

# Title 468 WAC

## DEPARTMENT OF TRANSPORTATION

(Formerly: Highway Commission, etc.)

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### Chapter 468-06 WAC

#### PUBLIC ACCESS TO INFORMATION AND RECORDS

WAC	
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**WAC 468-06-010 Purpose.** The purpose of this chapter shall be to ensure compliance by the Washington state department of transportation with the provisions of chapter 1, Laws of 1973 (Initiative 276), and in particular with sections 25 through 32 of that act, dealing with public records. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-06-010, filed 12/20/78. Formerly WAC 252-03-010.]

**WAC 468-06-020 Definitions.** (1) "Public record" includes any writing containing information relating to the conduct of government or the performance of any governmental or proprietary function prepared, owned, used or retained by any state or local agency regardless of physical form or characteristic.

(2) "Writing" means handwriting, typewriting, printing, photostating, photographing, and every other means of recording any form of communication or representation, including letters, words, pictures, sounds, or symbols, or combination thereof, and all papers, maps, magnetic or paper tapes, photographic films and prints, magnetic or punched cards, discs, drums, and other documents.

(3) "Department" means the Washington state department of transportation. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-06-020, filed 12/20/78. Formerly WAC 252-03-020.]

**WAC 468-06-030 Exempted records.** In accordance with RCW 42.17.310, the following personal and other records shall be exempt from public inspection and copying:

(1) Personal information in any files maintained for students in public schools, patients or clients of public institutions or public health agencies, welfare recipients, prisoners, probationers or parolees.

(2) Personal information in files maintained for employees, appointees or elected officials of any public agency to the extent that disclosure would violate their right to privacy.

(3) Information required of any taxpayer in connection with the assessment or collection of any tax if the disclosure of the information to other persons would violate the taxpayer's right to privacy or would result in unfair competitive disadvantage to such taxpayer.

(4) Specific intelligence information and specific investigative files compiled by investigative, law enforcement and penology agencies, and state agencies vested with the responsibility to discipline members of any profession, the nondisclosure of which is essential to effective law enforcement or for the protection of any person's right to privacy.

(5) Information revealing the identity of persons who file complaints with investigative, law enforcement or penology agencies, except as the complainant may authorize.

(6) Test questions, scoring keys, and other examination data used to administer a license, employment or academic examination.

(7) Except as provided by chapter 8.26 RCW, the contents of real estate appraisals, made for or by any agency relative to the acquisition of property, until the project is abandoned or until such time as all of the property has been acquired, but in no event shall disclosure be denied for more than three years after the appraisal.

(8) Valuable formulae, designs, drawings and research data obtained by any agency within five years of the request for disclosure when disclosure would produce private gain and public loss.

(9) Preliminary drafts, notes, recommendations, and intraagency memorandums in which opinions are expressed or policies formulated or recommended except that a specific record shall not be exempt when publicly cited by an agency in connection with any agency action.

(10) Records which are relevant to a controversy to which an agency is a party but which records would not be available to another party under the rules of pretrial discovery for causes pending in the superior courts.

The exemptions of this section shall be inapplicable to the extent that information, the disclosure of which would violate personal privacy or vital governmental interest, can be deleted from the specific records sought. No exemption shall be construed to permit the nondisclosure of statistical information not descriptive of any readily identifiable person or persons. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-06-030, filed 12/20/78. Formerly WAC 252-03-025.]

**WAC 468-06-040 Description of central and field organization of the Washington state department of transportation.** The description of the central and field organization of the Washington state department of transportation, as provided for in Title 47 RCW is set forth in \*chapter 468-02 WAC. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-06-040, filed 12/20/78. Formerly WAC 252-03-030.]

**\*Reviser's note:** Upon publication of this section in the Washington Administrative Code, December 31, 1978, chapter 468-02 WAC has not been filed in the Office of the Code Reviser.

**WAC 468-06-050 Public records officer.** The department's public records shall be in the charge of the manager, administrative services, who shall be the public

records officer for the department. In the absence of the manager, administrative services, the administrative services officer shall serve as the public records officer. The persons so designated shall be located in the Transportation Building, Olympia, Washington. The public records officer shall be responsible for the following: The implementation of the department's rules and regulations regarding release of public records, coordinating the staff of the department in this regard, and generally insuring compliance by the staff with the public records disclosure requirements of chapter 1, Laws of 1973. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-06-050, filed 12/20/78. Formerly WAC 252-03-040.]

**WAC 468-06-060 Public records available.** All public records of the department, as defined in WAC 468-06-020, are deemed to be available for public inspection and copying pursuant to these rules, except as provided in WAC 468-06-030. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-06-060, filed 12/20/78. Formerly WAC 252-03-050.]

**WAC 468-06-070 Requests for public records.** Subject to the provisions of subsection (3) of this section, and in accordance with the requirements of chapter 1, Laws of 1973, that agencies prevent unreasonable invasions of privacy, protect public records from damage or disorganization, and prevent excessive interference with essential functions of the agency, public records are only obtainable by members of the public when those members of the public comply with the following procedures.

(1) A request shall be made in writing upon a form (which shall be substantially in the form provided in this section) which shall be available at the district offices of the department of transportation or from the public records officer, Transportation Building, Olympia, Washington 98504, and shall be presented to the public records officer. Such request shall include the following:

(a) The name of the person requesting the record.

(b) The time of day and calendar date on which the request was made.

(c) If the matter requested is referenced within the current index maintained by the department records officer, a reference to the requested record as it is described in such current index.

(d) If the requested matter is not identifiable by reference to the department's current records index, a statement that identifies the specific record requested.

(e) A verification that the records requested shall not be used to compile a commercial sales list.

(2) The public records officer shall inform the member of the public making the request whether or not the requested record is available for inspection or copying at a district office or at the Transportation Building in Olympia, Washington.

(3) When it appears that a request for a record is made by or on behalf of a party to a lawsuit or a controversy to which the department is also a party (or

when such a request is made by or on behalf of an attorney for such a party) the request shall be referred to the assistant attorney general assigned to the department for appropriate response.

Public Records Officer  
Washington State  
Department of Transportation  
Transportation Building  
Olympia, Washington 98504

Re: Request for Public Record(s)

1. -----  
Name of person or organization requesting record(s)  
-----  
Street City State Zip
2. -----  
Date and time of request
3. Current Index Reference(s) -----  
-----  
-----
4. Description of Record(s) if not Indexed -----  
-----  
-----  
-----  
-----

The undersigned hereby verifies that the record(s) request shall not be used to compile a commercial sales list.

-----  
Signature of Requestor

Received by -----

Date received -----

Staff time expended -----

No. pages copied -----

[Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-06-070, filed 12/20/78. Formerly WAC 252-03-060 and 252-03-990.]

**WAC 468-06-080 Availability for public inspection and copying of public records—Office hours.** Public records shall be available for inspection and copying during the customary office hours of the department of transportation. For the purposes of this chapter, the customary office hours shall be from 8 a.m. to noon and from 1 p.m. to 5 p.m., Monday through Friday, excluding legal holidays. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-06-080, filed 12/20/78. Formerly WAC 252-03-070.]

**WAC 468-06-090 Inspection and copying cost.** (1) No fee shall be charged for inspection of public records.

(2) The department of transportation shall impose a reasonable charge for providing copies of public records and for the use by any person of agency equipment to copy records; such charges shall not exceed the amount necessary to reimburse the department for its actual costs incident to such copying. Actual costs shall include the labor costs of staff, machine cost and paper cost necessary to provide copies of requested records. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-06-090, filed 12/20/78. Formerly WAC 252-03-080.]

**WAC 468-06-100 Protection of public records.** In order to implement the provisions of section 29, chapter 1, Laws of 1973, requiring agencies to enact reasonable rules to protect public records from damage or disorganization, the following rules have been adopted.

(1) Copying of public documents shall be done by department personnel and under the supervision of said personnel, upon the request of members of the public under the procedures set down in WAC 468-06-070.

(2) No document shall be physically removed by a member of the public from the area designated by the department for the public inspection of documents for any reason whatever.

(3) When a member of the public requests to examine an entire file or group of documents, as distinguished from a request to examine certain individual documents which can be identified and supplied by themselves, the department shall be allowed a reasonable time to inspect the file to determine whether information protected from disclosure by section 31, chapter 1, Laws of 1973, is contained therein, and the department shall not be deemed in violation of its obligation to reply promptly to requests for public documents by reason of causing such an inspection to be performed. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-06-100, filed 12/20/78. Formerly WAC 252-03-090.]

**WAC 468-06-110 Denial of request.** Each denial of a request for a public record shall be accompanied by a written statement to the requestor clearly specifying the reasons for the denial, including a statement of the specific exemption authorizing the withholding of the record and a brief explanation of how the exemption applies to the record withheld. Such statement shall be sufficiently clear and complete to permit the secretary of transportation or his or her designee to review the denial in accordance with WAC 468-06-120. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-06-110, filed 12/20/78. Formerly WAC 252-03-100.]

**WAC 468-06-120 Review of denials of public records requests.** (1) Any person who objects to the denial of a request for a public record may petition the public records officer for prompt review of such decision by

tendering a written request for review. The written request shall specifically refer to the written statement by the public records officer or other staff member which constituted or accompanied the denial.

(2) After receiving a written request for review of a decision denying a public record, if the public records officer determines to affirm the denial, then the written request shall immediately be referred to the assistant attorney general assigned to the department. The assistant attorney general shall promptly consider the matter and either affirm or reverse such denial. In any case, the request shall be returned with a final decision, within two business days following the original denial.

(3) Administrative remedies shall not be considered exhausted until the public records officer has returned the petition with a decision or until the close of the second business day following denial of inspection, whichever first occurs. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-06-120, filed 12/20/78. Formerly WAC 252-03-110.]

**WAC 468-06-130 Records index.** (1) **Index.** The department has available to all persons at its headquarters in Olympia a current index which provides identifying information as to the following records issued, adopted or promulgated since June 30, 1972:

(a) Final opinions, including concurring and dissenting opinions, as well as orders, made in the adjudication of cases;

(b) Those statements of policy and interpretations of policy, statute and the constitution which have been adopted by the agency;

(c) Administrative staff manuals and instructions to staff that affect a member of the public;

(d) Planning policies and goals, and interim and final planning decisions;

(e) Factual staff reports and studies, factual consultant's reports and studies, scientific reports and studies, and any other factual information derived from tests, studies, reports or surveys, whether conducted by public employees or others; and

(f) Correspondence, and materials referred to therein, by and with the agency relating to any regulatory, supervisory or enforcement responsibilities of the agency, whereby the agency determines, or opines upon, or is asked to determine or opine upon, the rights of the state, the public, a subdivision of state government, or of any private party.

(2) **Availability.** The current index promulgated by the department shall be available to all persons under the same rules and on the same conditions as are applied to public records available for inspection. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-06-130, filed 12/20/78. Formerly WAC 252-03-120.]

## Chapter 468-10 WAC PRACTICE AND PROCEDURE

### WAC

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**WAC 468-10-010 Appearance and practice before commission or secretary—Who may appear.** No person may appear in a representative capacity before the commission, or the secretary of transportation or its or his designated hearing officer other than the following:

(1) Attorneys at law duly qualified and entitled to practice before the supreme court of the state of Washington.

(2) A bona fide officer, partner, or full time agent or employee of an individual association, partnership or corporation who appears for such individual association, partnership or corporation. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order



1, Resolution 13), § 468-10-010, filed 12/20/78. Formerly WAC 252-08-010.]

**WAC 468-10-020 Appearance and practice before commission or secretary--Solicitation of business unethical.** It shall be unethical for persons acting in a representative capacity before the commission or the secretary to solicit business by circulars, advertisements or by personal communication or interviews not warranted by personal relations, provided that such representatives may publish or circulate business cards. It is equally unethical to procure business indirectly by solicitors of any kind. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-020, filed 12/20/78. Formerly WAC 252-08-030.]

**WAC 468-10-030 Appearance and practice before commission or secretary--Standards of ethical conduct.** All persons appearing in proceedings before the commission or the secretary in a representative capacity shall conform to the standards of ethical conduct required of attorneys before the courts of Washington. If any such person does not conform to such standards, the commission or the secretary may decline to permit such person to appear in a representative capacity in any proceeding before the commission. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-030, filed 12/20/78. Formerly WAC 252-08-040.]

**WAC 468-10-040 Appearance and practice before commission or secretary--Appearance and/or representation by former employee, attorney, or officer.** No person who has served as an officer, attorney or employee of the department of transportation shall, within a period of two years after the termination of such service or employment, appear before the commission or the secretary or receive compensation for any services rendered on behalf of any person, firm, corporation or association in relation to any case, proceeding or application with respect to which such person was directly concerned and in which he personally participated during the period of his service or employment. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-040, filed 12/20/78. Formerly WAC 252-08-050.]

**WAC 468-10-050 Computation of time.** The time within which acts are to be done, as provided in these rules, shall be computed by excluding the first and including the last day. If the last day is a Saturday or Sunday or a holiday, the act must be completed on the next business day. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-050, filed 12/20/78. Formerly WAC 252-08-070.]

**WAC 468-10-060 Order in presenting evidence--Franchise applications.** Evidence will ordinarily be received in the following order:

- (1) Applicants
- (2) Department staff
- (3) Protestants
- (4) Rebuttal by applicant
- (5) Such oral argument as the commission, the secretary or the hearing officer, may deem proper. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-060, filed 12/20/78. Formerly WAC 252-08-265.]

**WAC 468-10-070 Official notice--Matters of law.** The commission, the secretary or the hearing officer, upon request made before or during a hearing, will officially notice:

(1) **Federal law.** The Constitution; congressional acts, resolutions, records, journals and committee reports; decisions of federal courts and administrative agencies; executive orders and proclamations; and all rules, orders and notices published in the Federal Register.

(2) **State law.** The Constitution of the state of Washington, acts of the legislature, resolutions, records, journals and committee reports; decisions of administrative agencies of the state of Washington, executive orders and proclamations by the governor; and all administrative rules, orders and notices filed with the code reviser.

(3) **Governmental organization.** Organization, territorial limitations, officers, departments, and general administration of the government of the state of Washington, the United States, the several states and foreign nations.

(4) **Department organization.** The department's organization, administration, officers, personnel, official publications, and practitioners before its bar. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-070, filed 12/20/78. Formerly WAC 252-08-370.]

**WAC 468-10-080 Official notice--Material facts.** In the absence of controverting evidence, the commission, the secretary or the hearing officer, upon request made before or during a hearing, may officially notice:

(1) **Proceedings before the commission or secretary.** The pendency of, the issues and position of the parties therein, and the disposition of any proceeding then pending before or theretofore concluded by the commission or the secretary.

(2) **Business customs.** General customs and practices followed in the transaction of business.

(3) **Notorious facts.** Facts so generally and widely known to all well-informed persons as not to be subject to reasonable dispute, or specific facts which are capable of immediate and accurate demonstration by resort to accessible sources of generally accepted authority, including, but not exclusively, facts stated in any publication authorized or permitted by law to be made by any federal or state officer, department or agency.

(4) **Technical knowledge.** Matters within the technical knowledge of the commission or the secretary as experts, within the scope or pertaining to the subject matter of

the statutory duties, responsibilities or jurisdiction of the commission or the secretary.

(5) **Request or suggestion.** Any party may request, or the hearing officer for the commission or the secretary may suggest, that official notice be taken of a material fact, which shall be clearly and precisely stated, orally on the record, at any prehearing conference or oral hearing or argument, or may make such request or suggestion by written notice, any pleading, motion, memorandum, or brief served upon all parties, at any time prior to a final decision.

(6) **Statement.** Where an initial or final decision of the commission rests in whole or in part upon official notice of a material fact, such fact shall be clearly and precisely stated in such decision.

(7) **Controversion.** Any party may controvert a request or a suggestion that official notice of a material fact be taken at the time the same is made if it be made orally, or by a pleading, reply or brief in response to the pleading or brief or notice in which the same is made or suggested. If any decision is stated to rest in whole or in part upon official notice of a material fact which the parties have not had a prior opportunity to controvert, any party may controvert such fact by appropriate exceptions if such notice be taken in an initial or intermediate decision or by a petition for reconsideration if notice of such fact be taken in a final decision. Such controversion shall concisely and clearly set forth the sources, authority and other data relied upon to show the existence or nonexistence of the material fact assumed or denied in the decision.

(8) **Evaluation of evidence.** Nothing herein shall be construed to preclude the commission or the secretary or the authorized agents of the commission or the secretary from utilizing their experience, technical competence and specialized knowledge in the evaluation of the evidence presented to them. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-080, filed 12/20/78. Formerly WAC 252-08-380.]

**WAC 468-10-090 Stipulations and admissions of record.** The existence or nonexistence of a material fact, as made or agreed in a written stipulation or in an admission of record, will be conclusively presumed against any party bound thereby, and no other evidence with respect thereto will be received upon behalf of such party, provided:

(1) **Upon whom binding.** Such a stipulation or admission is binding upon the parties by whom it is made, their privies and upon all other parties to the proceeding who do not expressly and unequivocally deny the existence or nonexistence of the material fact so admitted or stipulated, upon the making thereof, if made on the record at a prehearing conference, oral hearing, oral argument or by a writing filed with the commission or the secretary during or prior to any hearing or continuance thereof.

(2) **Withdrawal.** Any party bound by a stipulation or admission of record at any time prior to final decision

may be permitted to withdraw the same in whole or in part by showing to the satisfaction of the hearing officer or the commission or the secretary that such stipulation or admission was made inadvertently or under a bona fide mistake of fact contrary to the true fact and that its withdrawal at the time proposed will not unjustly prejudice the rights of other parties to the proceeding. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-090, filed 12/20/78. Formerly WAC 252-08-400.]

**WAC 468-10-100 Form and content of decisions in contested cases.** Every decision and order, whether proposed, initial or final, shall:

(1) Be correctly captioned as to name of agency and name of proceeding;

(2) Designate all parties and counsel to the proceeding;

(3) Include a concise statement of the nature and background of the proceeding;

(4) Be accompanied by appropriately numbered findings of fact and conclusions of law;

(5) Whenever practical, include the reason or reasons for the particular order or remedy afforded;

(6) Wherever practical, be referenced to specific provisions of the law and/or regulations appropriate thereto. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-100, filed 12/20/78. Formerly WAC 252-08-410.]

**WAC 468-10-110 Definition of issues before hearing.** In all proceedings the issues to be adjudicated shall be made initially as precise as possible in order that the commission, the secretary or hearing officer may proceed promptly to conduct the hearings on relevant and material matter only. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-110, filed 12/20/78. Formerly WAC 252-08-420.]

**WAC 468-10-120 Prehearing conference rule—Authorized.** In any proceeding the commission, secretary or designated hearing officer upon its or his own motion, or upon the motion of one of the parties or their qualified representatives, may in its or his discretion direct the parties or their qualified representatives to appear at a specified time and place for a conference to consider:

(1) The simplification of the issues;

(2) The necessity of amendments to the pleadings;

(3) The possibility of obtaining stipulations, admissions of facts and of documents;

(4) The limitation of the number of expert witnesses;

(5) Such other matters as may aid in the disposition of the proceeding. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-120, filed 12/20/78. Formerly WAC 252-08-430.]

**WAC 468-10-130 Prehearing conference rule—Record of conference action.** The commission, the secretary or the designated hearing officer shall make an order or statement which recites the action taken at the conference, the amendments allowed to the pleadings and the agreements made by the parties or their qualified representatives as to any of the matters considered, including the settlement or simplification of issues, and which limits the issues for hearing to those not disposed of by admissions or agreements; and such order or statement shall control the subsequent course of the proceeding unless modified for good cause by subsequent order. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-130, filed 12/20/78. Formerly WAC 252-08-440.]

**WAC 468-10-140 Submission of documentary evidence in advance.** Where practicable the commission, the secretary or the designated hearing officer may require:

(1) That all documentary evidence which is to be offered during the taking of evidence be submitted to the hearing examiner and to the other parties to the proceeding sufficiently in advance of such taking of evidence to permit study and preparation of cross-examination and rebuttal evidence.

(2) That documentary evidence not submitted in advance, as may be required by subsection (1) of this section, be not received in evidence in the absence of a clear showing that the offering party had good cause for his failure to produce the evidence sooner.

(3) That the authenticity of all documents submitted in advance in a proceeding in which such submission is required, be deemed admitted unless written objection thereto is filed prior to the hearing, except that a party will be permitted to challenge such authenticity at a later time upon a clear showing of good cause for failure to have filed such written objection. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-140, filed 12/20/78. Formerly WAC 252-08-450.]

**WAC 468-10-150 Excerpts from documentary evidence.** When portions only of a document are to be relied upon, the offering party shall prepare the pertinent excerpts, adequately identified, and shall supply copies of such excerpts, together with a statement indicating the purpose for which such materials will be offered, to the hearing examiner and to the other parties. Only the excerpts, so prepared and submitted, shall be received in the record. However, the whole of the original document shall be made available for examination and for use by all parties to the proceeding. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-150, filed 12/20/78. Formerly WAC 252-08-460.]

**WAC 468-10-160 Expert or opinion testimony and testimony based on economic and statistical data—Number and qualifications of witnesses.** The commission, the secretary or hearing officer in all classes of cases

where practicable may make an effort to have the interested parties agree upon the witness or witnesses who are to give expert or opinion testimony, either by selecting one or more to speak for all parties or by limiting the number for each party; and, if the interested parties cannot agree, require them to submit to it and to the other parties written statements containing the names, addresses and qualifications of their respective opinion or expert witnesses, by a date determined by it and fixed sufficiently in advance of the hearing to permit the other interested parties to investigate such qualifications. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-160, filed 12/20/78. Formerly WAC 252-08-470.]

**WAC 468-10-170 Expert or opinion testimony and testimony based on economic and statistical data—Written sworn statements.** The commission, the secretary or hearing officer, in all classes of cases in which it is practicable and pertinent, may require that all direct opinion or expert testimony and all direct testimony based on economic or statistical data be reduced to written sworn statements, and, together with the exhibits upon which based, be submitted to it and to the other parties to the proceeding by a date determined by the commission, the secretary or hearing officer and fixed a reasonable time in advance of the hearing; and such sworn statements may be acceptable as evidence upon formal offer at the hearing, subject to objection on any ground except that such sworn statements shall not be subject to challenge because the testimony is not presented orally: *And Provided*, That witnesses making such statements shall not be subject to cross-examination unless a request is made sufficiently in advance of the hearing to insure the presence of the witnesses. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-170, filed 12/20/78. Formerly WAC 252-08-480.]

**WAC 468-10-180 Expert or opinion testimony and testimony based on economic and statistical data—Supporting data.** The commission, the secretary or hearing officer, in its or his discretion but consistent with the rights of the parties, may cause the parties to make available for inspection in advance of the hearing, and for purposes of cross-examination at the hearing, the data, underlying statements and exhibits submitted in accordance with WAC 468-10-170. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-180, filed 12/20/78. Formerly WAC 252-08-490.]

**WAC 468-10-190 Expert or opinion testimony and testimony based on economic and statistical data—Effect of noncompliance with WAC 468-10-160 or 468-10-170.** Whenever the manner of introduction of opinion or expert testimony or testimony based on economic or statistical data is governed by requirements fixed under the provisions of WAC 468-10-160 or 468-10-170, such testimony not submitted in accordance with the relevant

requirements shall not be received in evidence in the absence of a clear showing that the offering party had good cause for his failure to conform to such requirements. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-190, filed 12/20/78. Formerly WAC 252-08-500.]

**WAC 468-10-200 Continuances.** Any party who desires a continuance shall, immediately upon receipt of notice of a hearing, or as soon thereafter as facts requiring such continuance come to his knowledge, notify the commission, the secretary or designated hearing officer of said desire, stating in detail the reasons why such continuance is necessary. The commission, the secretary or designated hearing officer, in passing upon a request for continuance, shall consider whether such request was promptly and timely made. For good cause shown, the commission, the secretary or designated hearing officer may grant such a continuance and may at any time order a continuance upon its or his own motion. During a hearing, if it appears in the public interest or in the interest of justice that further testimony or argument should be received, the commission, the secretary or hearing officer may in its or his discretion continue the hearing and fix the date for introduction of additional evidence or presentation of argument. Such oral notice shall constitute final notice of such continued hearing. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-200, filed 12/20/78. Formerly WAC 252-08-510.]

**WAC 468-10-210 Rules of evidence—Admissibility criteria.** Subject to the other provisions of these rules, all relevant evidence is admissible which, in the opinion of the commission or officer conducting the hearing, is the best evidence reasonably obtainable, having due regard for its necessity, availability and trustworthiness. In passing upon the admissibility of evidence, the commission, the secretary or officer conducting the hearing shall give consideration to, but shall not be bound to follow, the rules of evidence governing civil proceedings in the superior court of the state of Washington. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-210, filed 12/20/78. Formerly WAC 252-08-520.]

**WAC 468-10-220 Rules of evidence—Tentative admission—Exclusion—Discontinuance—Objections.** When objection is made to the admissibility of evidence, such evidence may be received subject to a later ruling. The commission, or secretary or officer conducting the hearing may, in its or his discretion, either with or without objection, exclude inadmissible evidence or order cumulative evidence discontinued. Parties objecting to the introduction of evidence shall state the precise grounds of such objection at the time such evidence is offered. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), §

468-10-220, filed 12/20/78. Formerly WAC 252-08-530.]

**WAC 468-10-230 Briefs.** Briefs may be filed in any proceeding before the commission or before the secretary by any interested party, and shall be filed by any party to the proceeding upon the request of the commission or the secretary, and within such time as shall be directed by the commission or the secretary. The commission or the secretary may require the filing of all briefs within three days after the close of the hearing upon a determination that the proceeding is such that an order should issue promptly; and in the case of matters requiring an immediate decision, may require the parties, or their counsel, to present their arguments and authority orally at the close of the hearing, instead of by facts and conclusion which the evidence tends to prove, and point out the particular evidence relied upon to support such conclusion. Briefs may be printed (size 6 1/2 inches by 8 1/2 inches), otherwise, they shall be mimeographed or typewritten (size 8 1/2 inches by 13 inches), and all copies shall be clearly legible. Eight copies of each brief shall be filed when the matter is being heard by the commission and two copies shall be filed when the matter is being heard by the secretary and copies thereof shall be served on all parties to the case, or their counsel. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-230, filed 12/20/78. Formerly WAC 252-08-535.]

**WAC 468-10-240 Petitions for rule making, amendment, or repeal—Who may petition.** Any interested person may petition the commission or the secretary requesting the promulgation, amendment or repeal of any rule. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-240, filed 12/20/78. Formerly WAC 252-08-540.]

**WAC 468-10-250 Petitions for rule making, amendment, or repeal—Requisites.** Where the petition requests the promulgation of a rule, the requested or proposed rule must be set out in full. The petition must also include all the reasons for the requested rule together with briefs of any applicable law. Where the petition requests the amendment or repeal of a rule presently in effect, the rule or portion of the rule in question must be set out as well as a suggested amended form, if any. The petition must include all reasons for the requested amendment or repeal of the rule. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-250, filed 12/20/78. Formerly WAC 252-08-550.]

**WAC 468-10-260 Petitions for rule making, amendment, or repeal—Agency must consider.** All petitions shall be considered by the commission or by the secretary. The commission or the secretary may, in its or his discretion, order a hearing for the further consideration and discussion of the requested promulgation,

amendment, repeal or modification of any rule. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-260, filed 12/20/78. Formerly WAC 252-08-560.]

**WAC 468-10-270 Petitions for rule making, amendment, or repeal—Notice of disposition.** The commission or the secretary shall notify the petitioning party within a reasonable time of the disposition, if any, of the petition. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-270, filed 12/20/78. Formerly WAC 252-08-570.]

**WAC 468-10-280 Petitions for rule making, amendment, or repeal—Form.** Any interested person petitioning the commission or the secretary requesting the promulgation, amendment or repeal of any rules shall generally adhere to the following form for such purpose:

At the top of the page shall appear the wording "Before the Washington State Transportation Commission" or "Before the Secretary of Transportation." On the left side of the page below the foregoing the following caption shall be set out: "In the Matter of the Petition of (Name of petitioning party) for (state whether promulgation, amendment or repeal) of rule (or rules)." Opposite the foregoing caption shall appear the word "petition."

The body of the petition shall be set out in numbered paragraphs. The first paragraph shall state the name and address of the petitioning party and whether petitioner seeks the promulgation of new rule or rules, or amendment or repeal of existing rule or rules. The second paragraph, in case of a proposed new rule or amendment of an existing rule, shall set forth the desired rule in its entirety. Where the petition is for amendment, the new matter shall be underscored and the matter proposed to be deleted shall appear in double parentheses. Where the petition is for repeal of an existing rule, such shall be stated and the rule proposed to be repealed shall either be set forth in full or shall be referred to by the WAC section number. The third paragraph shall set forth concisely the reasons for the proposal of the petitioner and shall contain a statement as to the interest of the petitioner in the subject matter of the rule. Additional numbered paragraphs may be used to give full explanation of petitioner's reason for the action sought.

Petitions shall be dated and signed by the person or entity named in the first paragraph or by his attorney. The original and seven legible copies of the petition shall be filed with the commission if the commission has jurisdiction or an original and one copy shall be filed with the secretary if the secretary has jurisdiction. Petitions shall be on white paper, either 8 1/2 inches by 11 inches or 8 1/2 inches by 13 inches in size. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-280, filed 12/20/78. Formerly WAC 252-08-575.]

**WAC 468-10-290 Declaratory rulings—Who may petition—Action of commission or secretary.** As prescribed by RCW 34.04.080, any interested person may petition the commission or the secretary for a declaratory ruling. The commission or secretary shall consider the petition, and within a reasonable time shall:

- (1) Issue a nonbinding declaratory ruling; or
- (2) Notify the person that no declaratory ruling is to be issued; or
- (3) Set a reasonable time and place for hearing or the submission of written evidence upon the matter, and give reasonable notification to the person of the time and place for such hearing or submission of evidence and of the issues involved.

If a hearing is held or evidence submitted as provided in subsection (3) of this section, the commission or the secretary shall within a reasonable time:

- (a) Issue a binding declaratory ruling; or
- (b) Issue a nonbinding declaratory ruling; or
- (c) Notify the person that no declaratory ruling is to be issued. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-290, filed 12/20/78. Formerly WAC 252-08-580.]

**WAC 468-10-300 Forms.** Any interested person petitioning the commission or the secretary for a declaratory ruling pursuant to RCW 34.04.080, shall generally adhere to the following form for such purpose.

At the top of the page shall appear the wording "Before the Washington State Transportation Commission" or "Before the Secretary of Transportation." On the left side of the page below the foregoing the following caption shall be set out: "In the Matter of the Petition of (name of petitioning party) for a Declaratory Ruling." Opposite the foregoing caption shall appear the word "Petition."

The body of the petition shall be set out in numbered paragraphs. The first paragraph shall state the name and address of the petitioning party. The second paragraph shall state all rules or statutes that may be brought into issue by the petition. Succeeding paragraphs shall set out the state of facts relied upon in form similar to that applicable to complaints in civil actions before the superior courts of this state. The concluding paragraphs shall contain the prayer of the petitioner. The petition shall be subscribed and verified in the manner prescribed for verification of complaints in the superior courts of this state.

The original and seven legible copies shall be filed with the agency. Petitions shall be on white paper, either 8 1/2 inches by 11 inches or 8 1/2 inches by 13 inches in size. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-300, filed 12/20/78. Formerly WAC 252-08-590.]

**WAC 468-10-310 Stay of final decision.** Upon entry of final decision in a contested case, any party aggrieved by such decision may, within 10 days after service of the decision, petition the commission or the

secretary for a stay of such decision pending filing by said party of a petition for judicial review. Upon filing, the commission or the secretary may order a stay under such terms as it deems proper. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-310, filed 12/20/78. Formerly WAC 252-08-595.]

**WAC 468-10-320 Consideration of economic costs and impacts in rule making.** In adopting rules pursuant to the provisions of chapter 34.04 RCW, the Washington state transportation commission and the secretary of transportation shall consider the economic costs and impacts of such rules, along with environmental, social, health, and safety considerations. Reasonable efforts shall be made to minimize the economic cost to affected parties and the public of complying with such rules, to the extent that such cost minimization is consistent with the environmental, social, health, safety, or other policies sought to be implemented by such rules. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-10-320, filed 12/20/78. Formerly WAC 252-08-600.]

#### Chapter 468-12 WAC TRANSPORTATION COMMISSION AND TRANSPORTATION DEPARTMENT STATE ENVIRONMENTAL POLICY ACT RULES

##### WAC

468-12-010	Authority.
468-12-020	Purpose.
468-12-025	Scope and coverage of this chapter.
468-12-040	Incorporation of the SEPA guidelines adopted by the department of ecology.
468-12-055	Timing of the EIS process.
468-12-060	Scope of a proposal and its impacts for the purposes of lead agency determination, threshold determination, and EIS preparation.
468-12-080	Program assessment of related actions.
468-12-170	Categorical exemptions.
468-12-180	Exemptions for emergency actions.
468-12-185	Nonactions.
468-12-460	Availability of draft EIS.
468-12-520	Procedures when consulted.
468-12-550	Extension of time period allowed for preparation of the final EIS.
468-12-820	Designation of responsible official.
468-12-990	Substantive effect of this chapter.

**WAC 468-12-010 Authority.** This chapter is promulgated pursuant to the authority granted in RCW 43.21C.120 and chapter 197-10 WAC. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-12-010, filed 12/20/78. Formerly WAC 252-09-010.]

**WAC 468-12-020 Purpose.** (1) The purpose of this chapter is to establish rules pertaining to the integration of the policies and procedures of the State Environmental Policy Act of 1971 (SEPA) into the programs, activities, and actions of the Washington state transportation

commission, department of transportation (hereinafter referred to as the transportation department). The rules contained herein are intended to implement and be consistent with the provisions and purposes of the SEPA guidelines (chapter 197-10 WAC).

(2) These rules are intended to establish procedures for implementing SEPA in a manner which reduces duplicative and wasteful practices, establishes effective and uniform procedures, encourages public involvement, and promotes certainty with respect to the requirements of SEPA. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-12-020, filed 12/20/78. Formerly WAC 252-09-020.]

**WAC 468-12-025 Scope and coverage of this chapter.** The rules of this chapter apply to the activities of the transportation department, and all divisions and subdivisions thereof. Compliance with the rules of this chapter shall constitute complete procedural compliance with SEPA for any "action" as defined in WAC 197-10-040(2). [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-12-025, filed 12/20/78. Formerly WAC 252-09-025.]

**WAC 468-12-040 Incorporation of the SEPA guidelines adopted by the department of ecology.** (1) The provisions of chapter 197-10 WAC (SEPA guidelines adopted by council on environmental policy on December 12, 1975 and amended by the department of ecology), including all optional provisions thereof except WAC 197-10-440(13)(c) and 197-10-460(1)(g) are hereby adopted by the transportation department, and are incorporated in and made a part of this chapter by reference herein, to the extent that the SEPA guidelines are applicable to the programs, activities, and actions of the Washington state transportation commission and the Washington state department of transportation.

(2) The provisions of this chapter are intended to implement the provisions of chapter 197-10 WAC, and to be consistent therewith. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-12-040, filed 12/20/78. Formerly WAC 252-09-040.]

**WAC 468-12-055 Timing of the EIS process.** (1) As provided by WAC 197-10-055, the EIS process shall be completed before the transportation department is irrevocably committed to a particular course of action. At the same time, the EIS process should not be undertaken until a proposal is sufficiently definite to permit meaningful environmental analysis.

(2) The threshold determination and any required EIS for transportation department actions of a nonproject nature shall be completed prior to official adoption of the action in question.

(3) The threshold determination and any required EIS for licensing actions of the transportation department shall be completed prior to issuance of the license or licenses in question.



(4) The threshold determination and any required EIS for transportation department actions of a project nature shall in all cases be completed prior to the approval of the location or design of the project in question. A draft EIS shall be prepared prior to the first public hearing which may be held in connection with such project, and shall be made available at such hearing. While the transportation department may tentatively affirm the choice of a particular location or design based upon completion of a draft EIS, final adoption of a particular location or design shall not occur until a final threshold determination has been made or a final EIS has been prepared. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-12-055, filed 12/20/78. Formerly WAC 252-09-055.]

**WAC 468-12-060 Scope of a proposal and its impacts for the purposes of lead agency determination, threshold determination, and EIS preparation.** As recognized in WAC 197-10-060, for projects, such as highways, streets, etc., where the proposed action is related to a large existing or planned network, the present proposal may be treated as the total proposal, or only some of the future elements of a proposed action may be selected for present consideration in a threshold determination or EIS. These categorizations shall be logical with relation to the design of the total system or network, and shall not be made merely to divide a larger system into exempted fragments. These categorizations shall (1) connect logical termini (population centers, major traffic generators, major crossroads, etc.); (2) possess a reasonable degree of independent utility; and (3) promote a meaningful consideration of alternatives by avoiding the necessity of considering numerous combinations of different alternatives. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-12-060, filed 12/20/78. Formerly WAC 252-09-060.]

**WAC 468-12-080 Program assessment of related actions.** Functionally related actions which are not categorically exempted by the provisions of WAC 197-10-170, and whose impacts are more significant and more readily analyzable on a "program" than on an "individual action" basis, may be analyzed, for purposes of threshold determinations and EIS preparation, as a total program. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-12-080, filed 12/20/78. Formerly WAC 252-09-080.]

**WAC 468-12-170 Categorical exemptions.** The following activities of the transportation department are within the categorical exemptions contained in the indicated subsections of WAC 197-10-170:

(1) The repair, maintenance, or minor alteration of existing private or public structures, facilities or equipment, as provided in WAC 197-10-170(1)(k), including but not limited to:

- (a) Burning of weeds or brush within right of way limits;
- (b) Preparation, storage, and application of NaCl (rock salt), sand, and de-icing chemicals;
- (c) Disposal and/or treatment of sewage generated on transportation department property in accordance with state and local regulations;
- (d) Right of way mowings;
- (e) Snow removal and avalanche control;
- (f) Erosion control measures;
- (g) Stormwater disposal procedures not involving significant changes in existing drainage patterns and quantities outside of transportation right of way;
- (h) Street, road, rail, and airport cleaning and sweeping;
- (i) Litter pickup and disposal;
- (j) Removal and disposal of debris;
- (k) Application of right of way fertilizer;
- (l) Planting, thinning, and removal of roadside, railside, or airport trees as required for landscaping and maintenance purposes;
- (m) Dead animal removal and disposal;
- (n) Pavement burning;
- (o) Maintenance and fencing of game crossings;
- (p) Pit and sundry site reclamation;
- (q) Waste oil disposal;
- (r) Maintenance of chemical toilets;
- (s) Control and disposal of roadway spills;
- (t) All repair, maintenance, or minor alteration of existing transportation pavement, rails, earthwork, bridges, tunnels, guardrails, railroad protective devices, signs, paths, trails, buildings, toll booths, radio and telephone equipment, air quality equipment, rest area facilities, storage facilities, pit sites, airports, and other physical features and structures within the jurisdiction of the transportation department.

(2) Adoptions or approvals of utility, transportation, and solid waste disposal rates, as provided in WAC 197-10-170(7)(i), including, but not limited to the establishment of or changes in toll rates.

(3) Information collection and research, as provided by WAC 197-10-170(17), including but not limited to the development, adoption, and revision of fourteen-year transportation plans and six-year construction programs, and any other studies, plans, and programs which lead to proposals which have not yet been approved, adopted, or funded, and which do not commit the transportation department to proceed with the proposals contained therein. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-12-170, filed 12/20/78. Formerly WAC 252-09-170.]

**WAC 468-12-180 Exemptions for emergency actions.** The emergency exemptions defined in WAC 197-10-180 include, but are not limited to, the following emergency actions taken by the transportation commission or transportation department.

(1) Issuance of emergency load restrictions on highways and bridges;



(2) Performance of emergency protection or restoration of highways and other transportation facilities under circumstances defined in RCW 47.28.170;

(3) Approval of funding for emergency projects;

(4) Emergency disposal of hazardous material;

(5) Emergency disaster maintenance;

(6) Installation, removal, or alteration of emergency generator equipment;

(7) Restriction of use of bridges due to structural deterioration. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-12-180, filed 12/20/78. Formerly WAC 252-09-180.]

**WAC 468-12-185 Nonactions.** The following activities are exempted from the requirements and procedures established by this chapter because they are not actions as that term is defined by WAC 197-10-040(2):

(1) National transportation studies;

(2) Federal-aid system designations;

(3) National functional classification of highways and determination of needs;

(4) Other transportation department policies, plans, or programs which will govern the development of a series of functionally related major actions for which approval must be obtained from any federal agency prior to implementation. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-12-185, filed 12/20/78. Formerly WAC 252-09-185.]

**WAC 468-12-460 Availability of draft EIS.** In addition to the circulation procedures specified by the mandatory subsections of WAC 197-10-460, the draft EIS shall be made available at appropriate public libraries or other public places as stated in the notice of availability of the draft EIS, and shall also be circulated to public and private organizations and individuals with special expertise with respect to the environmental impact involved, those which are known to have a serious interest in the proposed action, and those who request an opportunity to comment. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-12-460, filed 12/20/78. Formerly WAC 252-09-460.]

**WAC 468-12-520 Procedures when consulted.** When a request by another agency for consultation is made pursuant to the provisions of WAC 197-10-500 through 197-10-540, such request shall be referred for response to the assistant secretary for public transportation and planning, who shall coordinate the research and field investigations which may be necessary, and supervise the transmittal of the requested information to the lead agency within the time periods specified by WAC 197-10-545. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-12-520, filed 12/20/78. Formerly WAC 252-09-520.]

**WAC 468-12-550 Extension of time period allowed for preparation of the final EIS.** As permitted in general terms by the provisions of WAC 197-10-550, the normal seventy-five-day period for preparation of a final EIS may be extended whenever the proposal is unusually large in scope, or where the environmental impact associated with the proposal is unusually complex. The determination that additional time is required for preparation of the final EIS shall be made in writing by the responsible official or his designee and shall be accompanied by a brief statement explaining the reason that additional time is required. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-12-550, filed 12/20/78. Formerly WAC 252-09-550.]

**WAC 468-12-820 Designation of responsible official.** The responsible official shall be the secretary of the department of transportation or his designee. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-12-820, filed 12/20/78. Formerly WAC 252-09-820.]

**WAC 468-12-990 Substantive effect of this chapter.** (1) It is hereby declared to be the policy of the transportation department that significant adverse economic, social, and environmental effects relating to any proposed transportation department or transportation commission action should be fully considered in planning and implementing such action, and that final decisions on such action should be made in the best overall public interest, in a manner consistent with the policy statement of the transportation department action plan, and taking into consideration (a) the need for fast, safe, efficient, and economical transportation and public services reasonably responsive to the public's preferences, (b) the adverse environmental, social, and economic effects of the proposed action and alternative courses of action, and (c) the costs of eliminating or minimizing such adverse effects.

(2) The provisions of this chapter shall be interpreted in accord with this policy. This policy shall also govern substantive decisions made by the transportation commission and the transportation department. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-12-990, filed 12/20/78. Formerly WAC 252-09-990.]

## Chapter 468-14 WAC SMALL BUSINESSES AND MINORITY CONTRACTORS

### WAC

468-14-010	General.
468-14-020	Call for bids—Limitation on contract amount.
468-14-030	Precontract preparation of plans and specifications.
468-14-040	Prequalification—Form of bid—Requirements.
468-14-050	Bonds—Withholding on monthly progress payments.

**WAC 468-14-010 General.** To enable a greater number of small businesses and minority contractors to

compete effectively for Washington state department of transportation contracts, the secretary adopts the following rules and regulations in accordance with RCW 47-28.030 as amended by chapter 116, Laws of 1973, and by chapter 225, Laws of 1977 ex. sess. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-14-010, filed 12/20/78. Formerly WAC 252-50-010.]

**WAC 468-14-020 Call for bids—Limitation on contract amount.** (1) All contracts shall be awarded by competitive bidding to the extent that competitive bids are available except when delay of the work would jeopardize life or property or inconvenience the travelling public.

(2) Contracts may be awarded under these rules when the estimated cost of the work would not exceed fifty thousand dollars. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-14-020, filed 12/20/78. Formerly WAC 252-50-020.]

**WAC 468-14-030 Precontract preparation of plans and specifications.** All plans and specifications required for the work shall be prepared in a standard, simple and easily understood manner. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-14-030, filed 12/20/78. Formerly WAC 252-50-025.]

**WAC 468-14-040 Prequalification—Form of bid—Requirements.** (1) A limited prequalification questionnaire shall be required assuring only that a prospective bidder is experienced in the type of work to be performed, that all equipment to be used is adequate and functioning, and that all equipment operators are qualified to operate such equipment.

(2) No bid proposal shall be accepted from a bidder who has not submitted a limited prequalification questionnaire, unless the bidder is currently prequalified with the department of transportation.

(3) Prospective bidders shall be informed that advice and assistance relative to general bidding procedures are available in the office of the district administrator of the area where the work is to be performed.

(4) All bids shall be submitted on a standard bid proposal form.

(5) The successful bidder must comply with federal and state laws, applicable local laws and ordinances and applicable regulations which affect the performance of the contract. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-14-040, filed 12/20/78. Formerly WAC 252-50-030.]

**WAC 468-14-050 Bonds—Withholding on monthly progress payments.** No bid deposit or performance bond shall be required but it shall be specified in the bidding proposal that, each month, the contractor may be required to submit paid invoices showing that disbursements have been made to laborers, materialmen,

mechanics and subcontractors due such persons from the previous progress payment. If such disbursements have not been made, the monthly progress payment shall be withheld pending receipt of the paid invoices. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-14-050, filed 12/20/78. Formerly WAC 252-50-040.]

## Chapter 468-18 WAC STATE AID

### WAC

468-18-010	Consent by local governing body.
468-18-030	Policy governing use of county roads as haul roads on state highway projects.
468-18-040	Design standards for rearranged county roads, frontage roads, access roads, intersections, ramps and crossings.
468-18-050	Policy on the construction, improvement and maintenance of intersections of state highways and city streets.
468-18-060	Secretary of transportation to proceed with hearings under the federal aid highway act of 1956.
468-18-070	Federal aid urban funds.
468-18-080	Policy governing the application of federal aid secondary funds.
468-18-090	Matching of urban arterial trust account moneys.

**WAC 468-18-010 Consent by local governing body.** Consent by local governing body . . . it is the requirement of the state department of transportation that when consent or concurrence is required of any local governing body as to any project or proposal of the state department of transportation, the local body indicate its concurrence, assent or other action regarding such project or proposal by resolution of the governing body of such authority, duly passed at a regular meeting of such body and directed to be transmitted to the state department of transportation. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-18-010, filed 12/20/78. Formerly WAC 252-10-010.]

**WAC 468-18-030 Policy governing use of county roads as haul roads on state highway projects.** (1) The secretary of transportation or his representative shall, at the time of the preliminary planning for any state highway project requiring the use of any county road or portion thereof as a haul road, contact the county officials and advise them that such use is contemplated.

(2) When the final plans for such project are prepared, and prior to advertising for bids, the secretary of transportation or his representative shall meet with the county officials and inform them of the full particulars regarding the intended use of the county road, including estimates of the total yardage involved and the duration of the project.

(3) Before a contract is awarded, the secretary of transportation and the county officials shall sign an agreement setting forth clearly the obligations of the state for defraying added maintenance costs for the county road involved. The agreement shall specifically

set forth that the conclusions of the secretary of transportation as to the actual costs to be paid by the state shall be final and conclusive.

(4) Subsequent to the state's contractor having terminated his use of the county road and as soon thereafter as is possible the county shall submit its claim for compensation for additional maintenance and the secretary shall make such review thereof as shall be necessary to ascertain that the state will pay only that portion of the increased maintenance costs occasioned by the state's contractor's use of the county roads.

(5) A special provision in the contract shall specify that the contractor or contractors using the county road as a haul road in connection with the state project shall abide by all weight and speed laws in the operation of his or their equipment and shall be liable for any increased damage to the road by reason of his or their failure to do so.

(6) For administration purposes moneys paid pursuant to the maintenance agreement shall be included as part of the construction project. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-18-030, filed 12/20/78. Formerly WAC 252-10-030.]

**WAC 468-18-040 Design standards for rearranged county roads, frontage roads, access roads, intersections, ramps and crossings.** Because of the wide variety of rearranged county roads, frontage or access roads, intersections, ramps and crossings encountered by the freeway construction and relocation of other state highways, further understandings are desirable as to the jurisdiction and the responsibility between the county and state.

The policy on the construction, improvement and maintenance of intersections of state highways and county roads approved December 7, 1952 by the Washington Association of County Commissioners and January 14, 1953 by the Washington state highway commission has been the guide in determining the responsibility of these two agencies, and is hereby revised and updated to supersede the above stated policy.

Following are the criteria, procedure and design standards that the state department of transportation shall use in the planning for frontage roads and access roads that counties will be requested to accept as county roads and the construction of rearranged county roads, intersections, ramps and crossings:

(1) At the early stages of planning, before the right of way maps are prepared, the state and county shall review the proposed improvement.

(2) The proposed design standards shall not be less than the current "Washington State County Arterial Design Standards," except where an individual county shall have adopted a higher design standard, in which case the higher standard shall apply.

(3) The required right of way for the proposed improvement, which shall not be less than that called for by the current "Washington State County Arterial Design Standards," shall be either deeded to the county or the county given an easement for rights of way purposes.

(4) The proposed construction shall include all the necessary traffic control and safety devices and be signed in accordance with the Manual on Uniform Traffic Control Devices for Streets and Highways, as modified and adopted by the Washington state department of transportation, to protect the driving public.

(5) An agreement shall be negotiated between the state and county at this early stage of planning, before right of way maps are approved for each rearranged county road, frontage or access road, intersection or crossing, which shall cover the standards of construction, right of way, and outline the responsibility of each agency which shall conform to the following basic principles of maintenance responsibilities:

(a) Where an existing county road is crossed by a state highway underpass, the state will construct the underpass and necessary approaches and maintain the underpass.

The roadway to be provided for county traffic will be constructed by the state.

If illumination exists on the county road at the time of construction of the underpass, the state shall provide the necessary facilities for illuminating the county's portion of the road over the state highway and the necessary approach roadway.

If it is determined that illumination will be necessary at a later date and it will be necessary to place conduits in the structure, the state shall provide same.

The county will maintain the roadway providing for county traffic including traffic stripe, snow removal, sanding and illumination, if needed, for the county road.

(b) Where an existing county road is crossed by a state highway overpass, the state will construct the structure and necessary approach roadway and maintain the structure.

The county will maintain the entire roadway under the structure except special drainage, if needed.

The state shall provide the necessary facilities for illuminating the county's portion of the road under the structure and necessary approach roadway, unless otherwise agreed.

(c) When an existing county road is crossed at grade by a new state highway, the state will assume all costs for the construction including taper sections, acceleration and deceleration lanes and be responsible for all maintenance to the right of way line.

Stop signs after installation shall be maintained in accordance with the state statutes.

The construction and maintenance of illumination will be the responsibility of the state.

When a new county road intersects a state highway, the maintenance responsibilities will be the same as outlined above. The construction costs shall be the responsibility of the county.

(d) Whenever, because of increased traffic, heavy turning movements, accident frequency or other good cause, it becomes necessary to initiate a project for the improvement of an existing intersection not incidental to

a construction project, the state and county will cooperate in the cost of the improvement in each case by mutual agreement in accordance with the following formula:

- (i) Ascertain the number of legs of the intersection under the existing responsibility of each agency involved.
- (ii) Ascertain the traffic volume on each leg.
- (iii) Add the traffic counts on each agency's intersection legs.
- (iv) The resulting percentage of the traffic volume total falling to each jurisdiction should be the relative proportion of the improvement's cost to be borne by each agency: *Provided*, That in no case shall the county's share of the total cost of the improvement exceed fifty percent of that cost.

The maintenance responsibilities will be the same as outlined above in subparagraph (c) of this subsection.

