate access meeting or exceeding the minimum corner clearance standards becomes available, the permit holder shall close the permitted connection, unless the permit holder shows to the Department's satisfaction that such closure is not feasible.
- (iii) Variance permits are not allowed.

## **WAC 468-52-050 APPLICATION OF ACCESS CONTROL CLASSIFICATION SYSTEM STANDARDS**

- (1) **Review Of Permits On Classified Highway Segments.** Connection permit applications on controlled access facilities of the state highway system received on a particular segment that has been classified in accordance with this chapter shall be reviewed subject to the requirements of this chapter in compliance with the permit application process specified in Chapter 468-51 WAC.
- (2) **Prior Approvals.** Connections permitted prior to the adoption of this chapter and unpermitted connections that do not require closure in accordance with WAC 468-51-030 are not required to meet the interim standards or the standards of assigned access classifications adopted in compliance with this chapter.
- (3) **New Permits Required By Chapter 468-51 WAC.** All new connection permits required due to significant changes in property site use in compliance with WAC 468-51-110, or permit modification in compliance with WAC 468-51-120 shall be reviewed subject to the requirements of this chapter.
- (4) **Permits Approved Under Interim Standards.** Connections permits that were issued in accordance with the interim standards in WAC 468-52-040 on a highway segment where an access classification had not been adopted shall remain in effect after adoption of an access classification on that highway segment unless a new permit is required due to changes in property site use in compliance with WAC 468-51-110 or unless permit modification, revocation, or closure of the permitted connection is required in compliance with WAC 468-51-120.
- (5) **Nonconforming Permits.** Nonconforming permits may be issued in accordance with WAC 468-51-100 for certain connections not meeting the interim standards in WAC 468-52-040 or the access classification location and spacing standards adopted for a particular highway segment.

- (6) **Variance Permits.** Variance permits may be issued in accordance with WAC 468-51-105 for certain connections not meeting the access classification standards for location, spacing or exceed the number of connections allowed by the standards adopted for a particular highway segment. These permits may be allowed if conditions warrant and are demonstrated to the satisfaction of the Department by a traffic analysis, signed and sealed by a qualified professional engineer who is registered in accordance with Chapter 18.43 RCW, and included in the connection permit application, and will remain in effect unless a new permit is required due to changes in property site use in compliance with WAC 468-51-110 or unless permit modification, revocation, or closure of the permitted connection is required in compliance with WAC 468-51-120.

## **WAC 468-52-060 ASSIGNMENT OF ACCESS CONTROL CLASSIFICATION TO HIGHWAY SEGMENTS**

The assignment of an access control classification to all controlled access segments of the state highway system shall be the responsibility of the Department. The process to be followed in assigning the classifications is as follows:

- (1) **Defining Segments.** The determination of the length and termini of segments shall be the responsibility of the Department working in cooperation with the Regional Transportation Planning Organizations, Metropolitan Planning Organizations, and the appropriate local governmental entities.
  - (a) Segments of highway to be assigned to a particular access control classification shall be defined by the Department in cooperation with local governments. The length and termini of segments shall take into consideration the mobility and access needs of the traveling public, the access needs of the existing and proposed land use abutting the highway segment, and the existing and desired mobility characteristics of the roadway. The number of classification changes occurring along a particular highway shall be minimized to provide highway system continuity, uniformity, and integrity to the maximum extent feasible. The segments shall not necessarily be confined by local jurisdictional boundaries. Points of transition between classifications along a particular route should be located on boundaries, or coincident with identifiable physical features.
- (2) **Assignment of Classifications.**
  - (a) All segments of all controlled access facilities on the state highway system shall be assigned to one of the access control classes one through five. The assignment of a classification to a specific segment of highway shall be the responsibility of the Department. The classification shall be made in cooperation with the Regional Transportation Planning Organization,

Metropolitan Planning Organization, and the appropriate local government entities. For city streets that are designed as state highways in compliance with Chapter 47.24 RCW, the Department will obtain concurrence in the final class assignment from the city or town for those state highways where the city or town is the permitting authority. The assignment of a classification shall take into consideration the following factors:

- (i) Local land use plans, zoning, and land development regulations as set forth in adopted comprehensive plans;
- (ii) The current and potential functional classification of the highway;
- (iii) Existing and projected future traffic volumes;
- (iv) Existing and projected state, local, and metropolitan planning organization transportation plans and needs including consideration of new or improved parallel facilities;
- (v) Drainage requirements;
- (vi) The character of the lands adjoining the highway;
- (vii) The type and volume of traffic requiring access;
- (viii) Other operational aspects of access, including corridor accident history;
- (ix) The availability of reasonable access to the state highway by way of country roads or city streets as an alternative to a connection to the state highway;
- (x) The cumulative effect of existing and projected connections on the state highway system's ability to provide for the safe and efficient movement of people and goods within the state.

### **(3) Changes in Jurisdiction.**

When the boundaries of an incorporated city or town are revised to include a portion of a controlled access state highway resulting in a change in the permitting authority from the Department to the city or town in accordance with Chapter 47.24 RCW, the access classification of that portion of the state highway shall remain unchanged unless modified in accordance with WAC 468-52-070.

## **WAC 468-52-070 REVIEW AND MODIFICATION OF CLASSIFICATIONS**

### **(1) Department Initiated Action**

The Department may, at any time, initiate a review of the access control classification of any segment of any state highway. When a major change occurs in any of the factors noted in WAC 468-52-060(2), the Department shall review the access classification for the specific segments of any state highway affected by the change. Prior to the initiation of any change in classification of a highway segment, the Department shall notify in writing the appropriate Regional Transportation Planning Organization, Metropolitan Planning Organization, and local governmental entities. The Department will consult with the RTPO, MPO, and local governmental entities and shall take into consideration, any comments or concerns received during the review process. For city streets that are designated as state highways in compliance with Chapter 47.24 RCW, the Department will obtain concurrence in the final class assignment from the city or town for those state highways where the city or town is the permitting authority. The Department shall notify the RTPO, MPO, and local governmental entities in writing of the final determination of the reclassification action.

### **(2) Requests for Departmental Review.**

A regional Transportation Planning organization, Metropolitan Planning Organization, or local governmental entity may request, in writing, at any time that the Secretary of Transportation Initiate a review of the access control classification of a specific segment or segments of a state highway(s). Such written request shall identify the segment(s) of state highway for which the review is requested and shall include a specific recommendation for the reclassification of the highway segment(s) involved. Justification for the requested change shall be provided in the request taking into account the standards and criteria in WAC 468-52-040 and WAC 468-52-060. The Department will consult with the RTPO, MPO, and local governmental entities involved and shall take into consideration, any comments or concerns received during the review process. The Department shall notify the RTPO, MPO, and local governmental entities in writing of the final determination of the reclassification action.

Other interested persons or organizations who wish to initiate a review of the access control classification of a specific highway segment shall do so through the local governmental entity, MPO, or RTP.