(e) When an interchange is constructed at an intersection of a state highway and county road, the ramps, structure and crossroad within the interchange area shall be maintained and reconstructed, if necessary, by the state. Illumination, if required, shall be constructed by the state and that portion located on state right of way maintained by the state or as otherwise agreed.

Traffic signals on state right of way, if required at ramp terminals, shall be constructed, operated and maintained by the state.

(f) Where it is necessary to relocate an existing county road, the state will construct the road and the county will maintain the road.

(g) If a county road or street is dead-ended, the state will construct a cul-de-sac to the county standards.

(h) When it is necessary for the state to construct service roads, landlock prevention roads or dead-end roads, which may be desirable in lieu of damages to property, the provisions of RCW 47.52.105 shall be the guide.

These roads shall be the state's responsibility unless by agreement in accordance with the procedures outlined in the policy statement, the county will accept these roads as county roads and if such an agreement is entered into, all dead-end roads shall have a cul-de-sac constructed to the county's standard.

(i) Upon completion of the construction of each rear-ranged county road, frontage road, access road, intersection or crossing for which an agreement has been entered into between the state and county, an inspection by the state and county road engineer shall be made to determine that all the requirements of the agreement have been fulfilled. Upon fulfillment of the agreement, the district engineer shall notify the county in writing and the county shall accept the road as a county road or assume the responsibilities as set forth in said agreement.

Within one year the state will turn over the right of way to the county for any construction accepted by the county as a county maintained road. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-18-040, filed 12/20/78. Formerly WAC 252-10-041.]

**WAC 468-18-050 Policy on the construction, improvement and maintenance of intersections of state highways and city streets.** (1) **Legal reference.** Section 61, chapter 220, Laws of 1949 provides in part as follows: ". . . ; and all such streets including curbs and gutters and street intersections and such bridges and wharves shall be constructed and maintained by the director from any state funds available therefor.

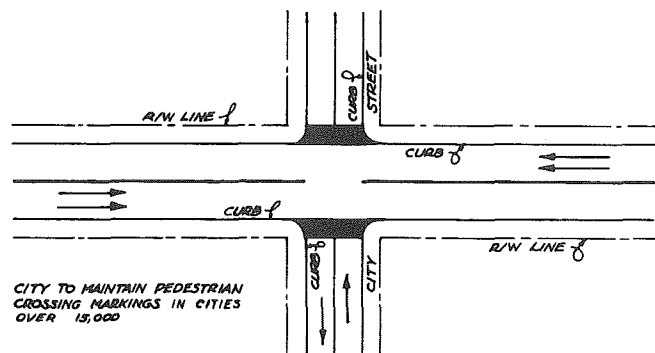
"The jurisdiction control and duty of the state and city and town with respect to said streets shall be as follows:

"(a) . . .

"(b) The city and town shall exercise full responsibility for and control over any such street beyond the curbs, and if no curb is installed beyond the portion used for highway purposes."

(2) **The problem.** The construction of partially and fully controlled limited access freeways or similarly designed state highways through cities and towns is becoming more frequent. The construction of cloverleaf and other types of interchanges makes it difficult to determine exactly which features of the interchange constitute the "street intersection" for which responsibility is established by law.

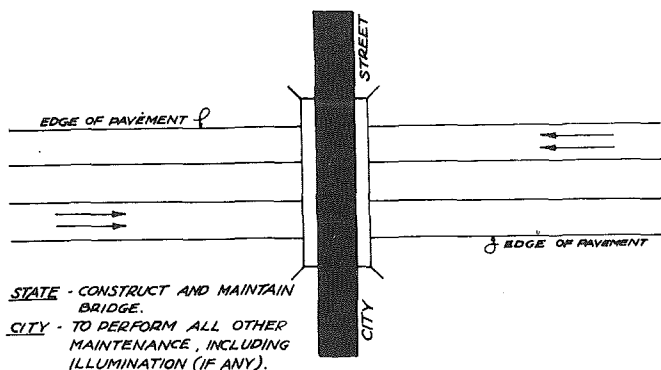
(3) **The policy.** After the access plan for any partial, or fully controlled limited access highway has been approved by a city or town, the state and city authorities shall negotiate an agreement establishing responsibility for construction and maintenance of the various features of each interchange. To illustrate the basic principles of these responsibilities and to serve as a guide in such negotiations, the attached sketches of typical intersections and interchanges are hereby made a part of this policy. The scope of this policy does not include the roadside areas enclosed in the loops or ramps of an interchange or the slopes of cuts and fills, responsibility for which is more clearly defined by statute.



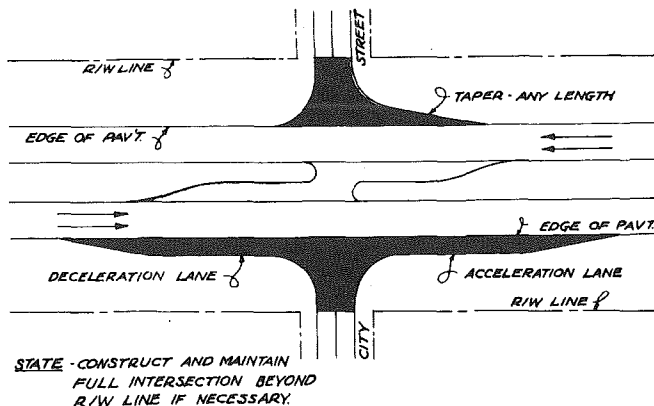
**NORMAL INTERSECTION  
EXISTING STATE HIGHWAY**

STATE MAINTENANCE OBLIGATION SHOWN IN GREEN ■

Figure



EXISTING CITY STREET CROSSED BY  
NEW STATE HIGHWAY UNDERPASS



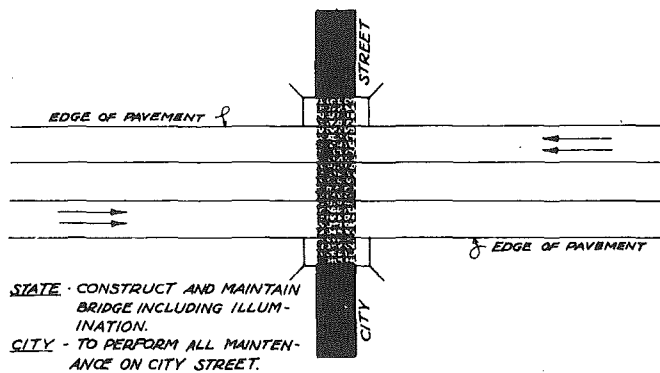
EXISTING CITY STREET CROSSED AT  
GRADE BY NEW STATE HIGHWAY

CITY MAINTENANCE OBLIGATION SHOWN IN RED ■

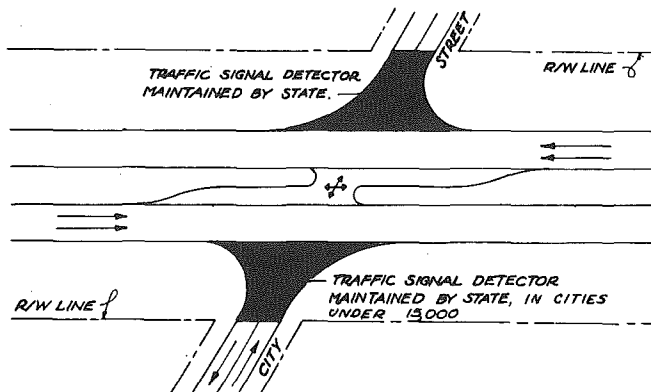
Figure 2

STATE MAINTENANCE OBLIGATION SHOWN IN GREEN ■

Figure



EXISTING CITY STREET CROSSED BY  
NEW STATE HIGHWAY OVERPASS



CHANNELIZED INTERSECTION  
NEW STATE HIGHWAY

CITY MAINTENANCE OBLIGATION SHOWN IN RED ■

Figure 3

STATE MAINTENANCE OBLIGATION SHOWN IN GREEN ■

Figure



Figure 6

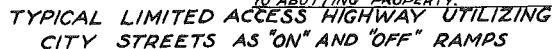


Figure 7



Figure 8

**WAC 468-18-060 Secretary of transportation to proceed with hearings under the federal aid highway act of 1956.** The secretary of transportation is authorized to proceed with necessary hearings in connection with plans for federal aid highway projects involving the bypassing or going through any city, town or village, either incorporated or unincorporated, under the provisions of section 116(c) of the Federal Aid Highway Act of 1956 as amended. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-18-060, filed 12/20/78. Formerly WAC 252-10-105.]

**WAC 468-18-070 Federal aid urban funds.** Federal aid urban funds apportioned to the state of Washington shall, after the deduction of one and one-half percent for economic investigation, be applied to projects on the routes of state highways in the urban areas: *Provided*, That a city desiring to sponsor a project on a part of the urban system which is not a route of a state highway may apply to the department of transportation for an allocation of federal aid urban funds for such project. The department shall consider each such request upon its merits and upon its ability to qualify under federal aid urban standards and policies of the federal highway administration. For any urban project not on a state highway route, all matching funds, right of way and engineering costs, including design costs, shall be provided by the city involved as a nonfederal aid participating item. After funds have been allocated to an urban project which is not on the route of a state highway, that project must be placed under contract within an eighteen-month period. Failure on the part of the city to make this possible will result in forfeiture of the allocation. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-18-070, filed 12/20/78. Formerly WAC 252-10-110.]

**WAC 468-18-080 Policy governing the application of federal aid secondary funds.** (1) Two percent of the

federal aid secondary funds allocated to the state of Washington shall be deducted for use for highway planning and research activities.

(2) The remaining federal aid secondary funds allocated to the state of Washington shall be divided equally between the department of transportation for projects on state highways and counties for projects on county federal aid secondary roads.

(3) The funds allocated to the counties shall further be allocated to the individual counties by use of the current factor used in distributing the motor vehicle fuel tax funds to said counties.

(4) After an allocation of federal aid secondary funds shall have been allotted to an individual county for a period of 24 months and such funds have not been obligated by the approval of the project plans, specifications and estimate, the allocation shall be withdrawn and placed to the credit of all counties which, during the two preceding calendary years, shall not have had any federal aid secondary funds forfeited. The reallocation shall be made to each eligible county based upon the ratio that its current motor vehicle fuel tax distribution factor bears to the total of all such factors of the eligible counties. This provision shall be effective with respect to the allocation of federal aid secondary funds for the year 1976 and subsequent years.

(5) The department of transportation may advance federal aid secondary funds to a specific county project providing the advance will in no way affect, impair, jeopardize, or forestall the road program of any other county.

(6) Prior to advancing federal aid secondary funds to a county, the department shall receive a resolution from the county authorizing the department to withhold from the county's monthly motor vehicle fuel tax the amount advanced in monthly installments over a period not to exceed 24 months in the event the federal aid secondary program is discontinued.

(7) The department shall prepare guidelines in accord with the federal requirements for administration of the federal aid secondary program. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-18-080, filed 12/20/78. Formerly WAC 252-10-120.]

**WAC 468-18-090 Matching of urban arterial trust account moneys.** (1) Urban arterial trust account monies shall be matched in the case of cities from local funds by an amount not less than 10 percent of the total costs of the construction project. Counties shall match urban arterial trust account monies from locally collected road funds by an amount not less than 40 percent of the total costs of the construction project.

(2) Urban arterial trust account monies for city or county arterial projects authorized by the urban arterial board on or after May 20, 1971, shall be matched from local funds by an amount not less than 10 percent of the total cost of the construction project. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-18-090, filed 12/20/78. Formerly WAC 252-10-130.]

## Chapter 468-30 WAC HIGHWAY PROPERTY

### WAC

468-30-010	Policy and procedure for handling assessments against state highway lands.
468-30-020	Policy for the control of irrigation waste waters encroaching upon highway rights of way.
468-30-030	Prohibition of fishing from bridges.
468-30-040	Use of space beneath limited access facilities in cities and towns.
468-30-050	Policy relative to granting and maintaining road approaches to state highway system.
468-30-060	Rental of state highway lands and improvements.
468-30-070	Procedure for transfer of abandoned state highways to counties.
468-30-075	Procedure for transfer of abandoned state highways to cities and towns.
468-30-080	Policy and procedure for sales of personalty.
468-30-090	Designation of official custodian of right of way maps.
468-30-100	Policy relative to the installation of signs and markings on state highway rights of way.

**WAC 468-30-010 Policy and procedure for handling assessments against state highway lands.** (1) The secretary of transportation is the "chief administrative officer" of the department of transportation as that phrase is applied in chapter 79.44 RCW. The secretary of transportation is also the "agency head" as that phrase is applied in chapter 82-12 WAC.

(2) Whenever real property or real property rights are acquired all interests in the real property or real property rights shall be discharged as authorized by law. If any assessing entity may in the course of its operation assess for the maintenance, operation, or any function of the assessing entity subsequent to acquisition, the present value of those subsequent assessments shall be determined by the parties and that amount paid in exchange for a deed releasing the real property or real property interests from all subsequent assessments by the assessing entity and an order entered in the records of the assessing entity to that same effect.

(3) Whenever any assessing district as defined and provided in chapter 79.44 RCW seeks to include any real property or real property interests of the department of transportation the department shall proceed as authorized by law. If any assessing district may assess further for the maintenance, operating, or any function of the assessing district, the present value of those subsequent assessments shall be determined by the parties and that amount paid in exchange for a deed releasing the real property or real property interests from all subsequent assessments by the assessing district and an order entered in the records of the assessing district to that same effect.

(4) Whenever the department of transportation holds any real property or real property interests which are subject to future assessments by an assessing entity the present value of those subsequent assessments shall be determined by the parties and that amount paid in exchange for a deed releasing the real property or real property interests from all subsequent assessment by the assessing entity and an order entered in the records of the assessing district to that same effect.



(5) Whenever any assessing district as defined in chapter 73.44 RCW refuses to release future assessments by payment in advance, the assessments may be paid annually. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-30-010, filed 12/20/78. Formerly WAC 252-12-010.]

**WAC 468-30-020 Policy for the control of irrigation waste waters encroaching upon highway rights of way.** (1) When the United States bureau of reclamation or irrigation districts must permit their irrigation waste waters to encroach upon or cross highway rights of way in carrying them to a natural drainage channel or an established waterway or drainage ditch, said bureau of reclamation or irrigation districts shall request permission to do so under the provisions of chapter 47.44 RCW.

(2) Discharge of irrigation waste waters into normal highway ditches will not be tolerated. Property owners will not be permitted to carry waste waters in laterals paralleling and within highway rights of way. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-30-020, filed 12/20/78. Formerly WAC 252-12-020.]

**WAC 468-30-030 Prohibition of fishing from bridges.** Fishing from the following bridges on the state highway system is prohibited:

#### BRIDGE

##### NO. BRIDGE NAME AND LOCATION

###### District 1

2/30	Wallace River — 11.3 miles east of Jct. SR 202, SR Mile Post 26.55
90/25	Lacey Murrow — 4.5 miles west of Jct. SR 405, SR Mile Post 5.03

###### District 2

17/215	Parker Horn — 0.3 mile north of Jct. SR 171, SR Mile Post 54.24
90/220N	Moses Lake — 0.2 mile west of Jct. SR 171, SR Mile Post 175.65
90/220S	Moses Lake — 0.2 mile west of Jct. SR 171, SR Mile Post 175.65
90/225N	Pelican Horn — 0.9 mile east of Jct. SR 171, SR Mile Post 176.75
90/225S	Pelican Horn — 0.9 mile east of Jct. SR 171, SR Mile Post 176.75
97/460	Okanogan River — 6.0 miles south of Canadian Border, SR Mile Post 330.48
155/6	Upper Lewis Creek — 14.4 miles north of Jct. SR 2, SR Mile Post 14.52
155/8	Devil's Creek — 16.8 miles north of Jct. SR 2, SR Mile Post 16.83
155/10	Northrup Creek — 19.1 miles north of Jct. SR 2, SR Mile Post 19.14

#### BRIDGE

##### NO. BRIDGE NAME AND LOCATION

###### District 3

101/334	Elwha River — 8.2 miles west of Jct. SR 112, SR Mile Post 239.42
101/403	North Hamma Hamma River — 5.1 miles south of Jefferson-Mason County Line, SR Mile Post 319.72.
101/404	South Hamma Hamma River — 5.3 miles south of Jefferson-Mason County Line, SR Mile Post 319.95
101/409	Lilliwaup River — 12.6 miles south of Jefferson-Mason County Line, SR Mile Post 327.24
105/104	South Bay — 1.9 miles northeast of Jct. SR 105 Westport Branch, SR Mile Post 32.20
302/105	Purdy Creek — 0.1 mile west of Jct. SR 16, SR Mile Post 19.27

###### District 4

4/205	Abernathy Creek — 2.5 miles east of Wahkiakum-Cowlitz County Line, SR Mile Post 48.13
4/210	Germany Creek — 4.6 miles east of Wahkiakum-Cowlitz County Line, SR Mile Post 50.27

[Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-30-030, filed 12/20/78. Formerly WAC 252-12-025.]

**WAC 468-30-040 Use of space beneath limited access facilities in cities and towns.** See WAC 468-58-040. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-30-040, filed 12/20/78. Formerly WAC 252-12-030 and 252-20-035.]

**WAC 468-30-050 Policy relative to granting and maintaining road approaches to state highway system.**

(1) Approaches granted by right of way negotiation shall include in the instrument a provision that the approach shall be maintained by the grantee outside the shoulder line of the highway. This shall obtain irrespective of whether the state constructs the approach or not.

(2) Approaches granted by permit shall continue to be maintained outside the highway shoulder line by the holder of the permit.

(3) Existing structures, which have been granted under permit but which may be reconstructed by the state with the reconstruction of the highway, shall be maintained by the property owner and provision for such maintenance shall be set forth in the new permit or right of way instrument providing for the approach reconstruction. This is applicable to approaches which have developed but which are not covered by permit or right of way negotiation.

(4) Existing approaches outside the shoulder of the highway which were constructed by the state under a

provision of a right of way transaction without mention of maintenance and which have previously been maintained by the state shall hereafter be maintained by the abutting property owner.

(5) Approaches to limited access highways shall be to frontage roads where provided and only to the main roadway where this is specifically intended under the plan showing access for the particular section within which the approach is located. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-30-050, filed 12/20/78. Formerly WAC 252-12-040.]

**WAC 468-30-060 Rental of state highway lands and improvements.** (1) All property acquired by the department of transportation and held for future highway or related purposes may be rented whenever the need of the land for construction shall be sufficiently far in the future as to permit occupancy by a party in possession on date of acquisition for at least one month or by a party not in possession on date of acquisition for at least two months. The sale or demolition of improvements shall be avoided (except with respect to those deemed unrentable or deemed to constitute a hazard) to insure that maximum rental revenue is obtained and the effects of right of way clearance on the community are reduced to a minimum. Full occupancy of rentable improvements shall be maintained to the maximum extent possible; however, improvements which are substandard or unsightly to the extent that they cannot be rented in three months after acquisition shall be disposed of by sale or demolition.

(2) Leases and rental agreements in furtherance of the policy set forth in subsection (1) of this section and pursuant to authority contained in chapter 162, Laws of 1949, shall be negotiated by the right of way division of the department of transportation where directed by the secretary of transportation. Said division shall prepare all necessary documents to accomplish such leases and shall submit same to the director for action thereon as indicated in subsection (4) of this section.

(3) The following rental rates are adopted as "minimum standard rental rates":

(a) "Owner-occupied." Improved properties occupied by the owners at time of acquisition by the state may be rented to such owner-occupants at a rate of 0.5 percent per month of the purchase price or award in condemnation (less damages to any remainder).

(b) "Tenant-occupied." Improved properties occupied by tenants at time of acquisition by the state may be rented to such tenants at their existing rental rate reduced by the value of any utility payments or services furnished by the former landlord: *Provided*, That such adjusted rental is at a rate not less than 0.7 percent per month of the purchase price or award in condemnation (less damages to any remainder).

(c) "Subsequent-tenants." Rentals to any party subsequent to vacation by the original occupant at time of acquisition by the state shall be at a rate not less than 0.7 percent per month of the purchase price or award in condemnation (less damages to any remainder). Such

rental rates shall exclude utilities which shall become the responsibility of the tenant, and shall require a waiver of any relocation assistance benefits.

(d) "Owner-retained improvements." When, in the acquisition transaction, an owner retains improvements for subsequent removal from the right of way, occupancy after the agreed possession date shall be at a rate not less than 0.5 percent per month of the amount paid for land and loss or removal of improvements (i.e. other damages to be excluded).

(e) "Improvements purchased at auction." If improvements are purchased at public auction for removal from the right of way, occupancy after the agreed removal date shall be at a rate of not less than 0.7 percent per month of the price paid by the state for the parcel of land on which the improvement lies or fifteen dollars per month, whichever is greater.

(f) "Unimproved land." Unimproved land, not needed for construction, may be rented at not less than 0.7 percent per month of the price paid by the state for the parcel.

(4) Authority to approve rental agreements:

(a) All rental agreements in which the rental rate equals or exceeds the "minimum standard rental rates" of the applicable provisions of subsection (3) of this section may be approved by the secretary of transportation or his designee.

(b) The following described agreements (i) and (ii) will not be considered under the provisions of subsection (3) of this section and may be approved by the secretary of transportation.

(i) Interim possession agreements—Interim agreements will give possession to a prospective air space lessee during the period prior to the formalization and approval of an air space lease. The agreements will provide interim rental at a negotiated figure and will be terminable on thirty days' notice.

(ii) Mutual benefits possession agreements—Mutual benefits possession agreements will involve those properties where the benefits to the state will equal those derived by the lessee and will be terminable on thirty days' notice. The value of mutual benefit will be determined by the secretary or his designee.

(5) Leases and rental agreements shall be subject to termination on a maximum of sixty days' written notice, provided, that the secretary or his designee may approve time extensions in specific cases. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-30-060, filed 12/20/78. Formerly WAC 252-12-050.]

**WAC 468-30-070 Procedure for transfer of abandoned state highways to counties.** A public highway which is or has been a part of the route of a state highway and is no longer necessary as such may be certified to the county in which it is located in the following manner:

The state aid engineer shall notify the affected board of county commissioners and the county engineer of any certifications anticipated for the ensuing calendar year not later than August 1 of the previous year, so that the

county may provide in its budget for the maintenance and/or reconstruction of roads which are transferred to it by the department of transportation in accordance with RCW 36.75.090.

(1) When a tentative date has been determined on which the transfer of the highway is to be made, the district engineer shall arrange for a joint maintenance inspection by representatives of the highway department and the county.

(2) The highway department shall be represented by the district state aid engineer and the district maintenance engineer or his designated representative.

(3) The county shall be represented by the county road engineer and his maintenance engineer, supervisor or designated representative.

(4) Any and all routine maintenance deficiencies which are noted at the time of this inspection shall be corrected by the district maintenance forces.

(5) Upon completion of any maintenance work deemed necessary, the district engineer shall by letter inform the county engineer to the effect that all maintenance deficiencies noted during the inspection have been corrected.

(6) The county engineer shall by letter subsequently inform the district engineer that the road or highway to be transferred is either (a) in a condition acceptable to the county, or (b) in a condition not acceptable to the county, in which case the unacceptable conditions shall be enumerated in detail.

(7) In the event that the district engineer feels that additional maintenance work is required, he shall direct such work to be done and again follow the procedure outlined in subsection (5) of this section; and the county engineer shall then follow the procedure outlined in subsection (6) of this section.

(8) In the event that it becomes impossible for the district and the county to reach agreement, a full report of the initial inspection and the apparent points of disagreement shall be transmitted to the state aid engineer, who will then consult with the state maintenance engineer and the county engineer and provide the director with all significant information and with his own recommendations.

(9) The secretary of transportation will take final action on the transfer of the road and the county shall be provided with a copy of his decision two weeks before the certification is made.

(10) After the certification has been made, the state will provide the county with all available maps, conveyances, permits, franchises and other documents which may relate to that portion of the road or highway transferred.

Maintenance is described as being the preservation and upkeep of a highway, including all of its elements, in as nearly its original, or as constructed, or as subsequently improved, condition as possible. This includes traffic control devices and other safety control measures deemed necessary. [Statutory Authority: 1977 ex.s. c 151, 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-30-070, filed 12/20/78. Formerly WAC 252-12-055.]

**WAC 468-30-075 Procedure for transfer of abandoned state highways to cities and towns.** A public highway which is or has been a part of the route of a state highway and is no longer necessary as such may be certified to the city or town in which it is located in the following manner:

The state aid engineer shall notify the affected legislative body and the city or town engineer of any certifications anticipated for the first half of July of the ensuing calendar year not later than August 1 of the previous year, so that the city or town may provide in its budget for the maintenance and/or reconstruction of roads which are transferred to it by the department of transportation in accordance with RCW 36.75.090 and 47.24.010.

(1) The department of transportation shall make such certifications between the first and fifteenth of July each year. A reasonable time prior to the certification of a highway, the district administrator shall arrange for a joint maintenance inspection by representatives of the transportation department and the city or town.

(2) The transportation department shall be represented by the district state aid engineer and the district maintenance engineer or his designated representative.

(3) The city or town shall be represented by the city or town engineer and his maintenance engineer, supervisor or designated representative.

(4) Any and all routine maintenance deficiencies which are noted at the time of this inspection shall be corrected by the district maintenance forces or by contract.

(5) Upon completion of any maintenance work deemed necessary, the district administrator shall by letter inform the city or town engineer to the effect that all maintenance deficiencies noted during the inspection have been corrected.

(6) The city or town engineer shall by letter subsequently inform the district administrator that the road or highway to be transferred is either (a) in a condition acceptable to the city or town or (b) in a condition not acceptable to the city or town in which case the unacceptable conditions shall be enumerated in detail.

(7) In the event that the district administrator feels that additional maintenance work is required, he shall direct such work to be done and again follow the procedure outlined in subsection (5) of this section; and the city or town engineer shall then follow the procedure outlined in subsection (6) of this section.

(8) In the event that it becomes impossible for the district and the city or town to reach agreement, a full report of the initial inspection and the apparent points of disagreement shall be transmitted to the state aid engineer, who will then consult with the state maintenance engineer and the city or town engineer and provide the secretary with all significant information and with his own recommendations.

(9) The secretary of transportation will take final action on the transfer of the road and the city or town shall be provided with a copy of his decision two weeks before the certification is made.

(10) After the certification has been made, the state will provide the city or town with all available maps, conveyances, permits, franchises and other documents which may relate to that portion of highway transferred.

Maintenance is described as a program to preserve and repair a system of roadways together with its elements to ensure its designed or established structural life and operational expectancy. This includes traffic control devices and other safety control measures deemed necessary. [Statutory Authority: Chapter 34.04 RCW. 79-09-044 (Order 35), § 468-30-075, filed 8/20/79.]

**WAC 468-30-080 Policy and procedure for sales of personalty.** Whenever the department of transportation shall have acquired any lands, except state granted lands, upon which are located any structures, timber or other thing of value attached to the land, same may be severed from the land and sold at public auction subject to the following guidelines:

(1) Such items of value may be approved for sale at public auction or for removal by demolition under contract procedures approved by the secretary of transportation.

(2) Authorized sales of personalty shall be made by the department of transportation acting through the secretary of transportation at public auction upon a date, place and hour to be set by the secretary.

(3) The authorization for sale shall include a minimum price at which any item or items may be sold.

(4) Notice of sale shall be given as follows:

(a) By publishing notice of the time and place of sale two successive times with an interval of one week between publications, in any daily or weekly newspaper of general circulation published in the county in which the sale is to take place. If there is no legal newspaper published in the county, then such notice shall be published in the legal newspaper published in this state nearest to the place of sale.

(b) The notice shall describe with reasonable particularity each item of property to be sold, shall state the location at which said property can be viewed, shall state the date, time and place at which the auction is to be held, and shall be signed by the secretary of transportation or such other person as he may designate.

(5) All items sold shall be removed from the right of way or premises of the department of transportation within a maximum period of sixty days following sale, provided, that the secretary of transportation may increase said maximum period when in his judgment it would not be practical to make such removal within sixty days.

(6) The secretary of transportation is authorized at his discretion to include as a condition of any sale a requirement that the purchaser provide a surety deposit guaranteeing satisfactory performance in removal of the item purchased and correction of all unsightly or hazardous conditions caused by such removal, and the secretary is further authorized to determine the amount of deposit to be required.

(7) If a minimum price shall have been set and the highest bid at the auction is less than such minimum,

one of the following alternative procedures shall be pursued:

(a) When time permits, the building shall be readvertised for sale at a later date and this shall be announced to the bidders immediately.

(b) If the building cannot be readvertised due to the imminence of construction, the bidders shall be advised immediately of the minimum acceptable bid and that a sale will be made to the first responsible bidder offering the minimum bid plus the required deposit. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-30-080, filed 12/20/78. Formerly WAC 252-12-060.]

**WAC 468-30-090 Designation of official custodian of right of way maps.** The engineering services manager, highway development group, Washington department of transportation, shall be the official custodian of the right of way maps of the department and, as such, shall have the authority to certify copies of said documents for the purposes specified in RCW 5.44.040. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-30-090, filed 12/20/78. Formerly WAC 252-12-070.]

**WAC 468-30-100 Policy relative to the installation of signs and markings on state highway rights of way.** No permits shall hereafter be issued for the installation of signs and markings other than traffic control signs and state historical markers on state highway rights of way. Traffic control signs shall be consistent with the manual on Uniform Traffic Control Devices for Streets and Highways, as modified and adopted by the department of transportation. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-30-100, filed 12/20/78.]

## Chapter 468-34 WAC

### UTILITY LINES—FRANCHISES AND PERMITS

#### WAC

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**WAC 468-34-010 Applications.** Applications for franchises and permits submitted to the Washington state department of transportation shall conform with the following requirements:

(1) Applications shall be submitted upon forms available from the department.

(2) Applications shall include a map or suitable sketch showing all existing roads within a reasonable distance on either side of the state highway and for at least one-half mile on either end of the beginning and end of the requested franchise location.

(3) Applications shall indicate compliance with the standards as set forth in the POLICY ON ACCOMMODATION OF UTILITIES ON HIGHWAY RIGHTS OF WAY as contained in these rules and any amendments thereto.

(4) The application shall discuss alternate possibilities, especially when a location on or across a limited access facility is considered necessary. Reasons for need to adhere to location as proposed must be adequately set forth in the application. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-010, filed 12/20/78. Formerly WAC 252-04-010.]

**WAC 468-34-020 Costs.** (1) The applicant shall pay the reasonable cost to the department for investigating, handling and granting the franchise or permit, including but not limited to fees of hearing officers and reporters, including basic overhead charges upon the application and for providing an inspector during construction and/or maintenance of the utility facility as follows:

For each new franchise .....	\$150.00
For renewal of franchise .....	\$ 75.00
For amendment of franchise .....	\$100.00
For assignment of franchise .....	\$ 20.00
For each permit .....	\$ 35.00

together with an additional charge in the amount of expenses, if any, actually incurred by the department in investigation of the application; provided that no charge shall be made for applications for franchise or permit where the applicant is the United States or any of its agencies, or a utility anticipating relocation from its private easement acquired or to be acquired by the department for construction or reconstruction of a state highway.

(2) An equitable portion of the added costs of design and construction of highway structures shall be charged

to any utility company which is required to pay the costs of relocation of its facilities and/or to any utility company making new installations.

(3) Before any construction work is started, a surety bond in an amount required by the department, but not less than one thousand dollars, written by a surety company authorized to do business in the state of Washington, may be required by the department to insure completion of construction, including the restoration of surfacing, slopes, slope treatment, top soil, landscape treatment, drainage facilities and cleanup of right of way for a period ending not more than one year after date of completion, except the applicant shall be required to maintain an individual bond for a period to two years after date of completion where the utility facility disturbs the traveled lanes or usable shoulder. A blanket surety bond may be maintained covering multiple franchises or permits in lieu of individual bonds at the department's discretion. A blanket surety bond shall be in an amount of not less than ten thousand dollars. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-020, filed 12/20/78. Formerly WAC 252-04-020.]

**WAC 468-34-030 Determination of need for franchise hearing.** (1) Upon the filing of an application for franchise, the department shall determine whether the work involved with the franchise may:

(a) During construction, significantly disrupt the flow of traffic or use of driveways or other facilities within the right-of-way; or

(b) During or following construction, cause a significant and adverse effect upon the surrounding environment, in order to determine whether a hearing or hearing opportunity is required.

(2) If the department deems it to be in the public interest a hearing or hearing opportunity may be required for any franchise application. A hearing or hearing opportunity will normally be required for a franchise which involves any of the following:

(a) Overhead transmission lines in excess of 35 kV;

(b) Facilities involving the installation of pipe larger than eighteen inches nominal diameter;

(c) Conduits requiring an excavation wider than three feet;

(d) Pipelines carrying transmittants which are flammable, corrosive, expansive, energized or unstable and are larger than four inches nominal diameter;

(e) Pressurized carrier pipes larger than twelve inches nominal diameter;

(f) Underground installations of any size that require excavation through landscaped areas which are authorized by permit and which are maintained by owners of abutting property.

(3) The department may dispense with holding a hearing where the planned facility has already been or is the subject of environmental land use or other hearings or where the applicant presents evidence of a direct contact with owners of abutting property.

(4) Those franchise applications which the department determines warrant a hearing or hearing opportunity shall be processed in accordance with WAC 468-34-040 through 468-34-090. All other franchise applications may be approved by the department without being processed in accordance with WAC 468-34-040 through 468-34-090, including franchises previously filed but not advertised. [Statutory Authority: Chapter 47.44 RCW and 1980 c 28. 80-13-042 (Order 58), § 468-34-030, filed 9/15/80.]

**WAC 468-34-040 Franchise hearings.** Arrangements for a hearing before the secretary of transportation or his designee at the earliest possible date will be made by the department on any matters with respect to which a protest has been filed. Based on written objections or disputes which the department is unable to resolve or upon which it may have a divergent recommendation, the applicant and/or affected parties will be given the opportunity to appear before the secretary or his designee in support of their requests or contentions. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-040, filed 12/20/78. Formerly WAC 252-04-040.]

**WAC 468-34-050 Notice of filing.** Upon the filing of application for franchise, the department shall cause notice thereof to be given in the county or counties in which any portion of the highway upon which the franchise applied for is located, at the expense of the applicant, by posting written or printed notice in a public place at the county seat of such county or counties and by publishing a like notice in two successive issues of a newspaper having a general circulation in such county or counties. The notice shall state the name of the applicant and a description of the state highway or part thereof over which the franchise application extends. The auditor of the respective county shall cause the notices to be posted and published and shall file proof of posting and publishing with the department. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-050, filed 12/20/78. Formerly WAC 252-04-045.]

**WAC 468-34-060 Protests.** Any person whose interests would be adversely affected by the granting of a franchise may file protests thereto. No form of protest is prescribed, but such protests shall be in writing, mailed to the department of transportation, Olympia, Washington, and to the applicant at the address stated in the application for franchise, and shall briefly state the facts upon which such protest is based. No protest or amendment thereof shall be considered by the department unless received within fourteen days after the Notice of Filing has been posted and published. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-060, filed 12/20/78. Formerly WAC 252-04-050.]

**WAC 468-34-070 Uncontested applications.** If no protest to a franchise application is received within fourteen days after the Notice of Filing has been posted and published, the department may grant the franchise without further proceedings. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-070, filed 12/20/78. Formerly WAC 252-04-052.]

**WAC 468-34-080 Procedure on protests.** If a protest or protests to an application are filed with the department, the secretary or his designee shall, at the time for hearing such application, insofar as is practicable, state the issues raised by the protest or protests, take such other steps as it may deem necessary for complete hearing on such issues, and continue such hearing from time to time until the hearing is completed in accordance with these rules. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-080, filed 12/20/78. Formerly WAC 252-04-055.]

**WAC 468-34-090 Hearing officers.** The secretary may designate any qualified person as hearing officer with respect to hearings on any franchise application. Subject to later review and ruling by the secretary or his designee, such hearing officer may:

- (1) Administer oaths and affirmations, examine witnesses, and receive evidence;
- (2) Admit evidence which possesses probative value commonly accepted by reasonable, prudent men in the conduct of their affairs, giving effect to the rules of privilege recognized by law and excluding incompetent, irrelevant, immaterial and unduly repetitious evidence;
- (3) Rule on offers of proof and receive relevant evidence;
- (4) Regulate the course of the hearing;
- (5) Hold conferences for the settlement or simplification of the issues by consent of the parties;
- (6) Dispose of procedural requests or similar matters;
- (7) Prepare the proposed order, including findings of fact and conclusions of law, disposing of such application and submit the same to the secretary or his designee for consideration. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-090, filed 12/20/78. Formerly WAC 252-04-060.]

**WAC 468-34-100 Policy on accommodation of utilities on highway rights of way.** This policy shall apply to all franchises and permits issued subject to chapter 47.44 RCW to all public and private utilities for electric power, telephone, telegraph, water, gas, oil, petroleum products, steam, chemicals, sewage, drainage, irrigation and similar lines that are to be located, adjusted or relocated within the rights of way of state highways other than provided for in chapter 47.24 RCW.

Nothing in this policy shall be construed as limiting the rights of the department to impose restrictions or requirements in addition to and/or deviations from those



stated herein in any franchise or permit where the department deems it advisable to do so. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-100, filed 12/20/78. Formerly WAC 252-04-065.]

**WAC 468-34-110 Definition of terms.** Unless otherwise stated, words and phrases used herein shall have the following meaning:

(1) Highway – A general term denoting a street, road or public way for purposes of vehicular travel, including the entire area within the right of way.

(2) Conventional highway – An arterial highway without access control.

(3) Limited access highway – A highway upon which the rights to ingress and egress, light, view and air are controlled by law.

(a) Full control of access – Means that the authority to control access is exercised to give preference to through traffic by providing access connections with selected public roads by prohibiting crossings or direct private driveway connections at grade.

(b) Partial control of access – Means that the authority to control access is exercised to give preference to through traffic to a degree that, in addition to access connections with selected public roads, there may be some crossings and some private driveway connections at grade.

(c) Freeway – A fully controlled limited access highway of four or more traffic lanes with the opposing traffic lanes separated by a median strip of arbitrary width.

(4) Frontage road – A local street or road auxiliary to an arterial highway for service to abutting property and adjacent areas and for control of access.

(5) Scenic route – A highway forming a part of the scenic and recreational highway system as set forth under chapter 47.39 RCW.

(6) Roadway prism – That portion of the highway right of way between back of ditch, bottom of ditch, back of curbs including slopes, shoulders, pavement and a median of less than sixteen feet in width.

(7) Roadway – The portion of a highway including shoulders, for vehicular use. A divided highway has two or more roadways.

(8) Median – The portion of a divided highway separating the traveled ways for traffic in opposite directions.

(9) Roadside – A general term denoting the area adjoining the outer edge of the roadway. Extensive areas between the roadways of a divided highway may also be considered roadside.

(10) Rest area – A roadside area with parking facilities separated from the roadway provided for motorists to stop and rest. It may include drinking water, toilets, tables and benches, telephones, information, and other facilities for travelers.

(11) Viewpoint – A roadside area provided for motorists to stop their vehicles beyond the shoulder, primarily for viewing the scenery in safety.

(12) Right of way – A general term denoting land, property, or interest therein, usually in a strip, acquired for or devoted to highway transportation purposes.

(13) Clear roadside policy – The policy employed by a highway authority to increase safety, improve traffic operation and enhance the appearance of highways by designing, constructing and maintaining highway roadides as wide, flat, and rounded as practical and as free as practical from physical obstructions above the ground such as trees, drainage structures, massive sign supports, utility poles and other ground-mounted obstructions.

(14) Encroachment – Unauthorized use of highway right of way as for signs, fences, buildings, etc.

(15) Restoration – A general term denoting replacing, repairing or otherwise restoring the right of way to the same or equal conditions as before any change or construction thereon.

(16) Franchise – Occupancy and use document required for longitudinal occupancy of highway rights of way in accordance with chapter 47.44 RCW.

(17) Permit – Occupancy and use document required for an occupancy of the highway rights of way other than by franchise as provided in chapter 47.44 RCW.

(18) Private lines – Privately owned facilities which convey or transmit commodities as listed in WAC 468-34-100, but are devoted exclusively to the use of the owner.

(19) Roadway structure – The combination of sub-base, base course, and surface course placed on a sub-grade to support the traffic load and distribute it to the roadbed.

(20) Overcrossing – A grade separation where the subject highway passes over an intersecting highway or railroad.

(21) Undercrossing – A grade separation where the subject highway passes under an intersecting highway or railroad.

(22) Backfill – Replacement of soil around and over a pipe.

(23) Bedding – Organization of soil or fine gravel to support a pipe.

(24) Overfill – Backfill above a pipe.

(25) Sidefill – Backfill alongside a pipe.

(26) Carrier – Pipe directly enclosing a transmitted fluid (liquid or gas).

(27) Casing – A larger pipe enclosing a carrier.

(28) Sleeve – Short casing through pier or abutment of highway structure.

(29) Vent – Appurtenance to discharge gaseous contaminants from casings.

(30) Coating – Material applied to or wrapped around a pipe.

(31) Conduit or Duct – An enclosed tubular runway for protecting wires or cables.

(32) Cover – Depth of top of pipe below grade of roadway or ditch.

(33) Drain – Appurtenance to discharge accumulated liquid contaminants from casings or other enclosures.

(34) Encasement – Structural element surrounding a pipe.

(a) Jacket – Encasement by concrete poured around a pipe.

(b) Walled – Partially encased by concrete poured alongside the pipe.



(35) Gallery – An underpass for two or more pipelines.

(36) Grounded – Connected to earth or to some extended conducting body which serves as a ground instead of the earth.

(37) Manhole – An opening in an underground system which workmen or others may enter for the purpose of making installations, inspections, repairs, connections, and tests.

(38) Pipeline – A tubular product made as a production item for sale as such.

(39) Pressure – Relative internal pressure in psig (pounds per square inch gage).

(40) Slab, floating – Slab between but not contacting pipe and pavement.

(41) Trenched – Installed in a narrow open excavation.

(42) Untrenched – Installed without breaking ground or pavement surface, such as by jacking or boring.

(43) Utility service connection – A service connection from a utility's distribution or feeder line or main to the premises served.

(44) Traffic control – Those provisions necessary to safeguard the public during construction activities.

(45) Normal – Crossing at a right angle.

(46) Standard specifications for road and bridge construction – The compilation of standard requirements for road and bridge construction issued by the Washington state department of transportation.

(47) True line and grade – A line reasonably free from variation on both horizontal and vertical alignment. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-110, filed 12/20/78. Formerly WAC 252-04-075.]

**WAC 468-34-120 Application of policy to various types of right of way.** The applicable policy for the accommodation of utilities on various types of highways shall be in accordance with the following:

(1) Freeways – Accommodation of utilities shall be in accordance with "A Policy on the Accommodation of Utilities on Freeway Rights-of-Way" issued by the American Association of State Highway Officials (AASHO) 1969, and amendments thereto, and this policy.

(2) Limited access highways – Accommodation of utilities shall be the same as for freeways.

(3) Conventional highways – Rural – Accommodation of utilities shall be in accordance with this policy.

(4) Conventional highways – Cities and towns – Accommodation of utilities shall be in accordance with:

(a) Underground

(i) Water and sewer – the currently applicable "Standard Specifications for Municipal Public Works Construction," published by Washington State Chapter American Public Works Association.

(ii) All other facilities – Accommodation of utilities shall be in accordance with this policy.

(b) Overhead – Accommodation of utilities shall be in accordance with this policy. [Statutory Authority: 1977

ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-120, filed 12/20/78. Formerly WAC 252-04-085.]

**WAC 468-34-130 Location.** (1) Utility installations should be located to minimize need for later adjustment to accommodate future highway improvements and to permit access for servicing such lines with minimum interference to highway traffic.

(2) Longitudinal installations should be located on a uniform alignment and grade as near as practicable to the right of way line so as to provide a safe environment for traffic operation and preserve space for future highway improvements or other utility installations.

(3) Utility line crossings of the highway shall be normal to the highway center line to the extent feasible and practical. Crossings should be made on a true line and grade.

(4) The horizontal location shall be placed with relation to the centerline of the highway as approved by the department.

(5) The vertical location of underground utility lines shall be in accordance with the currently applicable Design Standard for Underground Utility Encroachments. The vertical clearance of above ground facilities shall be consistent with the clearances as provided in WAC 468-34-290.

(6) In all cases, full consideration shall be given to aesthetics, sound engineering principles, and overall economic aspects.

(7) Utility installations that are needed for a highway purpose, such as for continuous highway lighting or to serve a weigh station, rest or recreational area, are to be located and designed in accordance with the requirements of this policy.

(8) The department may restrict the number of utility service connections, and require the placement of one or more distribution lines in lieu thereof. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-130, filed 12/20/78. Formerly WAC 252-04-095.]

**WAC 468-34-140 Utility tunnels and bridges.** The department should insure adequate study is made by the utility companies to anticipate their needs (present and future) for crossings and to determine if convergence of several crossings can be made to make it more feasible to use a utility tunnel or bridge.

In a combined tunnel or bridge, provision shall be made to isolate mutually hazardous transmittants such as fuels and electric energy by compartmentizing or by auxiliary encasement of incompatible carriers.

The utility tunnel or bridge shall comply in appearance, location, cover, earthwork and markers with the standards as set in the currently applicable Standard Specifications for Road and Bridge Construction. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-140, filed 12/20/78. Formerly WAC 252-04-105.]

**WAC 468-34-150 Design.** (1) The utility company shall be responsible for the design of the utility facility. The department shall review and approve the utility's plans with respect to location and the manner in which the utility facility is to be installed and measures to be taken to preserve safe and free flow of traffic, structural integrity of the roadway or highway structure, ease of highway maintenance, appearance of the highway and the integrity of the utility facility.

(2) Utility installations on, over or under the rights of way and utility attachments to highway structures shall as a minimum comply with the following standards and/or amendments thereto:

(a) Electric power and communication facilities shall conform with the currently applicable National Electric Safety Code and/or Washington State Safety Code.

(b) Water lines shall conform with the currently applicable specifications of the American Water Works Association including but not limited to:

Welded Steel Water Pipe	AWWAC201 & ASTM A 120 AWWAC203 AWWAC205
Asbestos Cement Pipe	AWWAC400
Reinforced Concrete Water Pipe	AWWAC300 AWWAC301 AWWAC302
Cast Iron Water Pipe	AWWAC106 AWWAC108 AWWAC111
Wrought Iron Water Pipe	ASTMA72

(c) Pressure pipeline shall conform with the currently applicable sections of Standard Code for Pressure Piping of the American National Standards Institute and applicable industry codes, including:

(i) Power Piping, ANSI B 31.10

(ii) Petroleum Refinery Piping, ANSI B 31.3

(iii) Liquid Petroleum Transportation Piping Systems, ANSI B 31.4

(iv) CFR 49, Part 192, Transportation of Natural and Other Gas by Pipeline - Minimum Federal Safety Standards

(v) Liquid petroleum pipelines shall conform with the currently applicable recommended practice of the American Petroleum Institute for Pipeline Crossings Under Railroad and Highways. (API RP 1102)

(d) Sewer pipe shall conform with the currently applicable Standard Specifications for Road and Bridge Construction.

(e) Drainage pipe shall conform with the currently applicable Standard Specifications for Road and Bridge Construction.

(3) Ground mounted utility facilities shall be of a design compatible with the visual quality of the specific highway section being traversed.

(4) All utility installations on, over, or under highway right of way and attachment to highway structures shall be of durable material designed for long service life expectancy and relatively free from routine servicing and maintenance.

(5) On new installations or adjustment of existing utility lines, provision shall be made for known or planned expansion of the utility facilities, particularly those located underground or attached to structures. They shall be planned so as to minimize hazards and interference with highway traffic when additional overhead or underground lines are installed at some future date.

(6) Government or industry codes required by law or regulation shall be followed in addition to rules and regulations referred to herein. This shall include any highway design standards which the department shall deem necessary to provide adequate protection to the highway, its safe operation, appearance and maintenance. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-150, filed 12/20/78. Formerly WAC 252-04-115.]

**WAC 468-34-160 Permits and franchises.** Except as provided in WAC 468-34-180, a permit or franchise shall be required for occupancy of highway right of way by utility facilities, including private lines. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-160, filed 12/20/78. Formerly WAC 252-04-125.]

**WAC 468-34-170 Permits and franchises--Contents.** All permits or franchises shall:

(1) Incorporate all pertinent provisions of this policy as to location, construction, traffic protection, maintenance, access restriction, preservation of aesthetic qualities, and such special conditions as the department may deem appropriate.

(2) Generally describe the facilities to be installed as to size, type, nature and extent.

(3) Contain adequate exhibits, preferably state highway maps, depicting

(a) Existing or proposed location in relation to the highway.

(b) Existing or planned highway improvements.

(c) Right of way.

(d) Control of access and access points.

(4) Contain a summarization of the effects the installation will have on the aesthetics of the highway right of way and visible natural features.

(5) Specify the extent of liability and responsibilities associated with future adjustment of the utility facilities to accommodate highway improvements.

(6) Specify the effect of noncompliance with the conditions thereof.

(7) Contain terms which shall commit the holder to a pledge that performance of routine cutting and trimming work will be accomplished in such a manner that the roadside appearance will not be disfigured. When major work is involved, or damage to roadside appearance may become significant, the holder shall secure the approval of the department in advance of the work. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-170, filed 12/20/78. Formerly WAC 252-04-135.]

**WAC 468-34-180 Accommodation where prior right.** Where the utility facilities are to be adjusted to accommodate highway construction and the utility has a prior property right in its location, the department and the utility may enter into a common use agreement providing for joint occupancy of right of way consistent with the requirements of each party. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-180, filed 12/20/78. Formerly WAC 252-04-145.]

**WAC 468-34-190 Pipelines--Location and alignment.** (1) For all crossings, the angle of crossing should be based on economic considerations of practical alternatives. The crossings should be as near normal to the highway centerlines as practical.

(2) Pipeline crossings should avoid deep cuts, footings of bridges and retaining walls, wet or rocky terrain or locations where highway drainage would be affected.

(3) Longitudinal installations shall parallel the highway and lie as near as practicable to the highway right of way line. Any longitudinal installation in the roadway, as defined in WAC 468-34-110(7), of a limited access highway shall be considered a deviation from this policy. Any request for such a deviation must demonstrate that:

(a) The installation will not adversely affect the design, construction, stability, structural integrity, traffic safety or operation of the highway.

(b) The installation, other than in the roadway, will create an undue hardship or financial burden by reason of terrain, geology, or environmental damage along the roadside. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-190, filed 12/20/78. Formerly WAC 252-04-155.]

**WAC 468-34-200 Pipelines--Cover.** (1) The grade of the top of pipe within the highway right of way shall comply with the applicable Design Standard for Underground Utility Encroachment.

(2) Where less than minimum cover is made necessary to avoid obstacles, the pipe should either be rerouted or protected with a casing or concrete slab acceptable to the department.

(3) Cover for pipelines carrying transmittants which are flammable, corrosive, expansive, energized, or unstable shall not be reduced below safety limits as specified in the appropriate industry standards and specifications. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-200, filed 12/20/78. Formerly WAC 252-04-165.]

**WAC 468-34-210 Pipelines--Encasement.** (1) Casings shall be required for the following conditions except as may be permitted under subsection (3) of this section.

(a) Pipeline crossings under completed freeways and other controlled access highways.

(b) Pipeline crossings where casing is required by appropriate industry code or special conditions.

(c) Pressurized carrier pipes and carriers of transmittants which are flammable, corrosive, expansive, energized, or unstable.

(d) Pipeline installations where local features, embankment materials, construction methods or other conditions indicate any possibility of damage to the protective coating during installation.

(2) Casings may be required for the following conditions.

(a) As an expediency in the insertion, removal, replacement or maintenance of carrier pipe crossings of freeways and other locations where it is necessary in order to avoid open trench construction.

(b) As protection for carrier pipe from external loads or shock, either during or after construction of the highway.

(c) As a means of conveying leaking fluids or gases away from the area directly beneath the traveled way to a point of venting at or near the right of way line or to a point of drainage in the highway ditch or a natural drainage way.

(d) Jacked or bored installations of coated carrier pipes, except where assurance is provided the department that there will be no damage to the protective coating.

(3) Casings may or may not be required for the following conditions.

(a) Pipelines relocated in advance of highway construction, including those conveying natural or other gas which meet the design, installation and cathodic protection provisions of the Minimum Federal Safety Standards, CFR 49, Part 192 may be constructed without encasement provided the department (and the pipeline officials) agree that the lines are and will remain structurally sound and operationally safe.

(b) Uncased crossings for local service connections carrying natural or other gas which conform to the design, installation, and cathodic protection provisions of the Minimum Federal Safety Standards, CFR 49, Part 192 may be permitted on two-lane highways at those locations where the department agrees that the embankment materials and installation methods are adequate and that complete assurance is provided against damage to the protective coating of the pipe or to the roadway structure.

(c) Pipelines installed where open cutting is allowed.

(4) Casing pipes shall extend a minimum of six feet beyond the toe of fill slopes, or back of ditch line, or outside curb. The casing pipe need not be continuous on freeways with or without frontage roads; however, maintenance in the median shall not be required on a routine basis.

(5) Casing pipes shall be sealed at the ends.

(6) Casing pipes shall be designed to support the load of the highway and superimposed loads thereon and, as a minimum, shall equal the structural requirements for highway drainage facilities. Casings shall be composed of materials of sufficient durability to withstand any conditions to which they may be exposed. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10

& Comm. Order 1, Resolution 13), § 468-34-210, filed 12/20/78. Formerly WAC 252-04-175.]

**WAC 468-34-220 Pipelines--Appurtenances.** (1) Vents shall be required for casings, tunnels and galleries enclosing carriers of fuel where required by CFR 49, Part 192, Minimum Federal Safety Standards. Vent standpipes shall be located and constructed so as not to interfere with maintenance of the highway nor to be concealed by vegetation; preferably they should stand by a fence or on the right of way line.

(2) Drains shall be required for casings, tunnels, or galleries enclosing carriers of liquid, liquefied gas or heavy gas. Drains may outfall into the roadway ditch or natural water course at locations approved by the department. The outfall shall not be used as a wasteway for purging the carrier unless specifically authorized by the department.

(3) Marker location and emergency information shall be conspicuously marked for all pipelines, using color if necessary to contrast with the environment. They should be provided at one end of a normal crossing, at both ends of an oblique crossing and at five hundred foot intervals along a longitudinal installation. Markers shall include pipeline identification and station; owner of the pipeline; and telephone number or other means of contact with local office. Markers may also include depth of cover, size, pressure and contents of carrier, and potential of ducted wires and cables.

(4) Manholes shall not be located in the pavement or shoulders of any access controlled highway. Manholes should be designed and located in such a manner that will cause the least interference to other utilities and future highway expansion.

(5) Automatic shut-off valves shall be installed in line at or near ends of structures, near unusual hazards, unless the hazardous segments can be isolated by other sectionalizing devices within a reasonable distance.

(6) Above-ground appurtenances shall be located to comply with the clear roadside policy. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-220, filed 12/20/78. Formerly WAC 252-04-185.]

**WAC 468-34-230 Pipelines--Uncased carriers.** (1) The carrier pipe shall conform to the material and design requirements of the Utility industry and government codes and specifications.

(2) The carrier pipe shall be designed to support the load of the highway plus superimposed loads thereon when the pipe is operated under all ranges of pressure from maximum internal to zero pressures.

(3) Suitable bridging, concrete slabs, or other appropriate measures as approved by the department shall be used to protect existing carrier pipes which by reason of shallow bury or location makes them vulnerable to damage from highway construction or maintenance operations.

(4) Existing carrier pipelines may remain in place without further protective measures if they are of adequate depth and do not conflict with highway construction or maintenance and provided the department (and the pipeline officials) agree that the lines are, and will remain, structurally sound and operationally safe. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-230, filed 12/20/78. Formerly WAC 252-04-195.]

**WAC 468-34-240 Pipelines--Restrictions against varied use.** (1) Pipeline installation requests shall specify the class of transmittant, the maximum working, test, or design pressures, and the design standards for the carrier.

(2) A change in the class of transmittant, or an increase in the maximum design pressure specified in the permit or franchise, shall require approval of the department. The request for the change shall specify the applicable codes to be used. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-240, filed 12/20/78. Formerly WAC 252-04-205.]

**WAC 468-34-250 Pipelines--Installation.** Installation or replacement of pipelines along or crossing highways shall ordinarily be controlled by end-product specifications. However, to insure safety of traffic and preservation of the earth structure supporting the pavement, any required construction shall be in accordance with the following controls:

(1) Trenched construction and backfill. The essential features for trench and backfill construction are:

(a) Restoration of the structural integrity of entrenched roadbed.

(b) Security of the pipe against deformation likely to cause leakage.

(c) Assurance against the trench becoming a drainage channel or against drainage being blocked by the backfill.

(2) Trenched construction - bedding and backfill.

(a) Trenches shall be cut to have vertical faces, where soil and depth conditions permit, with a maximum width of outside diameter of pipe plus two feet. Shoring shall comply with the Department of Labor and Industries Safety Code for Construction and/or as directed by the department.

(b) Bedding shall be provided to a depth of six inches or half the diameter of the pipe, whichever is least. Bedding should consist of granular material free of lumps, clods, stones, and frozen material. Bedding shall be graded to a firm but yielding surface without abrupt change in bearing value. Unstable soils and rock ledges should be subexcavated from the bedding zone and replaced with suitable material or as directed by the department. The bottom of the trench should be prepared to provide the pipe with uniform bedding throughout the length of the installation.

(c) Backfill shall be placed in two stages:

(i) Sidefill to the level of top of pipe.

(ii) Overfill to former grade surface. Sidefill and overfill shall consist of granular material laid in six-inch layers, each consolidated by mechanical tamping and controlled addition of moisture, to a density of ninety-five percent as determined by AASHTO Method T-99. Consolidation by saturation or ponding is not permitted. Backfilling and methods of compaction should be adapted to achieve prompt restoration of traffic. Additional cutback of base and surfacing and transitioning of trench shoulders to minimize later development of sag in the grade of the pavement over the trench shall be as directed by the department.

(3) Untrenched construction shall be required on all pipeline crossings of limited access highways and:

(a) The width of untrenched construction shall extend a minimum of six feet outside the roadway prism.

(b) Pipelines installed under a highway without disturbing the surface shall be made using a technique approved by the department.

(c) The size of the opening shall not exceed five percent oversize in diameter. Backfill is required for pipes over twelve inches in diameter.

(d) Overbreaks, unused holes, or abandoned casings shall be backfilled as directed by the department. [Statutory Authority: 1977 ex.s. c 151, 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-250, filed 12/20/78. Formerly WAC 252-04-215.]

**WAC 468-34-260 Pipelines--Adjustment.** (1) An existing pipeline should be relocated in plan and/or grade whenever the top of the pipe is less than the requirements of the currently applicable Standard Design Plate for Underground Utility Encroachments.

(2) An existing or relocated pipeline shall be encased or otherwise protected wherever such treatment normally would be required for a future pipeline at the site.

(3) An existing pipeline which would lack adequate cover for protection against vehicular live loads or highway construction operations may, in lieu of encasement, be protected by a floating slab.

(4) Notwithstanding reinforcement or protection otherwise provided, the highway construction contractor should be warned and made responsible for the security of each existing pipeline within the construction zone. Where there are unusual utility hazards and where heavy construction equipment will be needed, it should be arranged that the contractor provide an adequate temporary protective cover of earth or bridge the utility if underground. [Statutory Authority: 1977 ex.s. c 151, 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-260, filed 12/20/78. Formerly WAC 252-04-225.]

**WAC 468-34-270 Installations on highway structures.** Attachment of utility lines to a highway structure may be allowed where such attachment shall conform to sound engineering considerations for preserving the highway, its safe operation, maintenance and appearance. The attachment shall be in accordance with the following:

(1) Each proposed bridge attachment should be considered on its individual merits and separately designed so as to be compatible with the appearance of the structure.

(2) Bridge attachment of a utility should not be considered unless the structure in question is of a design that is adequate to support the additional load and to accommodate the utility facility without compromise of highway features, including reasonable ease of bridge maintenance.

(3) Utility positionings on a structure which would inhibit access to any structure part for bridge painting, repair or maintenance should not be allowed. Manholes for utility access shall not be allowed in the bridge deck on overcrossings.

(4) Attachment on a structure of a pipeline carrying a hazardous transmittant shall be avoided where practical.

(5) The utility attachment shall not effectively reduce the clearance of the structure where such clearance is critical.

(6) Generally, utility attachments should be beneath the structure's floor, between the girders or beams or within a cell and at an elevation above low superstructure steel or masonry. Attachment to the outside of the bridges should be avoided where there are reasonable alternatives.

(7) Utility mountings should be of a type which will not create noise resulting from vibration.

(8) The hole created in the bridge abutment shall be of the minimum size necessary to accommodate the utility line. The hole shall be sealed to prevent any leakage of water or backfill material.

(9) The utility line back of the bridge abutment should curve or angle out to align outside the roadbed area in as short a distance as is operationally practicable.

(10) Acceptable utility attachment methods are hangers and/or roller assemblies suspended from inserts in the underside of the bridge floor or from hanger rods clamped to the flange of some substructure member or as otherwise specified by the department.

(11) Utility construction shall conform to applicable codes, standards and specifications.

(12) The utility company shall be responsible for any restoration or repair of any portion of bridge or highway disturbed by the utility installation or use.

(13) Communication and electric power line attachments shall be suitably insulated, grounded, and carried in protective conduit or pipe from point of exit from ground to reentry. The cable shall be carried to a manhole located beyond the backwall of the structure. Carrier pipe and casing pipe shall be suitably insulated from electric power line attachments.

(14) WAC 468-34-210 shall apply to installations on structures. [Statutory Authority: 1977 ex.s. c 151, 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-270, filed 12/20/78. Formerly WAC 252-04-235.]

**WAC 468-34-280 Overhead power and communication lines--Type of construction.** Longitudinal installations on the right of way should be single pole construction. Joint use single pole construction is generally desirable and should be used whenever feasible. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-280, filed 12/20/78. Formerly WAC 252-04-245.]

**WAC 468-34-290 Vertical clearance.** The vertical clearance for overhead power and communication lines above the highway and the lateral and vertical clearance from bridges shall conform with the National Electrical Safety Code and/or with the clearances as shown below, whichever is greater.

Type of Utility Line	Lines Crossing Roadways	Longitudinal
Communications	24'	20'
Communications joint usage with electrical	20'	20'
<b>ELECTRICAL</b>		
0 - 750 volts	24'	24'
751 - 15,000 volts	30'	27'
15,001 - 50,000 volts	32'	32'
50,001 volts & over	34'	32'

(1) The minimum height of highway crossing shall be measured from the high point of the roadway.

(2) The minimum height of longitudinal lines shall be measured from ground line.

(3) All clearances shall be at State Electrical Construction Code Temperature and loading standards, and comply with all other requirements of this code. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-290, filed 12/20/78. Formerly WAC 252-04-255.]

**WAC 468-34-300 Overhead lines--Location.** (1) As a minimum, pole lines should be located outside the clear roadside area for the highway section involved.

(2) Guy wires to ground anchors and stub poles should not be placed between a pole and the traveled way where they encroach on the clear roadside area.

(3) Where irregular shaped portions of the right of way extend beyond the normal right of way limits, variances in the location from the right of way line should be allowed as necessary to maintain a reasonably uniform alignment for longitudinal overhead and underground installations.

(4) On and along conventional highways, poles and related facilities should be located as near as practicable to the right of way line. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-300, filed 12/20/78. Formerly WAC 252-04-265.]

**WAC 468-34-310 Underground power and communication lines.** (1) The general controls relative to pipelines shall apply to underground installation of power and communication lines.

(2) The general controls set forth in WAC 468-34-270 relative to Installations on Highway Structures shall be followed.

(3) The design of underground installations should reflect consideration of possible future highway and/or utility enlargement.

(4) Manholes shall be designed and located in such a manner that will cause the least interference to other utilities and future highway expansion.

(5) New underground utility installations may be permitted in scenic strips, overlooks, where they will not require extensive removal or alteration of trees visible to the highway user or impair the visual quality of the lands being traversed. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-310, filed 12/20/78. Formerly WAC 252-04-275.]

**WAC 468-34-320 Conversion to underground or relocation of overhead lines--Responsibility.** Consistent with existing statutes and the necessity for protecting roadside appearance and removal or relocation of existing aerial lines within certain areas, the following methods of sharing cost responsibility shall pertain under various circumstances.

(1) Where an aerial utility line exists under franchise and for aesthetic reasons the department desires undergrounding or aerial relocation during the life of the franchise to serve the highway purpose, the department will pay the cost of the new facility, plus cost of removal of the old plant, less a credit for depreciation and salvage on the replaced plant.

(2) For new franchises for new utility lines where none presently exist and where the department determines on the basis of scenic classification (WAC 468-34-330) that the facilities shall be placed underground, the entire cost shall be borne by the utility.

Where a franchise is to be amended or has been renewed for the first time after the effective date (August 20, 1974) of this policy revision and the department determines on the basis of scenic classification (WAC 468-34-330) that the facility should be placed underground or relocated aerially, the cost for such undergrounding or relocation shall be borne by the utility. Such undergrounding or relocation shall occur at the time of reconstruction of the line by the utility or at a time determined by the utility within the renewal period, whichever occurs first.

(3) Within the limits of projects for highway construction where the utility occupies the right of way by right of franchise and where the department determines on the basis of scenic classification (WAC 468-34-330) that the facility should be placed underground or, based on design and/or location considerations the facility may be relocated aerially, the cost responsibilities shall be determined as follows:

(a) The utility shall be responsible for the full cost of that portion of the existing aerial facility that must be relocated within the physical limits of construction.

(b) The department will pay the cost of the new facility, plus the cost of removal of the old plant less a credit



for depreciation and salvage on the replaced plant, for that portion of aerial line not physically affected by the highway construction. [Statutory Authority: 1977 ex.s. c 151, 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-320, filed 12/20/78. Formerly WAC 252-04-280.]

**WAC 468-34-330 Scenic enhancement.** (1) Undergrounding requirements within scenic areas: In the interest of protection and preservation of roadside appearance and visual quality of scenic areas, the following requirements shall pertain to highway sections classified in accordance with the definitions set forth in subsection (3) of this section.

**CLASS A & B:**

Initial franchises and franchise amendments where aerial facilities are nonexistent: Installation shall be underground except as may be justified as special exceptions listed in subsection (2) of this section.

Initial franchises and franchise amendments where aerial facilities exist: An aerial facility may be allowed on existing poles with the franchise to expire on the date of the existing franchise for the aerial line. No major reconstruction of the existing pole line or construction of a new aerial facility will be allowed except as may be justified under subsection (2) of this section.

Franchise renewals of existing aerial facilities: Upon expiration of an existing franchise, one franchise renewal for a period of twenty-five years may be granted for existing aerial lines with a special provision included in the franchise requiring the utility to apply for an initial franchise, franchise amendment or franchise renewal for burial of the facility either at the time major reconstruction of the line, for that portion of line to be reconstructed, or prior to expiration of the first franchise renewal. Existing facilities may be allowed to remain aerial if justified under subsection (2) of this section.

In considering approval of aerial facilities as special exceptions under subsection (2) of this section, greater emphasis upon the justification of facilities within Class A route segments shall be given by the department as compared to those in Class B.

**CLASS C & D:**

Aerial installations within highway sections having Class C and D scenic classification are permitted.

**CLASS AX & BX:**

An Aerial facility may be allowed if found acceptable to the department based on design and/or location which will not detract from scenic values typical of those defined in Classes A & B.

(2) Special exceptions: Special exceptions may be made where one or more of the following conditions exist:

Power lines of voltage in excess of 35 KV. Special design should be incorporated to minimize the visual impact of the facility.

Other utility locations are not available or are usually difficult and unreasonably costly, or are more undesirable from the standpoint of visual quality.

The placing of the utility underground is not technically feasible or is unreasonably costly.

The impact of the required undergrounding adversely affects the utility consumer rates or the long term economics of the utility.

(3) Classifications:

**Class A — Superior scenic qualities:** Unique settings of superior scenic quality, historic or cultural, interest that should be protected or preserved by special treatment for heritage of others. Panoramic views from the highway of ocean beaches, scenic valleys, lake frontage, mountain forests, rivers, etc.

**Class B — High scenic value:** Areas where valuable scenic and environmental amenities exist and are enjoyed generally by travelers and public and deserve serious consideration for preservation and protective measures.

**Class C — Secondary scenic importance:** Scenic characteristics are of marginal importance.

**Class D — Industrial, heavily urbanized or deteriorated areas:** Industrial areas, urban settings and blighted areas which expense for beautification measures is not appropriate.

**Sub-class X — Alternative for Class A & B:** Areas where based on design alternatives, such as configurations, color and location, an aerial facility could be allowed without changing the landscape quality.

General criteria: Classifications are to be based on the scenic values of the view from the roadway including the roadway appearance attainable after ultimate improvements within the right of way. Sections are to be of sufficient length to sustain separate distinguishable area characteristics. [Statutory Authority: 1977 ex.s. c 151, 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-330, filed 12/20/78. Formerly WAC 252-04-285.]

**WAC 468-34-340 Miscellaneous.** (1) Preservation, restoration and cleanup

(a) Disturbed areas — The size of the disturbed area shall be kept to a minimum. Restoration methods shall be in accordance with the specifications and/or special provisions of the permit or franchise. Unsatisfactory restoration work shall be promptly redone by the utility. If necessary, unsatisfactory restoration work may be accomplished by the department and billed to the utility company.

(b) Drainage — Care shall be taken in utility installations to avoid disturbing existing drainage facilities. Underground utility facilities should be backfilled with pervious material and outlets provided for entrapped water. Underdrains should be provided where necessary. No jetting or puddling shall be permitted under the roadway.

(c) Spraying, cutting and trimming of trees — The indiscriminate cutting of trees or disfiguring of any feature of scenic value shall not be permitted. The utility shall repair or replace in kind any tree or shrub removed or disfigured when such is not necessary for the utility installation.



(d) If chemical sprays are used to kill weeds and brush, they shall comply with currently applicable federal and state department of agriculture regulations and the following:

(i) A special permit issued by the department shall be required.

(ii) Brush and trees thirty inches or higher shall be close cut and treated with spray to kill the roots and stumps.

(iii) Brush shall be disposed of by chipping or burning.

(iv) Brush and weeds thirty inches or less in height may be treated with a chemical spray. After the brush and weeds have died, they shall be immediately removed to prevent a serious fire hazard.

(v) The utility shall be responsible for any drift of the spray that contacts vegetation on private property adjacent to the highway.

(vi) Ingredients that are toxic to livestock, game animals or fowls shall not be used.

(e) Refuse and debris shall be disposed of to the satisfaction of the department.

(2) Safety and convenience

(a) Traffic controls including detours for utility construction and maintenance shall conform with currently applicable "Manual on Uniform Traffic Control Devices for Streets and Highways." All construction and maintenance operations shall be planned to keep interference with traffic to an absolute minimum. On heavily traveled highways construction operations interfering with traffic shall not be allowed during periods of peak traffic flow. Work shall be planned so that closure of intersecting streets, road approaches or other access points is held to a minimum. Adequate provisions shall be made to safeguard any open excavation to include barricades, lights, flagmen, or other protective devices as may be necessary.

(b) All utility facilities shall be kept in good state of repair both structurally and from the standpoint of appearance. The permit or franchise shall specify the maintenance operations which are permitted and the required notification to the department before any work is accomplished. Vehicle parking and the storage of materials on through roadways or ramps shall not be allowed.

(c) If emergency repairs are required, such repairs shall be undertaken and notice given immediately and approval as to the manner of repair secured as soon as possible. The utility shall confine its operations as much as possible to the nontraveled portion of the right of way and shall exercise caution to protect the traveling public during such repairs. Flagmen, warning lights, barricades, and signs shall be employed in accordance with currently applicable "Manual on Uniform Traffic Control Devices for Streets and Highways," and "Manual for Emergency Traffic Control for Protection of Men and Equipment." [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-34-340, filed 12/20/78. Formerly WAC 252-04-295.]

(1980 Ed.)

## Chapter 468-38 WAC

### VEHICLE SIZE AND WEIGHT--RESTRICTED HIGHWAYS--EQUIPMENT

#### WAC

468-38-010	Three vehicle combinations.
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468-38-270	Special permits for movement over state highways of overlegal size or weight loads—Permits not issued on Saturdays, Sundays or holidays.
468-38-280	Special permits for movement over state highways of overlegal size or weight loads—Winter road restrictions.
468-38-290	Special permits for movement over state highways of overlegal size or weight loads—Night-time movements prohibited.
468-38-300	Special permits for movement over state highways of overlegal size or weight loads—Hours movements not allowed.
468-38-310	Special permits for movement over state highways of overlegal size or weight loads—Adverse weather.
468-38-320	Special permits for movement over state highways of overlegal size or weight loads—Patrol may restrict movements.
468-38-330	Special permits for movement over state highways of overlegal size or weight loads—Consideration of traveling public.

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468-38-340	Special permits for movement over state highways of overlegal size or weight loads—Speed limits.
468-38-350	Special permits for movement over state highways of overlegal size or weight loads—Lane of travel.
468-38-360	Special permits for movement over state highways of overlegal size or weight loads—Moves in convoy.
468-38-370	Special permits for movement over state highways of overlegal size or weight loads—Loading restrictions and requirements.
468-38-380	Special permits for movement over state highways of overlegal size or weight loads—Construction equipment.
468-38-390	Special permits for movement over state highways of overlegal size or weight loads—Special equipment.
468-38-400	Special permits for movement over state highways of overlegal size or weight loads—Brakes—Requirements.
468-38-410	Special permits for movement over state highways of overlegal size or weight loads—Lights—Stop and turn signals.
468-38-420	Special permits for movement over state highways of overlegal size or weight loads—Safety chains and devices.
468-38-430	Special permits for movement over state highways of overlegal size or weight loads—Drawbar—Towlines.
468-38-440	Special permits for movement over state highways of overlegal size or weight loads—Buildings.
468-38-450	Special permits for movement over state highways of overlegal size or weight loads—Triple saddlemounts.
468-38-460	Farm implements.

**WAC 468-38-010 Three vehicle combinations.** (1) Combination shall consist of: Truck-tractor, semi-trailer and full trailer.

(2) Total length of combination shall not exceed 60 feet over-all, except that a total length of not to exceed 65 feet may be permitted upon highway sections specifically designated therefor by the department of transportation.

(3) Brakes shall be of the progressive type controlled by the foot brake and so designed that the braking effort shall start with the last axle in the combination and progress forward to the power unit.

(4) Maximum speed shall not exceed posted limits for trucks and combinations.

(5) "When snow or ice conditions on the surface of the highway are such that the unit may be stalled due to lack of traction or being unable to stop without jack-knifing or in any other way create hazardous conditions which would endanger the unit or other vehicles using the highways, the operator, in addition to any other posted regulations, shall immediately institute either of the following two procedures: (a) Drop the last unit in the combination or (b) place tire chains on the drive axle of the tractor and on the last axle of the second trailer".

(6) Maximum gross weight of the combination shall not exceed 72,000 lbs. gross, except a maximum of 76,000 lbs. gross may be carried on the combination when a special restricted route permit is issued, but the additional weight will only be allowed on highways authorized to carry the additional weight and under the terms and conditions applying to restricted route permits. No single unit in the combination shall exceed its licensed capacity or legal limit and no axle in the combination shall exceed the limitations provided by law. [Statutory Authority: 1977 ex.s. c 151. 79-01-033]

(DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-010, filed 12/20/78. Formerly WAC 252-24-010.]

**WAC 468-38-020 Additional tonnage permits.** (1) Maximum gross weight not to exceed ----- pounds gross vehicle weight.

(2) Wheelbase of groups of axles must meet Washington gross weight table.

(3) Maximum gross weight on dual axles not to exceed 32,000 pounds.

(4) Maximum gross weight for each tire not to exceed 500 pounds per inch width of such tire, except when winter or other restrictions are in force.

(5) Maximum speed shall not exceed posted limits for trucks.

(6) This permit valid on state highways when regular or emergency winter road restrictions are in force only for maximum weights posted for such highways.

(7) This permit does not authorize operation over any road or structure in excess of posted limits thereof.

(8) This permit only valid on Washington state highways.

(9) Upon application to the department of transportation for a permit authorizing use of a boost-a-load or similar device, the applicant is required to produce written evidence from respective county and/or city authorities indicating their approval to travel over county roads and city streets. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-020, filed 12/20/78. Formerly WAC 252-24-020.]

**WAC 468-38-030 Issuance of additional tonnage permits.** (1) All permits are to be issued at the headquarters office of the department of transportation, Olympia, Washington.

(2) Permits will not be issued unless remittance is received with application.

(3) Axle loading shall not exceed 32,000 pounds gross on duals. (18,000 pounds on singles).

(4) Maximum speed shall not exceed posted limits for trucks and combinations.

(5) Permit will not be valid on state highways when regular winter road restrictions are in force unless vehicles are equipped with 10:00 or larger tires on all wheels.

(6) Permit will not be valid on state highways when emergency winter road restrictions are in force, regardless of tire sizes.

(7) Permitted routes are subject to change or cancellation upon notification by the state department of transportation.

(8) Permits are not valid for widths, heights, or lengths in excess of legal limits.

(9) Permits will be issued only to the following types of vehicles: Three or more axle full trucks; three or more axle truck-tractors; three or more axle dromedary truck-tractors; three axle full trailers. Three axle full trailers will require a permit only when towed by a two axle full truck, or if the towing vehicle is not covered by an additional tonnage permit.

(10) Three or more axle trucks and three or more axle truck-tractors or three or more axle dromedary truck-tractors may be issued a permit in excess of the legal gross weight limit, provided the axle loads or tire limits are not in excess of provisions of law.

(11) Three or more axle trucks, when operating in combination with three axle full trailers, must have a valid additional tonnage permit issued for the maximum gross weight allowed under permit. The total gross weight of the combination shall not exceed 76,000 pounds gross. The weight may be distributed on either the truck or trailer, but neither vehicle shall exceed the maximum axle or tire limits prescribed by law. No permit will be required for the three axle full trailer when operated in combination with a full three or more axle truck. Three or more axle truck-tractors or dromedary truck-tractors operated in combination with two axle semi-trailers shall not exceed a combined gross weight of 73,280 pounds. The overall wheelbase of any combination of vehicles shall be equal to or in excess of the minimum wheelbase required for 68,000 pounds or 72,000 pounds, as provided by the legal gross weight table in RCW 46.44.044.

(12) An additional tonnage permit, valid only for use with three vehicle combinations, may be issued allowing an additional 4,000 pounds gross or total of 76,000 pounds gross on the combination when operating on routes approved by the department of transportation. This permit shall be subject to the fees provided by law and subject to the rules and regulations adopted by the state transportation commission.

(13) Three axle full trailers, when towed by a two axle truck, must have a valid additional tonnage permit issued to the trailer involved, and all permitted weight must be carried on the trailer.

(14) Permits will not be issued to semi-trailers.

(15) The fees for additional tonnage permits shall be prorated under the following conditions and by the following method:

(a) Additional tonnage permits will be prorated only to firms or individuals listed by the director of licensing to be fleet operators and only when the name is indicated on the listing furnished by the director of licensing.

(b) All power units in a fleet which are eligible for additional tonnage permits and which have been reported to the department of licensing under supplement "B" of Interstate Vehicle Proration application shall be considered as the number of power units on which additional tonnage fees will be prorated.

(c) The total number of units determined under subparagraph (b) of this subsection shall then be multiplied by the current fee for additional tonnage permits in effect at the time of application.

(d) The percentage of mileage operated in Washington, which shall be the same percentage as reported for vehicle license proration, shall be used to determine the amount of fees to be paid to the department of transportation for the issuance of additional tonnage permits to all eligible units reported under subparagraph

(b) of this subsection. This amount is arrived at by taking the total under subparagraph (c) of this subsection and multiplying by the percent of mileage operated in Washington: *Provided, however*, That the minimum fee assessed for any permit shall not be less than five dollars.

(e) Additions to fleets may be issued additional tonnage permits and payment shall be determined by using the same method as in subparagraphs (a), (b), (c), and (d) of this subsection: *Provided, however*, No additional permits will be issued until the vehicle or vehicles involved have been duly registered with the department of licensing as additions to the fleet involved. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-030, filed 12/20/78. Formerly WAC 252-24-030.]

**WAC 468-38-040 Special log tolerance transportation permits.** (1) The permit shall be termed "special log tolerance transportation permit."

(2) The permit shall be issued only at the headquarters office of the department of transportation located in Olympia, Washington.

(3) Payment of the fee shall be paid by cash; certified check; postal money order; bank draft; or Western Union money order, payable to department of transportation.

(4) Application will be accepted only on special forms provided by the department of transportation and applicant shall furnish all requested information.

(5) Permit may be denied if the vehicles for which a permit is requested cannot meet the legal requirements provided by law.

(6) Maximum gross weight of the combination shall not exceed 68,000 lbs. by more than 6800 lbs. gross.

(7) Maximum gross weight on dual axles shall not exceed 32,000 lbs. by more than 1600 lbs. on each set of dual axles.

(8) Maximum speed shall not exceed posted limits for trucks.

(9) Not valid on state highways placed under regular winter road restrictions unless vehicles are equipped with 11:00 or larger tires on all wheels.

(10) Not valid on state highways placed under emergency winter road restrictions regardless of tire sizes used on vehicles.

(11) Authorized state highway routes for this permit subject to change or cancellation upon notification by the state department of transportation.

(12) Not transferable to another vehicle.

(13) This permit does not authorize any width, height or length in excess of the legal limitations.

(14) Permit shall not be valid until permit is signed by permittee who agrees to follow conditions and requirements set forth.

(15) Bridges and structures will be the paramount controlling factor when granting permits. Permit may be issued only after the application is cleared by the bridge engineer and approved by the secretary of transportation or his designee.

(16) Permits will not be issued until a proper investigation has been made by the department of transportation relative to the ability of the requested section of state highway to accommodate the increased loading. Each route or section shall be considered separately.

(17) Any approved route, previously granted, shall be subject to immediate cancellation if upon determination of the department of transportation the section of state highway involved is showing abnormal failure or over-stress. The maintenance division, upon notification by the department of transportation, shall immediately notify the permittee that the permit is canceled covering the section or sections for which said permit was granted. The permittee shall have the privilege of review before the secretary of transportation or his designee in the event that the permit cancellation by the department of transportation is questioned.

(18) When county roads are used to reach state highways, the permit for such use of county roads is to be issued by the proper county authorities, and the permission to use the state highways is to be issued by the proper state authority. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-040, filed 12/20/78. Formerly WAC 252-24-040.]

**WAC 468-38-050 Load limitations on state highways within Mount Rainier National Park.** The maximum gross weights of vehicles on portions of primary state highway No. 5 within the boundaries of Mount Rainier National Park from the northerly boundary of said park to the easterly boundary thereof at Chinook Pass and from Cayuse Pass to the southerly boundary of said park near Ohanapecosh Junction be and the same are hereby imposed and fixed as follows: (1) Closed to all vehicles having a gross weight in excess of 5,000 pounds, except when such use is in connection with the operation of the park or with the operations of park concessioners holding contracts from the secretary of the interior.

(2) Closed to all trailers having a gross weight in excess of 5,000 pounds, except when such use is in connection with the operation of the park or authorized park concessioners.

**Exceptions:**

(a) Buses having a gross weight in excess of 5,000 pounds may make regular or special runs on the above described roads, provided authority is obtained from the park superintendent or his representative.

(b) Trucks and/or trailers having a gross weight in excess of 5,000 pounds per vehicle unit may be allowed on the above named roads if they are hauling pack or saddle stock or recreational supplies or equipment for use within Mount Rainier National Park.

(c) Trucks and/or trailers having a gross weight in excess of 5,000 pounds per vehicle unit may be allowed on United States highway No. 410 between the north park boundary and the White River (Yakima Park) wye if they are hauling materials to or from a mine situated within Mount Rainier National Park.

(d) Trucks and/or trailers having a gross weight in excess of 5,000 pounds per vehicle unit may be allowed on the above named roads when the purpose of the trip is to carry stock used or grazed in the immediate vicinity of the park in areas served by said roads, provided that permission is obtained from the park superintendent or his representative.

There shall be posted at either end of said portion of primary state highway No. 5, where the load restrictions are in effect, signs of sufficient size to be easily read, setting forth the maximum loads allowed and stating that this regulation is made by order of the department of transportation pursuant to law. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-050, filed 12/20/78. Formerly WAC 252-24-050.]

**WAC 468-38-060 Load limitations on certain state highways adjacent to Mount Rainier National Park.** The following vehicle load limitations shall apply on the section of primary state highway 5 from the easterly boundary of Mount Rainier National Park easterly to the American River resort.

(1) Closed to all vehicles having a gross weight in excess of 5,000 pounds, except when such use is in connection with the operation of said park or with the operations of park concessioners holding contracts from the secretary of the interior.

(2) Closed to all trailers having a gross weight in excess of 5,000 pounds, except when such use is in connection with the operation of said park or authorized park concessioners.

**Exceptions:**

(a) Buses having a gross weight in excess of 5,000 pounds may make regular or special runs, provided authority is obtained first from the park superintendent or his representative, for operation within the park and from the department of transportation for operation on the highways described above.

(b) Trucks and/or trailers having a gross weight in excess of 5,000 pounds per vehicle unit may be allowed on the above named roads if they are hauling pack or saddle stock or recreational supplies or equipment for use with Mount Rainier National Park.

(c) Trucks and/or trailers having a gross weight in excess of 5,000 pounds per vehicle unit may be allowed on the above named roads when the purpose of the trip is to carry stock used or grazed in the immediate vicinity of the park in areas served by said roads, provided that permission is first obtained from the park superintendent or his representative.

There shall be posted at either end of said portions of primary state highway No. 5, where the load restrictions are in effect, signs of sufficient size to be easily read, setting forth the maximum loads allowed and stating that this regulation is made by order of the department of transportation pursuant to law.

The foregoing load limitations are adopted also for the section of primary state highway 5 from the southerly boundary of Mount Rainier National Park southerly to the junction of primary state highway 5, White Pass

branch. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-060, filed 12/20/78. Formerly WAC 252-24-060.]

**WAC 468-38-070 Cargo prohibition on reversible lane roadways.** Trucks carrying flammable liquid cargoes are prohibited from using the reversible lane roadways on State Route 5, Seattle freeway, between James Street and 110th Street N.E. The term "flammable liquid" as applied to this rule shall be as defined in chapter 46.04 RCW. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-070, filed 12/20/78. Formerly WAC 252-24-080.]

**WAC 468-38-080 Reservation of facilities for metro transit buses and three-person car pool.** (1) The section of State Route 5 through the city of Seattle described in subparagraphs (a) and (b) herein, shall be used exclusively by rubber tired buses designated and operated by metro and three-person car pools. All other traffic is prohibited from the use of these sections which shall be posted with proper signing, pavement marking, and traffic control devices installed in conformance with applicable requirements of the Manual on Uniform Traffic Control Devices.

(a) The entire reversible roadway exit-entrance on State Route 5 (Interstate 5) which serves Cherry Street and Columbia Street in Seattle. This entrance begins at the bifurcation of the lane serving the southerly reversible connection to the freeway mainline and the lane serving the Cherry-Columbia connection, reversible lane Mile Post 165.59, and extends southerly on the ramp roadway to its intersections on Fifth Avenue with both Columbia Street and Cherry Street.

(b) The most easterly lane of the reversible roadway in the southbound direction only from the Cherry-Columbia ramp exit, reversible roadway Mile Post 165.59, northerly 1.62 miles to reversible roadway Mile Post 167.21.

(2) The channelization of designated bus and three-person car pool traffic exclusively into the defined sections of the easterly reversible lane and Cherry-Columbia ramp shall be in effect at all times. The westerly lanes of the reversible roadway from Mile Post 165.59 to Mile Post 167.21, as well as all other portions of the roadway not specifically restricted herein, shall remain open to all motor vehicle traffic. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-080, filed 12/20/78. Formerly WAC 252-24-090.]

**WAC 468-38-090 Reservation of facility for transit bus and car pool.** (1) The westbound shoulder of State Route 520 from the Toll Plaza, Mile Post 4.17 to 104th Avenue N.E., Mile Post 5.82, a distance of 1.65 miles, is reserved for the exclusive use of transit bus and three or more person car pool, on weekdays only, from 6:30 a.m. to 9:30 a.m.

(2) To allow transit and three-person minimum car pools exclusive southbound use of the Pike Street ramp, from Mile Post 165.97 to Mile Post 166.13, from 6:00 a.m. to 12:30 p.m. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-090, filed 12/20/78. Formerly WAC 252-24-095.]

**WAC 468-38-100 Vehicle tire chains.** Each motor vehicle tire chain shall have at least two side chains, to which are attached sufficient cross chains so that at least one cross chain is in contact with the road surface at all times, which when required, shall be placed on the tires of the rear drive wheels of motor vehicles while traversing public highways.

It shall be unlawful for any person to operate any motor vehicle upon any public highway of this state when, because of the hazardous condition existing on such highway the use thereof has been restricted by order of the department of transportation as indicated by traffic control signs marked "Chains required on all vehicles," unless such vehicle shall be properly equipped with tire chains of a type approved by the state commission on equipment. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-100, filed 12/20/78. Formerly WAC 252-24-100.]

**WAC 468-38-110 Bridge traffic limitations effective through August 31, 1982.** The following bridge traffic limitations shall be effective through August 31, 1982 or until the bridge is either replaced or the deficiency removed:

BRIDGE NO.	NAME AND LOCATION	LIMITATIONS
140/102	Washougal River, 9.8 mi. E. of Washougal	One truck at a time. Narrow Bridge Truck 16 tons Truck & Semi-Tr. 18 tons Truck & Trailer 22 tons
165/20	South Prairie Creek, 2.1 mi. S. of Buckley	Narrow Bridge All trucks stop before moving onto bridge. One truck at a time. Maximum speed 10 MPH. Truck 20 tons Truck & Semi-Tr. 34 tons Truck & Trailer 36 tons
407/5	Branch of Elokom River, 5.5 mi. N. of Jct. SR 4 near Cathlamet	Narrow Bridge One truck at a time. Truck 20 tons Truck & Semi-Tr. 34 tons Truck & Trailer 36 tons
411/18	Olequah Creek, 2.0 mi. S. of Vader	Narrow Bridge One truck at a time. Truck 20 tons Truck & Semi-Tr. 34 tons Truck & Trailer 36 tons
506/104	Olequah Creek at Vader	Narrow Bridge One truck at a time. Truck 20 tons Truck & Semi-Tr. 34 tons Truck & Trailer 36 tons
20/618	Methow River, 8.2 mi. W. of Winthrop	Narrow Bridge One truck at a time. Truck 20 tons Truck & Semi-Tr. 34 tons Truck & Trailer 36 tons

BRIDGE NO.	NAME AND LOCATION	LIMITATIONS	
SR 21	Keller Ferry Landings 13.9 mi. N. Jct. SR 174	Maximum Gross load 40 tons	
112/8	Sekiu River, 6.8 mi. E. of Clallam Bay	Narrow Bridge One truck at a time. Truck Truck & Semi-Tr. Truck & Trailer	20 tons 34 tons 36 tons
126/102	Pataha Creek, 6.0 mi. W. of Pomeroy	Narrow Bridge One truck at a time. Truck Truck & Semi-Tr. Truck & Trailer	20 tons 34 tons 36 tons
161/1	Little Mashel River, 1.0 mi. S. of Eatonville	Narrow Bridge One truck at a time. Truck Truck & Semi-Tr. Truck & Trailer	20 tons 34 tons 36 tons
170/6	East Low Canal, 0.3 mi. W. of Warden	Narrow Bridge One truck at a time. Truck Truck & Semi-Tr. Truck & Trailer	20 tons 34 tons 36 tons
409/3	Welcome Slough, 2.2 mi. S. of Cathlamet	Narrow Bridge One truck at a time. Truck Truck & Semi-Tr. Truck & Trailer	20 tons 34 tons 36 tons
503/26	Lewis River, 6.3 mi. N. of Amboy	Narrow Bridge One truck at a time. Truck Truck & Semi-Tr. Truck & Trailer	20 tons 34 tons 36 tons
542/37	Gulch, 7.8 mi. E. of Glacier	Narrow Bridge One truck at a time. Truck Truck & Semi-Tr. Truck & Trailer	20 tons 34 tons 36 tons

[Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-110, filed 12/20/78. Formerly WAC 252-24-110.]

**WAC 468-38-120 Oversize mobile home transport regulations.** (1) The purpose of this section of chapter 468-38 WAC is to supplement provisions of WAC 468-38-150 through 468-38-430 to provide additional controls in regulating movement of mobile homes on state highways, subject to the statutory provisions for special permits.

(2) Definitions:

(a) "Mobile home" means all trailers of the semi-trailer type with hitch ball coupler designed as structures for human habitation or which have been subsequently adapted to other uses, which are capable of being towed upon the public streets and highways and are more than forty-five feet in length or more than eight feet in width.

(b) "Modular homes and sectional buildings" means any factory built housing designed for residential occupancy by human beings which does not contain a permanent frame and must be mounted on a permanent foundation. Modular homes or sectional buildings with their own attached running gear which can qualify for tow-away methods are considered to be mobile homes for purposes of this regulation. Modular homes or sectional buildings moved on legally registered trailers are subject to the provisions of chapter 46.44 RCW and the

Washington Administrative Code governing overweight and overdimension vehicle permits.

(c) Oversize permits may be issued to transporters, dealers or owners who shall assume full responsibility while operating under a permit. Operators of tow vehicles and escort vehicles and others assisting in the transport must function as agents or employees of the permittee.

(d) A "unit" is a complete or irreducible part of an oversize mobile home, together with its tow vehicle.

(3) Oversize limits: The following regulations are based upon the authority of the department of transportation to issue special permits as cited in chapter 46.44 RCW and apply to mobile homes of semi-trailer design whose width exceeds eight feet but does not exceed fourteen feet and whose length exceeds forty-five feet but in combination with a tow vehicle does not exceed eighty-five feet.

(4) Oversize mobile home permits may be issued as follows:

(a) Annual permits: Issued only to permittees who are qualified as dealers or manufacturers as provided in chapter 46.70 RCW and to transporters licensed as provided in chapter 46.76 RCW. Fees as provided for in RCW 46.44.0941.

Annual permits shall apply only to transport of mobile homes fourteen feet or less in height, above level ground, while being transported.

Applicant must present a copy of transporter's license obtained in accord with chapter 46.76 RCW, a dealer's license or manufacturer's license obtained in accord with chapter 46.70 RCW, and register with the department of transportation the license number of the tow vehicle for which the oversize permit will be assigned, and the numbers of the dealer's, manufacturer's, and transporter's plates that may be used in combination with the tow vehicle's license number. Operation under the permit with dealer's, manufacturer's, and transporter's plates under conditions other than those recorded on the permit, shall constitute violation of the permit.

Within ten days of transporting a mobile home on an annual oversize permit, the permittee shall mail a completed Highway Form (560-053) to the department of transportation, giving notice of the origin and destination of the mobile home. Failure to comply with this regulation is a misdemeanor as provided by RCW 46.16.106.

(b) Monthly permits: Issued to dealers, manufacturers, and transporters under the same conditions as annual permits except fourteen feet height limitations may be waived as provided by RCW 46.44.0941. Fees also provided for under RCW 46.44.0941.

(c) Single trip permits: Issued to dealers, transporters and owners for a specific combination of tow vehicle and mobile home to travel from a point of origin to a prescribed destination.

A movement permit (\$5.00 fee) is required for all mobile homes without a dealer's or transporter's license plates (in addition to an oversize mobile home permit). For mobile homes being transported within or leaving the state, a movement permit shall not be issued until a



Highway Form (560-053) is provided, signed by the county treasurer in which the mobile home has been located assuring that all appropriate taxes and fees have been paid. The highway form is not required for movement permits issued at ports of entry for mobile homes in transit throughout the state.

(5) Before an oversize permit is issued, the permittee must carry evidence that he has insurance in effect while operating under the permit, in the minimum amounts of \$100,000-\$300,000 public liability and \$50,000 property damage.

(6) While operating under an oversize permit, accidents involving other vehicles or structures which results in damages of one hundred dollars or more, or any incident which results in damage only to the mobile home in excess of two hundred fifty dollars, shall be reported by the permittee immediately to the nearest state patrol office. The report shall include a statement of location of accident, the cause, and a brief account of circumstances and effects relating to the accident. Without approval by the state patrol, further movement of the mobile home is prohibited under the permit (except to take the minimum action to remove or reduce a hazard to highway traffic).

(7) Dealers selling over 12-foot to 14-foot wide mobile homes will advise the prospective purchaser, by written notice, that the movement of such mobile homes over state highways will be at the discretion of the department of transportation, and that an oversize permit cannot be granted for movement over any section of state highway which is not designated as a route for over 12-foot to 14-foot wide mobile homes.

(8) Mobile and modular homes in transit under the authority of permits issued in accordance with WASHTO Uniform Mobile and Modular Home Transportation Regulations, will be subject to such regulations and any conflicts between WASHTO regulations, as applied to an individual permit, issued by another WASHTO state and any regulations contained herein, will be resolved in favor of WASHTO regulations. On transporter's, dealer's or owner's request, permits may be issued in accordance with WASHTO Uniform Mobile and Modular Home Transportation Regulations when travel out-of-state is also involved.

(9) Mobile homes:

(a) Overall dimensions shall not exceed those presented in the permit except for minor protrusions not to exceed 2 inches, such as door and window hardware. Eaves will be included in the measurement of maximum width. All dimensions shall be reduced to the practical minimum. Mobile homes having a single eave overhang along their length will be transported to allow for safe passing distances.

(b) The entire system (frame, drawbar and coupling mechanism, running gear assembly, and lights) shall be in accord with federal H.U.D. rules and regulations title 24, chapter 11, subpart J part 280 effective June 15, 1976 (24 CFR 280) and as thereafter amended. In addition thereto, all tires used in transportation of mobile homes under this category shall be in accord with Federal Motor Carrier Safety regulations title 49, chapter

111, subchapter B, part 393 effective October 1, 1975, and as thereafter amended. Mobile homes not certified as qualifying to the minimum H.U.D. specifications herein, shall have brakes on a minimum of two axles and on four wheels. Units that are sixty feet or more in length shall have at least three full axles, provided, 12-foot wide mobile homes manufactured prior to November 1, 1970, may be moved with a minimum of two axles. The brakes shall be under the control of the driver from the cab of the towing vehicle, shall be adequate to control the mobile home and its load, and so designed and connected that they shall automatically apply in case of accidental breakaway from the towing vehicle. A wet-cell or approved battery with a full charged rating of 12 volts will be installed in the mobile home to actuate electric brakes in the event of a breakaway. Minimum track width between two wheels on an axle shall be not less than eight feet. Track width shall be measured from the outer edges of the road bearing tread of tires on a single axle. Tires shall have no signs of separation or excessive aging, be inflated to maximum recommended tire pressure and have tread depth no less than 3/32nd inch in any part of tire contacting the road. Recapped or retreaded tires are not allowed. Minimum combined load rating of mobile home tires must be in excess of their in-transit load. Axles and wheels must be properly aligned to minimize wear and overheating of tires.

(c) The open sides of half sections of mobile homes shall be covered with rigid material such as plywood, hardboard, or similar material, in lieu of rigid material, suitable plastic polyethylene or other material with a minimum .5 mil thickness may be used provided a rigid grillwork of squares, not exceeding four feet on a side, prevents billowing of the flexible material.

(d) Rear mounted turn and stop signal lights shall be in accord with Federal Motor Vehicle Safety Standard No. 108 effective January 1, 1972, and as thereafter amended.

(e) If mobile home is to transport furnishings or other loose objects, they shall be secured in positions to achieve proper weight and balance.

(f) Be in accord with Federal H.U.D. Mobile Home Construction and Safety Standards title 24, chapter 11, part 280, effective June 15, 1976, and as thereafter amended.

(10) Tow vehicles:

(a) Tow vehicles shall comply with the following minimum requirements:

Mobile Home Width to be Towed	Tire Width	Drive Axle Tire Rating	GCW	(1) Weight	Rear Axle Rating
Over 8' to 10'	7.00"	6 ply	(2)	6,000#	(2)
Over 10' to 12'	8.00"	8 ply	35,000(3)	8,000#	15,000#
Over 12' to 14'	8.25"	10 ply	35,000#	9,000#	15,000#

(1) Includes fuel and accessories prior to hook-up with mobile home.

(2) Not required.

(3) May be waived for older vehicles.

(b) Conventional or cab-forward configuration shall have a minimum wheelbase of 120 inches. Cab-over engine tow vehicles shall have a minimum wheelbase of 89 inches. Two vehicles shall have a minimum 4-speed transmission. Power shall be sufficient to meet the requirements listed.

(c) Electrical brake controls, wiring and connections to mobile home brake systems will be capable of producing rated voltage and amperage at the mobile home brake magnets in accordance with the mobile home brake manufacturer's specifications.

(11) Signs and flags: Provisions of WAC 468-38-200 and 468-38-240 will apply and in addition thereto, sign length will be attached horizontally on rear of trailer home with bottom edge not less than six feet nor more than seven feet above road surface. Sign material shall be impervious to moisture, clean and mounted with adequate supporting anchorage to provide legibility at all times.

(12) In addition to provisions of WAC 468-38-230, 6-inch diameter flashing amber lights with minimum of 35 candle power shall be mounted on the upper outer edges of the rear of the trailing unit. They shall be operated with a flashing cycle of 60-120 times per minute during transit.

(13) Travel speeds for mobile homes:

(a) The maximum speed on sections of highway posted for 55 miles per hour will be 45 miles per hour and the minimum speed will be 35 miles per hour, except where traffic or roadway conditions require a lower speed.

(b) The maximum speed on sections of highway posted for 50 miles per hour will be 40 miles per hour and the minimum speed will be 35 miles per hour, except when traffic or roadway conditions require a lower speed.

(14) In addition to the provisions of WAC 468-38-330, movement of mobile homes will be made with maximum consideration for safety and with the least possible inconvenience for the traveling public. Units traveling in rural areas shall maintain adequate spacing of at least one-half mile between any two mobile home units. All units shall maintain a minimum distance of from 400 to 500 feet behind any truck, truck-tractor or trailer which could impair the visibility of overtaking vehicle.

(15) On multiple lane routes, the unit shall be operated in the right outside or number (1) lane, except when passing. On two lane highways, units shall not pass other vehicles, except when required to safely pass a vehicle operating at speeds less than the minimum specified in these regulations. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-120, filed 12/20/78. Formerly WAC 252-24-150.]

**WAC 468-38-130 Emergency closure and load restrictions on state highways.** (1) In accordance with the provisions of RCW 46.44.080, whenever due to emergency conditions the use of a state highway by all vehicles or by vehicles whose gross tire loads exceed those

described in either schedule contained in subsection (2) of this section, will damage the highway or will be dangerous to traffic using the highway, the department of transportation shall without delay close such highway temporarily to all vehicles or to a designated class of vehicles, as the case may be, by posting notices at each end of the closed portion of highway and at all intersecting state highways.

(2) When imposing load restrictions pursuant to this section, the department of transportation shall specify and display by posted signs whichever of the following schedules of emergency load restrictions is necessary to protect the highway from damage in accordance with the conditions then existing.

#### EMERGENCY LOAD RESTRICTIONS

CONVENTIONAL TIRES		TUBELESS OR SPECIAL WITH .5 MARKING	
Tire Size	Gross Load Each Tire	Tire Size	Gross Load Each Tire
7.00	1800 lbs.	8-22.5	2250 lbs.
7.50	2250 lbs.	9-22.5	2800 lbs.
8.25	2800 lbs.	10-22.5	3400 lbs.
9.00	3400 lbs.	11-22.5	4000 lbs.
10.00	4000 lbs.	11-24.5	4000 lbs.
11.00	4500 lbs.	12-22.5	4500 lbs.
12.00		12-24.5	
& over	4500 lbs.	& over	4500 lbs.

#### SEVERE EMERGENCY LOAD RESTRICTIONS

CONVENTIONAL TIRES		TUBELESS OR SPECIAL WITH .5 MARKING	
Tire Size	Gross Load Each Tire	Tire Size	Gross Load Each Tire
7.00	1800 lbs.	8-22.5	1800 lbs.
7.50	1800 lbs.	9-22.5	1900 lbs.
8.25	1900 lbs.	10-22.5	2250 lbs.
9.00	2250 lbs.	11-22.5	2750 lbs.
10.00	2750 lbs.	11-24.5	2750 lbs.
11.00		12-22.5	
& over	3000 lbs.	& over	3000 lbs.

(a) No allowance will be made for any second rear axle that is suspended from the frame of a vehicle independent of the regular driving axle, commonly known as a "rigid trail axle". Allowance will be made for single tires only, on the front axle of any truck.

(b) The load distribution on any one axle of any vehicle shall be such that it will not load the tires on said axle in excess of the prescribed load set forth in this section: *Provided*, That a truck, truck tractor, passenger bus or school bus having conventional 10:00 x 20 tires or 11-22.5 tires, or larger, may carry a maximum load of 10,000 lbs. on the front axle over any state highway placed under Emergency Load Restrictions.

(3) Permits may be issued by the department of transportation to allow the operation of school buses and motor trucks transporting perishable commodities or commodities necessary for the health and welfare of local residents on such state highways as may be closed or restricted in accordance with RCW 46.44.080, subject to specific weight and speed restrictions as may be deemed

necessary by the department of transportation to protect highways from undue damage.

(4) This rule shall not supersede or modify any rule in force establishing load limitations on state highway bridges. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-130, filed 12/20/78. Formerly WAC 252-24-200.]

**WAC 468-38-140 Load limitation on State Route 11.** All vehicles over 10,000 pounds gross weight shall be prohibited from using State Route 11 between Mile Post 10.79 at Oyster Creek and Mile Post 14.28 in the vicinity of Larrabee State Park, a distance of 3.49 miles except those vehicles connected with the operation, maintenance and construction of the highway, and emergency vehicles. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-140, filed 12/20/78. Formerly WAC 252-24-210.]

**WAC 468-38-150 Special permits for movement over state highways of overlegal size or weight loads.** (1) Pursuant to the provisions of these rules, special permits may be issued for movement of overlegal size or weight loads, other than those types of loads covered by other rules of the department of transportation, when:

(a) Application has been submitted in person, in writing, or by other approved method, good cause has been shown, and the applicant is competent to make the move.

(b) The applicant has shown that the load to be moved cannot reasonably be dismantled or disassembled, except as otherwise provided in subsection (2) of this section.

(c) The vehicle, combination, or load has been dismantled and made to conform with legal limitations where practical. Reductions shall be made even though the use of additional vehicles becomes necessary, except as otherwise provided in subsection (2) of this section.

(d) The vehicle or vehicle and load has been thoroughly described and identified; the points of origin and destination and the route of travel have been stated and approved.

(e) The proposed move has been determined to be "not inconsistent with traffic safety."

(f) The permittee affirms that:

(i) The vehicles have been properly licensed to make the proposed move or carry the load described in accordance with the provisions of Washington law;

(ii) The drivers and owners of the vehicles have met all financial responsibility requirements imposed by law;

(iii) The drivers are properly licensed to operate in Washington in the manner proposed; and

(iv) When the permit is requested, such action shall be deemed an unequivocal allegation by the permittee that all operational and financial responsibility requirements have been complied with.

(g) All applicable rules pertaining to the issuance of any special permit shall be complied with.

(2) The provisions of subsection (1) (b) and (c) of this section may be waived and a permit issued when the width of a vehicle or load will not exceed eight feet six inches. Safety appliances may extend beyond the approved width by no more than two inches as defined in RCW 46.44.010 despite the fact that this results in a width in excess of eight feet six inches. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-150, filed 12/20/78. Formerly WAC 252-24-300.]

**WAC 468-38-160 Special permits for movement over state highways of overlegal size or weight loads—Liability of permittee.** Permits are granted with the specific understanding that the permittee shall be responsible and liable for accidents, damage or injury to any person or property resulting from the operation of the piece of equipment covered by the permit upon public highways of the state, and that the permittee shall hold blameless and harmless and shall indemnify the state of Washington, department of transportation and members thereof, its officers, agents and employees against any and all claims, demands, loss injury, damage, actions and costs of actions whatsoever, which they or any of them may sustain by reasons of unlawful acts, conducts or operations of the permittee in connection with the operations covered by the permit. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-160, filed 12/20/78. Formerly WAC 252-24-303.]

**WAC 468-38-170 Special permits for movement over state highways of overlegal size or weight loads—Maximums for special permits.** (1) Overwidth: 14 feet on any 2-lane highway. (See also Buildings); 20 feet on any multiple lane highway where a physical barrier serving as a median divider separates the oncoming and opposing traffic lanes; 32 feet on any multiple lane undivided highways. RCW 46.44.092.

(2) Overheight: Governed by the clearance of overhead obstructions such as bridges, underpasses, wires, sign bridges, etc. Highways listed on a special permit for an overheight load as a primary route from starting point to destination does not insure the route to be free of low overhead structures. It is the responsibility of the permittee to check the proposed route and detour when necessary. County or city road detours for this purpose require authorization from respective jurisdictions.

(3) Overlength: Controlled by the route to be traveled and the ability to negotiate curves, interchanges, entrance and exit roadways, etc. In all instances, the general safety of the public is considered paramount.

(4) Overweight: 22,000 pounds on a single axle. (See also weight construction equipment); 43,000 pounds on dual (tandem) axles. RCW 46.44.091. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-170, filed 12/20/78. Formerly WAC 252-24-306.]

**WAC 468-38-180 Special permits for movement over state highways of overlegal size or weight loads—Escort car requirements.** Escort cars are required:

(1) When vehicle, vehicles or load is over 10 feet in width, escort cars (both front and rear) are required when the highway to be traversed is a two-lane highway.

(2) When vehicle, vehicles or load is over 12 feet in width, one escort car in rear of movement will be required on multiple-lane highways unless otherwise specified on permit maps furnished by the department of transportation.

(3) When vehicle, vehicles or load is over 20 feet in width, escort cars both in front and rear of movement will be required when highway to be traversed is a multiple-lane, undivided highway.

(4) When overall length of load, including vehicles, exceeds 100 feet or when rear overhang of load from the last axle exceeds one-third of total length, one escort car or by express authority set forth in the permit a riding flagman will be required on 2- and 3-lane highways.

(5) When overall length of load, including vehicles, exceeds 140 feet, one rear escort car will be required when movement is on multiple-lane highways.

(6) When in the opinion of the department of transportation, escort cars are necessary to protect the traveling public, for any overdimension and/or overweight move either across, upon, or along a highway. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-180, filed 12/20/78. Formerly WAC 252-24-309.]

**WAC 468-38-190 Special permits for movement over state highways of overlegal size or weight loads—Type of escort cars.** Cars must be furnished by the permittee. Escort cars may be a passenger car or a 2-axle truck with a minimum wheelbase of 95 inches and a maximum curb weight not to exceed 10,000 pounds except when used as escort vehicle, an unladen tow vehicle may exceed 10,000 pounds.

Escort cars will be of such design so as to afford the driver clear and unobstructed vision both front and rear.

Escort cars will be in safe operational condition, properly licensed and obey all traffic laws.

Escort car operators shall be experienced in the operation of escort vehicles, and no unnecessary passengers who could distract operator in escort vehicles shall be permitted.

When required, pilot escort cars will travel at a distance of approximately 800-1,500 feet in front of and to the rear of the load except that this distance will be reduced in urban areas, at major intersections, and at structures less than 28 feet curb-to-curb width.

When dictated by hazardous conditions the pilot car driver will act as a flagman for traffic control and will signal by hand or by radio to the towing vehicle driver when he can proceed without conflict with approaching traffic.

The driver of the rear escort car will act as a flagman when hazardous conditions exist and in turning movements will advise the towing vehicle driver as to clearance in turning movements and of accumulations of

overtaking traffic so the driver can provide an opportunity to pass.

When required, the rear escort car will travel far enough behind the load to provide adequate warning for overtaking vehicles and safe space for the rear escort car and the trailing unit for passing vehicles. All escort cars shall carry a minimum of three approved emergency fuses and red flags.

Pilot car operators shall be properly licensed to operate the vehicle: *Provided*, When uniformed off-duty law enforcement officers act as escorts, using official police cars or motorcycles, the preceding car requirements shall not be applicable. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-190, filed 12/20/78. Formerly WAC 252-24-312.]

**WAC 468-38-200 Special permits for movement over state highways of overlegal size or weight loads—Flags.** All flags shall be clean, bright red flags at least 12 inches square. They shall be displayed so as to wave freely on all four corners of overwidth objects and at the extreme ends of all protrusions, projections, or overhangs. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-200, filed 12/20/78. Formerly WAC 252-24-315.]

**WAC 468-38-210 Special permits for movement over state highways of overlegal size or weight loads—Qualifications for flagman.** The flagman shall be an employee or an agent of the permittee, may be either male or female, shall be at least eighteen years of age, and shall be equipped with a red flag not less than 12 inches square mounted on a staff. He may ride in the cab of the motor vehicle with the driver, or may accompany the movement in another vehicle not being operated under permit authority. At least one flagman must accompany each move for which a flagman is stipulated in the permit. One flagman may not be assigned to two or more simultaneous moves. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-210, filed 12/20/78. Formerly WAC 252-24-318.]

**WAC 468-38-220 Special permits for movement over state highways of overlegal size or weight loads—Duties of flagman.** The flagman shall dismount and direct traffic at all locations where traffic may be obstructed, or when it is necessary to infringe on the opposite bound traffic lane due to breakdown, pulling on or off the road, or other causes. Through the use of the red flag, he shall warn traffic of the approaching load at danger points such as bridges, tunnels, and sharp corners where the vehicle or vehicles plan to turn. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-220, filed 12/20/78. Formerly WAC 252-24-321.]

**WAC 468-38-230 Special permits for movement over state highways of overlegal size or weight loads—**

**Amber lights on escort vehicles.** Two 4 inch minimum flashing amber lights or a single rotating amber flashing beacon will be displayed on the top, above the roof line of car escorts and plainly visible. The amber lights used for these purposes shall meet SAE Standard Specification (SAE J-59 5b), "Flashing Warning Lamps for Authorized Emergency, Maintenance and Service Vehicles." These amber lights will operate at all times during movement of oversize unit. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-230, filed 12/20/78. Formerly WAC 252-24-324.]

**WAC 468-38-240 Special permits for movement over state highways of overlegal size or weight loads--Signs.** "Oversize load" signs meeting the minimum standards of the department of transportation will be mounted on the front of the towing vehicle and on the rear of the load or trailing unit and above the roof line of escort cars, a minimum of 5 feet from the roadway surface measured from the bottom of the sign. A variance of this sign mounting requirement will be granted only when, due to nature of the towing vehicle and load, the sign is mounted above the front bumper or as high as practicable on vehicle or load. Such signs will be displayed only when the unit is in transit and must be removed or retracted at all other times. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-240, filed 12/20/78. Formerly WAC 252-24-327.]

**WAC 468-38-250 Special permits for movement over state highways of overlegal size or weight loads--Two-way radio.** Both towing unit and escort vehicles shall be equipped with two-way radio facilities, licensed under federal communications commission regulations, adequate to provide reliable voice intercommunication between the drivers thereof at all times during which the oversize unit is in motion. Transmitting and receiving capabilities of the radio facilities employed shall be adequate to provide the required intercommunication over a minimum distance of one-half mile separation under conditions normally encountered along the proposed route. Communication shall be established between escort units and towing unit at the start of the movement and maintained at intervals during the movement sufficient to provide assurance of intercommunication capability. The selected radio channel shall be continuously monitored by both towing unit and escort vehicle drivers at all times oversize unit is in motion. Note: For the purpose of this requirement, radios designed for use under Federal Communications Commission Rules, Part 15, Subpart E - low power communication devices will not be considered acceptable. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-250, filed 12/20/78. Formerly WAC 252-24-330.]

**WAC 468-38-260 Special permits for movement over state highways of overlegal size or weight loads--Days upon which permit movements are prohibited.**

Oversize movements are prohibited on Fridays after 2:00 p.m. if width is in excess of 10 feet; all other overlegal movements prohibited after 4:00 p.m. Fridays, after 12:00 noon on Saturdays, on Sundays and on the holidays of New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day, and during the afternoon of the day preceding said holidays. Should any of the holidays fall on a Saturday or Sunday, the preceding Friday or the following Monday shall be considered such holiday. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-260, filed 12/20/78. Formerly WAC 252-24-333.]

**WAC 468-38-270 Special permits for movement over state highways of overlegal size or weight loads--Permits not issued on Saturdays, Sundays or holidays.** All offices of the department authorized to issue permits for the movement of vehicles or loads of excess size or weight are closed on Saturdays, Sundays and legal holidays. Consequently, permits will not be issued on these days. Applicants are required to arrange moving schedules and apply for permits sufficiently in advance of the moving dates to allow for this contingency. Movements may be made on holidays which are not universally observed: *Provided*, They do not conflict with the policy for Fridays, Saturdays and Sundays. i.e. Lincoln's Birthday, Washington's Birthday, Columbus Day and General Election Day. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-270, filed 12/20/78. Formerly WAC 252-24-336.]

**WAC 468-38-280 Special permits for movement over state highways of overlegal size or weight loads--Winter road restrictions.** During the period of winter restrictions, permits shall not be issued for movement on routes posted for restricted weight and speed limits unless the tire sizes and number meet the requirements for waiver of such restrictions. The movement of units whether driven, towed or hauled is prohibited in areas where "Approved Traction Devices Recommended," "Approved Traction Devices Required" or "Tire Chains Required" signs are displayed. Special permits for movements over mountain passes (Snoqualmie, Stevens, Sherman, Blewett, White and Satus) will not be valid during periods when snow is falling to a degree that the visibility is limited to less than 1,000 feet; immediately following a severe storm when snow removal equipment is working; when fog or rain limits visibility to less than 1,000 feet; or when compact snow or ice conditions require the use of chains. If after a move is undertaken, hazardous conditions are encountered, it shall be the responsibility of the permittee to remove the oversize load from the highway, and he shall not proceed until conditions have abated and he has obtained clearance from the nearest department of transportation office or the Washington state patrol: *Provided*, That no permits will be issued for 14 feet wide mobile homes during the winter months commencing on a date to be determined by the secretary of transportation when snow conditions on

any portion of Snoqualmie Pass first restrict the movement of such vehicles off the traveled portion of the highway onto shoulder areas. The prohibition of movement of such vehicles over Snoqualmie Pass shall continue until such time that the secretary determines that snow conditions on that pass which would restrict movement of such vehicles onto shoulder areas will probably not recur for the year. This restriction shall be effective when properly posted by the department of transportation. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-280, filed 12/20/78. Formerly WAC 252-24-339.]

**WAC 468-38-290 Special permits for movement over state highways of overlegal size or weight loads—Night-time movements prohibited.** Special permits will authorize overlegal movements only during daytime hours under normal atmospheric conditions. No movements shall be made when visibility is reduced to less than 1,000 feet or when hazardous roadway conditions exist. Daytime means from one-half hour before sunrise to one-half hour after sunset. Night-time means any other hour. It shall be the responsibility of the permittee to discontinue movement and remove the unit from the highway when any of the above conditions exist, which could create an unsafe movement. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-290, filed 12/20/78. Formerly WAC 252-24-342.]

**WAC 468-38-300 Special permits for movement over state highways of overlegal size or weight loads—Hours movements not allowed.** Commuter Traffic Restrictions: Movement will be prohibited on urban sections of state highway in the vicinity of cities having a population of more than 15,000 during the morning and evening commuting hours and other sections of state highways having excessive traffic volumes. The department shall prescribe specific hours and regulations for oversize movements in and adjacent to Seattle, Tacoma, Everett, and other areas as deemed necessary. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-300, filed 12/20/78. Formerly WAC 252-24-345.]

**WAC 468-38-310 Special permits for movement over state highways of overlegal size or weight loads—Adverse weather.** Moves may not be made when visibility is reduced to less than 1,000 feet or under hazardous roadway conditions deemed unsafe by the department of transportation or the Washington state patrol. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-310, filed 12/20/78. Formerly WAC 252-24-348.]

**WAC 468-38-320 Special permits for movement over state highways of overlegal size or weight loads—Patrol may restrict movements.** During those periods of adverse weather when overdimension vehicles and loads

may otherwise be transported over highways under permit authority, should operating conditions be impaired or otherwise become hazardous due to inclement weather (which may include high winds), the Washington state patrol, at their discretion, may require the driver of the vehicle or combination to pull off the highway. They may direct or escort a vehicle off the highway to a place of safety where it may be parked until weather conditions abate and the movement can be resumed under safe operating conditions. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-320, filed 12/20/78. Formerly WAC 252-24-351.]

**WAC 468-38-330 Special permits for movement over state highways of overlegal size or weight loads—Consideration of traveling public.** When five or more vehicles queue up behind an oversize load, the unit is to be removed from the roadway at a place of safety and temporarily stopped until the traffic has cleared. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-330, filed 12/20/78. Formerly WAC 252-24-354.]

**WAC 468-38-340 Special permits for movement over state highways of overlegal size or weight loads—Speed limits.** (1) Unless otherwise stated, maximum speeds for vehicles, combination of vehicles, or vehicles and loads being operated under permit shall be as posted for trucks.

(2) When travel on the roadway shoulder is required on a two-lane highway, to allow overtaking traffic to pass, the speed will not exceed 25 miles per hour.

(3) The speed limit contained in a permit has been listed as one of the conditions upon which the permit has been issued. This stated speed limit takes precedence over any maximum or minimum speed limit that may be posted on any highway. Violation of the speed limit contained in the permit will render the permit null and void.

(4) Speed limits shall be as follows:

(a) On two-lane highways in rural areas, 45 miles per hour.

(b) On multiple-lane highways (for all moves including 12-foot width), as posted.

(c) On multiple-lane highways (for moves over 12-foot width), 50 miles per hour. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-340, filed 12/20/78. Formerly WAC 252-24-357.]

**WAC 468-38-350 Special permits for movement over state highways of overlegal size or weight loads—Lane of travel.** On multiple lane routes the oversize unit shall be operated in the right outside or number one lane, except when passing. On two-lane highways no passing will be permitted, except when required to safely pass a vehicle operating at speeds less than the minimum specified in these regulations. Exception: When permit requires crossing structures on inside lane or on centerline. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), §



468-38-350, filed 12/20/78. Formerly WAC 252-24-360.]

**WAC 468-38-360 Special permits for movement over state highways of overlegal size or weight loads—Moves in convoy.** Vehicles traveling under permit authority requiring pilot cars may not travel in convoy. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-360, filed 12/20/78. Formerly WAC 252-24-363.]

**WAC 468-38-370 Special permits for movement over state highways of overlegal size or weight loads—Loading restrictions and requirements.** (1) The vehicle, combination or load must be reduced or disassembled to a practical minimum. Loads created by means of welding, bolting or tying will be construed to be reducible. Reductions shall be made even though the use of additional vehicles becomes necessary.

(2) Tracked vehicles must be loaded longitudinally upon the hauling unit.

(3) Oversize hauling units will be authorized to be used under permit authority only when the article to be hauled cannot reasonably be dismantled or disassembled and the size of such article equals or exceeds out-size dimensions of hauling unit. Oversize hauling units shall not be used to haul objects which can readily be reduced and hauled within the limits of a legal vehicle or combination of vehicles.

(4) Notwithstanding the provisions of subsections (1) and (3) of this section a vehicle or load exceeding eight feet in width may be allowed by permit provided it does not exceed eight feet six inches and providing such vehicle employs a minimum axle track of not less than 77-1/2 inches in width. Safety appliances may extend beyond the approved width by no more than two inches as defined in RCW 46.44.010 despite the fact that this results in a width in excess of eight feet six inches. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-370, filed 12/20/78. Formerly WAC 252-24-366.]

**WAC 468-38-380 Special permits for movement over state highways of overlegal size or weight loads—Construction equipment.** State law provides that vehicles equipped with large pneumatic tires may be granted a special permit exceeding the axle limits, provided they meet the following tire size requirements: Vehicles equipped with single tires must have a rim width of 20 inches or more and a rim diameter of 24 inches or more. Vehicles equipped with dual tires must have a rim width of 16 inches or more and a rim diameter of 24 inches or more. The law provides that application shall be made at least 36 hours in advance of the proposed movement in order that an investigation of the requested route may be made to determine if the move can be allowed. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-380, filed 12/20/78. Formerly WAC 252-24-369.]

**WAC 468-38-390 Special permits for movement over state highways of overlegal size or weight loads—Special equipment.** Special equipment employing axle groupings other than the conventional single or tandem axle must first undergo a test inspection by the Washington state patrol before permits will be granted authorizing the unit to operate on state highways. The inspection report must be filed with the headquarters permit office before issuance of a permit will be authorized. Approved listings of such approved equipment will be maintained at each office. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-390, filed 12/20/78. Formerly WAC 252-24-372.]

**WAC 468-38-400 Special permits for movement over state highways of overlegal size or weight loads—Brakes—Requirements.** (1) Every motor vehicle or combination of motor drawn vehicles shall be capable, at all times and under all conditions of loading, of being stopped on a dry, smooth, level road free from loose material, upon application of the service brake, within a distance of 50 feet decelerating from 20 m.p.h.

(2) Permits will not be issued to equipment "in tow" without brakes unless a three axle truck with a minimum unladen weight of 15,000 pounds is employed as the power unit and is equipped with sufficient power and brakes to control at all times the vehicle being towed, in accordance with subsection (1) of this section. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-400, filed 12/20/78. Formerly WAC 252-24-375.]

**WAC 468-38-410 Special permits for movement over state highways of overlegal size or weight loads—Lights—Stop and turn signals.** Permits will not be issued to allow movement of a vehicle not equipped with lights as provided by RCW 46.37.200. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-410, filed 12/20/78. Formerly WAC 252-24-378.]

**WAC 468-38-420 Special permits for movement over state highways of overlegal size or weight loads—Safety chains and devices.** Special permits will not authorize the operation of any vehicle upon the public highways of this state without having the load thereon securely fastened and protected by safety chains or other device. Dragging of load on the roadway will not be permitted. Vehicles with a boom or structural erection member attached thereto must have the boom or member secured in such a manner that it will not elevate or sway in transportation. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-420, filed 12/20/78. Formerly WAC 252-24-381.]

**WAC 468-38-430 Special permits for movement over state highways of overlegal size or weight loads—Drawbar—Towlines.** The drawbar or other connection between vehicles in combination shall be of sufficient

strength to hold the weight of the towed vehicle on any grade where operated. No trailer shall whip, weave, or oscillate or fail to follow substantially in the course of the towing vehicle. When a disabled vehicle is being towed by means of a bar, chain rope, cable or similar means and the distance between the towed vehicle and the towing vehicle exceeds 15 feet, there shall be fastened on such connection in approximately the center thereof a white flag or cloth not less than 12 inches square. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-430, filed 12/20/78. Formerly WAC 252-24-384.]

**WAC 468-38-440 Special permits for movement over state highways of overlegal size or weight loads—Buildings.** (1) Width: Will include all eaves, porches, etc., if attached during movement.

(2) Height: The maximum height will be governed by location of any structures on the route and by overhead wires, signs, or traffic signals. In all building movements involving heights that will require the dropping of any overhead service wire, it is the responsibility of the mover to make all arrangements with the power and telephone companies involved. If the move would require moving of overhead signs or signals, clearance must be obtained from the district engineer involved before the permit is granted.

(3) Length: Local consideration will determine the length limitation of buildings.

(4) Pilot cars: The same requirements apply to buildings as to any overlegal load.

(5) Speed: Maximum speed shall not exceed twenty-five miles per hour. If overhead obstructions are involved, a slower speed will be required to insure safe passage.

(6) Hard rubber-tired dollies: No permit will be granted for dollies equipped with hard rubber or solid cushion rubber tires.

(7) Movement of buildings over 14 feet in width on two-lane state highways may be permitted under the following conditions:

(a) Uninterrupted vehicular traffic shall be maintained in one direction at all times.

(b) Maximum distance of movement shall not exceed five miles. Additional contiguous permits shall not be issued to exceed the five mile limit: *Provided*, That when in the opinion of the department of transportation, a hardship would result, this limitation may be exceeded upon the approval of the department. RCW 46.44.092.

(c) Prior to issuing a permit, a qualified highway department employee shall make a visual inspection of the building and route involved determining that the conditions listed in this section shall be complied with and that structures or overhead obstructions may be cleared or moved in order to maintain a constant and uninterrupted movement.

(d) Special escort and other precautions may be imposed to assure movement is made under the safest possible conditions, and the Washington state patrol shall be advised when and where the movement is to be made.

[Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-440, filed 12/20/78. Formerly WAC 252-24-387.]

**WAC 468-38-450 Special permits for movement over state highways of overlegal size or weight loads—Triple saddlemounts.** (1) Definition: A combination of four vehicles used [on] [in] a drive-away-towaway operation with three vehicles in saddlemount position with the towing vehicle.

(2) Authority: In accordance with RCW 46.44.038 and 46.44.0941, special permits may be issued authorizing the operation of triple saddlemounts on the state highway system with an overall combined length of 75 feet.

(3) Operating conditions are as follows:

(a) Vehicles operating in triple saddlemount[s] will meet specifications of U.S.D.O.T. Federal Motor Carrier [Regulations] in parts 393.40 through 393.52 and 393.71.

(b) In triple saddlemount combinations, no towed vehicle will be permitted in lieu of saddlemount.

(c) Subject to limitations of RCW 46.44.041 a full mounted vehicle may be carried on the rear-most towed vehicle only. [Statutory Authority: RCW 46.44.038. 80-04-044 (Order 14, Resolution 71), § 468-38-450, filed 3/20/80. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-450, filed 12/20/78. Formerly WAC 252-24-390.]

**Reviser's Note:** RCW 34.04.058 requires the use of underlining and deletion marks to indicate amendments to existing rules, and deems ineffectual changes not filed by the agency in this manner. The bracketed material in the above section does not appear to conform to the statutory requirement.

**WAC 468-38-460 Farm implements.** (1) This section of chapter 468-38 WAC is exclusive of all other sections of this chapter of the WAC in the regulation of the movement of farm implements on state highways and unless the context clearly requires otherwise adopts the definitions of the various terms set forth in chapter 46.44 RCW, except that movement of any farm implement on the interstate highway system shall be subject to the provisions for special permits and the limitations thereon as they existed prior to the enactment of chapter 1, Laws of 1973 1st ex. sess.

(2) "Farm implement" means every device capable of being driven or drawn upon a highway which, when operated, directly affects the fertilizing, tilling, planting, cultivation, or harvesting of crops of the soil but shall not include:

(a) Those having a gross weight of forty-five thousand pounds or more; and

(b) Those having a total outside width of twenty feet or more; and

(c) Those which are not equipped to travel upon pneumatic tires; and

(d) Those of greater than fourteen feet in width which are used for other than the harvest of mature crops; and

(e) Those spray or fertilizer applicator rigs, or nurse rigs for them, or equipment auxiliary to any of these rigs which is greater than eight feet in width being operated more than 50 miles from the base of the parent dealer facility.

(3) Movement of farm implements on the state highways is subject to the following conditions:

(a) The special limitations on the use of any state highway such as those at WAC 468-38-130, and 468-38-140 or others as they now exist or may be hereafter established by the transportation commission or the department of transportation shall apply;

(b) The owner and the operator of the farm implement shall accept the hold harmless provisions of WAC 468-38-160 whether the movement is under a special permit or not.

(c) While moving along state highways, a farm implement more than eight feet in width shall display bright red flags at least twelve inches square so as to wave freely on all four corners of the farm implement and at extreme ends of all protrusions, projections, or overhangs.

(d) While moving along state highways, a farm implement shall travel a minimum distance of five hundred feet from any truck, trailer, farm implement, or vehicle which could impair the visibility of an overtaking vehicle. When three or more vehicles queue up behind a farm implement, the farm implement is to be removed from the roadway at a place of safety and temporarily stopped until the traffic is cleared.

(e) Except as may be authorized by the department of transportation to meet an emergent harvest condition, farm implements shall be moved only during daylight hours (one-half hour before sunrise to one-half hour after sunset). Movement is not allowed (i) during the daylight hours when visibility is reduced to less than one thousand feet, or (ii) when hazardous roadway conditions exist and have been deemed unsafe by the department of transportation or the Washington state patrol. Movement of a farm implement on a state highway whether moving under a permit or not is subject to the authority of the Washington state patrol to restrict movements of overdimension vehicles and loads as provided generally in WAC 468-38-320.

(f) Farm implements when operated during hours of darkness as authorized by subparagraph (e) of this subsection shall be preceded and followed by escort vehicles conforming to the requirements established in subsection (6) of this section. The farm implement in such case shall also be lighted so as to conform to provisions of RCW 46.37.160 and in addition thereto display four-inch double face flashing amber lights mounted one on each side at the widest point on the farm implement to be visible to oncoming and overtaking traffic.

(g) Farm implements shall be moved only as single units and not in combination or by convoy except conveying is permitted:

(i) When authorized by the department of transportation to meet an emergent harvest condition; or

(ii) When traveling upon state highways signed for the movement of oversize vehicles as provided in subsection (7) of this section.

(h) A farm implement moving on two-lane state highways shall be signed or escorted as follows:

(i) If more than eight feet but not more than ten feet in width there shall be displayed "OVERSIZE LOAD" signs plainly visible to oncoming and overtaking traffic. These signs shall measure seven feet wide by eighteen inches high; black twelve-inch letters and two-inch stroke on yellow background, and shall be mounted as high as practicable on the farm implement.

(ii) If more than ten feet but less than twenty feet in width, the implement shall be preceded and followed by escort vehicles.

(i) A farm implement moving on multiple-lane state highways shall be signed or escorted as follows:

(i) If more than eight feet but not more than twelve feet in width there shall be displayed "OVERSIZE LOAD" signs as described in subparagraph (g)(i) of this subsection, plainly visible to overtaking traffic.

(ii) If more than twelve feet but less than twenty feet in width, the implement shall be followed by an escort vehicle.

(4) No farm implement with a total outside width of twenty feet or more may be moved on the state highways.

(5) No farm implement with a total outside width more than fourteen feet but less than twenty feet may be moved on a state highway unless the operator who draws or drives the farm implement has in his possession a currently valid special permit issued upon proper application to the department of transportation to the owner or operator of the farm implement.

(6) Escort vehicles and their operators and operation whenever required by this section of the Washington Administrative Code shall conform to the provision of WAC 468-38-190, 468-38-200, 468-38-210, 468-38-220, 468-38-230 and 468-38-240.

(7) If the intended route of travel along the public highways is not more than two miles and escort vehicles are required by this section, that requirement may, in lieu thereof, be satisfied by the posting of signs on the shoulder on the right side of the roadway proximate to but no more than twelve feet from the edge of the traffic lane. The sign shall not rest on the ground and must be visible to vehicles approaching or turning onto the portion of state highway on which the farm implement will travel. They will be placed as follows:

(a) In advance of the intended point of entry of the farm implement onto the state highway; and

(b) In advance of the intended point of exit from the state highway; and

(c) One sign on each side of the state highway proximate to every public or private access to the state highway to inform the driver of a vehicle turning onto the state highway in either direction.

Signs referred to in this subsection shall be of the following type and style: A square thirty-six inches on a

side with the message, "OVERSIZE VEHICLE MOVING AHEAD" in black lettering on a yellow background. The sign shall be removed as soon as practicable after the farm implement has left the state highway. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-38-460, filed 12/20/78. Formerly WAC 252-24-393.]

### Chapter 468-42 WAC VEHICLE PARKING RESTRICTIONS

#### WAC

468-42-002	State Route 2.
468-42-003	State Route 3.
468-42-004	State Route 4.
468-42-005	State Route 5.
468-42-006	State Route 6.
468-42-007	State Route 7.
468-42-009	State Route 9.
468-42-011	State Route 11.
468-42-012	State Route 12.
468-42-014	State Route 14.
468-42-020	State Route 20.
468-42-022	State Route 22.
468-42-023	State Route 23.
468-42-024	State Route 24.
468-42-027	State Route 27.
468-42-028	State Route 28.
468-42-031	State Route 31.
468-42-090	State Route 90.
468-42-097	State Route 97.
468-42-099	State Route 99.
468-42-101	State Route 101.
468-42-104	State Route 104.
468-42-106	State Route 106.
468-42-125	State Route 125.
468-42-129	State Route 129.
468-42-151	State Route 151.
468-42-153	State Route 153.
468-42-161	State Route 161.
468-42-164	State Route 164.
468-42-167	State Route 167.
468-42-169	State Route 169.
468-42-202	State Route 202.
468-42-224	State Route 224.
468-42-270	State Route 270.
468-42-272	State Route 272.
468-42-290	State Route 290.
468-42-291	State Route 291.
468-42-302	State Route 302.
468-42-308	State Route 308.
468-42-395	State Route 395.
468-42-401	State Route 401.
468-42-410	State Route 410.
468-42-501	State Route 501.
468-42-504	State Route 504.
468-42-507	State Route 507.
468-42-509	State Route 509.
468-42-512	State Route 512.
468-42-514	State Route 514.
468-42-515	State Route 515.
468-42-516	State Route 516.
468-42-520	State Route 520.
468-42-522	State Route 522.
468-42-525	State Route 525.
468-42-526	State Route 526.
468-42-527	State Route 527.
468-42-539	State Route 539.
468-42-542	State Route 542.
468-42-543	State Route 543.
468-42-901	State Route 901.

468-42-906	State Route 906.
468-42-908	State Route 908.

#### DISPOSITION OF SECTIONS FORMERLY CODIFIED IN THIS CHAPTER

468-42-303	State Route 303. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-303, filed 12/20/78. Formerly WAC 252-32-303.] Repealed by 79-04-043 (Order 27), filed 3/26/79. Statutory Authority: RCW 46.61.570.
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**WAC 468-42-002 State Route 2.** (1) **Monroe vicinity.** Parking is prohibited on the south side of State Route 2 from Mile Post 14.52 to Mile Post 14.57, a distance of 0.05 mile.

(2) **Sunset Falls vicinity.** Parking is prohibited on the south side of SR 2 from 1.69 miles east of the Burlington Northern Railroad Undercrossing, Mile Post 36.61, to 1.79 miles east of the Burlington Northern Railroad Undercrossing, Mile Post 36.71, a distance of 0.10 mile.

(3) **Barclay Creek vicinity.** Parking is prohibited on the north side of SR 2 from 1.12 miles west of the west pavement seat of the Barclay Creek Bridge, Mile Post 38.84, to 1.01 miles west of the west pavement seat of the Barclay Creek Bridge, Mile Post 38.95, a distance of 0.11 mile.

Parking is prohibited on both sides of State Route 2, from 7:00 a.m. to 5:00 p.m. on school days only, for 50 feet on each side of Mile Post 39.73.

(4) **Grotto vicinity.** Parking is prohibited on the north side of SR 2 from 0.62 mile east of the east pavement seat of the Bridge No. 2-107, Mile Post 45.05, to 0.71 mile east of the east pavement seat of Bridge No. 2-107, Mile Post 45.14, a distance of 0.09 mile.

Parking is prohibited on the south side of SR 2 from 0.71 mile east of the east pavement seat of Bridge No. 2-107, Mile Post 45.14, to 0.79 mile east of the east pavement seat of Bridge No. 2-107, Mile Post 45.22, a distance of 0.08 mile.

(5) **Skykomish vicinity.** Parking is prohibited on the south side of SR 2 from 0.33 mile east of the east pavement seat of the south fork of the Skykomish River Bridge, Mile Post 50.05, to 0.48 mile east of the east pavement seat of the south fork of the Skykomish River Bridge, Mile Post 50.22, a distance of 0.17 mile.

Parking is prohibited on the north side of SR 2 from 0.35 mile east of the east pavement seat of the south fork of the Skykomish River Bridge, Mile Post 50.07, to 0.48 mile east of the east pavement seat of the south fork of the Skykomish River Bridge, Mile Post 50.22, a distance of 0.15 mile.

(6) **Alpine Chainup Areas.** Parking is prohibited on both sides of SR 2 from 0.11 mile east of the west pavement seat of Bridge No. 2-120, Mile Post 54.11, to 0.44 mile east of the west pavement seat of Bridge No. 2-120, Mile Post 54.44, a distance of 0.33 mile.

Parking is prohibited on both sides of SR 2 from 0.22 mile west of the Tye River Rd., Mile Post 54.79, to 0.15 mile east of the Tye River Rd., Mile Post 55.16, a distance of 0.37 mile.

(7) **Scenic vicinity.** Fifteen minute parking to be applied only when road and/or weather conditions warrant, from Mile Post 57.76 to Mile Post 57.86, a distance of 0.10 mile.

(8) **Stevens Pass Summit and vicinity.** Parking is prohibited on the following sections of SR 2 as weather and/or road conditions warrant.

(a) On both sides from 0.52 mile west of the King-Chelan County Line, Mile Post 64.11, to 0.02 mile west of the Chelan-King County Line, Mile Post 64.61, a distance of 0.50 mile.

(b) On both sides from 0.19 mile east of the King-Chelan County Line, Mile Post 64.82, to 0.44 mile east of the King-Chelan County Line, Mile Post 65.07, a distance of 0.25 mile.

(c) On the westbound shoulder from 1.40 miles east of the King-Chelan County Line, Mile Post 66.03, to 1.90 miles east of the King-Chelan County Line, Mile Post 66.53, a distance of 0.50 mile.

(d) On the eastbound shoulder from 6:00 p.m. to 7:00 p.m., from 1.40 miles east of the King-Chelan County Line, Mile Post 66.03, to 1.90 miles east of the King-Chelan County Line, Mile Post 66.53, a distance of 0.50 mile.

(9) **Stevens Pass vicinity.** Parking is prohibited for that portion of the Upper Mill Creek Road, between the east and westbound lanes, starting at Mile Post 70.33 and extending to the east for 0.17 mile.

(10) **Dryden to Cashmere.** Parking is prohibited on the north side of SR 2 from Mile Post 110.48, easterly for a distance of 1,100 feet to Mile Post 110.69, a distance of 0.21 mile.

(11) **Wenatchee vicinity.** Parking is prohibited on the east and west sides of SR 2 from approximately 490 feet north of Maple Street, Mile Post 120.68, northerly to the south pavement seat of the Wenatchee River Bridge, No. 2/402S, Mile Post 119.58, a distance of 1.10 miles.

(12) **West Spokane vicinity.** Parking is prohibited on the south side of State Route 2 from Spotted Road, Mile Post 281.22, westerly for 1,000 feet to Mile Post 281.03.

(13) **Vicinity Junction State Route 206.** No parking any time from a point 0.10 mile south of Junction State Route 206 at Mile Post 297.15, to a point 0.03 mile north of Junction Walter Avenue, at Mile Post 297.65, a distance of 0.50 mile on both east and west sides of the road. [Statutory Authority: RCW 46.61.570. 79-04-019 (Order 24), § 468-42-002, filed 3/19/79. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-002, filed 12/20/78. Formerly WAC 252-32-002.]

**WAC 468-42-003 State Route 3. Community of Silverdale.** Parking of all vehicles is prohibited at any time in the community of Silverdale as follows:

(1) On the northwest side of State Route 3 between the intersections of the Silverdale Loop Road and Bangor Road (County Road No. 401), Mile Post 43.65 to Mile Post 43.68, a distance of 0.03 mile.

(2) On the southeast side of State Route 3 from the intersection of Pacific Avenue, Mile Post 43.67, northerly to Mile Post 43.69, a distance of 0.02 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-003, filed 12/20/78. Formerly WAC 252-32-003.]

**WAC 468-42-004 State Route 4. (1) Coal Creek Slough bridge vicinity, Cowlitz county.** Parking of all vehicles is prohibited on both sides of State Route 4 from Mile Post 54.94 easterly to the west pavement seat of the Coal Creek Slough bridge, a distance of 250 feet.

(2) **Longview vicinity.** Parking is prohibited along State Route 4 in the vicinity of Mt. Solo Road from Mile Post 55.78 to Mile Post 55.89 on the south side, a distance of 0.11 mile; in the vicinity of 44th Avenue from Mile Post 56.95 to Mile Post 57.03 on the south side, a distance of 0.08 mile, and from Mile Post 56.96 to Mile Post 57.05 on the north side, a distance of 0.09 mile; in the vicinity of 42nd Avenue from Mile Post 57.20 to Mile Post 57.29 on the south side, a distance of 0.09 mile, and from Mile Post 57.22 to Mile Post 57.30 on the north side, a distance of 0.08 mile; and in the vicinity of 40th Avenue from Mile Post 57.43 to Mile Post 57.53 on the south side, a distance of 0.10 mile, and from Mile Post 57.46 to Mile Post 57.56 on the north side, a distance of 0.10 mile. [Statutory Authority: RCW 46.61.570. 79-04-021 (Order 26), § 468-42-004, filed 3/19/79. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-004, filed 12/20/78. Formerly WAC 252-32-004.]

**WAC 468-42-005 State Route 5. (1) North of Kelso.** Parking is prohibited on State Route 5 north of Kelso on the east side between Mile Post 41.12 and Mile Post 41.20, a distance of 0.08 mile.

(2) **Blaine vicinity.** The stopping or standing of vehicles is prohibited on both sides of the northbound lanes of State Route 5 from the north pavement seat of the overcrossing at the North Blaine Interchange, Mile Post 276.23, northerly to the north corporate limits of Blaine, Mile Post 276.50, a distance of 0.27 mile.

(3) **Jct. with SR 532.** The parking of all vehicles is prohibited on both shoulders of the southbound lanes of State Route 5 from the intersection with State Route 532, Mile Post 212.72, northwesterly to Mile Post 212.97, a distance of 0.25 mile.

(4) **Vancouver interstate bridge.** The stopping or standing of vehicles is prohibited on State Route 5, Interstate Bridge, from the Washington-Oregon state line, Mile Post 0.00, to the north pavement seat of the Interstate Bridge, Mile Post 0.27, a distance of 0.27 mile.

(5) **Snohomish-Skagit County line vicinity.** Parking is prohibited on both sides of the southbound lanes of State Route 5 in Snohomish county from the intersection of said lanes with 324th Street N.W. at Mile Post 217.00 northerly to Mile Post 217.09, a distance of 0.09 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), §

468-42-005, filed 12/20/78. Formerly WAC 252-32-005.]

**WAC 468-42-006 State Route 6. Community of Lebam in Pacific county.** The parking of all vehicles is prohibited on the south side of State Route 6 from a point 0.22 mile east of the Willapa River bridge, Mile Post 14.27, easterly to the west seat of Half Moon Creek bridge, Mile Post 14.50, a distance of 0.23 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-006, filed 12/20/78. Formerly WAC 252-32-006.]

**WAC 468-42-007 State Route 7. (1) Intersection of State Route 512, (Old SSH 5-G), Parkland vicinity.** Parking is prohibited on the east side of State Route 7 from the intersection with State Route 512 (Old SSH 5-G), Mile Post 52.26 southerly to Mile Post 52.36, a distance of 0.10 mile. Parallel parking is permitted on the west side of State Route 7 for a distance of 830 feet south and 730 feet north of the intersection of State Route 512 (Old SSH 5-G), Mile Post 52.20 to Mile Post 52.36, a distance of 0.16 mile. Parallel parking is permitted on the east side of State Route 7 from Mile Post 52.36 to Mile Post 52.48, a distance of 0.12 mile.

(2) **South of Tacoma.** Parallel parking is established on the west side of State Route 7 south of Tacoma from the south right of way line of 107th Street, Mile Post 52.63, southerly for a distance of 200 feet to the north right of way line of 108th Street, Mile Post 52.67, a distance of 0.04 mile.

(3) **Tacoma city limits to Roy Wye.** Parallel parking only is permitted on the east and west sides of State Route 7 from the south city limits of Tacoma, Mile Post 53.37, southerly to 146th Street, Mile Post 56.39, a distance of 3.02 miles, and also from Military Road, Mile Post 47.39, southerly to the intersection with State Route 507 (Roy Wye), Mile Post 49.88, a distance of 2.49 miles.

(4) **Roy Wye to Elbe.** The stopping, standing or parking of all vehicles is prohibited on the east and west sides of State Route 7 from a point 0.48 mile south of the intersection of the Sterling Road, Mile Post 42.83, southerly to Mile Post 42.98, a distance of 0.15 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-007, filed 12/20/78. Formerly WAC 252-32-007.]

**WAC 468-42-009 State Route 9. (Spur) (1) Snohomish vicinity.** Parking is prohibited on the west and east sides of State Route 9 from 0.13 mile north of the Jct. SR 9 at Mile Post 0.13 to 0.09 mile south of RR Grade X-ing at Mile Post 0.89 a distance of 0.76 mile.

(2) **Hatley Road vicinity.** Parking is prohibited on the east side of SR 9 from 0.01 mile north of the north pavement seat of the Smith Creek bridge, Mile Post 84.49, to Hatley Rd., Mile Post 84.53, a distance of 0.04 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), §

468-42-009, filed 12/20/78. Formerly WAC 252-32-009.]

**WAC 468-42-011 State Route 11. (1) Sam Bell - Allen West Road Intersection.** No parking any time on the east side of State Route 11, from junction Sam Bell - Allen West Road, Mile Post 2.85, to 0.05 mile northerly, Mile Post 2.90, a distance of 0.05 mile.

(2) **Inspiration Point.** Parking is prohibited on the west side of State Route 11 from Mile Post 17.80 to Mile Post 17.95, a distance of 0.15 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-011, filed 12/20/78. Formerly WAC 252-32-011.]

**WAC 468-42-012 State Route 12. (1) State Route 5 vicinity.** Parking of all vehicles is prohibited along both shoulders of State Route 12 in Lewis county, State Route 5 vicinity, from Mile Post 66.62 to Mile Post 66.72, a distance of 0.10 mile.

(2) **Intersection with Brim and Leonard roads.** Parking of all vehicles is prohibited on both sides of State Route 12 in Lewis county from a point 0.05 mile west of the intersection with Brim and Leonard roads, Mile Post 74.12, easterly to a point 0.05 mile east of said intersection, Mile Post 74.22, a distance of 0.10 mile.

(3) **Mayfield Dam road vicinity.** Parking of all vehicles is prohibited along both shoulders of State Route 12 in Lewis County, Mayfield Dam road vicinity, from Mile Post 80.61 to Mile Post 80.71, a distance of 0.10 mile.

(4) **White Pass Summit and vicinity.** Prohibiting the parking of all vehicles annually from November 1 through April 30 between the hours of 12:00 midnight and 7:00 a.m. on the north side of State Route 12 from Mile Post 151.34 easterly to Mile Post 151.99 and on the south side of said highway from Mile Post 151.27 easterly to Mile Post 151.99; and also prohibiting the parking of all vehicles at any time on the north side of State Route 12 from Mile Post 151.28 easterly to Mile Post 151.31, a distance of 0.03 mile.

(5) **Community of Sawyer.** No parking any time from a point 0.06 mile west of the Junction Lombard Loop Road, at Mile Post 217.85, to a point 0.17 mile east of the Junction Lombard Loop Road at Mile Post 218.08, a distance of 0.23 mile on the south side of the road.

(6) **Vicinity Humorist Road.** No parking any time from a point 0.09 mile west of Junction Humorist Road, at Mile Post 296.43 to a point 0.11 mile east of Junction Humorist Road at Mile Post 296.63, a distance of 0.20 mile on both the north and south sides of the road.

(7) **Clarkston vicinity.** Parking is prohibited on the north and south sides of State Route 12 (Bridge Street) from the intersection of State Route 128 (15th Street) at Mile Post 432.62, easterly to the west corporate limits of the city of Clarkston at 13th Street, Mile Post 433.12, a distance of 0.50 mile. [Statutory Authority: RCW 46-.61.570. 79-04-020 (Order 25), § 468-42-012, filed 3/19/79. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-012, filed 12/20/78. Formerly WAC 252-32-012.]



**WAC 468-42-014 State Route 14. Vicinity of Lyle market.** No parking any time on the north side of the street from Junction 6th Street, at Mile Post 76.21, to a point 0.04 mile east of Junction 6th Street, at Mile Post 76.25, a distance of 0.04 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-014, filed 12/20/78. Formerly WAC 252-32-014.]

**WAC 468-42-020 State Route 20. (1) Burlington vicinity.** Parking is prohibited on both sides of State Route 20 from the junction of SR 5, Mile Post 4.56, easterly to the west corporate limits of Burlington, Mile Post 4.72, a distance of 0.16 mile.

(2) **Rocky Creek vicinity.** Parking is prohibited on State Route 20 from 0.18 mile east of the east pavement seat of the Rocky Creek bridge, Mile Post 48.27, to 0.28 mile east of the east pavement seat of Rocky Creek bridge, Mile Post 48.37, a distance of 0.10 mile.

(3) **Avon-Allen road vicinity.** Parking is prohibited on the south side of State Route 20, from 200 feet west of the Avon-Allen Road, Mile Post 57.48, to the Avon-Allen Road, Mile Post 57.52, a distance of 0.04 mile.

(4) **Skagit/Whatcom county line vicinity.** Parking is prohibited on the north side of SR 20 from 0.17 mile east of the Skagit/Whatcom county line, Mile Post 62.43, to 0.21 mile east of the Skagit/Whatcom county line, Mile Post 62.47, a distance of 0.04 mile.

Parking is prohibited on the south side of SR 20 from 0.12 mile west of the west pavement seat of the Thornton Creek bridge, Mile Post 62.74, to 0.08 mile west of the west pavement seat of the Thornton Creek bridge, Mile Post 62.78, a distance of 0.04 mile.

(5) **Gorge Lake vicinity.** Parking is prohibited on the north side of SR 20 from 0.04 mile east of the east pavement seat of Gorge Creek bridge, Mile Post 69.33, to 0.8 mile east of the east pavement seat of the Gorge Creek bridge, Mile Post 69.37, a distance of 0.04 mile.

Parking is prohibited on the south side of SR 20 from 0.93 mile east of the east pavement seat of the Gorge Creek bridge, Mile Post 70.22, to 0.97 mile east of the Gorge Creek bridge, Mile Post 70.26, a distance of 0.04 mile.

(6) **Thunder Arm vicinity.** Parking is prohibited on the north side of SR 20 from 0.13 mile west of the west pavement seat of the Thunder Arm bridge, Mile Post 75.99, to 0.09 mile west of the west pavement seat of the Thunder Arm bridge, Mile Post 76.03, a distance of 0.04 mile.

(7) **Horsetail Creek vicinity.** Parking is prohibited on the south side of SR 20 from 1.45 miles west of the east pavement seat of the Horsetail Creek bridge, Mile Post 78.80, to 1.41 miles west of the east pavement seat of the Horsetail Creek bridge, Mile Post 78.84, a distance of 0.04 mile.

(8) **Ross Lake vicinity.** Parking is prohibited on the south side of SR 20 from 1.11 miles west of the east pavement seat of the Lillian Creek bridge, Mile Post 81.00, to 1.07 miles west of the east pavement seat of the Lillian Creek bridge, Mile Post 81.04, a distance of 0.04 mile.

(9) **Panther Creek vicinity.** Parking is prohibited on the south side of SR 20 from 0.22 mile west of the east pavement seat of the Panther Creek bridge, Mile Post 84.07, to 0.18 mile west of the east pavement seat of the Panther Creek bridge, Mile Post 84.11, a distance of 0.04 mile.

(10) **Cusick vicinity.** Parking is prohibited on the east side only of State Route 20 from Mile Post 406.38 to Mile Post 406.61, a distance of 0.23 mile.

(a) Parking is prohibited on the west side only of State Route 20 from Mile Post 406.46 to Mile Post 406.69, a distance of 0.23 mile.

(b) Parking is prohibited on both sides of State Route 20 from Mile Post 410.68 to Mile Post 410.91, a distance of 0.23 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-020, filed 12/20/78. Formerly WAC 252-32-02001.]

**WAC 468-42-022 State Route 22. Satus vicinity.** No parking any time from a point 0.09 mile west of Junction Satus Road, at Mile Post 14.62, to a point 0.09 mile east of Junction Satus Road, at Mile Post 14.82, a distance of 0.20 mile on both the north and south sides of the road. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-022, filed 12/20/78. Formerly WAC 252-32-022.]

**WAC 468-42-023 State Route 23. Sprague vicinity.** Parking is prohibited on the east side of State Route 23 from Mile Post 40.37 to Mile Post 40.43, a distance of 0.06 mile.

(1) Parking is prohibited on the west side of State Route 23 from Mile Post 40.47, to Mile Post 40.53, a distance of 0.06 mile.

(2) Parking is prohibited on the west side of State Route 23 from Mile Post 42.27 to Mile Post 42.33, a distance of 0.06 mile.

(3) Parking is prohibited on the east side of State Route 23 from Mile Post 42.29 to Mile Post 42.35, a distance of 0.06 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-023, filed 12/20/78. Formerly WAC 252-32-023.]

**WAC 468-42-024 State Route 24. Yakima to Moxee.** Parking is prohibited on both sides of State Route 24 from the easterly end of the Yakima River bridge at Mile Post 0.69 to the Birchfield Road at Mile Post 2.07, a distance of 1.38 miles. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-024, filed 12/20/78. Formerly WAC 252-32-024.]

**WAC 468-42-027 State Route 27. (1) Opportunity vicinity.** Parking is prohibited on both sides of State Route 27, from 16th Avenue, Mile Post 84.43, to Mission Avenue, Mile Post 86.45, a distance of 2.02 miles.

(2) **46th Avenue to 32nd Avenue.** Stopping and standing of all vehicles on both sides of State Route 27, is

prohibited from 0.03 mile south of the Junction of 46th Avenue, and Mile Post 82.00 to 32nd Avenue, at Mile Post 83.15, a distance of 1.15 miles. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-027, filed 12/20/78. Formerly WAC 252-32-027.]

**WAC 468-42-028 State Route 28. Odessa vicinity.** Parking is prohibited on the north and south sides of State Route 28 from a point approximately 0.17 mile east of the east corporate limits of the town of Odessa at Mile Post 94.48, easterly to Mile Post 94.60, a distance of 0.12 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-028, filed 12/20/78. Formerly WAC 252-32-028.]

**WAC 468-42-031 State Route 31. Community of Jared.** Parking is prohibited on the east and west sides of State Route 31 between Mile Post 28.17 and Mile Post 28.30 in the vicinity of Jared, Washington, a distance of 0.13 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-031, filed 12/20/78. Formerly WAC 252-32-031.]

**WAC 468-42-090 State Route 90. (1) SR 901 Overcrossing Easterly.** Parking is prohibited at all times on the north and south sides of State Route 90 from the SR 901 Overcrossing at Mile Post 14.57 easterly to East Front Street in Issaquah at Mile Post 17.21, a distance of 2.64 miles.

(2) **North Bend vicinity.** Parking is prohibited on the north side of the westbound roadway of SR 90 from 0.30 mile east of Main Street (East City Limits of North Bend), Mile Post 31.00, to 0.41 mile east of Main St. Mile Post 31.11, a distance of 0.11 mile.

(3) **North Bend vicinity.** Parking is prohibited on both sides of the westbound lanes of State Route 90 from the Mount Si Road, Mile Post 32.01, easterly for a distance of 0.25 mile to Mile Post 32.26. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-090, filed 12/20/78. Formerly WAC 252-32-090.]

**WAC 468-42-097 State Route 97. (1) Blewett Pass section, Mill Creek to Jct. SR 2.** Parking is prohibited on the northerly and southerly sides of State Route 97 from Mile Post 184.94 southeasterly to Mile Post 185.00 in the close proximity of the intersection of State Route 97 and State Route 2, Peshastin vicinity, a distance of 0.06 mile.

(2) **Goldendale vicinity.** Parking of all vehicles is prohibited on both sides of State Route 97 from Roosevelt Street (east city limits of Goldendale) at Mile Post 12.75 northeasterly to a point approximately 100 feet northeast of the state patrol weighing station at Mile Post 13.00, a distance of 0.25 mile.

(3) **Spring Hill vicinity.** Parking of all vehicles is prohibited on the north side of State Route 97 between

Mile Post 31.78 and Mile Post 31.94, a distance of approximately 850 feet.

(4) **Biggs Rapids bridge toll plaza.** Parking is prohibited on the west side of State Route 97 from 0.10 mile south of the Biggs Rapids bridge toll plaza, Mile Post 0.12, northerly to a point 0.10 mile north of said toll plaza, Mile Post 0.32, a distance of 0.20 mile.

(5) **Swauk Pass summit.** Parking is prohibited between November 1 and March 1 annually on both sides of State Route 97 in the vicinity of Swauk Pass summit from Mile Post 163.82 to Mile Post 163.87 Bk.=Mile Post 164.00 Ahd., a distance of 0.05 mile; parking is limited to a maximum of 30 minutes between November 1 and March 1 annually on State Route 97 in the vicinity of Swauk Pass Summit on the south side between Mile Post 164.00 Ahd. and Mile Post 164.04, a distance of 0.04 mile, and on the north side from Mile Post 163.87 Bk.=Mile Post 164.00 Ahd. to Mile Post 164.07, a distance of 0.07 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-097, filed 12/20/78. Formerly WAC 252-32-097.]

**WAC 468-42-099 State Route 99. (1) Federal Way vicinity.** Parking is prohibited on both sides of State Route 99 from the junction with So. 348th St., Mile Post 8.14 to the junction of South 304th Street, Mile Post 10.94, a distance of 2.80 miles.

(2) **Intersection of South 288th Street.** Parking is prohibited on the west side of State Route 99 from the junction of South 288th Street, at Mile Post 11.90, north to Mile Post 11.98, a distance of 0.08 mile.

(3) **Intersection of South 272nd Street.** Parking is prohibited on the east and west sides of State Route 99 for a distance of 200 feet, north of the intersection of State Route 99 with South 272nd Street, Mile Post 12.92 to Mile Post 12.96, a distance of 0.04 mile.

(4) **Seattle-Tacoma Airport vicinity.** Parking is prohibited on both sides of State Route 99 between South 188th Street at Mile Post 18.35 and South 170th Street in the vicinity of the Seattle-Tacoma Airport at Mile Post 19.47, a distance of 1.12 miles.

(5) **N. 184th to N. 185th.** Parking is prohibited between North 184th Street at Mile Post 42.43 and North 185th Street on State Route 99 at Mile Post 42.49, a distance of 0.06 mile.

(6) **Vicinity of North 192nd Street, King county.** Parking is prohibited on the east and west sides of State Route 99 from a point 1,000 feet south of the intersection of North 192nd Street at Mile Post 42.61, northerly to a point 750 feet north of the intersection of North 192nd Street, Mile Post 42.94, a distance of 0.33 mile.

(7) **South of Everett.** Parking is prohibited on the east and west sides of State Route 99 in the vicinity of 168th Street S.W. approximately 10 miles south of Everett from Mile Post 48.71 northerly to Mile Post 48.86, a distance of 0.15 mile.

(8) **Vicinity of 112th Street S.W., Snohomish county.** Parking is prohibited on both sides of State Route 99 in Snohomish county from Mile Post 52.36, which is 0.50 mile south of 112th Street S.W., northwesterly to the

junction with 112th Street S.W. at Mile Post 52.86, a distance of 0.50 mile. [Statutory Authority: RCW 46.61.570. 79-12-032 (Order 38), § 468-42-099, filed 11/19/79; 79-08-058 (Order 31), § 468-42-099, filed 7/23/79. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-099, filed 12/20/78. Formerly WAC 252-32-099.]

**WAC 468-42-101 State Route 101.** (1) **Astoria bridge vicinity.** Parking is prohibited on both sides of State Route 101 from the center line of the north approach to the Astoria bridge at Mile Post 0.46, westerly to Mile Post 0.96, a distance of 0.50 mile.

(2) **United States wildlife station vicinity, Pacific county.** Parking of all vehicles is prohibited on both sides of State Route 101 from Mile Post 23.98 to Mile Post 24.16, a distance of 0.18 mile.

(3) **Fairmont Street, Port Angeles vicinity.** Parking is prohibited on both sides of State Route 101 from Fairmont Street, Mile Post 245.87, to Euclid Avenue/C Street Exit, Mile Post 245.98, a distance of 0.11 mile.

(4) **Port Angeles vicinity.** Parking is prohibited on both sides of State Route 101 from the Junction of Golf Course Road, Mile Post 249.63, to County Road No. 429 (Masters Road), Mile Post 251.68, a distance of 2.05 miles.

(5) **Elwha Street, Port Angeles vicinity.** Parking is prohibited on the eastbound side only of State Route 101 from Elwha Street, Mile Post 251.16, to 0.18 mile east of Elwha Street, Mile Post 251.34, a distance of 0.18 mile.

(6) **Community of Quilcene.** Parking is prohibited between 8:00 a.m. and 4:00 p.m. on the east side of State Route 101 in the Community of Quilcene, Mile Post 294.69 to Mile Post 294.75, a distance of 0.06 mile.

(7) **Community of Brinnon.** Emergency parking only is permitted along both sides of State Route 101 in the Community of Brinnon from 0.15 mile south of Dosewallips Road, Mile Post 306.22, to 0.13 mile south of Dosewallips State Park entrance, Mile Post 307.08, a distance of 0.86 mile.

(8) **Hoodspport.** Parallel parking only is permitted on both sides of State Route 101 within the community of Hoodspport from Mile Post 331.72, to Mile Post 332.34, a distance of 0.62 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-101, filed 12/20/78. Formerly WAC 252-32-101.]

**WAC 468-42-104 State Route 104.** (1) **Kingston.** Parking is limited to a maximum of two hours from 7:00 a.m. to 8:00 p.m. on State Route 104 along both sides of the eastbound and westbound roadways from Iowa Avenue, at Mile Post 24.32, to the ferry toll booths, at Mile Post 24.45, a distance of 0.13 mile.

(2) **Edmonds vicinity.** Parking is prohibited on the north side of State Route 104 from the east corporate limits of Edmonds, which is 600 feet west of Fifth Avenue N.E., Mile Post 29.21, easterly to Fifth Avenue N.E., Mile Post 29.33, a distance of 0.12 mile.

(3) **Edmonds vicinity.** Parking is prohibited on the south side of State Route 104 from the junction with State Route 99 (west corporate limits of Edmonds), Mile Post 28.33, easterly to Fifth Avenue N.E., Mile Post 29.33, a distance of 1.00 mile. [Statutory Authority: RCW 46.61.570. 79-08-057 (Order 30), § 468-42-104, filed 7/23/79. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-104, filed 12/20/78. Formerly WAC 252-32-104.]

**WAC 468-42-106 State Route 106. Union.** Parallel parking only is permitted on both sides of State Route 106 within the community of Union from Mile Post 4.95 to Mile Post 5.35, a distance of 0.40 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-106, filed 12/20/78. Formerly WAC 252-32-106.]

**WAC 468-42-125 State Route 125.** Walla Walla vicinity. Stopping, standing, and parking are prohibited on both sides of State Route 125 from the north city limits of Walla Walla, at Mile Post 6.76, to Mile Post 7.71, a distance of 0.95 mile. [Statutory Authority: RCW 46.61.570. 80-02-088 (Order 47), § 468-42-125, filed 1/22/80.]

**WAC 468-42-129 State Route 129.** (1) **Asotin vicinity.** No parking any time on the west side of State Route 129 from Mile Post 33.53 to Mile Post 33.75 and from Mile Post 34.88 to Mile Post 35.03, a distance of 0.22 and 0.15 mile respectively.

(2) **Clarkston vicinity.** No parking any time from a point 0.03 mile south of Junction Riverlawn Drive, at Mile Post 39.75, to Junction Riverside Drive, at Mile Post 40.59, a distance of 0.84 mile on both the east and west sides of the road. [Statutory Authority: RCW 46.61.570. 80-03-020 (Order 48), § 468-42-129, filed 2/15/80. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-129, filed 12/20/78. Formerly WAC 252-32-129.]

**WAC 468-42-151 State Route 151. Daroga Park vicinity.** Parking is prohibited along both sides of State Route 151 from the north end of Dry Gulch bridge, Mile Post 6.22, northerly to Mile Post 7.22, a distance of 1.00 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-151, filed 12/20/78. Formerly WAC 252-32-151.]

**WAC 468-42-153 State Route 153. Pateros to Twisp.** Parking is prohibited on the west side only of SR 153, from Mile Post 4.53, to Mile Post 4.59, a distance of 0.06 mile.

(1) Parking is prohibited on the east side only of SR 153, from Mile Post 5.98, to Mile Post 6.04, a distance of 0.06 mile.

(2) Parking is prohibited on the east side only of SR 153, from Mile Post 10.06 to Mile Post 10.14, a distance of 0.08 mile.

(3) Parking is prohibited on the west side only of SR 153, from Mile Post 12.70 to Mile Post 12.74, a distance of 0.04 mile.

(4) Parking is prohibited on the west side only of SR 153, from Mile Post 14.13 to Mile Post 14.20, a distance of 0.07 mile.

(5) Parking is prohibited on the east side only of SR 153, from Mile Post 19.08 to Mile Post 19.12, a distance of 0.04 mile.

(6) Parking is prohibited on the east side only of SR 153, from Mile Post 28.33 to Mile Post 28.41, a distance of 0.08 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-153, filed 12/20/78. Formerly WAC 252-32-153.]

**WAC 468-42-161 State Route 161. North Meridian Hill.** No stopping or standing on the west side of the road from a point 0.16 mile north of Jct. Dechaux Road at Mile Post 29.65 to a point 0.33 mile south of Jct. Meridian Court, at Mile Post 29.74, a distance of 0.09 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-161, filed 12/20/78. Formerly WAC 252-32-161.]

**WAC 468-42-164 State Route 164. Auburn to Enumclaw.** Parking is prohibited on the north and south sides of State Route 164 from a point 0.2 mile west of the intersection of 228th Avenue S.E. at Mile Post 12.04 easterly to a point 0.1 mile east of said intersection at Mile Post 12.34, a distance of 0.30 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-164, filed 12/20/78. Formerly WAC 252-32-164.]

**WAC 468-42-167 State Route 167. (1) Renton Boeing.** A two-hour parking limit is established between the hours of 7:00 a.m. and 9:00 p.m. on the westerly side of State Route 167, Rainier Avenue, from South 116th Street, at Mile Post 21.19, southerly to Mile Post 21.41, a distance of 0.22 mile.

(2) **Rainier Avenue, Renton vicinity.** A two-hour parking limit is established between the hours of 7:00 a.m. and 9:00 p.m. on the easterly side of State Route 167, Rainier Avenue, from South 116th Street at Mile Post 21.19 southerly to Mile Post 21.41 in the vicinity of the north city limits of Renton, a distance of 0.22 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-167, filed 12/20/78. Formerly WAC 252-32-167.]

**WAC 468-42-169 State Route 169. (1) North of Enumclaw.** Parking is prohibited on the west side of State Route 169 from a point 400 feet south of S.E. 400th Street at Mile Post 2.59 northerly to a point 400

feet north of S.E. 400th Street at Mile Post 2.75, a distance of 0.16 mile.

(2) **Summit vicinity.** Parking is prohibited on both sides of State Route 169 from a point 400 feet south of the intersection of State Route 516 at Mile Post 11.36 northerly to a point 400 feet north of said intersection at Mile Post 11.52, a distance of 0.16 mile.

(3) **Maple Valley vicinity.** No parking any time on the west side of the road from a point 0.33 mile north of Junction S.E. 231st street, at Mile Post 14.50, to a point 0.25 mile south of Junction Banil Witte Roads, at Mile Post 14.70, a distance of 0.20 mile.

(4) **Cedar Mountain vicinity.** No parking any time on the west side of the road from a point 0.14 mile south of Junction Jones Road, at Mile Post 19.08, to a point 0.04 mile south of Junction Jones Road, at Mile Post 19.18, a distance of 0.10 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-169, filed 12/20/78. Formerly WAC 252-32-169.]

**WAC 468-42-202 State Route 202. Snoqualmie vicinity.** Parking is prohibited on the south side of SR 202 from 0.04 mile west of 394th Place S.E., Mile Post 27.57, to 394th Place S.E., Mile Post 27.61, a distance of 0.04 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-202, filed 12/20/78. Formerly WAC 252-32-202.]

**WAC 468-42-224 State Route 224. West Richland vicinity.** Parking is prohibited on both sides of State Route 224 in Benton county from Mile Post 4.34 which is 0.40 mile west of the OWRN railroad undercrossing No. 3-R/5, northeasterly to said undercrossing, Mile Post 4.74, a distance of 0.40 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-224, filed 12/20/78. Formerly WAC 252-32-224.]

**WAC 468-42-270 State Route 270. Pullman to Moscow.** Parking is prohibited on the north side of SR 270 from Mile Post 0.81 to Mile Post 0.89, a distance of 0.08 mile.

(1) Parking is prohibited on the north side of SR 270 from Mile Post 4.66 to Mile Post 4.74, a distance of 0.08 mile.

(2) Parking is prohibited on the south side of SR 270 from Mile Post 5.31 to Mile Post 5.39, a distance of 0.08 mile.

(3) Parking is prohibited on the north side of SR 270 from Mile Post 8.06 to Mile Post 8.14, a distance of 0.08 mile.

(4) Parking is prohibited on the south side of SR 270 from Mile Post 9.30 to Mile Post 9.38, a distance of 0.08 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-270, filed 12/20/78. Formerly WAC 252-32-270.]

**WAC 468-42-272 State Route 272. Palouse vicinity.** Parking is prohibited on the south side of SR 272 from Mile Post 13.76 to Mile Post 13.84, a distance of 0.08 mile.

(1) Parking is prohibited on the north side of SR 272 from Mile Post 15.46 to Mile Post 15.54, a distance of 0.08 mile.

(2) Parking is prohibited on the south side of SR 272 from Mile Post 17.96 to Mile Post 18.04, a distance of 0.08 mile.

(3) Parking is prohibited on the north side of SR 272 from Mile Post 18.36 to Mile Post 18.44, a distance of 0.08 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-272, filed 12/20/78. Formerly WAC 252-32-272.]

**WAC 468-42-290 State Route 290. Argonne Road vicinity.** Parking is prohibited on the north side of State Route 290 from Mile Post 6.17, easterly to Mile Post 6.55, a distance of 0.38 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-290, filed 12/20/78. Formerly WAC 252-32-2901.]

**WAC 468-42-291 State Route 291. (1) Spokane vicinity.** Parking is prohibited on State Route 291 from the west city limits of Spokane, Mile Post 4.31, to Lowell Avenue, Mile Post 5.21, the end of the 50-foot wide curbed section of roadway, a distance of 0.90 mile.

(2) **Spokane vicinity.** Parking is prohibited on both sides of State Route 291 from 0.25 mile south of the junction of Rutter Park Way/Charles Road, Mile Post 8.86, to the junction of Rutter Park Way/Charles Road, Mile Post 9.11, a distance of 0.25 mile, and from 0.20 mile south of the Spokane-Stevens county line, Mile Post 10.97, to the Spokane-Stevens county line, Mile Post 11.17, a distance of 0.20 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-291, filed 12/20/78. Formerly WAC 252-32-291.]

**WAC 468-42-302 State Route 302. Purdy vicinity.** Parking is prohibited on the north side of State Route 302 from Mile Post 18.54 northeasterly to the west pavement seat of the Purdy Creek bridge at Mile Post 19.22, a distance of 0.68 mile, and on the south side of State Route 302 from Mile Post 19.09 northeasterly to Mile Post 19.22, a distance of 0.13 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-302, filed 12/20/78. Formerly WAC 252-32-302.]

**WAC 468-42-308 State Route 308. Keyport. (1) Keyport vicinity.** Parking is prohibited for a distance of 0.20 mile on the northwest and southeast sides of State Route 308, northeasterly of the intersection of SR 303 and SR 308, mile post 1.88 to mile post 2.08, a distance of 0.20 mile.

(2) Parking is prohibited on the south side of State Route 308 from Washington Street at mile post 2.23 to

the end of the route at mile post 2.29, a distance of 0.06 mile, and on the north side of State Route 308 from mile post 2.27 to the route end at mile post 2.29, a distance of 0.02 mile. [Statutory Authority: RCW 46.61.570. 79-04-043 (Order 27), § 468-42-308, filed 3/26/79.]

**WAC 468-42-395 State Route 395. (1) North Spokane vicinity.** Parking is prohibited on the west side of State Route 395 from the north corporate limits of Spokane, Mile Post 164.50, to a point 300 feet north of Hawthorne Road, Mile Post 165.37, and on the east side of State Route 395 from Country Homes Boulevard, Mile Post 164.60, to Hawthorne Road, Mile Post 165.32.

(2) **Addy vicinity.** Parking is prohibited on both sides of State Route 395 from 0.16 mile north of the County Road (south approach to Addy), Mile Post 215.70, to 0.41 mile north of the County Road (south approach to Addy), Mile Post 215.95, a distance of 0.25 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-395, filed 12/20/78. Formerly WAC 252-32-3951.]

**WAC 468-42-401 State Route 401. Astoria bridge vicinity.** Parking is prohibited on both sides of State Route 401 from the center line of the north approach to the Astoria bridge, Mile Post 0.00, easterly to Mile Post 0.40, a distance of 0.40 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-401, filed 12/20/78. Formerly WAC 252-32-401.]

**WAC 468-42-410 State Route 410. Tacoma to Puyallup.** Parking is prohibited on the northeast and southwest sides of State Route 410 from the east city limits of Tacoma at Mile Post 0.67 to the Northeast city limits of Puyallup at Mile Post 5.22, a distance of 4.55 miles. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-410, filed 12/20/78. Formerly WAC 252-32-410.]

**WAC 468-42-501 State Route 501. (1) Vancouver vicinity.** Parking is prohibited on both sides of State Route 501 from Mile Post 2.33, which is 0.16 mile west of the west corporate limits of Vancouver, westerly to Mile Post 5.27, a distance of 2.94 miles.

(2) **End of completed roadway.** Parking is prohibited on State Route 501 from Mile Post 5.27 to Mile Post 7.57, end of the completed roadway between Vancouver and Ridgefield, a distance of 2.30 miles. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-501, filed 12/20/78. Formerly WAC 252-32-501.]

**WAC 468-42-504 State Route 504. Silver Lake vicinity.** Parking is prohibited on both sides of State Route 504 in the vicinity of Silver Lake from Mile Post 8.17, which is located 2,112 feet southwest of the George Taylor Road, northeasterly to Mile Post 8.75, which is located 1,056 feet northeast of the George Taylor Road,

a distance of 0.6 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-504, filed 12/20/78. Formerly WAC 252-32-504.]

**WAC 468-42-507 State Route 507. Centralia vicinity.** Parking is prohibited on both sides of State Route 507 from Mile Post 4.50 to Mile Post 4.60, a distance of 0.10 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-507, filed 12/20/78. Formerly WAC 252-32-507.]

**WAC 468-42-509 State Route 509. Normandy Park vicinity.** Parking is prohibited on State Route 509 in the Normandy Park vicinity from Five Corners at Mile Post 24.31, southerly to Mile Post 24.11, a distance of 0.20 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-509, filed 12/20/78. Formerly WAC 252-32-509.]

**WAC 468-42-512 State Route 512. Puyallup vicinity.** Parking is prohibited on the north side of State Route 512 in the vicinity of Puyallup between Fifth and Ninth Streets, Mile Post 8.53 to Mile Post 8.78, a distance of 0.25 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-512, filed 12/20/78. Formerly WAC 252-32-512.]

**WAC 468-42-514 State Route 514. (1) Milton vicinity.** Parking is prohibited on the north side of State Route 514 from Mile Post 2.14 to Mile Post 2.22, a distance of 0.08 mile.

**(2) Milton vicinity.** Parking is prohibited on the north side of State Route 514, from the Milton east City Limits (23rd Avenue), Mile Post 3.60, to the junction of State Route 161, Mile Post 4.08, a distance of 0.48 mile; and on the south side of State Route 514, from 5th Street Northwest, Mile Post 3.83, to the junction of State Route 161, Mile Post 4.08, a distance of 0.25 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-514, filed 12/20/78. Formerly WAC 252-32-514.]

**WAC 468-42-515 State Route 515. Kent vicinity.** Parking is prohibited on the east side of State Route 515 from South 240th Street at Mile Post 0.75 southerly to South 244th Street at Mile Post 1.00, a distance of 0.25 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-515, filed 12/20/78. Formerly WAC 252-32-515.]

**WAC 468-42-516 State Route 516. Lake Meridian vicinity.** Parking is prohibited on the south side of State Route 516 from the junction of 152nd Ave. S.E., Mile Post 10.61, to 0.05 mile east of the junction of 152nd Ave. S.E., Mile Post 10.66, a distance of 0.05 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033

(DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-516, filed 12/20/78. Formerly WAC 252-32-516.]

**WAC 468-42-520 State Route 520. Toll Plaza to 104th Avenue N.E.** The parking or standing of vehicles is prohibited from 6:30 a.m. to 9:30 a.m. weekdays only, on the west bound shoulder of State Route 520 from the Toll Plaza, Mile Post 4.17, to 104th Avenue N.E., Mile Post 5.82, a distance of 1.65 miles. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-520, filed 12/20/78. Formerly WAC 252-32-520.]

**WAC 468-42-522 State Route 522. Lake Forest Park to Kenmore vicinity.** The stopping or standing of vehicles is prohibited from 6:30 a.m. to 9:30 a.m., weekdays only, on the westbound shoulder of State Route 522, from the east city limits of Lake Forest Park, Mile Post 6.21, to 73rd Avenue N.E., Mile Post 7.49, a distance of 1.28 miles. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-522, filed 12/20/78. Formerly WAC 252-32-522.]

**WAC 468-42-525 State Route 525. Clinton vicinity.** Parking is prohibited on both sides of State Route 525 from Mile Post 8.47 to Mile Post 9.06 in the vicinity of the Mukilteo-Columbia Beach ferry landing on Whidbey Island, a distance of 0.59 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-525, filed 12/20/78. Formerly WAC 252-32-525.]

**WAC 468-42-526 State Route 526. Mukilteo vicinity.** Parking is prohibited on State Route 526 from the junction with State Route 525, Mile Post 0.00, to 40th Avenue West, Mile Post 0.66, a distance of 0.66 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-526, filed 12/20/78. Formerly WAC 252-32-526.]

**WAC 468-42-527 State Route 527. (1) South 208th Street to South 192nd Street.** Parking is prohibited on both sides of State Route 527, from Mile Post 3.97, which is 0.23 mile north of South 208th Street, northerly to Mile Post 4.72, which is at a junction with South 192nd Street, a distance of 0.75 mile.

**(2) Silver Lake vicinity.** Parking is prohibited on both sides of State Route 527, from 0.09 mile north of 120th Place S.E., Mile Post 9.66, to 0.07 mile south of Lake Heights Drive, Mile Post 9.71, a distance of 0.05 mile.

**(3) Silver Lake vicinity.** Parking is prohibited on both sides of State Route 527 from 0.04 mile south of 126th Street S.E., Mile Post 9.19, to 0.09 mile north of 120th Place S.E., Mile Post 9.66, and from 0.07 mile south of Lake Heights Drive, Mile Post 9.71, to 0.02 mile south of Silver Lake Road, Mile Post 10.30, a total distance of 1.06 miles, during annual special events in June and September of each year. [Statutory Authority: 1977



ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-527, filed 12/20/78. Formerly WAC 252-32-527.]

**WAC 468-42-539 State Route 539.** (1) **Laurel Road vicinity.** Parking is prohibited on both sides of State Route 539 from Laurel Road, Mile Post 5.00, northerly to Mile Post 5.19, a distance of 0.19 mile.

(2) **Hemmi Road Intersection.** No parking any time on the west side of State Route 539, from 0.05 mile south of Hemmi Road, Mile Post 5.45, to the junction with Hemmi Road, Mile Post 5.50, a distance of 0.05 mile.

(3) **Wiser Lake bridge vicinity.** Parking is prohibited on both sides of State Route 539 from a point 1,000 feet south of the Wiser Lake bridge at Mile Post 8.24 northerly to a point 650 feet north of said bridge at Mile Post 8.56, a distance of 0.32 mile.

(4) **Kok Road Intersection.** Parking is prohibited on the west side of State Route 539 from Mile Post 10.49, northerly to Mile Post 10.63, a distance of 0.14 mile, and on the east side from Mile Post 10.49 northerly to Mile Post 10.57, a distance of 0.08 mile. [Statutory Authority: RCW 46.61.570. 79-08-056 (Order 29), § 468-42-539, filed 7/23/79. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-539, filed 12/20/78. Formerly WAC 252-32-539.]

**WAC 468-42-542 State Route 542.** (1) **Deming vicinity.** Parking is prohibited on the south side of State Route 542 from its junction with State Route 9 at Mile Post 14.57 easterly to Mile Post 14.61, a distance of 0.04 mile.

(2) **Kendall vicinity.** Parking is prohibited on the north side of State Route 542 from the junction with Wheeler Road, Mile Post 22.91, to 0.08 mile east of Wheeler Road, Mile Post 22.99, a distance of 0.08 mile.

(3) **Mount Baker vicinity.** Parking is limited to a maximum of 30 minutes when road and/or weather conditions warrant, as follows:

(a) On the south side of State Route 542 from 0.13 mile east of Church Mountain Road (six-mile chain-up area), Mile Post 38.89 to 0.30 mile east of Church Mountain Road, Mile Post 39.06, a distance of 0.17 mile.

(b) On the south side of State Route 542 from 2.10 miles east of Bridge No. 542-37 East Pavement Seat (nine-mile chain-up area), Mile Post 43.31, to 2.18 miles east of Bridge No. 542-37 East Pavement Seat, Mile Post 43.39, a distance of 0.08 mile.

(c) On the south side of State Route 542 from 0.34 mile west of Nooksack River Bridge West Pavement Seat (Shuksan chain-up area), Mile Post 46.21, to 0.16 mile west of Nooksack River Bridge West Pavement Seat, Mile Post 46.39, a distance of 0.18 mile.

(d) On both sides of State Route 542 from 0.16 mile east of Bagley Creek Bridge East Pavement Seat (Bagley chain-up area), Mile Post 49.33, to 0.31 mile east of Bagley Creek Bridge East Pavement Seat, Mile Post 49.48, a distance of 0.15 mile.

(e) On both sides of State Route 542 from 0.19 mile east of Galena Creek Bridge East Pavement Seat (Verona chain-up area), Mile Post 50.58, to 0.32 mile east of Galena Creek Bridge East Pavement Seat, Mile Post 50.71, a distance of 0.13 mile.

(f) On the south side of State Route 542 from 0.14 mile west of the Razor Hone Creek Bridge West Pavement Seat (Upper Razor Hone chain-up area), Mile Post 51.95, to 0.01 mile west of the Razor Hone Creek Bridge West Pavement Seat, Mile Post 52.08, a distance of 0.13 mile.

(4) **Mount Baker Loop.** Parking is prohibited on State Route 542, Mount Baker Loop, as follows:

(a) On both sides of State Route 542 from Mile Post 52.97 in a general southwesterly direction to Mile Post 53.97 at the easternmost intersection with State Route 542 Loop Road in the vicinity of the Mount Baker ski area, a distance of 1.0 mile.

(b) Along the southwest shoulder of State Route 542 from Mile Post 54.47 to Mile Post 54.55, the westernmost intersection with State Route 542 Loop Road, a distance of 0.08 mile.

(c) Along the west shoulder of the State Route 542 Loop Road from Mile Post 54.55, which is the westernmost junction with State Route 542, in a northerly and westerly direction for a distance of 900 feet.

(5) **Glacier vicinity.** Parking is prohibited along both shoulders of State Route 542 from Mile Post 34.58 northeasterly to Mile Post 34.78, a distance of 0.20 mile.

(6) **Mount Baker Lodge vicinity.** Parking is prohibited for all vehicles from 7:00 p.m. to 7:00 a.m. on both shoulders of the Mount Baker Loop on State Route 542, Mile Post 53.97 to Mile Post 54.89, with the exception of the right shoulder from Mile Post 54.47 to Mile Post 54.72, on which parking is prohibited at any time under subsections 3(b) and 3(c) of this section. [Statutory Authority: RCW 46.61.570. 80-05-028 (Order 54), § 468-42-542, filed 4/15/80. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-542, filed 12/20/78. Formerly WAC 252-32-542.]

**WAC 468-42-543 State Route 543. Blaine Customs Area.** Parking is restricted to one-hour parallel truck parking only on the east side of State Route 543, Blaine Customs Area, from 0.05 mile south of the International Boundary (Blaine north corporate limits), Mile Post 1.08, northerly to the International Boundary, Mile Post 1.13, a distance of 0.05 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-543, filed 12/20/78. Formerly WAC 252-32-543.]

**WAC 468-42-901 State Route 901.** (1) **Vasa Park vicinity.** Parking is prohibited on the east side of State Route 901 from a point 400 feet southeast of S.E. 38th Street at Mile Post 3.53, northwesterly to a point 575 feet northwest of S.E. 38th Street at Mile Post 3.71, a distance of 0.18 mile, and on the west side of State Route 901 from S.E. 38th Street at Mile Post 3.61 northwesterly to Mile Post 3.72, a distance of 0.11 mile.

(2) **Jct. State Route 90 Northerly.** Parking is prohibited on the west side of State Route 901 from a point 250 feet north of the junction of SR 90 off ramp, Mile Post 2.68, northerly to the Bellevue south city limits, Mile Post 5.43, a distance of 2.75 miles. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-901, filed 12/20/78. Formerly WAC 252-32-901.]

**WAC 468-42-906 State Route 906. Snoqualmie Summit.** Parking restrictions are established on State Route 906, Snoqualmie Summit, as follows:

(1) Parking is prohibited at all times along both shoulders from Mile Post 0.00 to Mile Post 0.10, a distance of 0.10 mile.

(2) Parking is prohibited at all times along the north shoulder from Mile Post 0.49 to Mile Post 0.75, a distance of 0.26 mile.

(3) Parking is prohibited at all times along the south shoulder from Mile Post 0.45 to Mile Post 0.75, a distance of 0.30 mile.

(4) Parking is prohibited from 12:00 midnight to 7:00 a.m. along both shoulders from Mile Post 0.10 to Mile Post 0.45, a distance of 0.35 mile, and from Mile Post 0.75 to Mile Post 1.52, a distance of 0.77 mile.

(5) Parking is limited to a maximum of 15 minutes on the north side of the highway in the vicinity of "Travelers' Rest" between Mile Post 0.45 and Mile Post 0.49, a distance of 0.04 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-906, filed 12/20/78. Formerly WAC 252-32-906.]

**WAC 468-42-908 State Route 908. Kirkland ECL to Redmond WCL.** Parking is prohibited at any time on both sides of State Route 908 from the Kirkland East city limits, Mile Post 3.80, easterly to the Redmond West city limits, Mile Post 4.73, a distance of 0.93 mile. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-42-908, filed 12/20/78. Formerly WAC 252-32-908.]

## Chapter 468-46 WAC TRANSIT VEHICLE STOP ZONES

### WAC

468-46-010	Engineering and traffic investigation of request for transit vehicle stop zone.
468-46-020	Secretary of transportation or designee to approve transit vehicle stop zones.
468-46-030	Transit vehicle stop symbol sign.
468-46-040	Advance transit vehicle stop symbol sign.
468-46-050	Transit vehicle warning lights at stop zone.
468-46-060	Elimination of transit vehicle stop zones.

**WAC 468-46-010 Engineering and traffic investigation of request for transit vehicle stop zone.** Upon receipt of a request from a public transit authority for approval of a transit vehicle stop zone outside of any incorporated

city or town, the department of transportation shall conduct an engineering and traffic investigation in an attempt to find a suitable location at which transit vehicles may stop wholly off the roadway for the purpose of receiving or discharging passengers. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-46-010, filed 12/20/78. Formerly WAC 252-34-01001.]

**WAC 468-46-020 Secretary of transportation or designee to approve transit vehicle stop zones.** Should such a location not be found within a reasonable or practical distance suitable to the transit authority needs, and the public convenience requires that transit vehicles temporarily stop upon the roadway for the purpose of receiving or discharging passengers, the secretary of transportation or any assistant secretary or district engineer to whom the secretary has delegated the authority, may approve a transit vehicle stop zone at the most suitable location available having adequate sight distance based upon engineering judgment, with stopping sight distance as a minimum. The secretary of transportation may approve transit vehicle stop zones at locations not meeting the above requirements where the secretary deems the circumstances warrant such exceptions. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-46-020, filed 12/20/78. Formerly WAC 252-34-02001.]

**WAC 468-46-030 Transit vehicle stop symbol sign.** A transit vehicle stop (bus stop) symbol sign shall be installed at each approved location with the cost to be the obligation of the transit authority. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-46-030, filed 12/20/78. Formerly WAC 252-34-030.]

**WAC 468-46-040 Advance transit vehicle stop symbol sign.** The department of transportation shall install at its own expense in advance of each approved transit vehicle stop zone an advance symbol sign consisting of a transit bus symbol, black in color, on a diamond shape, yellow background, together with an educational plaque reading "TRANSIT STOP AHEAD." [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-46-040, filed 12/20/78. Formerly WAC 252-34-040.]

**WAC 468-46-050 Transit vehicle warning lights at stop zone.** While stopped on the roadway at approved transit vehicle stop zones for the purpose of receiving or discharging passengers each transit vehicle shall be so equipped and the driver thereof shall activate the four-way warning lights as specified by RCW 46.37.210(4). [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-46-050, filed 12/20/78. Formerly WAC 252-34-050.]

**WAC 468-46-060 Elimination of transit vehicle stop zones.** Continuous effort shall be made, subject to

the availability of funding, to undertake improvements which will eliminate conditions requiring temporary stops by transit vehicles upon the roadway for the purpose of receiving or discharging passengers. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-46-060, filed 12/20/78. Formerly WAC 252-34-060.]

### Chapter 468-50 WAC AUTO STAGE SPEED RESTRICTIONS

#### WAC

468-50-010 Speed limits for auto stages on state highways.

**WAC 468-50-010 Speed limits for auto stages on state highways.** (1) On every portion of the national system of interstate and defense highways on which a daytime maximum speed limit for automobiles of seventy miles per hour has been established and posted by the department of transportation, the maximum speed limit for auto stages shall be sixty-five miles per hour in the daytime and sixty miles per hour in the nighttime.

(2) On every highway or portion thereof (other than the portions of the national system of interstate and defense highways referred to in subsection (1) of this section) on which a truck maximum speed limit has been established and posted by the department of transportation which is lower than the maximum speed limit for automobiles, the maximum daytime and nighttime speed limits for auto stages shall be the same as that established and posted for trucks.

(3) The maximum speed limit for auto stages on any portion of a state highway other than those referred to in subsections (1) and (2) of this section shall be the same as that established and posted by the department of transportation for all vehicles.

(4) The word "truck" or "trucks" as used in this section shall mean vehicles over ten thousand pounds gross weight. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-50-010, filed 12/20/78. Formerly WAC 252-36-010.]

### Chapter 468-54 WAC LIMITED ACCESS HEARINGS

#### WAC

468-54-010	Definitions.
468-54-020	Establishment of limited access facilities—Initiation.
468-54-030	Initiation of proposal by department of transportation.
468-54-040	Notice of hearing.
468-54-050	Conduct of hearing.
468-54-065	Hearing officer.
468-54-070	Hearing—Findings or order—Finality.
468-54-080	Copies of transcripts of limited access hearings.

**WAC 468-54-010 Definitions.** As used in these rules:

(1980 Ed.)

(1) "Fully controlled limited access highway" is a highway where the right of owner or occupants of abutting land or other persons to access, light, air or view in connection with the highway is controlled to give preference to through traffic by providing access connections with selected public roads only, and by prohibiting crossings or direct private driveway connections at grade.

(2) "Partially controlled limited access highway" is a highway where the right of owner or occupants of abutting land or other persons to access, light, air or view in connection with the highway is controlled to give preference to through traffic to a degree that, in addition to access connections with selected public roads, there may be some crossings and some private driveway connections at grade. Commercial approaches to partially controlled limited access highways are allowed only to frontage roads or by means of public road intersections. A partially controlled limited access highway may be designed to provide for separation of a part or all road crossings and the elimination of a part or all direct private driveway connections under a stage plan of future construction.

(3) "Modified controlled limited access highway" is a highway where the right of owner or occupants of abutting land or other persons to access, light, air, or view in connection with the highway is controlled to give preference to through traffic to such a degree that most approaches, including commercial approaches, existing and in use at the time of the establishment, may be allowed.

(4) "An expressway limited access highway" is a partially controlled limited access highway of four or more traffic lanes with the opposing lanes of travel separated by a median strip of arbitrary width.

(5) "A freeway limited access highway" is a fully controlled limited access highway of four or more traffic lanes with the opposing traffic lanes separated by a median strip of arbitrary width.

(6) "Party" is any person, county, city or town who is entitled to notice of a limited access hearing and who has entered a written appearance at the hearing. [Statutory Authority: RCW 47.52.020. 79-08-059 (Order 32), § 468-54-010, filed 7/23/79. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-54-010, filed 12/20/78. Formerly WAC 252-06-010.]

**WAC 468-54-020 Establishment of limited access facilities—Initiation.** Proceedings to establish a limited access facility may be initiated by interested persons owning property in the vicinity of the proposed facility or by the department of transportation. If the secretary of transportation ascertains that there is merit in the proposal, he will adopt an order designating the portion of the highway, road or street where the limited access highway may be established. The secretary or his designee shall by order fix the date and place where the proposal may be heard. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1,

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Resolution 13), § 468-54-020, filed 12/20/78. Formerly WAC 252-06-030.]

**WAC 468-54-030 Initiation of proposal by department of transportation.** The department of transportation may initiate a proposal to establish limited access facilities. Such proposal shall designate the portion of the highway, road or street where the limited access facility is to be established. The secretary of transportation or his designee will set a date and place for a hearing on the proposal. The department will submit the access report plan to the appropriate authorities. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-54-030, filed 12/20/78. Formerly WAC 252-06-040.]

**WAC 468-54-040 Notice of hearing.** Notice of the proposal to establish a limited highway facility shall be given to the owners of property abutting the section of any existing highway being established as a limited access facility, as indicated in the tax rolls of the county and to the county and/or city or town in which the facility is proposed to be established. The notice shall be by United States mail setting forth a time and place for the hearing to be held not less than fifteen days after mailing the notice. Notice of such hearing shall also be published not less than fifteen days prior to the hearing in one or more newspapers of general circulation within such county, city or town. Such notice shall indicate a suitable location where plans for such proposal may be inspected. Notice given as herein provided shall be deemed sufficient as to any owner or reputed owner or any unknown owner or owner who cannot be located and to the county, city or town. A single hearing may be held for a proposed facility which is located in more than one county, city or town, provided that notice is given to each county, city or town. [Statutory Authority: RCW 47.52.020. 79-08-059 (Order 32), § 468-54-040, filed 7/23/79. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-54-040, filed 12/20/78. Formerly WAC 252-06-050.]

**WAC 468-54-050 Conduct of hearing.** At such hearing the secretary of transportation shall preside, or may designate some suitable person to preside as examiner. The hearing may, at the option of the secretary, be conducted in accordance with federal laws and regulations governing highway design public hearings. The department shall introduce by competent evidence a summary of the proposal for the establishment of a limited access facility and any evidence that supports the adoption of the plan as being in the public interest. At the conclusion of the evidence presented by the department, evidence and statements or counterproposals bearing upon the reasonableness of the proposal may be introduced. Such evidence must be material to the issues before the secretary and shall be presented in an orderly manner. Any such evidence and statements or counterproposals shall receive reasonable consideration by the secretary or his designee before any proposal is adopted.

[Statutory Authority: RCW 47.52.020. 79-08-059 (Order 32), § 468-54-050, filed 7/23/79. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-54-050, filed 12/20/78. Formerly WAC 252-06-060.]

**WAC 468-54-065 Hearing officer.** The secretary may designate any suitable person as examiner with respect to hearings on any limited access proposal. Subject to later review and ruling by the secretary or his designee, such examiner may:

- (1) Examine witnesses, and receive evidence;
- (2) Admit evidence which possesses probative value commonly accepted by reasonable, prudent men in the conduct of their affairs, giving effect to the rules of privilege recognized by law and excluding incompetent, irrelevant, immaterial and unduly repetitious evidence;
- (3) Rule on offers of proof and receive relevant evidence;
- (4) Regulate the course of the hearing;
- (5) Hold conferences for the settlement or simplification of the issues by consent of the parties;
- (6) Dispose of procedural requests or similar matters;
- (7) Accept statements as to the reasonableness of the proposal; and
- (8) Establish time limits for speakers, when necessary to assure that all persons attending will have an opportunity to present relevant and material statements without undue repetition. [Statutory Authority: RCW 47.52.020. 79-08-059 (Order 32), § 468-54-065, filed 7/23/79. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-54-065, filed 12/20/78. Formerly WAC 252-06-065.]

**WAC 468-54-070 Hearing--Findings or order--Finality.** At the conclusion of such hearing the secretary or his designee shall consider the evidence taken at such hearing and shall make specific findings in the case of each proposal or counterproposal and shall adopt a plan with such modifications, if any, he deems proper and necessary. He may order the adoption of any proposal or counterproposal in its entirety or in part, or may modify or reject any such proposal or counterproposal. His findings or order shall be in writing and copies thereof shall be served by United States mail upon all persons having entered a written appearance at such hearing and upon the county commissioners of the county affected and/or the mayor of the city or town affected. The department shall also cause a resume of such plan to be published once each week for two weeks in one or more newspapers of general circulation within such county, city or town beginning not less than ten days after the mailing of such findings and order. Such determination by the secretary or his designee shall become final within thirty days after such mailing unless a review is taken as by statute provided. In case of an appeal by any party the order shall be final as to all parties not appealing. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13),

§ 468-54-070, filed 12/20/78. Formerly WAC 252-06-070.]

**WAC 468-54-080 Copies of transcripts of limited access hearings.** Copies of transcripts and other hearing documents may be obtained from the headquarters office of the department of transportation. Charges for such copies shall be at the rates established for copying other public records of the department, as authorized by RCW 42.17.300. An additional charge may be imposed for certifying to any copy furnished. [Statutory Authority: RCW 47.52.020. 79-08-059 (Order 32), § 468-54-080, filed 7/23/79. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-54-080, filed 12/20/78. Formerly WAC 252-06-100.]

### Chapter 468-58 WAC LIMITED ACCESS HIGHWAYS

#### WAC

468-58-010	Definitions.
468-58-020	Revision to limited access highway facilities.
468-58-030	Limited access highways—Policies on commercial approaches, common carrier and school bus stops, mail box locations and pedestrian crossings.
468-58-040	Use of space beneath structures on limited access highways.
468-58-050	Prohibition of nonmotorized traffic on fully controlled limited access highways.
468-58-060	Regulations for bicyclists traveling in a group or caravan on partially controlled limited access highways.
468-58-070	Stalled or disabled vehicles as a danger to safety—Removal.
468-58-080	Guides for control of access on crossroads and interchange ramps.
468-58-090	Guides for application of access control of state highways.
468-58-100	Guides for the application of modified access control on existing state highways.
468-58-110	State Route 5.

**WAC 468-58-010 Definitions.** The following definitions shall designate limited access highways and shall indicate the control of access to be exercised by each:

(1) "Fully controlled limited access highway" is a highway where the right of owner or occupants of abutting land or other persons to access, light, air, or view in connection with the highway is controlled to give preference to through traffic by providing access connections with selected public roads only, and by prohibiting crossings or direct private driveway connections at grade.

(2) "Partially controlled limited access highway" is a highway where the right of owner or occupants of abutting land or other persons to access, light, air, or view in connection with the highway is controlled to give preference to through traffic to a degree that, in addition to access connections with selected public roads, there may be some crossings and some private driveway connections at grade. Commercial approaches to partially controlled limited access highways are allowed only to frontage roads or by means of public road intersections. A partially controlled limited access highway may be

designed to provide for separation of a part or all road crossings and the elimination of a part or all direct private driveway connections under a stage plan of future construction.

(3) "Modified controlled limited access highway" is a highway where the right of owner or occupants of abutting land or other persons to access, light, air, or view in connection with the highway is controlled to give preference to through traffic to such a degree that most approaches, including commercial approaches, existing and in use at the time of the establishment, may be allowed.

(4) "An expressway limited access highway" is a partially controlled limited access highway of four or more traffic lanes with the opposing lanes of travel separated by a median strip of arbitrary width.

(5) "A freeway limited access highway" is a fully controlled limited access highway of four or more traffic lanes with the opposing traffic lanes separated by a median strip of arbitrary width. [Statutory Authority: RCW 47.52.020. 79-08-061 (Order 34), § 468-58-010, filed 7/23/79. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-58-010, filed 12/20/78. Formerly WAC 252-20-010.]

**WAC 468-58-020 Revision to limited access highway facilities.** Subject to the requirements for public hearings, the secretary of transportation or his designee may adopt revisions to duly established limited access highway facilities. [Statutory Authority: RCW 47.52.020. 79-08-061 (Order 34), § 468-58-020, filed 7/23/79. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-58-020, filed 12/20/78. Formerly WAC 252-20-020.]

**WAC 468-58-030 Limited access highways—Policies on commercial approaches, common carrier and school bus stops, mail box locations and pedestrian crossings.** (1) **Fully controlled limited access highways:**

(a) No commercial approaches shall be permitted direct access to main roadway but only to frontage roads when these are provided in the access plan or to the crossroads of interchanges outside the limits of full access control.

(b) No common carrier bus stops other than required by law shall be permitted except at locations provided by the state on the interchanges or, in exceptional cases, along the main roadway where pedestrian separation is available.

(c) School bus stops shall not be permitted except as in subparagraph (b) of this subsection.

(d) No mail boxes shall be permitted except on frontage roads.

(e) Pedestrian crossings shall not be permitted at grade.

(2) **Partially controlled limited access highways:**

(a) No commercial approaches shall be permitted except on frontage roads provided in the access plan or at intersections.

(b) Bus stops for both common carriers and school buses shall not be permitted other than as required by law on either two or four lane highways, except as follows:

(i) At locations of intersections, with necessary lanes to be constructed by the state;

(ii) Where shoulder widening has been provided for mail delivery service;

(iii) For a designated school bus loading zone on the traveled lane or adjacent thereto which has been approved by the department of transportation.

(c) Pedestrian grade crossings will be permitted only where a grade crossing is provided, except that pedestrian crossings will be permitted on two lane highways at mail box locations or at points designated for school children to cross as provided in subparagraph (d) of this subsection.

(d) Pedestrian crossings are prohibited in the immediate vicinity of school bus loading zones which are located adjacent to the traveled way. Pedestrian crossings may be permitted:

(i) On two lane highways not less than one hundred feet from a school bus loading zone adjacent to the traveled lane, if school district and department of transportation personnel determine that stopping in the traveled lane is hazardous.

(ii) On two lane highways at the school bus when stopped on the traveled lane to load or unload passengers and the proper sign and signal lights displayed.

(e) School bus loading zones on partially controlled access highways shall be posted with school bus loading zone signs, in accordance with the latest edition of the Manual on Uniform Traffic Control Devices.

(f) The list of designated school bus loading zones approved by the department of transportation will be kept on file and maintained by the headquarters traffic engineer.

(g) Mail boxes shall be located on frontage roads or at intersections, with the following exceptions for properties which are served by type A or B approaches:

(i) Mail boxes for type A or B approaches on a four lane highway shall be located only on the side of the highway on which the approach is provided;

(ii) Mail boxes for type A or B approaches on a two lane highway shall all be located on that side of the highway which is on the right in the direction of the mail delivery.

(3) Modified control limited access highways:

(a) Commercial approaches to modified controlled limited access highways may be permitted only where and in the manner specifically authorized at the time the plan is established and access rights are obtained.

(b) Bus stops and pedestrian crossings may be permitted as follows:

(i) In rural areas, bus stops and pedestrian crossings shall be subject to the same restrictions as on partial controlled limited access highways.

(ii) In urban areas bus stops for both commercial carriers and school buses may be permitted without restrictions other than those required by law.

(c) Mail boxes may be located adjacent to or opposite all authorized approaches as follows:

(i) Mail boxes on a four-lane highway shall be located only on the side of the highway on which the approach is provided.

(ii) Mail boxes on a two-lane highway shall all be located on that side of the highway which is on the right in the direction of the mail delivery. [Statutory Authority: RCW 47.52.020, 79-08-061 (Order 34), § 468-58-030, filed 7/23/79. Statutory Authority: RCW 47.36.050, 79-08-060 (Order 33), § 468-58-030, filed 7/23/79. Statutory Authority: 1977 ex.s. c 151, 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-58-030, filed 12/20/78. Formerly WAC 252-20-030.]

**WAC 468-58-040 Use of space beneath structures on limited access highways.** The general policy of the department of transportation with respect to the use of space beneath structures on limited access facilities lying within the limits of cities and towns shall be as follows:

(1) Any use of such space shall be in accord with the Federal-Aid Highway Program Manual, Vol. 7, Ch. 4, Sec. 3, dated October 4, 1974, and any amendments and supplements thereto insofar as applicable and shall be subject to the prior approval of the federal highway administration where required by such regulations.

(2) Any use of such space shall be subject to the prior approval of the city or town in which such space is located. Any applications to the department for such use shall be accompanied by written proof of such city approval.

(3) Any application to the department for the use of such space shall state in detail the use to be made of such space and the physical facilities to be installed and maintained on state right of way.

(4) The lessee or permittee alone shall be responsible for any and all damage to persons or to public or private property that may result from or be caused by his use of such space or from the erection or maintenance of any structure or facility upon the highway right of way. A lessee or permittee shall reimburse the department for any moneys expended by it for the protection or repair of any state facility required as a result of any such use. He shall also indemnify and hold the state of Washington harmless from liability of any sort whatsoever as a result of and caused by any use of such space.

(5) No use of such space shall be allowed which is not primarily for the good of the public or which endangers any state highway facility, or the public's use of it, or impedes the use of such facility for state highway purposes.

(6) Use of such space for any use other than vehicular parking shall be by permit only and as authorized under RCW 47.32.150-47.32.170.

(7) The granting of any use of such space shall be subject to the discretion of the department and upon such terms and conditions in addition to those stated herein as it shall deem proper.

(8) No assignment of any lease or permit by the lessee or permittee shall be of any force and effect unless prior



written approval of such assignment has been given by the department and the city or town involved. [Statutory Authority: RCW 47.52.020, 79-08-061 (Order 34), § 468-58-040, filed 7/23/79. Statutory Authority: 1977 ex.s. c 151, 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-58-040, filed 12/20/78. Formerly WAC 252-20-035.]

**WAC 468-58-050 Prohibition of nonmotorized traffic on fully controlled limited access highways.** (1) All nonmotorized traffic shall be prohibited on state highways which have been established and constructed as fully controlled limited access facilities, and signs giving notice of such prohibition shall be posted upon all such highways.

(2) This prohibition of nonmotorized traffic on fully controlled limited access highways shall not apply to pedestrian overcrossings and undercrossings or other facilities provided specifically for the use of such traffic.

(3) This prohibition of nonmotorized traffic shall not apply to the following sections of established and operating fully controlled limited access highways with regard to pedestrians and bicycles:

(a) State Route 2, Mile Post 0.00 to Mile Post 2.50;

(b) State Route 410, Mile Post 0.30 to Mile Post 11.60;

(c) State Route 526, Mile Post 0.80 to Mile Post 4.57;

(d) State Route 5, Mile Post 165.40 to Mile Post 172.40, Reversible Lanes, from 9:00 a.m. to 6:00 p.m. on June 18, 1978.

(4) This prohibition shall not apply to the shoulders of the following sections of an established and operating fully controlled limited access highway with regard to bicycles during daylight hours only:

(a) State Route 5, Mile Post 23.01 to Mile Post 27.42;

(b) State Route 5, Mile Post 116.70 to Mile Post 119.01; and

(c) State Route 90, Mile Post 18.31 to Mile Post 20.16.

Signs giving notice of such permission shall be posted upon these highway routes.

(5) This prohibition shall not apply to the shoulders of the following section of an established and operating fully controlled limited access highway with regard to bicycles during daylight hours only from May 1 through September 30:

State Route 90, Mile Post 254.02 to Mile Post 257.69.

Signs giving notice of such permission shall be posted upon these highway routes. [Statutory Authority: RCW 47.36.050, 80-05-027 (Order 53), § 468-58-050, filed 4/15/80. Statutory Authority: 1977 ex.s. c 151, 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-58-050, filed 12/20/78. Formerly WAC 252-20-040.]

**WAC 468-58-060 Regulations for bicyclists traveling in a group or caravan on partially controlled limited access highways.** (1) Riding single file on the usable shoulder is encouraged.

(2) Care and caution as well as compliance with Rules of the Road and traffic control devices – signs, signals and markings shall be exercised by bicycle operators when traveling upon state highways.

(3) No person operating a bicycle shall stop on a bridge or other structure, except on a sidewalk or other area not less than three feet wide separated from the traveled roadway by a painted stripe or a physical barrier.

(4) When traveling in a large group, caravan or expedition, the size of travel units shall be limited to a maximum of six bicyclists per unit.

(5) The maximum number of units in a group, caravan or expedition shall not exceed twenty-five.

(6) Travel units of bicyclists shall maintain a minimum spacing between travel units of 500 feet to provide passing opportunities for motor vehicle operators. [Statutory Authority: 1977 ex.s. c 151, 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-58-060, filed 12/20/78. Formerly WAC 252-20-060.]

**WAC 468-58-070 Stalled or disabled vehicles as a danger to safety—Removal.** The parking of a stalled or disabled vehicle within the right of way of a limited access facility for periods in excess of twenty-four hours is deemed to be an occurrence which is dangerous to those using the highway or will unduly interfere with the free movement of traffic thereon. Such stalled or disabled vehicles shall thereafter be removed from such facilities and impounded and held until towing charges have been paid by the owner thereof. [Statutory Authority: 1977 ex.s. c 151, 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-58-070, filed 12/20/78. Formerly WAC 252-20-045.]

**WAC 468-58-080 Guides for control of access on crossroads and interchange ramps.** (1) Fully controlled highways, including interstate.

(a) There shall be no connections to abutting property or local service or frontage roads within the full length of any "off" or "on" interchange ramp from a fully controlled limited access highway. Such ramp shall be considered to terminate at its intersection with the local road which undercrosses or overcrosses the limited access facility, provided that in urban areas "off" and "on" ramps may be terminated at local streets other than crossroads where necessary to service existing local traffic.

(b) There shall be no direct connections from the limited access facility in rural areas to local service or frontage roads except through interchanges.

(c) In both urban and rural areas access control on a fully controlled highway shall be established along the crossroad at an interchange for a minimum distance of three hundred feet beyond the centerline of the ramp or terminus of transition taper. If a frontage road or local road is located in a generally parallel position within three hundred fifty feet of a ramp, access control should be established along the crossroad and in addition for a

minimum distance of one hundred thirty feet in all directions from the center of the intersection of the parallel road and crossroad.

(d) Full control of access should be provided along the crossroad from the centerline of a ramp or terminus of a transition taper for a minimum distance of three hundred feet. Upon determination by the department, full control of access may be provided for the first one hundred thirty feet from the centerline of the ramp or terminus of a transition taper and partial control or modified control of access may be provided for the remainder of the distance to the frontage road or local road for a total minimum distance for the two types of control of three hundred feet. Type A, B, C, D and E road approaches, as defined hereafter under subsection (3) of this section, "General," may be permitted on that portion of the crossroad on which partial or modified control of access is established.

(2) Partially controlled highways.

(a) There shall be no connections to abutting property or local service or frontage roads within the full length of any "off" or "on" interchange ramp from a partially controlled limited access highway. Such ramp shall be considered to terminate at its intersection with the local road which undercrosses or overcrosses the limited access facility, provided that in urban areas "off" and "on" ramps may be terminated at local streets other than crossroads where necessary to service existing local traffic.

(b) In both urban and rural areas access control on a partially controlled highway shall be established along the crossroad at an interchange for a minimum distance of three hundred feet beyond the centerline of the ramp or terminus of transition taper. If a frontage road or local road is located in a generally parallel position within three hundred fifty feet of a ramp, access control may be established along the crossroad and in addition for a minimum distance of one hundred thirty feet in all directions from the center of the intersection of the parallel road and crossroad.

(c) Access control limits at the crossroads on a partially controlled highway should be established along the crossroad at a grade intersection for a minimum distance of three hundred feet from the centerline of the nearest directional roadway. If a parallel road is located within three hundred fifty feet of said grade intersection, access control should be established along the crossroad and in addition for a minimum distance of one hundred thirty feet in all directions from the center of the intersection of the parallel road and crossroad. Type D and E approaches may be permitted closer than one hundred thirty feet from the center of the intersection only when they already exist and cannot reasonably be relocated.

(d) Access control limits at intersections on modified control highways should be established along the crossroad for a minimum distance of one hundred thirty feet

from the centerline of a two-lane highway or for a minimum of one hundred fifty feet from centerline of a four-lane highway. Type D and E approaches should be allowed within this area only when no reasonable alternative is available.

(3) General.

(a) Access control may be increased or decreased beyond or under the minimum requirements to fit local conditions if so determined by the department.

(b) Type A, B, C, D and E approaches are defined as follows:

(i) Type A approach. Type A approach is an Off and On approach in legal manner, not to exceed fourteen feet in width, for sole purpose of serving a single family residence. It may be reserved by abutting owner for specified use at a point satisfactory to the state at or between designated highway stations.

(ii) Type B approach. Type B approach is an Off and On approach in legal manner, not to exceed twenty feet in width, for use necessary to the normal operation of a farm, but not for retail marketing. It may be reserved by abutting owner for specified use at a point satisfactory to the state at or between designated highway stations.

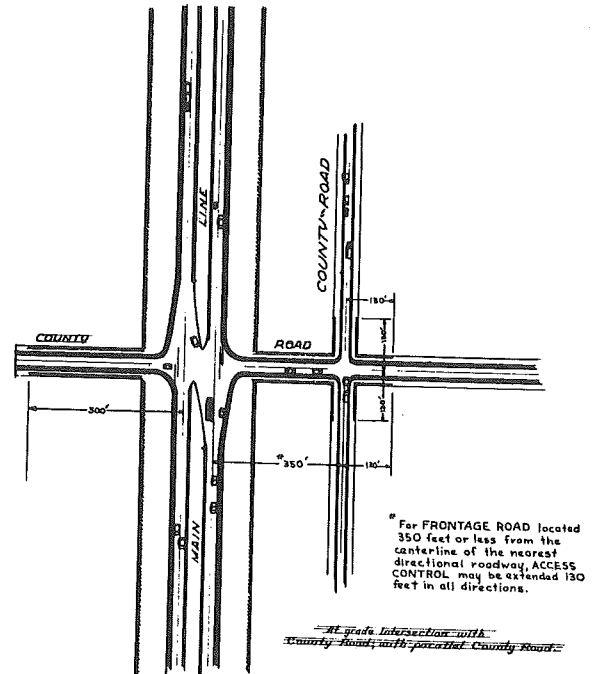
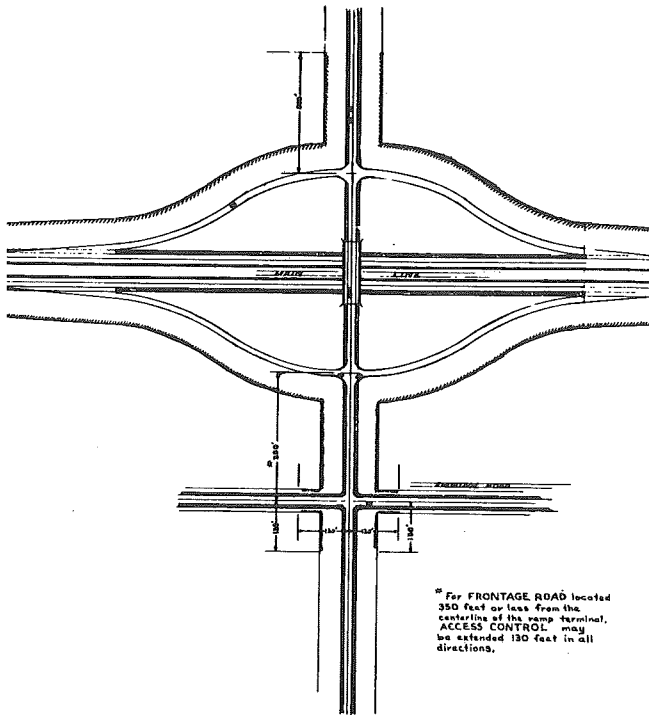
(iii) Type C approach. Type C approach is an Off and On approach in legal manner, for special purpose and width to be agreed upon. It may be specified at a point satisfactory to the state at or between designated highway stations.

(iv) Type D approach is an off and on approach in a legal manner not to exceed fifty feet in width for use necessary to the normal operation of a commercial establishment. It may be specified at a point satisfactory to the state at or between designated highway stations. Under no circumstances will a change in location or width of this approach be permitted unless approved by the secretary. Noncompliance or violation of these conditions will result in the immediate closure of the approach.

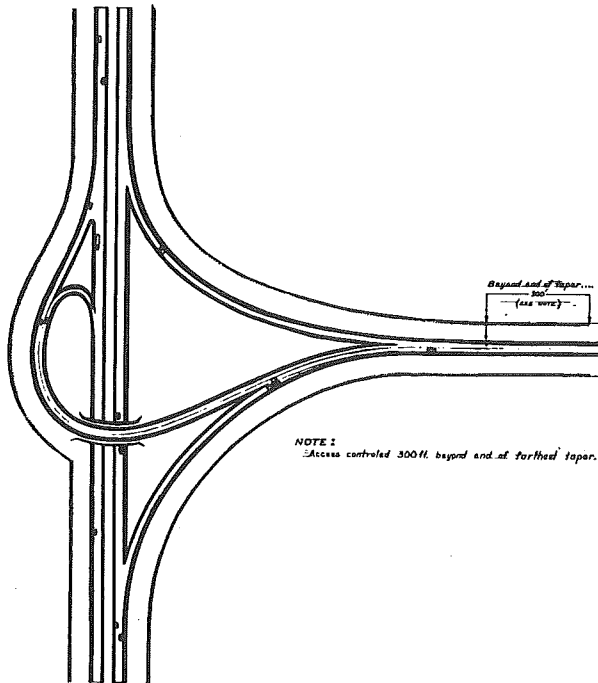
(v) Type E approach is a separated off and on approach in a legal manner, with each opening not exceeding thirty feet in width, for use necessary to the normal operations of a commercial establishment. It may be specified at a point satisfactory to the state at or between designated highway stations. Under no circumstances will a change in location or width of this approach be permitted unless approved by the secretary. Noncompliance or violation of these conditions will result in immediate closure of the approach.

(c) Commercial approaches shall not be permitted within the limits of access control except where modified access control has been approved by the department.

(d) All access control shall be measured from the centerline of the ramps, crossroads or parallel roads or from the terminus of transition tapers. On multiple lane facilities measurement shall be from the centerline of the nearest directional roadway.



[Statutory Authority: RCW 47.52.020, 79-08-061 (Order '34), § 468-58-080, filed 7/23/79. Statutory Authority: 1977 ex.s. c 151, 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-58-080, filed 12/20/78. Formerly WAC 252-20-051.]



**WAC 468-58-090 Guides for application of access control of state highways.** (1) Fully controlled limited access highways:

(a) All interstate highways shall require full access control.

(b) All principal arterial highways requiring four or more through traffic lanes within a twenty-year design period, shall require full control of access, unless approved for partial or modified access control on existing highways by the secretary of transportation or his designee.

(2) Partially controlled limited access highways:

(a) Principal arterial highways requiring two through traffic lanes where the estimated traffic volumes exceed three thousand average daily traffic within a twenty-year design period shall require partial control of access, unless approved for modified access control on existing highways by the secretary of transportation or his designee.

(b) Rural minor arterial highways on both new and existing location and urban minor arterial highways on new location, requiring four or more through traffic lanes within a twenty-year design period, or requiring only two through traffic lanes where the estimated traffic volumes exceed three thousand average daily traffic within a twenty-year design period, shall require partial control of access; however, modified access control may be applied on existing location when approved by the secretary of transportation or his designee.

(c) Collector highways on new location requiring four or more through traffic lanes in a twenty-year design period shall require partial control of access.

(d) Other rural minor arterial highways with only two lanes may be considered for partial or modified control of access if the control can be acquired at a reasonable cost; if the route connects two highways of a higher classification; if the potential land development would result in numerous individual approaches such as may be encountered in a recreational area; or if the highway traverses publicly owned lands where access control seems desirable.

(e) Partial access control will not normally be used in urban areas, or inside corporate limits on existing principal arterial or minor arterial highways where traffic volumes are less than seven hundred design hour volume if required levels of urban service, including operating speeds, can be maintained for the estimated traffic under existing and estimated future conditions, including traffic engineering operational improvements. If not, the route should be relocated or reconstructed in accordance with the modified or partial access control standards.

(f) Existing collector highways will normally be considered for access control only where all of the following conditions apply:

(i) The highway serves an area which is not directly served by a higher class of highway.

(ii) Existing or planned development will result in traffic volumes significantly higher than the warrants for access control on minor arterials.

(iii) Partial or modified access control may be established without a major impact on development of abutting properties within the constraints of zoning established at the time access control is proposed.

(g) Termini of access control sections should be at apparent logical points of design change.

(3) Modified access control - Access control on existing highways:

(a) Modified access control may be established on existing highways. The degree of control applied will be such that most approaches, including commercial approaches, existing and in use at the time of the establishment, may be allowed. Commercial approaches for future development may also be considered in order to avoid economic land locking. No commercial approaches will be allowed other than those included in the plan at the time access control is established and access rights are acquired.

(b) Selection of facilities on which modified access control will be applied, will be based upon a design analysis considering but not limited to traffic volumes, level of service, route continuity, population density, local land use planning predicted growth rate established by the planning agency having jurisdiction, economic analysis, and safety. A comparison of these factors based on modified access control versus full or partial control shall be the basis of the decision by the secretary of transportation or his designee to establish modified access control on a section or sections of highway.

(c) Where modified access control is to be established on existing highways, commercial areas may be excepted

from control when all or most of the abutting property is developed to the extent that few, if any, additional road approaches would be required with full development of the area. Such exceptions will not normally extend to corporate limits or to urban area boundaries.

Nothing in this policy should be construed to prevent short sections of full, partial, or modified control of access where unusual topographic, land use, or traffic conditions exist. Special design problems should be dealt with on the basis of sound engineering-economic principles.

Because specific warrants cannot be logically or economically applied in every circumstance, exceptions may be considered upon presentation to the secretary of transportation or his designee of justification for reasonable deviation from this policy. [Statutory Authority: RCW 47.52.020. 79-08-061 (Order 34), § 468-58-090, filed 7/23/79. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-58-090, filed 12/20/78. Formerly WAC 252-20-080.]

**WAC 468-58-100 Guides for the application of modified access control on existing state highways.** (1) Definitive standards for road approaches on modified access controlled highways shall be as follows:

(a) The type of approach for each parcel shall be commensurate with the present and potential land use and be based on appraisals which consider the following:

(i) Local comprehensive plans, zoning and land use ordinances.

(ii) Property covenants and/or agreements.

(iii) City or county ordinances.

(iv) The highest and best use of the property.

(v) Highest use and best use of adjoining lands.

(vi) Change in use by merger of adjoining ownerships.

(vii) All other factors bearing upon proper land use of the parcel.

(b) The type of approaches\* to be considered are:

(i) Type A (Residential).

(ii) Type B (Farm).

(iii) Type C (Special Use).

(iv) Type D (Commercial single 50 feet width).

(v) Type E (Commercial double 30 feet width).

(c) Once established, the type, size and location of the approach may be modified by the secretary of transportation or his designee.

(d) When type D or E approaches have been established, interim use of type A or B approaches will be allowed.

(2) Design. The number and location of approaches on a modified access control highway shall be carefully planned to provide a safe highway compatible with present and potential land use. The following will be applied:

(a) Parcels which have access to another public road or street as well as frontage on the highway will not normally be allowed direct access to the highway.

(b) Approaches located in areas where sight limitations create undue hazard shall be relocated or closed.

(c) The number of access openings shall be held to a minimum. Access openings are limited to one approach for each parcel of land with the exception of extensive frontages where one approach is unreasonable or for type E approaches which feature separate off and on approaches.

(d) Joint use of access approaches shall be considered, where feasible.

(e) New approaches will be considered at the time of plan adoption to prevent a physical "landlock" by reason of access taking.

(f) Existing access points not meeting the test of these rules as described in this section, will be closed.

\*Refer to WAC 468-58-080 for definitions.

[Statutory Authority: RCW 47.52.020. 79-08-061 (Order 34), § 468-58-100, filed 7/23/79. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-58-100, filed 12/20/78. Formerly WAC 252-20-090.]

**WAC 468-58-110 State Route 5. Seattle Freeway.** Right turns are prohibited from the southbound off ramp of State Route 5 to westbound on Dearborn Street during the hours and days determined by the secretary of transportation or his designee to be necessary for the control of traffic for major events in the King Dome Stadium. Restrictions authorized herein shall be effective when posted. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-58-110, filed 12/20/78. Formerly WAC 252-34A-030.]

## Chapter 468-62 WAC HIGHWAY ILLUMINATION

### WAC

468-62-010	Interstate highways.
468-62-020	Freeways (other than interstate).
468-62-030	Four-lane highways.
468-62-040	Two-lane highways.
468-62-050	Other conditions justifying illumination.
468-62-060	Illumination by others.

**WAC 468-62-010 Interstate highways. (1) Urban -** All interchanges shall be illuminated in accordance with the indicated minimum standards set forth in Plate Y-21, Freeway Ramp Illumination of the Washington State Transportation Department Design Standards.

(2) **Rural -** Rural interchanges serving as the entrance connections to cities, towns or communities; connecting to other state highway routes; or those connecting to major county roads which serve as the principal route to a city, town or community, will be considered for illumination in accordance with the minimum standards set forth in the above noted Plate Y-21, Freeway Ramp Illumination.

(3) **General -** Lighting in addition to that shown on the standard plan will only be considered as follows:

(a) Where adverse line, grade or sight distance creates a hazardous condition, additional illumination may be considered to alleviate the problem.

(b) In urban areas exceeding 15,000 in population, where the freeway passes through heavily built up areas that are well illuminated, additional illumination may be considered as outlined on the above noted Plate Y-21, Freeway Ramp Illumination.

(c) Ramps shall not be illuminated continuously unless conditions as stated under paragraph (b) are encountered, or where an off ramp in an urban area as described above terminates at a city street or county road upon which illumination is installed and maintained at 0.6 foot-candles or more.

(d) All on ramps or off ramps which carry 500 vehicles or more per day shall be illuminated where they terminate at the county road or city street. If the ramps do not carry 500 vehicles per day, but the county road or city street carries traffic in excess of 1500 vehicles per day in both directions the ramp terminals shall be illuminated. In either case illumination shall conform with Plate Y-20, Freeway Ramp Terminal Illumination, of the Washington State Transportation Department Design Standards.

(e) Major interchanges of two interstate highways, or an interstate highway and a freeway, shall be considered for additional illumination on their individual merit. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-62-010, filed 12/20/78. Formerly WAC 252-30-010.]

**WAC 468-62-020 Freeways (other than interstate).** Freeway routes, other than interstate, will be considered for illumination on the same basis as set forth in WAC 468-62-010 for interstate routes. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-62-020, filed 12/20/78. Formerly WAC 252-30-020.]

**WAC 468-62-030 Four-lane highways. (1) Interchanges -** Must qualify as stated in WAC 468-62-010(2) under interstate for rural interchanges, before minimum illumination will be considered.

(2) **Intersections** (Partial controlled limited access) - All such intersections shall be illuminated in accordance with the minimum standards set forth in Plate Y-18, Minor Intersection Control, of the Washington State Transportation Department Design Standards.

(3) **Other intersections -** All intersections having channelization or traffic signals shall be illuminated to a minimum as follows:

Generally where raised curbing channelization is installed four or six lighting standards will be required, while where painted channelization is installed only two lighting standards will be required. Special design conditions may dictate other considerations, to be determined at the time preliminary plans are approved. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-62-030, filed 12/20/78. Formerly WAC 252-30-030.]

**WAC 468-62-040 Two-lane highways.** (1) **Interchanges** – Must qualify as stated in WAC 468-62-010(2) under interstate for rural interchanges, before minimum illumination will be considered.

(2) **Intersections** – Intersections will be illuminated as outlined in WAC 468-62-030(3) for four-lane highways where channelization or traffic signals are installed. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-62-040, filed 12/20/78. Formerly WAC 252-30-040.]

**WAC 468-62-050 Other conditions justifying illumination.** Before illumination is authorized at any location not specifically outlined in WAC 468-62-010 through 468-62-040, the department of transportation shall make a complete analysis of the conditions which are considered to make such illumination necessary. Such analysis shall include, but not be limited to, the following factors:

- (1) Night-time accident pattern susceptible of being corrected by illumination.
- (2) Roadside development.
- (3) Pedestrian crossing (if applicable).
- (4) Geometric layout.
- (5) Traffic volumes, including turning movements.
- (6) Approach speeds.
- (7) Details of other corrective measures taken, delineation, signing, speed controls, etc.
- (8) Entrances to by-passed communities, where the community (street lighting, business, etc.) is clearly visible from the by-pass route. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-62-050, filed 12/20/78. Formerly WAC 252-30-050.]

**WAC 468-62-060 Illumination by others.** (1) **Public agencies** – Recognizing the possibility that a city, town, county, or other political subdivision for any reason may desire more illumination facilities than the foregoing policy provides for traffic safety on limited access highways, the department of transportation may grant to the city, town, county, or other political subdivision a permit to install such additional illumination facilities subject to the following:

- (a) Permittee shall assume all costs of installation, maintenance and operation of such illumination facilities.
- (b) Installations shall conform with the design and construction standards for highway lighting presently being used in the area by the department of transportation.
- (c) Before the permit is granted by the department of transportation, the department shall review all plans and specifications for compliance with the above and any other departmental policies.
- (d) The privilege of installing and servicing the lighting facility located within the right of way under permit will be permitted.
- (2) **Private owners** – All requests by private owners for permission to install illumination facilities on limited

access rights of way shall be denied. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-62-060, filed 12/20/78. Formerly WAC 252-30-110.]

## Chapter 468-66 WAC

### HIGHWAY ADVERTISING CONTROL ACT

#### WAC

468-66-010	Definitions.
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468-66-100	Advertising copy.
468-66-110	Signs within commercial and industrial areas of primary system.
468-66-120	Signs erected prior to June 1, 1971 in commercial and industrial areas along the primary system.
468-66-130	Signs to be removed.
468-66-140	Permits.
468-66-150	Penalties.

#### DISPOSITION OF SECTIONS FORMERLY CODIFIED IN THIS CHAPTER

468-66-040	Measurements of distance. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-66-040, filed 12/20/78. Formerly WAC 252-40-030.] Repealed by 80-04-095 (Order 52), filed 4/1/80. Statutory Authority: RCW 47.42.060.
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**WAC 468-66-010 Definitions.** The following terms when used in these regulations shall have the following meanings:

- (1) **Abandoned.** A sign for which neither sign owner nor land owner claim any responsibility.
- (2) **"Act"** shall mean the Highway Advertising Act of 1961, as amended and embodied in chapter 47.42 RCW.
- (3) **"Centerline of the highway"** means a line equidistant from the edges of the median separating the main-traveled ways of a divided highway, or the centerline of the main-traveled way of a nondivided highway.
- (4) **"Commercial and industrial areas"** means any area zoned commercial or industrial by a county or municipal code, or if unzoned by a county or municipal code, that area occupied by three or more separate and distinct commercial and/or industrial activities within a space of five hundred feet and the area within five hundred feet of such activities on both sides of the highway. The area shall be measured from the outer edges of the regularly used buildings, parking lots, storage or processing areas of the commercial or industrial activity and not from the property lines of the parcels upon which such activities are located. Measurements shall be along or parallel to the edge of the main-traveled way of the highway. The following shall not be considered commercial or industrial activities:
  - (a) Agricultural, forestry, grazing, farming, and related activities, including, but not limited to, wayside fresh produce stands;



- (b) Transient or temporary activities;
- (c) Railroad tracks and minor sidings;
- (d) Signs;
- (e) Activities more than six hundred and sixty feet from the nearest edge of the right of way;
- (f) Activities conducted in a building principally used as a residence.

Should any commercial or industrial activity, which has been used in defining or delineating an unzoned area, cease to operate for a period of six continuous months, any signs located within the former unzoned area shall become nonconforming and shall not be maintained by any person after May 10, 1974.

(5) "Commission" means the Washington state transportation commission.

(6) Discontinued. A sign shall be considered discontinued if, after receiving notice of absence of advertising content for one hundred twenty days, the permit holder fails to put advertising content on the sign for a period of twelve months. Six months after the beginning of this twelve-month period, the permit holder shall receive a second copy of the original notice.

(7) "Entrance roadway" means any public road or turning roadway including acceleration lanes, by which traffic may enter the main-traveled way of a controlled access highway from the general road system within the state, including rest areas, view points, and sites used by the general public, irrespective of whether traffic may also leave the main-traveled way by such road or turning roadway.

(8) "Erect" means to construct, build, raise, assemble, place, affix, attach, create, paint, draw, or in any other way bring into being or establish.

(9) "Exit roadway" means any public road or turning roadway including deceleration lanes, by which traffic may leave the main-traveled way of a controlled access highway to reach the general road system within the state, including rest areas, view points, and sites used by the general public, irrespective of whether traffic may also enter the main-traveled way by such road or turning roadway.

(10) "Interstate system" means any state highway which is or does become part of the national system of interstate and defense highways as described in section 103(d) of Title 23, United States Code.

(11) "Legible" means capable of being read without visual aid by a person of normal visual acuity.

(12) "Maintain" means to allow to exist. A sign loses its right to remain as a nonconforming sign if its size is increased more than fifteen percent over its size on the effective date of the Scenic Vistas Act on May 10, 1971, or the effective date of control of a given route, whichever is applicable.

(13) "Main-traveled way" means the traveled way of a highway on which through traffic is carried. In the case of a divided highway, the traveled way of each of the separated roadways for traffic in opposite directions is a main-traveled way. It does not include such facilities as frontage roads, turning roadways, entrance roadways, exit roadways, or parking areas.

(14) "Person" means this state or any public or private corporation, firm, partnership, association, as well as any individual, or individuals.

(15) "Primary system" means any state highway which is or does become part of the federal-aid primary system as described in section 103(b) of Title 23, United States Code.

(16) "Scenic system" means:

(a) Any state highway within any public park, federal forest area, public beach, public recreation area, or national monument;

(b) Any state highway or portion thereof outside the boundaries of any incorporated city or town designated by the legislature as a part of the scenic system; or

(c) Any state highway or portion thereof, outside the boundaries of any incorporated city or town, designated by the legislature as a part of the scenic and recreational highway system except for the sections of highways specifically excluded in section 2, chapter 62, Laws of 1971 ex. sess.

(17) "Sign" means any outdoor sign, display, device, figure, painting, drawing, message, placard, poster, billboard, or other thing which is designed, intended or used to advertise or inform, any part of the advertising or informative contents of which is visible from any place on the main-traveled way of the interstate system or other state highway.

(18) "Trade name" shall include brand name, trademark, distinctive symbol, or other similar device or thing used to identify particular products or services.

(19) "Traveled way" means the portion of a roadway for the movement of vehicles, exclusive of shoulders.

(20) "Turning roadway" means a connecting roadway for traffic turning between two intersection legs of an interchange.

(21) "Visible" means capable of being seen (whether or not legible) without visual aid by a person of normal visual acuity. [Statutory Authority: RCW 47.42.060. 80-06-057 (Order 56), § 468-66-010, filed 5/19/80. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-66-010, filed 12/20/78. Formerly WAC 252-40-010.]

**WAC 468-66-020 Restrictions on signs.** Except as permitted by the act and these regulations, no person shall erect or maintain a sign which is visible from the main-traveled way of the interstate system, the primary system, or the scenic system. In case a highway or a section of highway is both a part of the primary system and the scenic system, only those signs permitted along the scenic system shall be erected or maintained. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-66-020, filed 12/20/78. Formerly WAC 252-40-015.]

**WAC 468-66-030 General provisions.** Notwithstanding any other provision of the act or these regulations, no signs visible from the main-traveled way of the interstate system, primary system, or scenic system which have any of the following characteristics shall be erected or maintained:

(1) Signs advertising activities that are illegal under state or federal laws or regulations in effect at the location of such signs or at the location of such activities.

(2) Illegal, destroyed, abandoned, discontinued or obsolete signs.

(3) Signs that are not clean and in good repair.

(4) Signs that are not securely affixed to a substantial structure.

(5) Signs which attempt or appear to attempt to direct the movement of traffic or which interfere with, imitate or resemble any official traffic sign, signal or device.

(6) Signs which prevent the driver of a vehicle from having a clear and unobstructed view of official signs and approaching or merging traffic.

(7) Signs which contain, include, or are illuminated by any flashing, intermittent, or moving light or lights (except those having flashing, intermittent, or moving lights giving public service information such as time, date, temperature, weather, or similar information).

(8) Signs which use any lighting in any way unless it is so effectively shielded as to prevent beams or rays of light from being directed at any portion of the traveled ways of the highway or is of such low intensity or brilliance as not to cause glare or to impair the vision of the driver of any motor vehicle, or to otherwise interfere with any driver's operation of a motor vehicle.

(9) Signs which move or have any animated or moving parts (except revolving signs giving public service information such as time, date, temperature, weather, or similar information).

(10) Signs which are erected or maintained upon trees or painted or drawn upon rocks or other natural features.

(11) Signs which exceed twenty feet in length, width or height, or one hundred fifty square feet in area, including border and trim but excluding supports, except:

(a) Larger signs as permitted within commercial and industrial areas adjacent to the primary system pursuant to RCW 47.42.062; and

(b) Type 3 signs not more than fifty feet from the advertised activity. [Statutory Authority: RCW 47.42.060. 80-04-095 (Order 52), § 468-66-030, filed 4/1/80. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-66-030, filed 12/20/78. Formerly WAC 252-40-020.]

**WAC 468-66-050 Classification of signs.** Signs shall be classified as follows:

(1) Type 1—Directional or other official signs or notices.

(a) Signs and notices erected and maintained by public offices or public agencies within their territorial or zoning jurisdiction and pursuant to and in accordance with direction or authorization contained in federal, state, or local law for the purposes of carrying out an official duty or responsibility. Historical markers authorized by state law and erected by state or local government agencies or nonprofit historical societies may be considered official signs.

(b) Service club and religious notices, whose message shall contain only the name of a nonprofit service club or religious organization, its address and the time of its meeting or service.

(2) Type 2—For sale or lease sign. A sign not prohibited by state law which is consistent with the applicable provisions of these regulations and which advertises the sale or lease only of the parcel of real property upon which the sign is located. The name of the owner of the property offered for sale or lease or the owner's agent shall not be displayed more conspicuously than the words "for sale" or "for lease". Not more than one such sign advertising the sale or lease of a parcel of property shall be permitted in such manner as to be visible to traffic proceeding in any one direction on an interstate system, primary system or scenic system highway.

(3) Type 3—On-premise sign. A sign advertising an activity conducted on the property on which the sign is located. Not more than one such sign, visible to traffic proceeding in any one direction on an interstate system, primary system, or scenic system highway may be permitted more than fifty feet from the advertised activity.

Signs reading "Future Site Of" or similar wording will be allowed as an on-premise sign without any activity being apparent on the site for one year from date of installation provided the following conditions have been met:

(a) The department of transportation has received a letter of notification of intent from the owner of the proposed advertised activity.

(b) The sign shall not inform of activities conducted elsewhere.

(c) The maximum size of a future site sign shall not be greater than one hundred fifty square feet.

The sign must be removed at the end of the one year time period if the advertised activity has not become operational.

(4) Type 4—Signs within twelve air miles of advertised activities. Signs not prohibited by state law which are consistent with the applicable provisions of these regulations and which advertise activities conducted within twelve air miles of such signs.

(5) Type 5—Signs in the specific interest of the traveling public. Signs authorized to be erected or maintained by state law which are consistent with these regulations and which are designed to give information in the specific interest of the traveling public.

(6) Type 6—Signs lawfully in existence on October 22, 1965, determined by the department of transportation, subject to the approval of the United States secretary of transportation, to be landmark signs, including signs on farm structures or natural surfaces, of historic or artistic significance the preservation of which would be consistent with the purposes of chapter 47.42 RCW.

(7) Public service signs located on school bus stop shelters, which:

(a) Identify the donor, sponsor or contributor of said shelters;

(b) Contain safety slogans or messages which do not pertain to the donor and occupy not less than sixty percent of the area of the signs. In addition to this area

limitation the donor identification portion of the sign may not appear more prominently than the safety slogan message;

(c) Contain no other message;

(d) Are located on school bus shelters which are authorized or approved by city, county, or state law, regulation or ordinance, off the state highway right of way. School bus shelters shall not exceed 10 feet in length, 10 feet in width or 8 feet in height and shall be constructed with the upper 4 feet of the sides perpendicular to the roadway being occupied by the sign. The remainder is to be constructed of a see through nature. No school bus shelter shall be located along fully controlled access highways as specifically referenced in WAC 468-58-030;

(e) Do not exceed 32 square feet in area. Not more than one sign on each shelter may face in any one direction. The sign shall not protrude above the roof line or beyond the sides of the shelter;

(f) Signs erected pursuant to a permit issued by the department of transportation as provided in RCW 47.42.120 and 47.42.130 and the regulations issued thereunder. A permit shall be required for each individual sign face. [Statutory Authority: RCW 47.42.060. 80-05-055 (Order 55), § 468-66-050, filed 4/18/80. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-66-050, filed 12/20/78. Formerly WAC 252-40-040.]

**WAC 468-66-060 Signs along scenic, primary, and interstate systems.** Signs of types 4 and 5 shall not be erected or maintained within view of the main-traveled way of the scenic or primary system. Signs visible from the main-traveled way of the primary system within commercial and industrial areas shall be permitted as provided in WAC 468-66-110. Only signs of types 1, 2, 3, 4 and 5 shall be erected or maintained within view of the main-traveled way of the interstate system to the extent and in the manner permitted by WAC 468-66-080, 468-66-090, and 468-66-100: *Provided*, That after May 10, 1974, no type 4 or type 5 signs shall be maintained within view of the main-traveled way of the interstate system outside of commercial and industrial areas. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-66-060, filed 12/20/78. Formerly WAC 252-40-050.]

**WAC 468-66-070 On-premise signs (type 3).** (1) Not more than one type 3 sign visible to traffic proceeding in any one direction on an interstate system, primary system outside an incorporated city or town or commercial or industrial area, or scenic system highway may be permitted more than fifty feet from the advertised activity.

(2) For the purpose of measuring from the "advertised activity" the distance shall be measured from that building, storage, or other structure or processing area,

which is the most regularly used and essential to the conduct of the activity. For signs advertising shopping centers, malls and business combinations, a combined parking area may be considered as part of that activity for purposes of allowing a single individual on-premise sign; in the event that a shopping center, mall or business combination does erect a single individual on-premise sign as permitted herein, such sign may identify each of the individual businesses conducted upon the premises, and may include a single display area such as a manually changeable copy panel, reader board or electronically changeable Message Center for advertising on-premise activities. Individual business signs in such a center, mall or combination area are not permissible more than fifty feet from the individual activity.

(3) A type 3 sign permitted more than fifty feet from the advertised activity pursuant to subsection (1) of this section shall not be erected or maintained a greater distance from the advertised activity than one of the following options selected by the owner of the business being advertised:

(a) One hundred fifty feet measured along the edge of the protected highway from the edge of the main entrance to the activity advertised (when applicable);

(b) One hundred fifty feet from any outside wall of the main building of the advertised activity; or

(c) Fifty feet from any outside edge of a regularly used parking lot maintained by and contiguous to the advertised activity.

(4) One type 3 sign in each direction, not exceeding fifty square feet in area bearing only the name and a directional message, indicating the location of a business, farm, ranch or orchard may be allowed on such premises that were in existence on June 25, 1976, provided that the following conditions exist:

(a) No other type 3 signs legible from the main traveled lanes of the highway are maintained.

(b) The sign is located on property abutting the highway where ownership or unrestricted lease is contiguous to and includes the advertised activity and not on a strip or parcel of land deemed by the department of transportation to be acquired for the sole purpose of outdoor advertising. [Statutory Authority: RCW 47.42.060. 80-05-055 (Order 55), § 468-66-070, filed 4/18/80. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-66-070, filed 12/20/78. Formerly WAC 252-40-055.]

**WAC 468-66-080 Number of signs and spacing requirements along interstate system.** No type 4 or type 5 signs which are visible from the main-traveled way of the interstate system shall be erected or maintained in any manner inconsistent with the following:

(1) In advance of an intersection of the main-traveled way of the interstate highway and an exit roadway, such signs visible to interstate system traffic approaching such intersection may not be permitted to exceed the following number:

Distance from intersection	Number of signs
0-2 miles .....	0
2-5 miles .....	6
More than 5 miles .....	Average of one sign per mile

The specified distances shall be measured to the nearest point of the intersection of the traveled way of the exit roadway and the main-traveled way of the interstate highway.

(2) Subject to the other provisions of this section, not more than two such signs may be permitted within any mile distance measured from any point, and no such signs may be permitted to be less than one thousand feet apart.

(3) Such signs may not be permitted adjacent to any interstate highway right of way upon any part of the width of which is constructed an entrance or exit roadway.

(4) Such signs visible to interstate highway traffic which is approaching or has passed an entrance roadway may not be permitted for one thousand feet beyond the furthest point of the intersection between the traveled way of such entrance roadway and the main-traveled way of the interstate highway.

(5) Not more than one such sign advertising activities being conducted as a single enterprise or giving information about a single place may be permitted to be erected or maintained in such manner as to be visible to traffic moving in any one direction on any one interstate highway. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-66-080, filed 12/20/78. Formerly WAC 252-40-070.]

**WAC 468-66-090 Preference of applicants for type 4 and type 5 sites.** Applications for available type 4 and type 5 sign sites, where the number of applications shall exceed the available sites, shall be awarded upon the following preferential basis:

(1) Agencies of the state of Washington in order of their applications.

(2) Counties or incorporated cities in the order of their applications.

(3) Federal agencies in the order of their applications.

(4) All other applicants in the order of their applications, giving preference, however, to the holder of an existing permit for renewal thereof. All applications received during the department's normal office hours during the same day shall be construed as having been received simultaneously. In the case of a tie between applicants, and upon notification thereof by the department, the department shall determine by lot which shall receive the permit. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-66-090, filed 12/20/78. Formerly WAC 252-40-080.]

**WAC 468-66-100 Advertising copy.** (1) A type 4 sign that displays any trade name which refers to or

identifies any service rendered or product sold, used or otherwise handled more than twelve air miles from such sign may not be permitted unless the name of the advertised activity which is within twelve air miles of such sign is displayed as conspicuously as such trade name.

(2) In type 5 signs, only information about public places operated by federal, state or local governments, natural phenomena, historic sites, areas of natural scenic beauty or naturally suited for outdoor recreation, and places for camping, lodging, eating and vehicle service and repair is deemed to be in the specific interest of the traveled public. For the purposes of the act and these regulations, a trade name is deemed to be information in the specific interest of the traveling public only if it identifies or characterizes such a place or identifies vehicle service, equipment, parts, accessories, fuels, oils or lubricants being offered for sale at such a place. Signs displaying any other trade name may not be permitted under type 5.

(3) Notwithstanding the provisions of subsection (1) of this section, type 4 signs which also qualify as type 5 signs may display trade names in accordance with the provisions of subsection (2) of this section. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-66-100, filed 12/20/78. Formerly WAC 252-40-090.]

**WAC 468-66-110 Signs within commercial and industrial areas of primary system.** Signs visible from the main-traveled way of the primary system within commercial and industrial areas whose size and spacing are consistent with the customary use of property for the effective display of outdoor advertising as set forth in this section may be erected and maintained: *Provided*, That nothing in this section shall restrict type 3 signs located along any portion of the primary system within an incorporated city or town or within any commercial or industrial area.

(1) Size of signs:

(a) The maximum area for any one sign shall be six hundred seventy-two square feet with a maximum height of twenty-five feet and maximum length of fifty feet inclusive of any border and trim but excluding the base or apron, supports and other structural members: *Provided*, That cut-outs and extensions may add up to twenty percent of additional sign area.

(b) For the purposes of this subsection, double-faced, back-to-back or V-type signs shall be considered as two signs.

(c) Signs which exceed three hundred twenty-five square feet in area may not be double-faced (abutting and facing the same direction).

(2) Spacing of signs:

(a) Signs may not be located in such a manner as to obscure, or otherwise physically interfere with the effectiveness of an official traffic sign, signal, or device, obstruct or physically interfere with the driver's view of approaching, merging, or intersecting traffic.

(b) On limited access highways established pursuant to chapter 47.52 RCW no two signs shall be spaced less

than one thousand feet apart, and no sign may be located within three thousand feet of the center of an interchange, a safety rest area or information center, or within one thousand feet of an intersection at grade. Double-faced signs shall be prohibited. Not more than a total of five sign structures shall be permitted on both sides of the highway per mile.

(c) On noncontrolled access highways inside the boundaries of incorporated cities and towns not more than a total of four sign structures on both sides of the highway within a space of six hundred sixty feet shall be permitted with a minimum of one hundred feet between sign structures. In no event, however shall more than four sign structures be permitted between platted intersecting streets or highways. On noncontrolled access highways outside the boundaries of incorporated cities and towns minimum spacing between sign structures on each side of the highway shall be five hundred feet.

(d) For the purposes of this subsection, a back-to-back sign and a V-type sign shall be considered one sign structure.

(e) Official signs, and signs advertising activities conducted on the property on which they are located (type 2 and type 3 signs) shall not be considered in determining compliance with the above spacing requirements. The minimum space between structures shall be measured along the nearest edge of the pavement between points directly opposite the signs along each side of the highway and shall apply to signs located on the same side of the highway. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-66-110, filed 12/20/78. Formerly WAC 252-40-095.]

**WAC 468-66-120 Signs erected prior to June 1, 1971 in commercial and industrial areas along the primary system.** Signs lawfully erected and maintained which are visible from the main-traveled way of the primary system within commercial and industrial areas on June 1, 1971 shall be permitted to remain and be maintained. Such signs, however, shall be included in the determination of spacing requirements for additional signs as permitted by WAC 468-66-110. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-66-120, filed 12/20/78. Formerly WAC 252-40-097.]

**WAC 468-66-130 Signs to be removed.** No sign visible from the main-traveled way of the interstate system, the primary system, or the scenic system which was there lawfully maintained immediately prior to May 10, 1971 but which does not comply with the provisions of the act and these regulations, shall be maintained by any person:

(1) After May 10, 1974; or

(2) With respect to any highway hereafter designated by the legislature as a part of the scenic system, after three years from the effective date of the designation. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), §

468-66-130, filed 12/20/78. Formerly WAC 252-40-098.]

**WAC 468-66-140 Permits.** (1) No signs except type 1, type 2, or type 3 signs shall be erected or maintained adjacent to interstate system or primary system highways without a permit issued by the department of transportation. Permits for erection and maintenance of signs adjacent to the interstate system or primary system will be issued by the department of transportation in accordance with these rules and regulations.

(2) Applications for permits will be accepted only at the Department of Transportation Headquarters Office, Olympia, Washington. Applications transmitted by mail shall be effective from date of receipt rather than of mailing.

(3) Application forms shall contain:

(a) The name and address of the owner of the sign;

(b) A statement and the signature of the owner or occupant of the land on which the sign is to be erected or maintained indicating that he has consented thereto;

(c) A statement of the precise location where the sign is to be erected or maintained;

(d) A statement of the proposed size and shape of the sign. An application for a type 5 sign to be erected along the interstate system shall contain a description of the copy to be placed on the sign;

(e) Such other information as may be required by the department.

(4) Applications shall be accompanied by a fee of ten dollars for each sign.

(5) Permits shall be for the calendar year and shall be renewed annually upon payment of said fee for the new year without the filing of a new application except as provided in WAC 468-66-090. Fees shall not be prorated for fractions of the year. Any moneys paid to the department of transportation for a sign permit shall be credited first to the payment of any annual permit or renewal fee for such sign due for any prior year. The department shall not accept payment for the current year renewal fee until all due and unpaid permit and renewal fees for prior years have been paid.

(6) Prior to December 1 of each year the department of transportation shall notify in writing the owner of every sign for which a permit is required under RCW 47.42.120 and this rule but for which no sign permit was obtained or renewed for the then current calendar year, that all unpaid permit and renewal fees for such sign and the renewal fee for such sign due in the calendar year to commence on the following January 1 shall be due and payable not later than the following February 1. The notice shall further state that if all such fees have not been paid by February 1, legal proceedings will be instituted to cause removal of such sign as an illegally maintained sign.

(7) Following the notice specified in subsection of this section, if all due and unpaid permit and renewal fees are not received for any sign for which a permit is required by the date specified, the department of transportation shall request the attorney general on its behalf to institute legal proceedings to cause such sign to be

removed as an illegal sign without the payment of compensation therefor.

(8) Changes in size, shape, or position of a permitted sign shall be reported to the department of transportation at Olympia at least ten days before a change is to be made. In the case of type 5 signs permitted along the interstate system, changes in copy shall be reported to the department at Olympia at least ten days before a change is to be made.

(9) Assignment of permits in good standing shall be effective only upon receipt of assignment by the department of transportation.

(10) Every permit issued by the department shall be assigned a separate identification number, and it shall be the duty of each permittee to fasten to each sign a weatherproof label, not larger than six square inches, which shall be furnished by the department and on which shall be plainly visible the said permit number. The permittee shall also place his name in a conspicuous position on the front or back of each sign.

(11) A permit issued under these rules does not relieve the permittee from the duty to comply with all local rules, regulations, and ordinances pertaining to signs and sign structures. [Statutory Authority: RCW 47.42.060. 80-04-095 (Order 52), § 468-66-140, filed 4/1/80. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-66-140, filed 12/20/78. Formerly WAC 252-40-100.]

**WAC 468-66-150 Penalties.** (1) After hearing, as required by chapter 34.04 RCW (Administrative Procedure Act) and the rules and regulations of the department of transportation adopted pursuant thereto, any permit may be revoked by the department for any of the following reasons:

(a) For the making of any false or misleading statements in the application for any permit, whether or not the same is material to or relied upon by the department in the issuance of such permit when such false or misleading statement or information shall remain uncorrected after the expiration of thirty days following written notification thereof.

(b) For allowing or suffering any sign to remain in a condition of disrepair or unreasonable state of repair after the expiration of thirty days following written notification thereof.

(c) For maintaining any sign, for which a permit has been issued, in violation of any provision of the act or these regulations after the expiration of thirty days following written notification thereof.

(d) For any convictions of a violation of the act or any of these regulations, any permit held by the convicted person may be revoked whether or not such violation is related to the sign for which the permit is revoked.

(2) Notice whenever required herein shall be given to the person entitled thereto by registered mail at the last known address of such person which shall be such address as may be on file with the department, if any, otherwise the last address of such person shown by the tax records of the county in which the real property upon which the sign in question is maintained.

(3) Computation of time when dependent upon giving of notice shall relate to the day of mailing such notice rather than the day of receipt. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-66-150, filed 12/20/78. Formerly WAC 252-40-110.]

## Chapter 468-70 WAC

### MOTORIST INFORMATION SIGNS

#### WAC

468-70-010	General.
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468-70-030	Location of panels and signs.
468-70-040	Interchange and intersection selection for specific information panels.
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468-70-060	Signing details.
468-70-070	Permits and procedure.
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468-70-990	Appendix A—Typical signing for single exit interchange on the interstate system.
468-70-99001	Appendix B—Typical signing for double exit interchange on the interstate system.
468-70-99002	Appendix C—Typical signing for single exit interchange for a freeway or expressway part of the primary or scenic system.
468-70-99003	Appendix D—Typical signing for double exit interchange and at-grade intersections for a freeway or expressway part of the primary or scenic system.
468-70-99004	Appendix E—Typical signing for at-grade intersection on a conventional highway part of the primary or scenic system.

**WAC 468-70-010 General.** (1) These rules and regulations implement, and are prescribed by, chapter 80, Laws of 1974 ex. sess. (43rd Leg., 3rd ex. sess.) and chapter 47.42 RCW.

(2) The regulations provide for the installation of motorist information signs which will inform the motoring public of tourist services conveniently accessible from interstate, primary and scenic highways within the state. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-70-010, filed 12/20/78. Formerly WAC 252-42-005.]

**WAC 468-70-020 Definitions.** (1) When used in these regulations the terms: Sign, business sign, commercial and industrial areas, commission, interstate system, primary system, scenic system, and specific information panel shall have the same meaning as set forth in the act.

(2) When used in these regulations the term:

(a) "Act" shall mean the Highway Advertising Control Act of 1961 as amended by chapter 80, Laws of 1974 ex. sess. (43rd Leg., 3rd ex. sess.) and chapter 47.42 RCW.

(b) "Conventional road" shall mean a primary or scenic highway which is not an expressway or freeway.

(c) "Department" shall mean the Washington state department of transportation.

(d) "Expressway" shall mean a divided arterial highway for through traffic with partial control of access and grade separations at most major intersections.



(e) "Freeway" shall mean an expressway with full control of access.

(f) "Motorist service activity" shall mean a business furnishing gas, food, lodging, camping and/or related tourist services.

(g) "Owner" shall mean a person who owns or operates a motorist service activity and who has authority to enter into and be bound by agreements relevant to matters covered by these regulations.

(h) "Supplemental directional panel" shall mean a motorist informational panel located on, opposite, or at the terminus of an exit ramp bearing business sign for a qualified motorist service activity and directional information.

(i) "Trade name" shall mean any brand name, trade mark, distinctive symbol or other similar device or thing used to identify a particular motorist service.

(j) "Urban area" shall mean an area including and adjacent to a municipality or other place of five thousand or more population as shown by the latest available federal census. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-70-020, filed 12/20/78. Formerly WAC 252-42-010.]

**WAC 468-70-030 Location of panels and signs.** (1) Specific information panels will be provided on interchange approaches and in advance of intersections. Where a qualified type of motorist activity is not present, a panel will not be erected. Generally, these panels should be located near the right of way line and readable from the main traveled way. Normally, the panels will be erected between the previous interchange/intersection and one half mile in advance of the theoretical gore for the approaching interchange, except on conventional highways.

(2) The distinguishing characteristic between signing for freeways/expressways and conventional roads is that for the latter there will be one panel for "GAS-FOOD-LODGING" right, and one panel for "GAS-FOOD-LODGING" left and one for RECREATION, while for the former there will be one panel each for GAS, FOOD, LODGING and CAMPING or RECREATION.

(3) Information for specific information panels on expressways/freeways will be repeated on the supplemental directional panels located along the interchange ramps or at the ramp terminal where the services are not visible from the ramp. There will be one GAS-FOOD-LODGING supplement for each direction and a separate supplement for RECREATION or CAMPING.

(4) Appendices A thru E show typical signing situations with minimum distance requirements and by this reference are made part of these rules and regulations. Where there occurs a situation not definable by figure representation, the department shall look to other applicable state and federal regulations for guidance. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-70-030, filed 12/20/78. Formerly WAC 252-42-020.]

**WAC 468-70-040 Interchange and intersection selection for specific information panels.** (1) On an *interstate highway* the interchange must:

(a) Be located in a rural or nonurban area; and

(b) Consist of both an exit and entrance ramp: *Provided*, That where an entrance ramp is not present an interchange will qualify if an entrance ramp is reasonably and conveniently located, in the determination of the department, so as to permit a motorist to proceed without undue indirection or use of poor connecting roads.

(2) On a primary or scenic highway the interchange or intersection must:

(a) Be located outside the boundaries of a city, or town, and lie outside commercial and industrial areas; and

(b) Consist of both an exit and entrance, provided that where an entrance is reasonable and conveniently located, in the determination of the department, so as to permit a motorist to proceed without undue indirection or use of poor connecting roads. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-70-040, filed 12/20/78. Formerly WAC 252-42-030.]

**WAC 468-70-050 Business eligibility.** (1) To be eligible for placement of a business sign on a specific information panel a motorist activity must conform to the following standards:

(a) Gas activity:

(i) Provide vehicle services such as fuel, oil, lubrication, tire repair and water; and

(ii) Be in continuous operation at least sixteen hours a day, seven days a week; and

(iii) Provide restroom facilities, drinking water and a telephone access;

(iv) Specific information panels may be installed and existing signing will not be removed when the service facility is closed for a short period of time or when its hours of operation have been reduced as a result of a shortage of gasoline.

(b) Food activity:

(i) Be licensed or approved by the Washington department of social and health services or county health office; and

(ii) Be in continuous operation for a minimum of twelve hours a day to serve three meals a day, seven days a week; and

(iii) Have seats for a minimum of twenty patrons and/or parking and drive-in facilities for a minimum of ten vehicles; and

(iv) Provide telephone and restroom facilities.

(c) Lodging activity:

(i) Be licensed or approved by the Washington department of social and health services or county health office; and

(ii) Consist of at least twelve units, each having a private bath and access to telephone service: *Provided*, That a lodging activity on a highway with partial access control or no access control with fewer than twelve units will be eligible for a business sign if otherwise qualified

and there are fewer than three lodging activities within the distances prescribed in subsection (3)(c) of this section which have twelve or more units.

(d) Camping activity (applicable only for activities on fully controlled limited access highways):

(i) Be licensed or approved by the Washington department of social and health services or county health office;

(ii) Consist of at least twenty camping spaces, at least fifty percent of which will accommodate tents, and have adequate parking, modern sanitary and drinking water facilities for such spaces; and

(iii) Have an attendant on duty to manage and maintain the facility twenty-four hours a day while in operation.

(e) Recreation activity (applicable only for activity on scenic system or primary system highways with partial access control or no access control):

(i) Consist of activities and sports of interest to family groups and the public generally in which people participate for purposes of active physical exercise, collective amusement or enjoyment of nature; e.g., hiking, golfing, skiing, boating, swimming, picnicking, camping, fishing, tennis, horseback riding, ice skating and gun clubs; and

(ii) Be licensed or approved by the state or local agency regulating the particular type of business; and

(iii) When the recreational activity is a campground, it must meet the criteria specified in WAC 252-42-040(1)(d)(i) thru (iii).

(2) Distances prescribed herein will be measured by road miles from the center of terminus of the exit ramp or intersection to the activity.

(3) The maximum distance that GAS, FOOD, LODGING, CAMPING or RECREATIONAL activities can be located on either side of an interchange or intersection to qualify for a business sign shall be as follows:

(a) From an interchange on a fully controlled limited access highway, GAS, FOOD and LODGING activities shall be located within one mile in either direction, and CAMPING activities shall be located within five miles in either direction;

(b) From an interchange or intersection on a highway with partial access control or no access control, GAS and FOOD activities shall be located within five miles in either direction.

(c) From an interchange or intersection on a highway with partial access control or no access control, LODGING activities shall be located within five miles in either direction. If within such five mile limit there are fewer than three LODGING activities available, then activities of such type located within a ten mile limit shall qualify. If within such ten mile limit there are fewer than three LODGING activities available, then activities of such type located within a fifteen mile limit shall qualify.

(d) From an interchange or intersection on a highway with partial access control or no access control, RECREATIONAL activities shall be located within ten miles in either direction. If within such ten mile limit there are fewer than three RECREATIONAL activities

available, then activities of such type located within a fifteen mile limit shall qualify.

(4) A GAS, FOOD, LODGING or RECREATIONAL activity visible from a highway which has no access control shall not qualify for a business sign on such highway.

(5) To be eligible for business sign placement or supplemental direction panel the activity must be eligible for specific information panel placement.

(6) When an activity qualifies for business sign placement on more than one type of information panel, placement will be made on that type of panel which, as determined by the department, best describes the main product or service.

(7) When appropriate, the department may require an applicant activity to file written assurances that adequate follow-through signing, as specified by the department, will be erected and maintained.

(8) Where operations are seasonal, business signs for each specific location shall be removed or covered during the appropriate period as determined by the department. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-70-050, filed 12/20/78. Formerly WAC 252-42-040.]

**WAC 468-70-060 Signing details.** (1) Specifications. All specific information panels, supplemental directional panels, and business signs shall be constructed in accordance with the Washington State Standard Specifications, Standard Plans and amendments thereto. All business signs shall be constructed of a single piece of 0.080 inch thick aluminum. All panels and business signs shall be fully reflectorized to show the same shape and color both by day and night.

(2) Color of panels and signs:

(a) The background color for GAS, FOOD, LODGING and CAMPING (and GAS-FOOD-LODGING) specific information panels and supplemental directional panels shall be blue. The background color for RECREATION specific information panels and supplemental directional panels shall be brown. The border and lettering on all such signs shall be white.

(b) The background color for business signs shall be blue or brown (only if for a recreation activity) with a white message and border, except that colors consistent with customary use should be used with nationally recognized or locally known symbols or trademarks.

(3) Composition of specific information panels:

(a) Interstate and primary scenic highways which are expressways or freeways:

(i) For single exit interchange, GAS specific information panels shall be limited to six business signs, FOOD, LODGING, CAMPING (in the case of interstate highway) and RECREATION (in the case of primary/scenic) shall be limited to four business signs each. The business signs shall be arranged on the panel, with maximum of two horizontal rows. These signs are to be mounted on the panel in the order of the travel distance, the closest at the top left, the next closest at the bottom left. When the number of business signs is

half or less of the maximum permitted, the arrangement shall be in one horizontal row reading from left to right in order of travel distance.

(ii) For double exit interchanges and at grade intersections, the specific information panels will consist of two sections (piggy-back) where the same type of motorist services are to be signed for each exit. The top section of the panel will display the signs for the first exit and shall display a directional legend "Next Right" (interchanges) or "Next Left" (intersections). The lower section of the panel will display the business signs of the second exit with the directional legend "Second Right" (for interchanges) or "Next Right" (for intersections). The number of business signs on this type of panel shall be limited to three for GAS and two each for FOOD, LODGING, CAMPING and RECREATION, for each exit. The arrangement shall follow the same pattern as for single exit.

(b) Primary and scenic highways which are *conventional roads*:

(i) "GAS-FOOD-LODGING" specific information panels shall be limited to a total of four business signs for GAS and two each for FOOD and LODGING for each intersection. If there are more than two qualified business activities for either FOOD or LODGING and not two of the other, any combination up to a total of four business signs may be provided. These signs will be mounted in order of travel distance, reading from left to right. The bottom line of the specific information panel shall contain the directional legend, "Next Left" or "Next Right", as required.

(ii) Specific information panels for RECREATION shall be limited to four business signs. The business signs shall be arranged in two vertical rows with the left row for RECREATION to the left and the right row for RECREATION to the right. These business signs will be mounted on the panel in order of travel distance, with the closest at the top. The directional legend, "Next Left" and "Next Right" shall be placed above the corresponding vertical row of business.

(iii) For qualifying businesses located *more than one mile* from the intersection, the mileage to the business shall be shown to the nearest mile on the business sign.

(4) Composition of supplemental directional panels.

(a) When required, placement on a supplemental directional panel shall be limited to six business signs for GAS and four each for FOOD, LODGING and CAMPING. The business signs shall be arranged in three horizontal rows, with the top row for GAS, the center row for FOOD, and the third row for LODGING. These signs will be mounted on the panel in order of travel distance, reading left to right. The bottom line shall display an arrow showing the direction of the services.

(b) The supplemental directional panel for RECREATION or CAMPING shall be limited to four business signs. The business signs shall be arranged in two vertical rows with the left row for RECREATION or CAMPING to the left and the right row for RECREATION or CAMPING to the right and shall include the appropriate directional arrow below each vertical row.

These signs are to be mounted on the panel in order of travel distance, with the closest at the top.

(c) For activities located *more than one mile* from the interchange, the mileage to the nearest mile shall be shown on business signs mounted on the supplemental directional panel.

(5) Panel, sign and legend size: (NOTE: Reference is to outside dimensions *including* border.)

(a) Specific information panels – Interstate and scenic/primary freeways and expressways.

(i) Single-exit interchange: 13 feet wide (15 feet wide for GAS) by 10 feet high (11 1/2 feet high for RECREATION). Minimum 13 feet wide (15 feet wide for GAS) by 6 feet high (7 1/2 feet high for RECREATION).

(ii) Double-exit interchange 13 feet wide (14 feet wide for LODGING and CAMPING and 15 feet for GAS) by 6 feet high for single (8 feet high for RECREATION) and 12 feet high for double (14 feet high for RECREATION).

(iii) The words GAS, FOOD, LODGING, CAMPING, RECREATION and directional message shall be ten-inch capital letters.

(b) Specific information panels – *conventional roads*.

(i) Standard – 8 feet wide by 6 1/2 feet high. (NOTE: The minimum and maximum panel size shall be as required to accommodate the required business signs.)

(ii) The words GAS, FOOD, LODGING, RECREATION and the directional message shall be six-inch capital letters.

(c) Supplemental directional panels – *expressways and freeways*:

(i) Standard size for the GAS-FOOD-LODGING panels shall be 10 feet wide by 6 feet high. The standard size for RECREATION or CAMPING shall be 6 feet wide by 5 feet high. (NOTE: The minimum and maximum panel size shall be as required to accommodate the required information.)

(ii) The words, GAS, FOOD, LODGING, CAMPING and RECREATION will be six-inch capital letters.

(d) Business signs – interstate and primary/scenic freeway and expressways for mounting on specific information panels:

(i) "GAS" signs – 48 inches wide by 36 inches high.

(ii) "FOOD", "LODGING", "CAMPING" and "RECREATION" signs – 60 inches wide by 36 inches high (including border).

(iii) The principal legend height shall be at least ten inches whether capitals or lower case. (NOTE: Where the symbol or trademark is used alone, any legend on the symbol shall be in proportion to the size of the symbol, consistent with customary use.)

(e) Business signs – *conventional roads*:

(i) "GAS" signs – 24 inches wide by 16 inches high.

(ii) "FOOD", "LODGING" and "RECREATION" signs – 36 inches wide by 16 inches high (including border).

(iii) Principal legend height shall be at least 6 inches (4-inch minimum with 2 lines) whether capital or lower

case. (NOTE: Where the symbol or trademark is used alone, any legend on the symbol shall be in proportion to the size of the symbol, consistent with customary use.)

(f) Business signs – *mounted on supplemental directional panels*:

(i) "GAS" signs – 18 inches wide by 12 inches high.

(ii) "FOOD", "LODGING", "CAMPING" and "RECREATION" signs – 24 inches wide by 12 inches high.

(iii) The principal legend height shall be at least 6 inches (4-inch minimum with 2 lines). [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-70-060, filed 12/20/78. Formerly WAC 252-42-050.]

**WAC 468-70-070 Permits and procedure.** (1) No business signs will be installed on information panels prior to issuance of a permit by the department. Permits will be issued by the department in accordance with these rules and regulations.

(2) Permit applications will be accepted at the appropriate department of transportation district office in care of the district engineer. Applications transmitted by mail shall be effective from date of receipt rather than of mailing.

(3) One permit application will be for all the signing that the applicant will qualify for at a single interchange or intersection.

(4) Application, forms for which may be obtained from the department, shall contain the following information:

(a) Name and address of the owner of the business to be advertised.

(b) The highway for which the applicant seeks signing.

(c) A description of the interchange or intersection for which the business sign is to be installed.

(d) A statement of location including exact distance from the interchange or intersection and precise roads used for access.

(e) An agreement to limit the height of any on-premise sign to no greater than 15 feet higher than the roof of the main building.

(f) Such other information as may be required by the department.

(5) Each permit application will include a sketch, drawing or picture of the message to be placed on the business signs. The department shall have final approval of the design of the business sign and may modify such submissions to achieve uniformity.

(6) A standard application processing fee of seventy-five dollars will accompany each application. Such fee will be returned if an application is denied or if after approval the activity is not signed for reasons caused by the department.

(7) Once an initial application has been received by the department for signing at an eligible intersection or interchange, the department will notify all businesses in the area and set a date, at least thirty days after receipt of the first application, for all interested businesses to

submit applications. Where the number of applications for business signs exceeds the available spaces on the information panel, businesses will be given preference in order of distance from the grade intersection or ramp terminal of the interchange. In addition, preference may be given at the discretion of the department in favor of those businesses offering rest-room facilities for handicapped persons.

(8) Any party aggrieved by an application determination of the department shall be accorded hearing rights before the secretary of transportation or his designee pursuant to chapter 34.04 RCW.

(9) Once an application is approved, the owner shall remit a manufacturing and installation fee within ten days of receipt of written notice of such approval. This fee will be in the amount prescribed by WAC 468-70-080 fee schedule, shall not be prorated for fractions of years, and will fulfill the owner's maintenance obligation for the first calendar year or fraction thereof during which a business sign is actually installed. If for reasons caused by the department the owner's activity is not signed, this fee will be returned.

(10) For each additional year an annual maintenance fee shall be paid, as prescribed by WAC 468-70-080 for each business sign that is maintained by the department. This annual maintenance fee is to be paid by February 1 of the calendar year it is due. This fee will not be prorated for fractions of the year in the event of removal or coverage. Failure to pay the annual maintenance fee by February 1 of the year due will cause the permit application to expire and the business signs will be removed from the information panels.

(11) In the event of change of ownership or operation, assignment of permits in good standing shall be effective only upon receipt of assignment by the department.

(12) Revocation and expiration:

(a) After hearing before the secretary of transportation or his designee, as required by chapter 34.04 RCW (Administrative Procedure Act) and the rules and regulations of the department adopted pursuant thereto, any permit may be revoked by the secretary or the secretary's designee who has conducted the hearing for any of the following reasons:

(i) For the making of any false or misleading statements in the application for any permit, whether or not the same is material to or relied upon by the department in the issuance of such permit when such false or misleading statement or information shall remain uncorrected after the expiration of thirty days following written notification thereof.

(ii) For allowing or suffering any on-premise sign to remain that does exceed the height requirements set forth in the act or these regulations.

(iii) For failure to provide the services and/or facilities required by WAC 468-70-050 and 468-70-070 of these regulations.

(b) If a permit is revoked or is allowed to expire, a new application may be accepted by the department and the application must meet the requirements of any other new application. [Statutory Authority: 1977 ex.s. c 151.

79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-70-070, filed 12/20/78. Formerly WAC 252-42-060.]

**WAC 468-70-080 Fee schedule.** (1) Manufacturing and installation charge.

(a) Interstate highways and freeways and expressways.

(i) "GAS" – pictorial business sign to be installed on a specific information panel . . . . . \$180.00

(ii) "GAS" – pictorial business sign to be installed on a supplemental information panel . . . . . \$ 40.00

(iii) "GAS" – lettered business sign to be installed on a specific information panel . . . . . \$110.00

(iv) "GAS" – lettered business sign to be installed on a supplemental directional panel . . . . . \$ 25.00

(v) "FOOD, LODGING, CAMPING or RECREATION" – pictorial business sign to be installed on a specific information panel . . . . . \$200.00

(vi) "FOOD, LODGING, CAMPING or RECREATION" – pictorial business sign to be installed on a supplemental directional panel . . . . . \$ 50.00

(vii) "FOOD, LODGING, CAMPING or RECREATION" – lettered business sign to be installed on a specific information panel . . . . . \$125.00

(viii) "FOOD, LODGING, CAMPING or RECREATION" – lettered business sign to be installed on a supplemental directional panel . . . . . \$ 30.00

(b) Primary or scenic highways that are conventional roads.

(i) "GAS" – pictorial business sign to be installed on a specific information panel . . . . . \$ 90.00

(ii) "GAS" – lettered business sign to be installed on a specific information panel . . . . . \$ 65.00

(iii) "FOOD, LODGING, or RECREATION" – pictorial business sign to be installed on a specific information panel . . . . . \$100.00

(iv) "FOOD, LODGING or RECREATION" – lettered business sign to be installed on a specific information panel . . . . . \$ 70.00

(2) The following schedule is the annual maintenance charge.

(a) Interstate highways and freeways and expressways.

(i) "GAS" – pictorial business sign on a specific information panel . . . . . \$ 45.00

(ii) "GAS" – pictorial business sign on a supplemental directional panel . . . . . \$ 20.00

(iii) "GAS" – lettered business sign on a specific information panel . . . . . \$ 30.00

(iv) "GAS" – lettered business sign on a supplemental directional panel . . . . . \$ 20.00

(v) "FOOD, LODGING, CAMPING or RECREATION" – pictorial business sign on a specific information panel . . . . . \$ 50.00

(vi) "FOOD, LODGING, CAMPING or RECREATION" – pictorial business sign on a supplemental directional panel . . . . . \$ 25.00

(vii) "FOOD, LODGING, CAMPING or RECREATION" – lettered sign on a specific information panel . . . . . \$ 30.00

(viii) "FOOD, LODGING, CAMPING or RECREATION" – lettered sign on a supplemental directional panel . . . . . \$ 20.00

(b) Primary or scenic highways that are conventional roads.

(i) "GAS" – pictorial business sign on a specific information panel . . . . . \$ 25.00

(ii) "GAS" – lettered business sign on a specific information panel . . . . . \$ 20.00

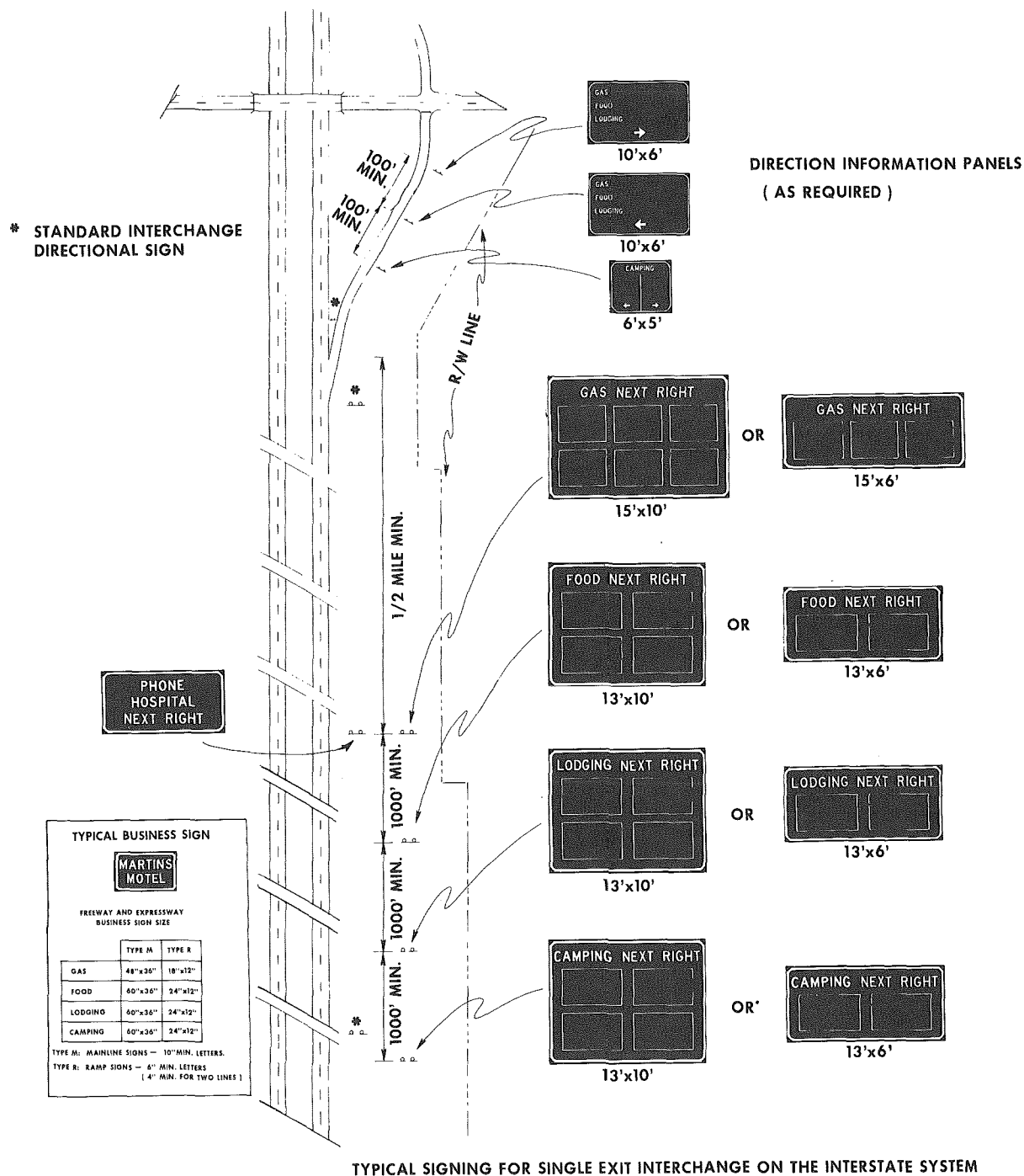
(iii) "FOOD, LODGING or RECREATION" – pictorial business sign on a specific information panel . . . . . \$ 30.00

(iv) "FOOD, LODGING or RECREATION" – lettered business sign on a specific information panel . . . . . \$ 20.00

[Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-70-080, filed 12/20/78. Formerly WAC 252-42-070.]

## WAC 468-70-990 Appendix A—Typical signing for single exit interchange on the interstate system.

## APPENDIX A

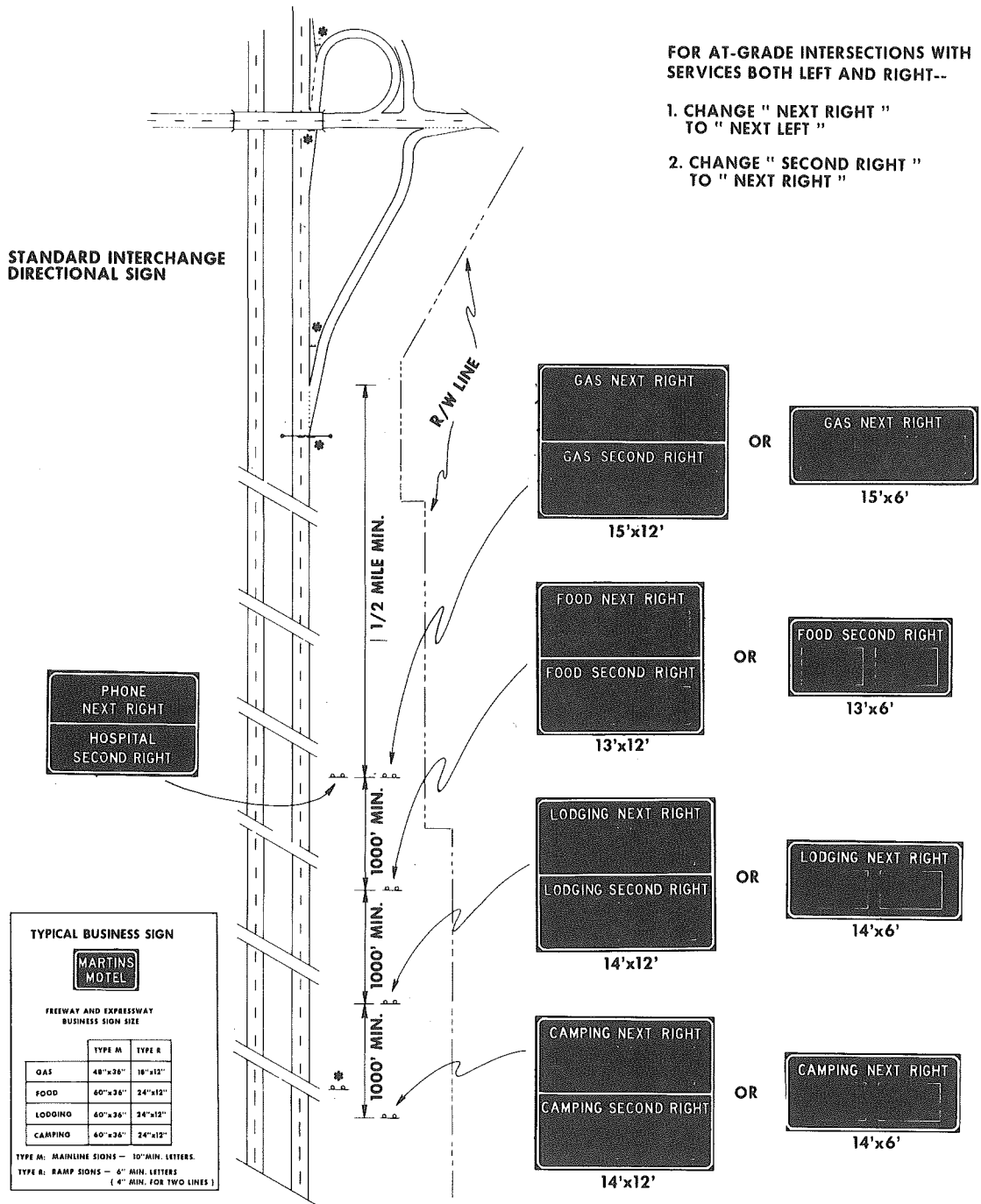


[Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-70-990, filed 12/20/78. Formerly WAC 252-42-900.]



WAC 468-70-99001 Appendix B—Typical signing for double exit interchange on the interstate system.

APPENDIX B

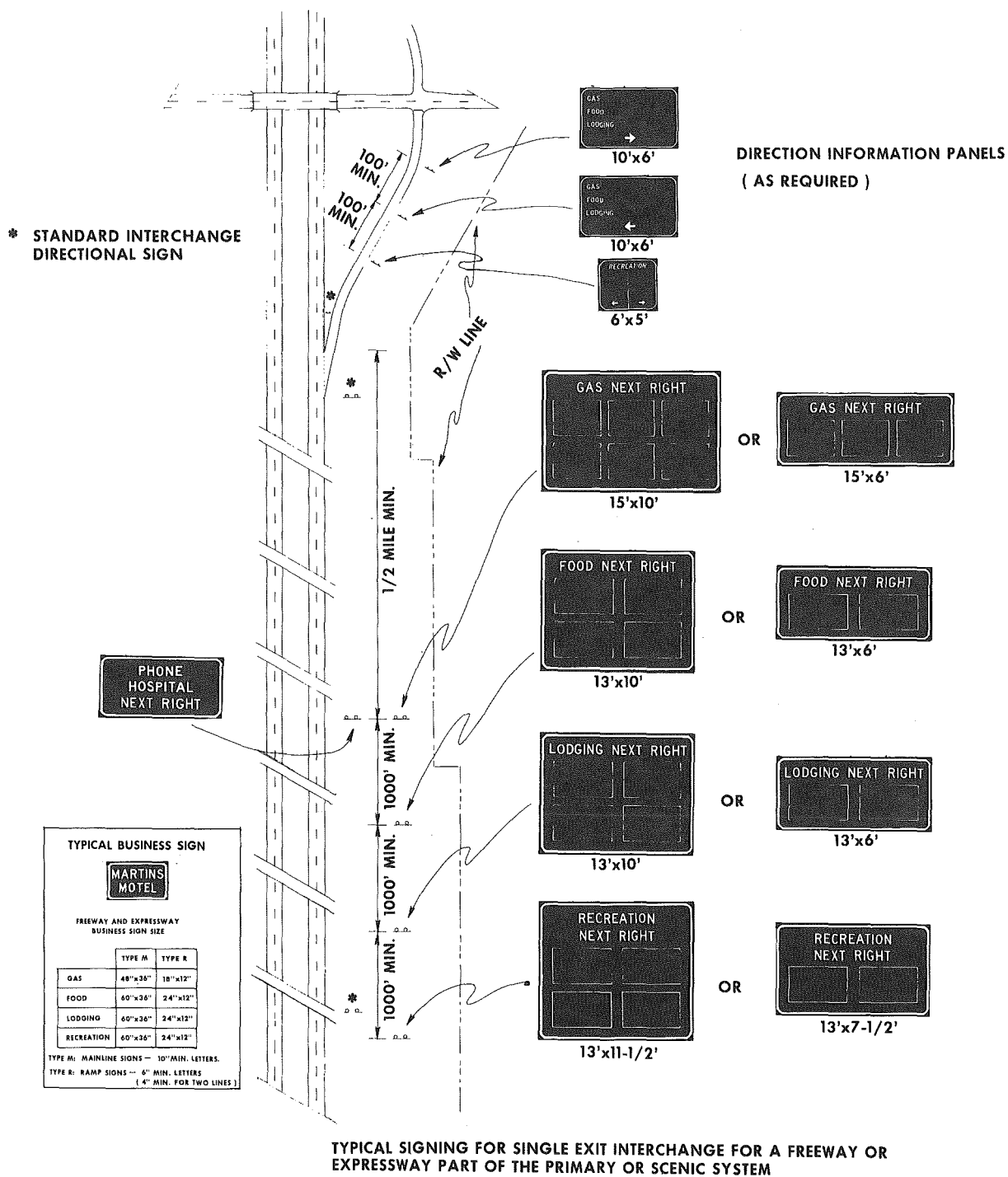


TYPICAL SIGNING FOR DOUBLE EXIT INTERCHANGE ON THE INTERSTATE SYSTEM

[Statutory Authority: 1977 ex.s. c 151, 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-70-99001, filed 12/20/78. Formerly WAC 252-42-901.]

WAC 468-70-99002 Appendix C--Typical signing for single exit interchange for a freeway or expressway part of the primary or scenic system.

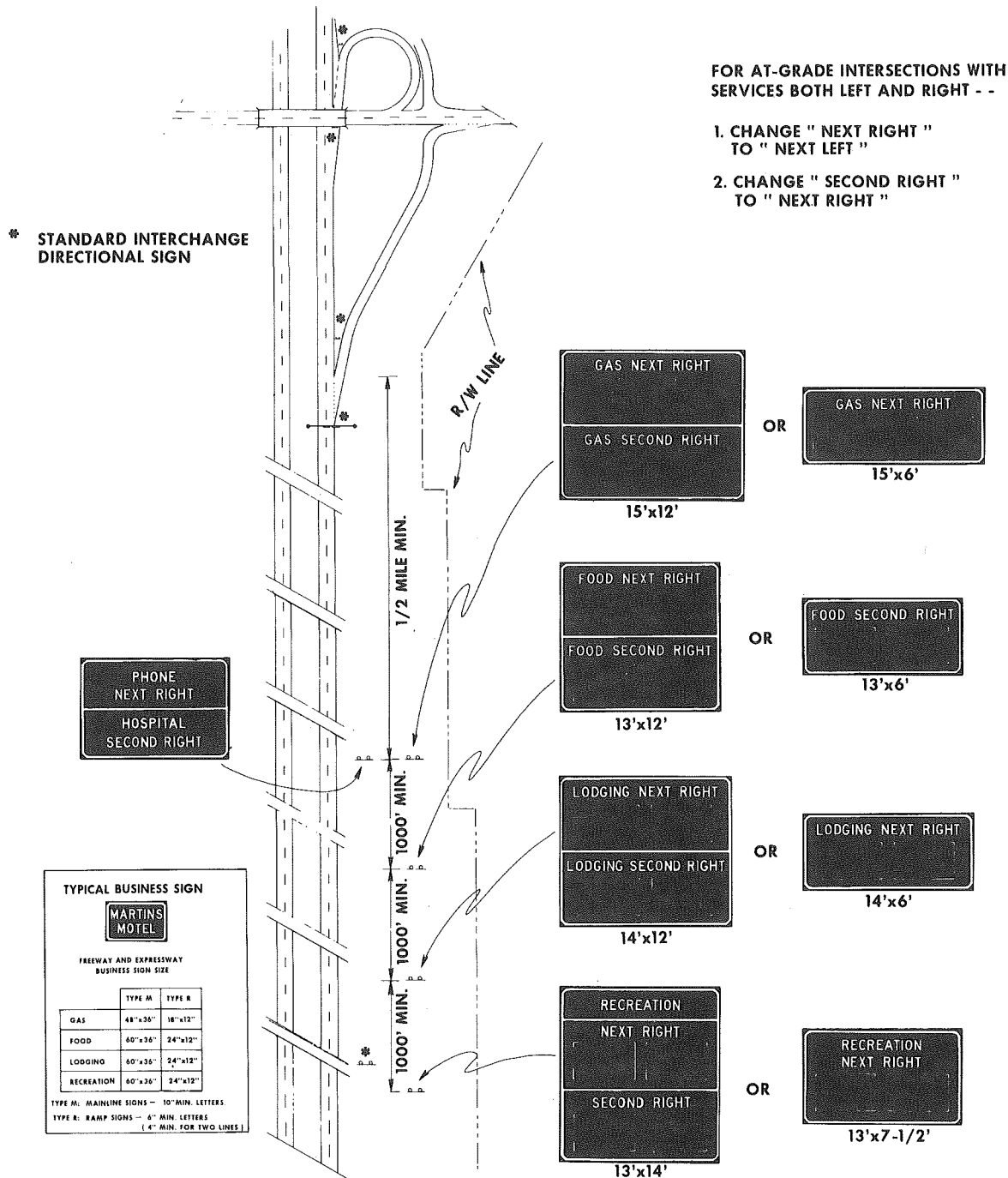
## APPENDIX C



[Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-70-99002, filed 12/20/78. Formerly WAC 252-42-902.]

WAC 468-70-99003 Appendix D--Typical signing for double exit interchange and at-grade intersections for a freeway or expressway part of the primary or scenic system.

## APPENDIX D

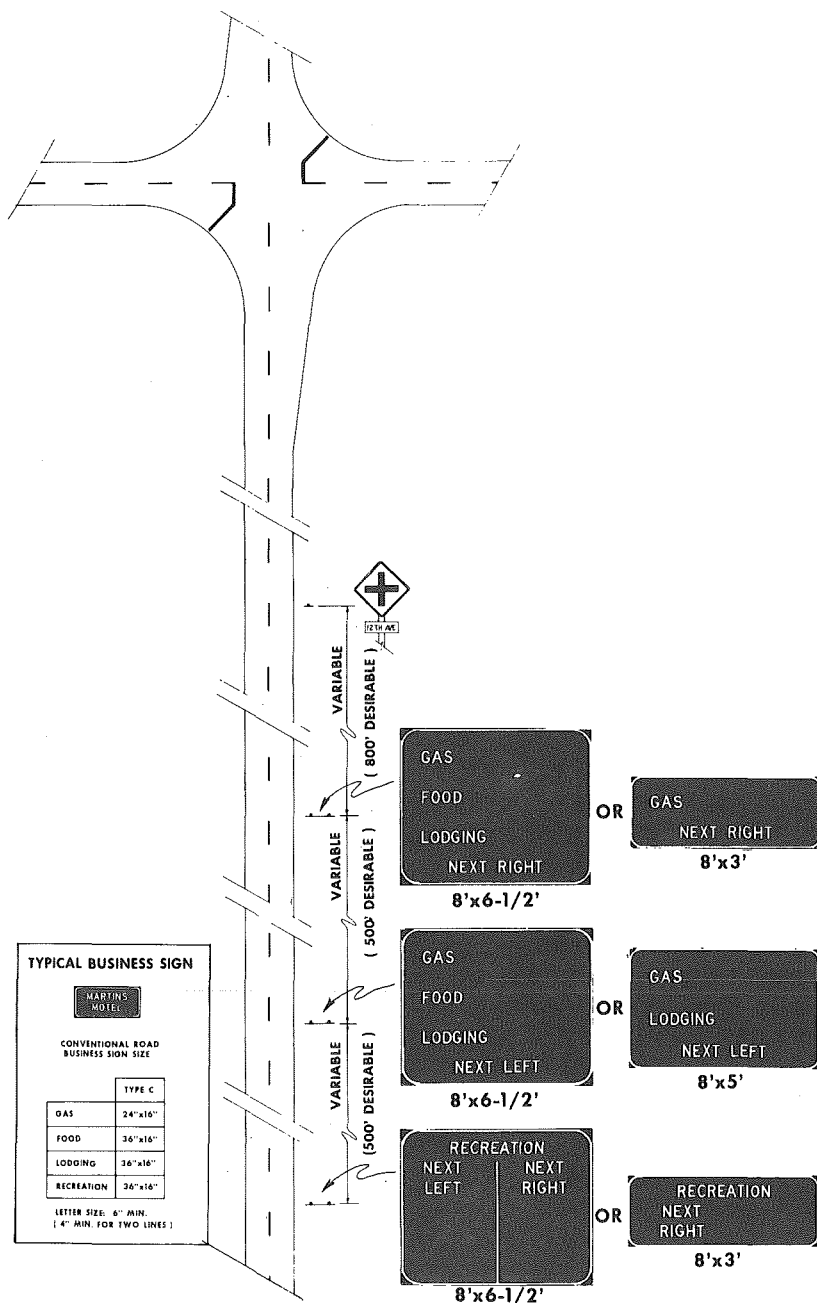


TYPICAL SIGNING FOR DOUBLE EXIT INTERCHANGE AND AT-GRADE INTERSECTIONS FOR A FREEWAY OR EXPRESSWAY PART OF THE PRIMARY OR SCENIC SYSTEM

[Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-70-99003, filed 12/20/78. Formerly WAC 252-42-903.]

WAC 468-70-99004 Appendix E--Typical signing for at-grade intersection on a conventional highway part of the primary or scenic system.

## APPENDIX E



TYPICAL SIGNING FOR AT-GRADE INTERSECTION ON A CONVENTIONAL HIGHWAY PART OF THE PRIMARY OR SCENIC SYSTEM

[Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-70-99004, filed 12/20/78. Formerly WAC 252-42-904.]

### Chapter 468-74 WAC JUNKYARDS ADJACENT TO HIGHWAYS

WAC

468-74-010 Definition of "unzoned industrial areas."

**WAC 468-74-010 Definition of "unzoned industrial areas."** In the administration of chapter 47.41 RCW, relating to the regulation and control of junkyards adjacent to highways, the term "unzoned industrial areas" shall be interpreted to mean those areas not zoned by county or municipal code, occupied by three or more separate and distinct industrial activities within a space

of five hundred feet and the area within five hundred feet of such activities on both sides of the highway. The area shall be measured from the outer edges of the regularly used buildings, parking lots, storage or processing areas of the industrial activity and not from the property lines of the parcels upon which such activities are located. Measurements shall be along or parallel to the edge of the main traveled way of the highway. The following shall not be considered industrial activities:

- (1) Agricultural, forestry, grazing, farming and related activities, including, but not limited to, wayside fresh produce stands;
- (2) Transient or temporary activities;
- (3) Railroad tracks and minor sidings;
- (4) Signs;
- (5) Activities more than three hundred feet from the nearest edge of the right of way;
- (6) Activities conducted in a building principally used as a residence;
- (7) Activities not visible from the traffic lanes of the main traveled way;
- (8) Junkyards, as defined in section 136, Title 23, United States Code. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-74-010, filed 12/20/78. Formerly WAC 252-44-010.]

#### Chapter 468-78 WAC

#### TRANSPORTATION BUILDINGS--WORKS OF ART

##### WAC

468-78-010	Authority.
468-78-020	Funding.
468-78-030	Powers.

**WAC 468-78-010 Authority.** This chapter is adopted pursuant to section 2, chapter 176, Laws of 1974 ex. sess. (RCW 43.17.200) 43rd Legislature. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-78-010, filed 12/20/78. Formerly WAC 252-60-010.]

**WAC 468-78-020 Funding.** There shall be expended one-half of one percent of the cost of construction of permanent department of transportation buildings, as shown in the operating program budget adopted by the transportation commission, for the acquisition of works of art. This provision shall not apply to construction sheds, warehouses, or temporary buildings. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-78-020, filed 12/20/78. Formerly WAC 252-60-020.]

**WAC 468-78-030 Powers.** The secretary of transportation or his designated representative(s) shall have the authority, for (1) the selection, (2) commissioning of the artist, (3) review of design, (4) execution, (5) placement, and (6) acceptance of such works of art, as well as

such other authority as is necessary to carry out the intent of this chapter. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-78-030, filed 12/20/78. Formerly WAC 252-60-030.]

#### Chapter 468-82 WAC

#### REGULATIONS REGARDING PASS-THROUGH OF UNITED STATES URBAN MASS TRANSPORTATION ADMINISTRATION FUNDS FOR PUBLIC TRANSPORTATION TECHNICAL STUDIES

##### WAC

468-82-010	General purpose and applicability.
468-82-015	Definitions.
468-82-110	Application for technical study grant.
468-82-120	Department response to application.
468-82-200	Application prioritization criteria.

**WAC 468-82-010 General purpose and applicability.** (1) Purpose: These regulations are to assist local public agencies not located within standard metropolitan statistical area counties in applying for funds for studies relating to public transportation. These studies are intended to assist these local public agencies in meeting United States Urban Mass Transportation Administration planning requirements for further federal public transportation assistance and in assessing their own needs for public transportation.

(2) Applicability: These regulations apply to all cities, towns, counties, regional councils of government authorized to conduct planning studies pursuant to RCW 35-.63.070, 35A.63.040, 36.70.060, or chapter 39.34 RCW, all metropolitan municipal corporations created pursuant to chapter 35.58 RCW and authorized to perform the function of metropolitan public transportation, all county transportation authorities created pursuant to chapter 36.57 RCW, all public transportation benefit areas created pursuant to chapter 36.57A RCW, and all Indian tribes recognized by the United States government, not located within standard metropolitan statistical area counties. [Statutory Authority: RCW 47.01.101. 80-01-079 (Order 44), § 468-82-010, filed 12/26/79.]

**WAC 468-82-015 Definitions.** (1) "Department" means the Washington state department of transportation.

(2) "Local public agency" means any city, town, or county not associated with a county transportation authority created pursuant to chapter 36.57 RCW, public transportation benefit area created pursuant to chapter 36.57A RCW, or metropolitan municipal corporation created pursuant to chapter 35.58 RCW performing the function of metropolitan public transportation, any metropolitan municipal corporation created pursuant to chapter 35.58 RCW authorized to perform the function of metropolitan public transportation, any county transportation authority created pursuant to chapter 36.57 RCW, any public transportation benefit area created

pursuant to chapter 36.57A RCW, any regional councils of government authorized to conduct planning studies pursuant to RCW 35.63.070, 35A.63.040, 36.70.060, or chapter 39.34 RCW, or any Indian tribe recognized by the United States government, not located within a standard metropolitan statistical area county.

(3) "Public transportation services" means scheduled or demand response services by any type of vehicle on land or water to transport any or all classes of people, using either contracted private or public equipment and/or the local public agency's own equipment.

(4) "Standard metropolitan statistical area county" means any county area so designated by the United States Bureau of Census, and, as a minimum, shall include the following counties: King; Pierce; Spokane; Snohomish; Yakima; Clark; Benton; and Franklin.

(5) "Technical study grant" means an obligation of UMTA funds by the agency to a local public agency for planning of public transportation services.

(6) "UMTA" means the Urban Mass Transportation Administration of the United States Department of Transportation. [Statutory Authority: RCW 47.01.101. 80-01-079 (Order 44), § 468-82-015, filed 12/26/79.]

**WAC 468-82-110 Application for technical study grant.** (1) Eligible applicants: Any local public agency is eligible to receive a technical study grant from the department upon submission to the department of an application containing the information specified in subsection (2) of this section.

(2) Contents of application: No particular form is hereby specified for any application for a technical study grant. The application for such grant, however, shall be addressed to the department, signed by the chief executive officer of the local public agency, and include the following information and related materials:

(a) A brief description of the scope of work for which such grant would be used; and

(b) An indication of the dollar amount of the grant for which the application is being made, including a twenty percent matching share of local funds or in-kind services.

(3) Application period. The department shall accept applications received only during the month of March of each year; the last date for receipt of applications shall be March 31 of each year. During the month of January of each year, the department shall "remind" local public agencies of the application period using the Association of Washington Cities and the Washington Association of Counties newsletters and the A-95 Project Notification Process, as available. In the event the agency is notified by UMTA that funds for technical study grants are not forthcoming, the department shall cancel the application period in the same manner in which it would "remind" local public agencies. [Statutory Authority: RCW 47.01.101. 80-01-079 (Order 44), § 468-82-110, filed 12/26/79.]

**WAC 468-82-120 Department response to application.** Upon receipt of an application for a technical study grant, the department shall:

(1) Determine whether or not the applicant is eligible to receive a technical study grant pursuant to WAC 468-82-110(1). In the event an applicant is ineligible, the applicant shall be notified immediately. Further department processing of the application shall be terminated.

(2) Review the application pursuant to the criteria established in WAC 468-82-200. In the event the department determines that the scope of work supplied by the applicant pursuant to WAC 468-82-110(2)(a) does not sufficiently meet the purposes of WAC 468-82-010(1), the department may suggest, or ask the applicant to re-submit, a revised scope of work pursuant to WAC 468-82-110(2)(a). Further department processing of the application shall be terminated in the event such revised scope of work is not received by April 15 of the year of application. The department shall consider only one such revised scope of work.

(3) Evaluate the application's cost information provided for in WAC 468-82-110(2)(b). Such evaluation shall be made based upon the department's experience in providing similar grants. The intent of such evaluation shall be to establish or verify a grant dollar amount which shall be commensurate to the work proposed to be undertaken by the applicant.

(4) Prioritize all applications based upon the criteria established in WAC 468-82-200. Only applications being processed on April 15 of the year of application shall be prioritized.

(5) Recommend to UMTA that those applications receiving highest priorities as determined pursuant to subsection (4) of this section be funded. Applications shall be recommended in decreasing order of such priorities until the entire UMTA technical studies grant allotment to the department for grants to local public agencies is allocated. All applicants shall be notified of either their applications recommendation or rejection by June 1 of the year of application. [Statutory Authority: RCW 47.01.101. 80-01-079 (Order 44), § 468-82-120, filed 12/26/79.]

**WAC 468-82-200 Application prioritization criteria.** The department shall give first consideration to applications from local public agencies authorized to carry out physical projects and shall use the following criteria in prioritizing application from local public agencies for technical study grants:

(1) Transit development programs. The department shall give highest priority to applications designed to culminate in a transit development program for submittal to UMTA. Such transit development program shall consider a program period of five years and shall contain elements necessary to satisfy UMTA certification requirements.

(2) Special studies. The department shall give second highest priority to applications seeking to plan for special projects such as: Elderly and/or handicapped persons transportation and preliminary engineering for building construction.



(3) Feasibility studies. The department shall give third priority to applications seeking to test the feasibility of a need for new public transportation services.

(4) Updates. The department shall give last priority to applications seeking to update transit development programs within three years of the program's having been prepared through a technical study grant. [Statutory Authority: RCW 47.01.101. 80-01-079 (Order 44), § 468-82-200, filed 12/26/79.]

### Chapter 468-84 WAC

## REGULATIONS REGARDING ADVANCED FINANCIAL SUPPORT PAYMENTS FOR THE CONDUCT OF PUBLIC TRANSPORTATION FEASIBILITY STUDIES

### WAC

468-84-010	General purpose and applicability.
468-84-015	Definitions.
468-84-110	Application.
468-84-120	Department response to application.
468-84-130	Conditions of advanced financial support payments.
468-84-135	Conditions of grants.
468-84-200	Required elements of feasibility study.
468-84-210	Geographical extent.
468-84-220	Identification of related transportation operations.
468-84-230	Estimation of need.
468-84-240	Alternative management schemes.
468-84-250	Alternative funding sources.
468-84-260	Consideration of school district pupil transportation.
468-84-300	Submission of feasibility study to department.
468-84-310	Submission of municipal resolution to department.
468-84-320	Submission of municipal ordinance levying and collecting taxes to department.

**WAC 468-84-010 General purpose and applicability.** (1) Purpose. These regulations are to assist municipalities in determining the extent of residents' needs for public transportation and feasible, viable and suitable means of serving the needs through studies. The studies are intended to lead to informed decisions by municipal legislative bodies relating to their undertaking public transportation activities.

(2) Applicability. These regulations apply to all cities, towns, and counties not associated with county transportation authorities created pursuant to chapter 36.57 RCW, public transportation benefit areas created pursuant to chapter 36.57A RCW, or metropolitan municipal corporations created pursuant to chapter 35.58 RCW performing the function of metropolitan public transportation, all metropolitan municipal corporations created pursuant to chapter 35.58 RCW and authorized to perform the function of metropolitan public transportation, all county transportation authorities created pursuant to chapter 36.57 RCW, and all public transportation benefit areas created pursuant to chapter 36.57A RCW, which have not received an advanced financial support payment to develop a plan pursuant to RCW 36.57A.150. [Statutory Authority: RCW 35.58.2712 and 1979 c 59. 79-12-036 (Order 39), § 468-84-010, filed 11/20/79.]

**WAC 468-84-015 Definitions.** (1) "Department" means the Washington state department of transportation.

(2) "Enrollment" means the number of pupils enrolled in a school district in October of the most recent year according to the management information services section of the office of public instruction.

(3) "Land area" means the territory, measured to the nearest tenth of a square mile, located within the corporate boundaries of the applicant municipality.

(4) "Municipality" means any city, town or county not associated with a county transportation authority created pursuant to chapter 36.57 RCW, public transportation benefit area created pursuant to chapter 36.57A RCW, or a municipal corporation created pursuant to chapter 35.58 RCW performing the function of metropolitan public transportation, any metropolitan municipal corporation created pursuant to chapter 35.58 RCW authorized to perform the function of metropolitan public transportation, any county transportation authority created pursuant to chapter 36.57 RCW, or any public transportation benefit area created pursuant to chapter 36.57A RCW, which has not received an advanced financial support payment to develop a plan pursuant to RCW 36.57A.150.

(5) "Population" means the number of residents as shown by the figures released for the most recent official state, federal, or county census, or population determination made by the office of financial management.

(6) "Public transportation services" means scheduled or demand-response service by any type of vehicle on land or water to transport any or all classes of people using either contracted private or public equipment and/or the municipality's own equipment.

(7) "Pupil transportation system" means the service to transport pupils attending kindergarten through twelfth grades in public common schools using either contracted private or public vehicles and/or a school district's own vehicles. [Statutory Authority: RCW 35.58.2712 and 1979 c 59. 79-12-036 (Order 39), § 468-84-015, filed 11/20/79.]

**WAC 468-84-110 Application.** (1) Eligible applicants. Any municipality is eligible to receive a one-time advanced financial support payment and the following municipalities are eligible to receive a grant in the 1980-81 state biennium

- (a) City of Bellingham
- (b) City of Bremerton
- (c) County of Clark
- (d) City of Everett
- (e) Grays Harbor Transportation Authority
- (f) Lewis Public Transportation Benefit Area
- (g) City of Longview (for City of Kelso)
- (h) Intercity Transit Commission (For cities of Olympia, Lacey and Tumwater)
- (i) Municipality of Metropolitan Seattle
- (j) County of Pierce
- (k) City of Port Angeles
- (l) City of Prosser
- (m) City of Pullman

(n) Snohomish County Public Transportation Benefit Area

- (o) City of Spokane
- (p) County of Spokane
- (q) City of Tacoma
- (r) City of Vancouver
- (s) County of Walla Walla
- (t) City of Yakima

from the department upon submission to the department of an application containing the information specified in subsection (2) of this section.

(2) Contents of application. No particular form is hereby specified for an application for an advanced financial support payment or a grant. The application for such payment or grant, however, must be addressed to the department, signed by the chief executive officer of the municipality, and include the following information and related materials:

(a) A copy of a minute entry or resolution of the municipality authorizing or directing that body, or a designated individual acting for that body, to apply for such payment or grant;

(b) The names of all school districts wholly or partly within the municipality and the school districts to be included in the study;

(c) A letter from each school district to be included in the study indicating knowledge of and support of the application;

(d) A school district board may pass a resolution indicating its unwillingness to cooperate in the study. The resolution must set forth the reasons for this unwillingness. A copy of any such resolution must be included with the application;

(e) A proposed budget indicating, at a minimum, the following information:

(i) Proposed expenditures by the following objects: Salaries and wages, personal services contracts, goods and services, travel, equipment, employee benefits, and capital outlays;

(ii) Budget period and anticipated period of planning project, if different. [Statutory Authority: RCW 35.58-2712 and 1979 c 59. 79-12-036 (Order 39), § 468-84-110, filed 11/20/79.]

**WAC 468-84-120 Department response to application.** The department shall respond to applications on a "first-come, first-served" basis so that state biennial budget constraints can be observed. Therefore, upon receipt on an application for an advanced financial support payment or a grant, the department shall:

(1) Determine whether or not the application contains or includes all of the information or material required by WAC 468-84-110(2). In the event an application is incomplete, the applicant shall be notified within seven days of receipt of such application by the department, of the application's deficiencies and that further department processing of the application is being suspended until the department receives a properly completed application;

(2) Determine the most recent official office of financial management population of the applicant;

(3) Allocate one thousand five hundred dollars plus the product of one dollar times the sum of two-tenths the applicant's population and the applicant's nonfederally owned land area for distribution to the applicant. Under no circumstances will the amount allocated exceed the sum of fifty thousand dollars per applicant;

(4) Allocate the appropriate sum for each school district indicated in the completed application as supporting the study based upon the following scale:

(a) More than 5,000 pupil enrollment school district:

(i) first or largest district, seven thousand dollars;

(ii) each additional district, five thousand dollars;

(b) 1,000-4,999 pupil enrollment school district:

(i) first or largest district, if none over 5,000 enrollment, five thousand dollars;

(ii) each additional district, three thousand five hundred dollars;

(c) Less than 1,000 pupil enrollment school district, each district, one thousand dollars.

(5) Combine the sums from subsections (3) and (4) of this section for an advance financial support payment, or allocate the sum from subsection (4) of this section for a grant to an eligible municipality as specified in WAC 468-84-110(1); and

(6) Inform the pupil transportation office of the superintendent of public instruction of the department response to the applicant. [Statutory Authority: RCW 35.58.2712 and 1979 c 59. 79-12-036 (Order 39), § 468-84-120, filed 11/20/79.]

**WAC 468-84-130 Conditions of advanced financial support payments.** (1) Payment constitutes a loan. Funds received by municipalities as advanced financial support payments constitute loans. Such a loan shall be repaid to the department by the recipient thereof not later than two years after the date such recipient received the advanced financial support payment. Repayment shall not be necessary in the event the study is completed within one year after the date such advanced payment was received; within six months of its receipt of the study and its recommendations, the municipal legislative authority passes a resolution adopting or rejecting all or part of the study; a copy of the resolution is transmitted to the department within one week of its adoption; and if the municipal legislative authority or the voters in such municipality do not elect to levy and collect taxes to support public transportation within two years after the date such advanced financial support payment was received.

(2) Obligation to perform a feasibility study. Following receipt of the advanced financial support payment, the municipality shall undertake and complete a feasibility study that meets the specifications contained in WAC 468-84-200 through 468-84-260, as well as specifications adopted by the department subsequent to receipt of such payment by a recipient. [Statutory Authority: RCW 35.58.2712 and 1979 c 59. 79-12-036 (Order 39), § 468-84-130, filed 11/20/79.]

**WAC 468-84-135 Conditions of grants.** All grants shall be reimbursable for the work the municipality undertakes in completing the feasibility study element

specified in WAC 468-84-260. No funds shall be reimbursed to the municipality until the municipality submits five copies of its final report to the department pursuant to WAC 468-84-300. [Statutory Authority: RCW 35.58.2712 and 1979 c 59. 79-12-036 (Order 39), § 468-84-135, filed 11/20/79.]

**WAC 468-84-200 Required elements of feasibility study.** A feasibility study prepared pursuant to RCW 35.58.2712; and WAC 468-84-130(2) shall, as a minimum, contain the elements described in WAC 468-84-210 through 468-84-260. Based upon the elements described in WAC 468-84-210 through 468-84-260, the study shall reach definite conclusions regarding the feasibility, viability and suitability of public transportation services. A conclusion that public transportation services are not feasible, viable or suitable is acceptable if supported by the study. [Statutory Authority: RCW 35.58.2712 and 1979 c 59. 79-12-036 (Order 39), § 468-84-200, filed 11/20/79.]

**WAC 468-84-210 Geographical extent.** The feasibility study shall encompass the transportation needs of the population of the recipient municipality. [Statutory Authority: RCW 35.58.2712 and 1979 c 59. 79-12-036 (Order 39), § 468-84-210, filed 11/20/79.]

**WAC 468-84-220 Identification of related transportation operations.** (1) The feasibility study shall identify any existing public or private transportation operations and affiliated facilities within the recipient municipality and the area within fifteen road miles of the recipient municipality's corporate boundary within the state of Washington; such identified operations shall include, at a minimum, the following:

- (a) Taxicab or jitney service;
- (b) Auto transportation companies holding and operating pursuant to certificates of public convenience and necessity from the Washington utilities and transportation commission;
- (c) Municipally operated public transit service;
- (d) School pupil transportation; and
- (e) Specialized transportation service for elderly, handicapped, or otherwise disadvantaged persons.

(2) The feasibility study shall identify the numbers of persons transported annually by, the individual passenger tariff schedules of and the fixed routes used by the operations cited in WAC 468-84-220(1). [Statutory Authority: RCW 35.58.2712 and 1979 c 59. 79-12-036 (Order 39), § 468-84-220, filed 11/20/79.]

**WAC 468-84-230 Estimation of need.** (1) The feasibility study shall estimate the number of persons who would use public transportation service, if one were available for use within the municipality. In estimating this number, the municipality shall use the questionnaire technique, soliciting opinions and information from at least five percent of the municipality's residents and businesses.

(2) The feasibility study shall identify the most likely places of trip origin and destinations, including employment centers, employing more than fifty persons, governmental facilities and shopping centers with five or more commercial establishments.

(3) The feasibility study shall suggest a number of means to provide public transportation service and recommend the most feasible, viable and suitable, if any. [Statutory Authority: RCW 35.58.2712 and 1979 c 59. 79-12-036 (Order 39), § 468-84-230, filed 11/20/79.]

**WAC 468-84-240 Alternative management schemes.** The feasibility study shall detail at least two alternative organizational management schemes for operating a public transportation service. Such schemes shall consider alternative municipal organizations authorized by state law, and examine possible contractual relationships and/or municipal managerial organizational charts. [Statutory Authority: RCW 35.58.2712 and 1979 c 59. 79-12-036 (Order 39), § 468-84-240, filed 11/20/79.]

**WAC 468-84-250 Alternative funding sources.** The feasibility study shall identify alternative federal, state and local funding sources for subsidizing public transportation services. [Statutory Authority: RCW 35.58.2712 and 1979 c 59. 79-12-036 (Order 39), § 468-84-250, filed 11/20/79.]

**WAC 468-84-260 Consideration of school district pupil transportation.** The feasibility study shall consider consolidating, coordinating with or cooperating with all or any portion of the pupil transportation systems of each of the school districts specified in WAC 468-84-110(b) and (c) with public transportation services. The study shall reach definite findings regarding the feasibility, viability and suitability of any consolidation, coordination, or cooperation. Any services, deemed feasible, viable and suitable, shall comply with all provisions of the National Highway Traffic Safety Administration highway safety program Standard 17 (317), "Pupil Transportation Safety". The findings shall be identified in a preliminary report and submitted to each school district included in the study and the department for review and comment. A school district shall make its comments on each finding within one month after its receipt of the preliminary report. The final report for the feasibility study shall include the comments from the school districts and how the comments are incorporated into the final report's findings. [Statutory Authority: RCW 35.58.2712 and 1979 c 59. 79-12-036 (Order 39), § 468-84-260, filed 11/20/79.]

**WAC 468-84-300 Submission of feasibility study to department.** Any municipality receiving an advance financial support payment shall assemble all of the material prepared by it pursuant to WAC 468-84-200 into a single written study report and transmit two copies of the study report to the department and to its legislative body within thirteen months of the municipality's receipt of the advanced financial support payment.

Any municipality receiving a grant pursuant to WAC 468-84-135 shall transmit five copies of the final study report prepared by it pursuant to WAC 468-84-260 to the department and to its legislative body within thirteen months of the municipality's signing of the feasibility study agreement with the department. [Statutory Authority: RCW 35.58.2712 and 1979 c 59. 79-12-036 (Order 39), § 468-84-300, filed 11/20/79.]

**WAC 468-84-310 Submission of municipal resolution to department.** Any municipality receiving either an advance financial support payment or a grant shall transmit a copy of its legislative resolution adopting or rejecting all or part of the study report to the department within eighteen months and seven days of its receipt of the advanced support payment. [Statutory Authority: RCW 35.58.2712 and 1979 c 59. 79-12-036 (Order 39), § 468-84-310, filed 11/20/79.]

**WAC 468-84-320 Submission of municipal ordinance levying and collecting taxes to department.** In the event any municipality receiving an advance financial support payment elects to levy and collect any tax to support public transportation, it shall transmit a copy of its ordinance implementing such tax to the department within one week of its adoption by the municipal legislative body. [Statutory Authority: RCW 35.58.2712 and 1979 c 59. 79-12-036 (Order 39), § 468-84-320, filed 11/20/79.]

#### Chapter 468-85 WAC

#### REGULATIONS REGARDING ADVANCED FINANCIAL SUPPORT PAYMENTS FOR THE DEVELOPMENT OF COMPREHENSIVE TRANSIT PLANS

##### WAC

468-85-010	General purpose and applicability.
468-85-015	Definitions.
468-85-110	Application for advanced financial support payment.
468-85-120	Department response to application.
468-85-130	Conditions of advanced financial support payments.
468-85-200	Required elements of comprehensive transit plan.
468-85-210	Capital improvements element.
468-85-220	Level of service element.
468-85-230	System funding for initial year of operation element.
468-85-240	System of funding for the second through fifth years of operation element.
468-85-250	Relation to nearby transit operations element.
468-85-260	Prospects for geographic expansion of service area element.
468-85-270	Minorities, elderly, handicapped and low-income persons transportation service element.
468-85-280	Citizen participation element.
468-85-290	Coordinated planning element.
468-85-300	Submission of comprehensive transit plans to agency.
468-85-310	Review of comprehensive transit plan of public transportation benefit area.

**WAC 468-85-010 General purpose and applicability.** (1) Purpose: These regulations are to assist county transportation authorities and public transportation benefit areas in the development of comprehensive transit plans consistent with chapter 36.57A RCW and local

developmental goals. The comprehensive transit plans are intended to lead to the development and management of regional public transit systems which are energy-efficient, provide viable transportation alternatives, offer availability to all elements of the public, and are responsive to the public need.

(2) Applicability: These regulations apply only to county transportation authorities created pursuant to chapter 36.57 RCW and to public transportation benefit areas created pursuant to chapter 36.57A RCW. [Statutory Authority: RCW 36.57A.150. 80-01-029 (Order 42), § 468-85-010, filed 12/17/79.]

**WAC 468-85-015 Definitions.** (1) "Department" means the Washington state department of transportation.

(2) "Comprehensive transit plan" means the official document required of every county transportation authority pursuant to RCW 36.57.070 and of every public transportation benefit area pursuant to RCW 36.57A.060.

(3) "County transportation authority" means an entity created pursuant to chapter 36.57 RCW.

(4) "Population" means the number of residents as shown by the figures released for the most recent official state, federal, or county census, or population determination made by the office of financial management.

(5) "Public transportation benefit area" means an entity created pursuant to chapter 36.57A RCW. [Statutory Authority: RCW 36.57A.150. 80-01-029 (Order 42), § 468-85-015, filed 12/17/79.]

**WAC 468-85-110 Application for advanced financial support payment.** (1) Eligible applicants: Any county transportation authority established pursuant to chapter 36.57 RCW and any public transportation benefit area established pursuant to chapter 36.57A RCW is eligible to receive a one-time advanced financial support payment from the department upon submission to the department of an application containing the information specified in subsection (2) of this section.

(2) Contents of application: No particular form is hereby specified for an application for an advanced financial support payment. The application for such payment, however, must be addressed to the department, signed by the chief executive officer of the applicant, and include the following information and related materials:

(a) A copy of a minute entry or resolution of the applicant authorizing or directing that body, or a designated individual acting for that body, to apply for such payment;

(b) In the event the applicant is a public transportation benefit area, a map indicating the precise boundaries of any unincorporated areas within the public transportation benefit area;

(c) An estimate of the population of the applicant;

(d) A proposed budget indicating proposed expenditures by the following objects: Salaries and wages, personal services contracts, goods and services, travel, equipment, employee benefits, and capital outlays; and

(e) A description of the methods anticipated to be used to secure citizen participation in the comprehensive transit planning process; such methods must ensure a reasonable opportunity is provided for input to be made by racial and ethnic minorities, low-income, elderly and handicapped individuals. [Statutory Authority: RCW 36.57A.150. 80-01-029 (Order 42), § 468-85-110, filed 12/17/79.]

**WAC 468-85-120 Department response to application.** The department shall respond to applications on a "first-come, first-served" basis. Therefore, upon receipt of an application for an advanced financial support payment, the department shall:

(1) Determination of completeness: Determine whether or not the application contains or includes all of the information or material required by WAC 468-85-110(2). In the event an application is incomplete, the applicant shall be notified within seven days of receipt of such application by the department, of the application's deficiencies and that further department processing of the application is being suspended until the department receives a properly completed application;

(2) Determination of population: Request the office of financial management to determine the population of the applicant. Where the sum of the populations of the incorporated areas within the applicant's jurisdiction exceeds fifty thousand people, according to the most recently published estimate of the office of financial management, such request will not be made; the department shall, instead, proceed to allocate the maximum amount allowable to said applicant; and

(3) Allocation of funds: Allocate for distribution to the applicant as an advanced financial support payment the product of one dollar times the applicant's population as determined by the office of financial management or the department. Under no circumstances will the amount allocated exceed the sum of fifty thousand dollars per applicant. [Statutory Authority: RCW 36.57A.150. 80-01-029 (Order 42), § 468-85-120, filed 12/17/79.]

**WAC 468-85-130 Conditions of advanced financial support payments.** (1) Payment constitutes a loan: Funds received by county transportation authorities or public transportation benefit areas as advanced financial support payments constitute loans. Such a loan shall be repaid to the department by the recipient thereof not later than two years after the date such recipient received the advanced financial support payment. Repayment shall be waived in the event the voters in the appropriate county or public transportation benefit area fail to elect to levy and collect taxes authorized under chapters 35.95 or 82.14 RCW within two years after the date such advanced financial support payment was received.

(2) Obligation to develop a comprehensive transit plan: Following receipt of the advanced financial support payment, the county transportation authority or public transportation benefit area shall undertake and complete the development of a comprehensive transit plan that

meets the specifications contained in WAC 468-85-200 through 468-85-290, as well as specifications adopted by the department subsequent to receipt of such payment by a recipient. In the development of such plan, a county transportation authority and public transportation benefit area shall ensure a reasonable opportunity for the receipt of citizens input and participation in the planning process is provided to racial and ethnic minorities; low-income, elderly, and handicapped individuals.

(3) Payment may constitute matching contribution: Any payment received pursuant to this chapter may be used as all or any portion of a matching contribution required for the receipt of federal funds, provided federal law and applicable regulations allow such payment as a matching contribution, and provided, further, such federal funds are used to assist the recipient in the development of a comprehensive transit plan.

(4) Notice of election: The chief executive officer of a recipient of an advanced financial support payment or his/her designee shall inform the department of the date(s) chosen for a popular election(s) on taxation authorized by chapters 35.95 or 82.14 RCW to finance public transportation in the recipient's jurisdiction, in advance of such election(s).

(5) Required election: An election to determine whether or not taxes authorized by chapters 35.95 or 82.14 RCW will be levied and collected in the county or public transportation benefit area must be held within two years of the receipt of an advanced financial support payment.

(6) Notice of election results: The chief executive officer of a recipient of an advanced financial support payment or his/her designee shall inform the department of the election(s) results within ten days of the official certification. [Statutory Authority: RCW 36.57A.150. 80-01-029 (Order 42), § 468-85-130, filed 12/17/79.]

**WAC 468-85-200 Required elements of comprehensive transit plan.** A comprehensive transit plan prepared pursuant to RCW 36.57.070, 36.57A.060 and WAC 468-85-130(2) shall contain the elements described in WAC 468-85-210 through 468-85-290. [Statutory Authority: RCW 36.57A.150. 80-01-029 (Order 42), § 468-85-200, filed 12/17/79.]

**WAC 468-85-210 Capital improvements element.** The capital improvements element of the comprehensive transit plan shall identify anticipated capital improvements including the number, types, and passenger seating capacities of in-revenue-service vehicles, nonrevenue equipment; and the number and types of any proposed terminals, stations, shelters, parking facilities for potential system users, and garage and related vehicle maintenance facilities. Sites for fixed facilities need not be identified. Capital improvements shall be identified for the first five years of operation; the priorities and phasing of the acquisition of such improvements shall also be identified. [Statutory Authority: RCW 36.57A.150. 80-01-029 (Order 42), § 468-85-210, filed 12/17/79.]

**WAC 468-85-220 Level of service element.** The level of service element of the comprehensive transit plan shall contain the following information:

- (1) User characteristics;
- (2) Trip characteristics;
- (3) Where scheduled service is anticipated in the plan, the frequency that in-revenue-service vehicles would pass selected points along proposed routes; and where a demand-responsive service is anticipated in the plan, the frequency that in-revenue-service vehicles would serve selected neighborhoods;
- (4) The days and hours of service operations;
- (5) The proposed means of facilitating public use of the proposed system; such means should include consideration of the following:
  - (a) Shelters or benches;
  - (b) Signing for loading and unloading locations;
  - (c) Public timetables, where scheduled service is proposed;
  - (d) Telephone information;
  - (e) Advertisements in news media; and
  - (f) Measures to review, update, and make available public information about the frequency of service and transit routes;
- (6) The location within the proposed transit service area of the following items: Employment centers, employing more than fifty persons; governmental facilities; and shopping centers with five or more shopping opportunities; and
- (7) Vehicle fuel consumption rated per mile traveled by type of vehicle. [Statutory Authority: RCW 36.57A-.150. 80-01-029 (Order 42), § 468-85-220, filed 12/17/79.]

**WAC 468-85-230 System funding for initial year of operation element.** The comprehensive transit plan element dealing with system funding for the initial year of operation shall include, but need not be limited to, the following information:

- (1) An itemized statement of the estimated costs of setting up and operating the recommended public transit system during the first twelve months of operation; such statement shall include, but not be limited to, separate cost estimates for the following items:
  - (a) Vehicles and optional features, by type of vehicle;
  - (b) External passenger-related facilities such as shelters, benches, signing, and parking facilities;
  - (c) Garage, and vehicle maintenance facilities and equipment;
  - (d) Marketing;
  - (e) Administration; and
  - (f) Maintenance and operations.
- (2) Passenger fare levels, estimated public patronage, and estimated fare box revenue;
- (3) The amount of federal assistance separated by operations and capital purposes;
- (4) The amount of long term debt for the purchase of facilities and equipment;
- (5) Whether any of the following sources of local public transit subsidy are anticipated to assist in the funding of the proposed system:

- (a) Household tax authorized by chapter 35.95 RCW;
- (b) Business and occupation tax authorized by chapter 35.95 RCW; or

(c) The .1%, .2%, or .3% sales and use tax in lieu of the household tax and business and occupation tax referenced immediately above; together with the rate(s) for any levied tax identified above and the estimated revenues from any such sources anticipated to be collected; (Assumptions made in order to estimate such revenues should be identified.)

(6) The amount of any state matching funds assumed. (Such amount shall equal the sum of either one state dollar for each local dollar anticipated to be collected, as identified in WAC 468-85-230(5), or the amount of the motor vehicle excise tax mass transit levy authorized under RCW 35.58.272 through 35.58.279, whichever is less; minus the amount advanced by the department to a county transportation authority or public transportation benefit area for the development of a comprehensive transit plan pursuant to this chapter.) [Statutory Authority: RCW 36.57A.150. 80-01-029 (Order 42), § 468-85-230, filed 12/17/79.]

**WAC 468-85-240 System of funding for the second through fifth years of operation element.** The comprehensive transit plan element regarding system funding for the second through fifth years of operation shall contain the following information for each of those years:

(1) The estimated capital, maintenance, and operating costs of each aspect of the proposed public transit system identified as required in WAC 468-85-230(1) for the first year of operation and an identification of the proposed service life of all equipment acquired or proposed to be acquired; and

(2) The proposed sources of revenue and amounts of revenue, loans, and federal and state assistance to be used to offset such costs. [Statutory Authority: RCW 36.57A.150. 80-01-029 (Order 42), § 468-85-240, filed 12/17/79.]

**WAC 468-85-250 Relation to nearby transit operations element.** The comprehensive transit plan element regarding the proposed system's relation to nearby transit operations shall contain the following information:

(1) An identification of any existing public or private transit operations and affiliated facilities serving any area within the jurisdiction of the county transportation authority, public transportation benefit area, or within three road miles of either; such identified operations shall include, at a minimum, the following:

- (a) Taxicab or jitney service;
- (b) Auto transportation companies holding and operating pursuant to certificates of public convenience and necessity from the Washington Utilities and Transportation Commission;
- (c) Scheduled air passenger service;
- (d) Rail passenger service;
- (e) Municipally operated public transit service;
- (f) School pupil transportation; and



(g) Specialized transportation service for elderly, handicapped, or low income persons;

(2) An explanation of how the proposed public transit service would integrate with and affect the use of services identified in WAC 468-85-250(1); and

(3) The location and description of any streets and roads channelizations or other special identification for public transit use. [Statutory Authority: RCW 36.57A.150. 80-01-029 (Order 42), § 468-85-250, filed 12/17/79.]

**WAC 468-85-260 Prospects for geographic expansion of service area element.** The comprehensive transit plan of a public transportation benefit area shall include as a separate element consideration of the prospective enlargement of the transit service area (including areas located in adjacent counties) as well as consolidation of transit operations of the public transportation benefit area with municipal public transit systems. [Statutory Authority: RCW 36.57A.150. 80-01-029 (Order 42), § 468-85-260, filed 12/17/79.]

**WAC 468-85-270 Minorities, elderly, handicapped and low-income persons transportation service element.** The comprehensive transit plan shall include as a separate element an explanation of how the proposed public transit system will be made both accessible and available to elderly, handicapped people located within the transit service area, racial and ethnic minorities, and low-income people located within the transit service area. This element should meet current federal requirements if any funding is assumed in WAC 468-85-230(3). [Statutory Authority: RCW 36.57A.150. 80-01-029 (Order 42), § 468-85-270, filed 12/17/79.]

**WAC 468-85-280 Citizen participation element.** The comprehensive transit plan citizen participation element shall identify how citizens shall be consulted by the county transportation authority or public transportation benefit area. County transportation authorities and public transportation benefit areas shall ensure that they receive citizens' input on a continuing basis. [Statutory Authority: RCW 36.57A.150. 80-01-029 (Order 42), § 468-85-280, filed 12/17/79.]

**WAC 468-85-290 Coordinated planning element.** The comprehensive transit plan coordinated planning element shall include the following information:

(1) Comments on the comprehensive transit plan's compatibility with the adopted goals, objectives and policies for development by every unit of general purpose local government that is a member of or participant in the activities of governments of a county transportation authority or public transportation benefit area as well as every area-wide comprehensive planning organization that is located in whole or in part within the jurisdiction of that transit service planning entity.

(2) A commitment in writing by the officials of the county transportation authority or public transportation

benefit area that a copy of the comprehensive transit plan and any updated portions thereof shall be supplied within thirty days of the official adoption thereof to the chief executives of every unit of general purpose local government located in whole or in part within the jurisdiction of that planning entity; every area-wide comprehensive planning organization, and engineering or public works department of any unit of general purpose local government, located in whole or in part within the jurisdiction of that planning entity; the department; and the district administrator and public transportation an planning engineer of the department. [Statutory Authority: RCW 36.57A.150. 80-01-029 (Order 42), § 468-85-290, filed 12/17/79.]

**WAC 468-85-300 Submission of comprehensive transit plans to agency.** A county transportation authority or public transportation benefit area shall assemble into a single written document all of the elements prepared by it pursuant to WAC 468-85-200 and transmit such document to the department. [Statutory Authority: RCW 36.57A.150. 80-01-029 (Order 42), § 468-85-300, filed 12/17/79.]

**WAC 468-85-310 Review of comprehensive transit plan of public transportation benefit area.** (1) Within sixty days of the receipt thereof, the department shall review any comprehensive transit plan submitted by a public transportation benefit area. The department shall determine whether or not such comprehensive transit plan can be "approved" on the basis of the following standards:

(a) The capital improvement program and anticipated upgrading costs are offset by the proposed system funding;

(b) The comprehensive transit plan as submitted contains all of the elements required by WAC 468-85-200;

(c) Such plan is consistent with the public transportation coordination criteria adopted pursuant to the Urban Mass Transportation Act of 1964, as amended.

(2) In the event such plan is approved, the department shall certify to the state treasurer that a public transportation benefit area that submitted a reviewed and approved plan is eligible to receive the motor vehicle excise tax proceeds authorized pursuant to RCW 35.58-.273, as now or hereafter amended, in the manner prescribed by chapter 82.44 RCW, as now or hereafter amended.

(3) In the event a comprehensive transit plan is disapproved and a public transportation benefit area is determined to be ineligible to receive such motor vehicle tax proceeds, the department shall provide written notice to such entity within thirty days as to the reasons for the plan disapproval and the entity's ineligibility, together with notice that such public transportation benefit area may resubmit a corrected plan at any time. [Statutory Authority: RCW 36.57A.150. 80-01-029 (Order 42), § 468-85-310, filed 12/17/79.]

## Chapter 468-95 WAC

MANUAL ON UNIFORM TRAFFIC CONTROL  
DEVICES FOR STREETS AND HIGHWAYS

The "Manual on Uniform Traffic Control Devices for Streets and Highways" 1978 edition (MUTCD), approved by the Federal Highway Administrator as the national standard for all highways open to public travel; published by the U. S. Department of Transportation, Federal Highway Administration, was duly adopted by Administrative Order No. 51 of the Secretary of Transportation dated March 17, 1980. The manual includes in part many illustrations, some of which depend on color for proper interpretation. The reviser has deemed it inexpedient to convert these regulations and illustrations to the prescribed form and style of WAC and therefore excludes them from publication. Copies of the MUTCD may be obtained from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402, Price \$18.00. The document is available for public inspection at the headquarters office and all district offices of the Washington State Department of Transportation. Further, each city, town, and county engineering office in the state will have a copy of the MUTCD in its possession.

The following modifications to the MUTCD have also been adopted by Administrative Order No. 51 of the Secretary of Transportation on March 17, 1980:

The second paragraph of Section 2C-3, "Placement of Warning Signs," of the MUTCD is amended to read as follows:

Since warning signs are primarily for the protection of the vehicle operator who is unacquainted with the road, it is very important that care is given to their location. Warning signs should normally be placed in a range of 250 feet to 750 feet in advance of the hazard or conditions. On high speed roads, and particularly on freeways, advance warning distances may have to be as great as 1500 feet or more.

The first paragraph of Section 3B-3, "No-Passing Zone Markings," of the MUTCD is amended to read as follows:

Where center lines are installed, no-passing zone markings shall be established at vertical curves on two- and three-lane highways where an engineering study indicates passing must be prohibited because of inadequate sight distances or other special conditions.

Effective December 31, 1982, where center lines are installed, no-passing zone markings shall be established at horizontal curves on two- and three-lane highways where an engineering study indicates passing must be prohibited because of inadequate sight distances or other

special conditions except: Along highway sections of almost continuous horizontal curvatures such as in mountainous terrain, no-passing zone markings shall not be established at horizontal curves. Such highway sections would otherwise require almost continuous no-passing zone markings which could restrict motorists from exercising judgment that it is safe to pass a slow moving vehicle and still be in compliance with chapter 46.61 RCW.

The first sentence of Paragraph 3, Item (c), of Section 4B-5, "Meaning of Signal Indications," of the MUTCD is amended to read as follows:

Except when a sign is in place prohibiting a turn, vehicular traffic facing any steady red signal may cautiously enter the intersection to turn right, or to turn left from a one-way or two-way street into a one-way street, after stopping as required by (a) and (b) above.

Paragraph 2 of Section 4E-9, "Meaning of Lane-use Control Indications," of the MUTCD is amended to read as follows:

A steady YELLOW X or a flashing RED X means that a driver should prepare to vacate, in a safe manner, the lane over which the signal is located because a lane control change is being made, and to avoid occupying that lane when a steady RED X is displayed.

The second sentence of paragraph 3, Section 6B-3, "Position of Signs," of the MUTCD states:

Signs mounted on barricades, or temporary supports, may be at lower heights, but the bottom of the sign shall not be less than one foot above the pavement elevation.

A compliance date of December 31, 1983 is hereby established.

The following supplemental paragraph is hereby added to Section 7B-12, "School Speed Limit Signs (S4-1, S4-2, S4-3, S4-4)," of the MUTCD:

**DEFINITION OF  
SCHOOL SPEED LIMIT SIGN SUPPLEMENT  
"WHEN CHILDREN ARE PRESENT"**

The supplemental or lower panel of a "SCHOOL SPEED LIMIT 20" sign which reads "WHEN CHILDREN ARE PRESENT" shall indicate to the motorist that the 20 mile per hour school speed limit is in force under the following conditions:

- (1) School children are occupying or walking within the marked crosswalk.
- (2) School children are waiting at the curb or on the shoulder of the roadway and are about to cross the roadway by way of the marked crosswalk.
- (3) School children are present or walking along the roadway, either on the adjacent sidewalk

or, in the absence of sidewalks, on the shoulder within the posted school speed limit zone which extends 300 feet in either direction from the marked crosswalk.

The first sentence of Paragraph 3 applicable only to CIRCULAR RED or RED ARROW, of Section 7D-5, "Meaning of Signal Indications," of the MUTCD is amended to read as follows:

Except when a sign is in place prohibiting a turn, vehicular traffic facing any steady red signal may cautiously enter the intersection to turn right, or to turn left from a one-way or two-way street into a one-way street, after stopping as required by (1) and (2) above.

Paragraph 2 of Section 8A-1, "Functions," of the MUTCD is amended to read as follows:

With due regard for safety and for the integrity of operations by highway and railroad users, the highway agency and the railroad company are entitled to jointly occupy the right of way in the conduct of their assigned duties. This requires joint responsibility in the traffic control function between the public agency and the railroad.

There is added to the MUTCD, the following regulation pertaining to signing of county roads:

In accordance with section 1, chapter 45, Laws of 1980, the legislative authority of each county may by resolution classify and designate portions of the county roads as primitive roads where the designated road portion:

- (1) Is not classified as part of the county primary road system, as provided for in RCW 36.86.070;
- (2) Has a gravel or earth driving surface; and
- (3) Has an average annual daily traffic of one hundred or fewer vehicles.

Any road designated as a primitive road shall be marked with a "PRIMITIVE ROAD" sign at all places where the primitive road portion begins or connects with a highway other than a primitive road.

A sign with the caption "CAUTION - NO WARNING SIGNS" may be installed on the same post with the "PRIMITIVE ROAD" sign, and may be individually erected at intermediate points along the road section if conditions warrant. In addition, a sign with the caption "NEXT.....MILES" may be installed on the same post below the "CAUTION - NO WARNING SIGNS" sign.

The designs of the "PRIMITIVE ROAD, CAUTION - NO WARNING SIGNS, and NEXT.....MILES" signs are available for public inspection at the headquarters office and all district offices of the Washington state department of transportation.

(1980 Ed.)

Existing signing placed in accordance with the requirements for I 7-7 of the June 1978 Supplement to the MUTCD (1971 edition) is hereby authorized, on an optional basis, until December 31, 1980.

[Statutory Authority: Chapter 47.36 RCW. 80-04-045 (Order 51), chapter 468-95 WAC, filed 3/21/80. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), Amends MUTCD, Volumes I through VIII, filed 12/20/78. Formerly chapter 252-990 WAC.]

## Chapter 468-300 WAC STATE FERRIES AND TOLL BRIDGES

### WAC

468-300-005	Port Townsend-Edmonds and Lofall-Southpoint ferry fares.
468-300-010	Ferry passenger tolls.
468-300-020	Auto, motorcycle and bicycle ferry tolls.
468-300-030	Oversized vehicle, stage and bus, newspaper and express shipment ferry tolls.
468-300-040	Truck ferry tolls.
468-300-050	Trailer ferry tolls.
468-300-100	Leases of facilities and facility space.
468-300-600	Policy governing distribution of materials on ferry vessels and at ferry terminals.
468-300-610	No smoking areas.
468-300-700	Preferential loading.

Reviser's Note: Formerly chapter 252-300 WAC.

### DISPOSITION OF SECTIONS FORMERLY CODIFIED IN THIS CHAPTER

468-300-060	Round trip party ferry tolls. [Statutory Authority: RCW 47.60.325. 78-06-040 (Order 2, Resolution 21), § 468-300-060, filed 5/19/78.] Repealed by 79-04-047 (Order 6, Resolution 44), filed 3/27/79. Statutory Authority: RCW 47.60.325.
468-300-500	Second Lake Washington toll bridge toll schedule. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-300-500, filed 12/20/78. Formerly chapter 252-300 WAC (part) (uncodified) and WAC 252-300-010.] Repealed by 80-04-104 (Order 15, Resolution 72), filed 4/1/80. Statutory Authority: RCW 47.60.325.

### WAC 468-300-005 Port Townsend-Edmonds and Lofall-Southpoint ferry fares.

The following schedule of charges is hereby adopted:

- (1) Edmonds-Port Townsend: Double cross-Sound rate structure.
- (2) The rates for all ferry service across Hood Canal shall be the same as the Mukilteo-Clinton rate structure.

[Statutory Authority: RCW 47.60.325. 80-04-104 (Order 15, Resolution 72), § 468-300-005, filed 4/1/80; 79-09-136 (Order 11, Resolution 57), § 468-300-005, filed 9/5/79. Statutory Authority: RCW 47.56.030 and 47.60.325. 79-06-037 (Order 8, Resolution 48), § 468-300-005, filed 5/17/79, effective 6/17/79.]

[Title 468 WAC—p 95]

## WAC 468-300-010 Ferry passenger tolls.

ROUTES			PASSENGER			EXCURSION- ROUND- TRIP***	
			COM- MU- TATION	SCHOOL COM- MU- TATION		Full Fare	Half Fare
			20 Rides *****	20 Rides *****			**
	Full Fare One Way	Half Fare** One Way			Ages 12-20      5-11		
Fauntleroy-Southworth Seattle-Bremerton Seattle-Winslow Edmonds-Kingston Pt. Townsend-Keystone	1.20	.60	14.40	12.00	6.00	1.70	.85
Fauntleroy-Vashon Southworth-Vashon Pt. Defiance-Tahlequah	* 1.50	.80	9.00 *****	7.50	3.75	N/A	N/A
Mukilteo-Clinton	.75	.40	9.00	7.50	3.75	1.05	.55
Anacortes to Lopez	1.45	.75	17.40	14.50	7.25		
Shaw or Orcas	1.65	.85	19.80	16.50	8.25	N/A	N/A
Friday Harbor	1.80	.90	21.60	18.00	9.00		
Sidney	4.95	2.50	N/A	N/A	N/A	5.65	2.85
Friday Harbor to Lopez, Shaw or Orcas	1.20	.60	14.40	12.00	6.00	N/A	N/A
Between Lopez, Shaw, or Orcas	.75	.40	9.00	7.50	3.75	N/A	N/A
Sidney to Lopez	3.55	1.80	N/A	N/A	N/A	N/A	N/A
Shaw or Orcas	3.30	1.65					
	3.30	1.65					
Friday Harbor	3.15	1.60	)	)	)	)	)

\*These routes operate on one-way only toll collection system.

\*\*Half Fare

Senior Citizens - Passengers and driver, age 65 and over, with proper identification establishing proof of age, may travel at half-fare tolls on any route. NOTE: Half-fare privilege does not include vehicle.

Children - Children under five years of age will be carried free when accompanied by parent or guardian. Children five through eleven years of age will be charged half-fare. Children twelve years of age will be charged full-fare.

Handicapped - Any individual who, by reason of illness, injury, congenital malfunction, or other incapacity or disability is unable without special facilities or special planning or design to utilize Ferry System services, may travel at half-fare tolls on any route upon presentation of a WSF Handicapped Travel Permit at time of travel. In addition, those handicapped persons who require attendant care while traveling on the ferries, and are so certified by their physician, may obtain an endorsement on their WSF Handicapped Travel Permit and such endorsement shall allow the attendant to also travel at half fare. NOTE: Half-fare privilege does not include vehicle.

\*\*\*One day excursion for walk-on passengers with limited time ashore. Special stay aboard excursion rate (one-half of amounts shown) effective only during designated special events on routes and at times as determined by the Secretary of Transportation (not to exceed 14 days per year on any route).

\*\*\*\*School Commutation Tickets - Tickets are for the exclusive use of bona fide students under twenty-one years of age attending grade, junior high, and high schools. Student shall be required to present credentials at time of purchase. A letter indicating school attendance signed by school principal or authorized representative shall be considered proper credentials. Tickets are valid for transportation on school days only.

\*\*\*\*\*A combination Ferry/Bus Public Transit Passenger Monthly Reusable Ticket Rate may be available for a particular route in conjunction with a public transit operating authority whenever it is determined by the Transportation Commission that said ticket is a necessary element of a Transit Operating Plan designed to eliminate the necessity for assigning an additional ferry to such particular route; and that the resulting savings in Ferry System operating and amortized capital costs exceed the total revenue lost as a result of this reduced rate as projected during the period of time during which such transit operating plan is projected to eliminate the need for an additional ferry. The equivalent ferry fare per ride with this special rate shall be one-half the equivalent fare per ride with the standard commutation book, and shall assume 40 one-way trips per month. The total cost of the ticket shall be the cost of the ferry portion, calculated as described above plus the cost of the bus portion as determined by the Public Transit Operating Authority, subject to the approval of the Secretary of Transportation. The ticket shall be valid only for passengers on board a bus; or for walk-on passengers, on weekdays only, on those routes which have connecting bus service as part of the Transit Operating Plan. The assigning of an additional ferry to such particular route may be cause for removal of the special rate. If the conditions of eliminating the assignment of an additional ferry or realizing sufficient resulting savings cannot be met, the ticket may be sold for any route authorized by the Secretary of Transportation, at the full ferry commutation fare per ride based on forty one-way trips per month plus the cost of the bus portion.

\*\*\*\*\*On the Fauntleroy-Vashon route, a combination Ferry/Bus Public Transit Monthly Reuseable Ticket Rate shall apply.

\*\*\*\*\*Commutation tickets shall be valid only for 90-days from date of purchase after which time the tickets shall not be accepted for passage or for refunds.

[Statutory Authority: RCW 47.60.325. 80-16-012 (Order 16, Resolution 90), § 468-300-010, filed 10/27/80; 80-04-104 (Order 15, Resolution 72), § 468-300-010, filed 4/1/80; 79-09-136 (Order 11, Resolution 57), § 468-300-010, filed 9/5/79; 79-04-047 (Order 6, Resolution 44), § 468-300-010, filed 3/27/79; 78-06-040 (Order 2, Resolution 21), § 468-300-010, filed 5/19/78.]

### WAC 468-300-020 Auto, motorcycle and bicycle ferry tolls.

	AUTO** INCL. DRIVER		MOTORCYCLE INCL. DRIVER		BICYCLE & RIDER			Excursion	
	One Way	Commutation 20 Rides ****	One Way	Commutation 20 Rides ****	Full Fare One Way	Half Fare One Way	Commutation 20 Rides ****	Round Full Fare	Trip*** Half Fare
Fauntleroy-Southworth Seattle-Bremerton Seattle-Winslow Edmonds-Kingston Pt. Townsend-Keystone	4.00	64.00	2.15	28.65	1.70	1.10	17.00	2.70	1.85
Fauntleroy-Vashon Southworth-Vashon Pt. Defiance-Tahlequah	* 5.40	43.20	2.90	19.35	2.30	1.60	11.50	N/A	N/A
Mukilteo-Clinton	2.70	43.20	1.45	19.35	1.15	.80	11.50	1.85	1.35
		10 Rides							
Anacortes to Lopez	4.40	35.20	2.55	34.00	2.00	1.30	20.00		
Shaw or Orcas	4.95	39.60	2.95	39.35	2.25	1.45	22.50	N/A	N/A
Friday Harbor	5.65	45.20	3.40	45.35	2.55	1.65	25.50		
Sidney	21.20	N/A	10.65	N/A	6.95	4.50	N/A	9.65	6.85
Friday Harbor to Lopez, Shaw or Orcas	3.55	28.40	2.15	28.65	1.70	1.10	17.00	N/A	N/A
Between Lopez, Shaw, or Orcas	2.40	19.20	1.45	19.35	1.15	.80	11.50	N/A	N/A
Sidney to Lopez	16.80	N/A	8.05	N/A	4.95	3.20	N/A	N/A	N/A
Shaw or Orcas	16.25		7.65		4.70	3.05			
Friday Harbor	15.55		7.20		4.40	2.85			

\*These routes operate on one-way only toll collection system.

\*\*Stages - option of paying Auto rate plus full fare for passengers (See Stages and Busses).

\*\*Vanpools - A commuter vanpool which carries seven or more persons on a regular and expense-sharing basis for the purpose of travel to or from work or school and which is certified as such by a local organization approved by the Washington State Ferry System, may purchase for a \$10 fee, a permit valid for a three-month period on Mondays through Fridays only and valid only during the hours shown on the permit. These hours are selectable by the purchaser but shall designate two periods of use each day not to exceed two hours per period. The permit so purchased shall allow passage of the vehicle only during the valid periods. All riders in the van, including the driver, shall pay the applicable passenger fare. Except that the minimum total paid for all riders in the van shall not be less than the amount equal to seven times the applicable passenger fare.

\*\*\*One day excursion for bicycle and rider with limited time ashore.

\*\*\*\*Commutation tickets shall be valid only for 90-days from date of purchase after which time the ticket shall not be accepted for passage or for refunds.

#### SUMMER SURCHARGE

A 20% surcharge shall be applied during the summer schedule period (beginning the third Sunday in June and ending the third Saturday in September) to regular, noncommutation auto and oversized vehicle rates only.

#### PENALTY CHARGES

Owner of vehicle without driver will be assessed a \$50.00 penalty charge.

Overhang on passenger vehicles will be assessed a penalty charge of 10¢ per lineal foot of overhang in addition to regular applicable tolls, except that no charge for overhang will be assessed when overall length of vehicle and overhang is less than twenty feet. A fraction of a foot of overhang in excess of six inches will be counted as one foot in assessment of charge for overhang.

#### SPECIAL SCHOOL RATE

School groups when traveling in authorized school vehicles for institution-sponsored activities shall be assessed a flat fee of \$1.00 per vehicles load of students and/or advisors and staff. The flat fee shall be in addition to regular vehicle and drive toll. Private vehicles need letter of authorization.

NOTE: Special School Rate is \$2.00 on routes where one-way only toll systems are in effect. Special Student

Rate not available on Anacortes-Sidney, B.C. route between May 1, and September 1 due to limited space.

[Statutory Authority: RCW 47.60.325. 80-04-104 (Order 15, Resolution 72), § 468-300-020, filed 4/1/80; 79-09-136 (Order 11, Resolution 57), § 468-300-020, filed 9/5/79; 79-04-047 (Order 6, Resolution 44), § 468-300-020, filed 3/27/79; 78-06-040 (Order 2, Resolution 21), § 468-300-020, filed 5/19/78.]

# **WAC 468-300-030 Oversized vehicle, stage and bus, newspaper and express shipment ferry tolls.**

ROUTES	OVERSIZED VEHICLES** UNDER 25' LONG		OVERSIZED VEHICLES** 25' OR LONGER		STAGES AND BUSES INCL. DRIVER***	
	One Way	Commutation 20 Rides *****	One Way	Commutation 20 Rides *****	One Way	Each Pass
Fauntleroy-Southworth Seattle-Bremerton Seattle-Winslow	— 6.40	102.40	8.80	140.80	8.80	.60
Edmonds-Kingston Pt. Townsend- Keystone						
Fauntleroy-Vashon Southworth-Vashon Pt. Defiance-Tahlequah	— 8.50	68.00	11.30	180.80	11.30	.80
Mukilteo-Clinton	— 4.25	68.00	5.65	90.40	5.65	.40
Anacortes to Lopez, Shaw, Orcas or Friday Harbor Sidney	— 8.80	70.40	12.00	96.00	12.00	.85
Friday Harbor to Lopez, Shaw or Orcas	— 6.40	51.20	8.80	70.40	8.80	.60
Between Lopez, Shaw or Orcas	— 4.25	34.00	5.65	45.20	5.65	.40
Sidney to Lopez, Shaw, Orcas or Friday Harbor	— 20.15	N/A	27.55	N/A	27.55	1.80 1.65 1.60

- (1) BULK NEWSPAPERS per 100 lbs. \$1.55  
(Shipments exceeding 60,000 lbs. in any month shall be assessed 75¢ per 100 lbs.)
- (2) EXPRESS SHIPMENTS per 100 lbs. \$15.00  
(Shipments exceeding 100 lbs. assessed \$5.00 for each 25 lbs. or fraction thereof.)

San Juan Inter-Island express shipments will be handled @ \$2.00 per 100 lbs.

\*These routes operate on one-way only toll collection system.

\*\*Includes Motor Homes, and Mobile Campers that exceed eight feet in height. Excludes trucks licensed over 8,000, passenger busses and stages.

\*\*\*Stages - Option of paying Auto-driver rate plus full fare for each passenger.

- A public transportation operator providing regularly scheduled week-day service for public necessity and convenience may pay a \$10 annual fee for each scheduled vehicle. This fee covers the fare for each trip of the vehicle and operator only. All

occupants shall be assessed the applicable passenger rate per trip. The \$10 annual fee does not apply to vehicles providing chartered service or vehicles providing service for special events such as trips for recreational purposes.

- For vanpool fares, see WAC 468-300-020 under Auto.

\*\*\*\*Half fare.

\*\*\*\*\*Commutation tickets shall be valid only for 90-days from date of purchase after which time the tickets shall not be accepted for passage or for refunds.



**SUMMER SURCHARGE**

A 20% surcharge shall be applied during the summer schedule period (beginning the third Sunday in June and ending the third Saturday in September) to regular, noncommutation auto and oversized vehicle rates only.

**PENALTY CHARGES**

Owner of vehicle without driver will be assessed a \$50.00 penalty charge.

- (1) Daily Newspapers, in bundles, to be received and delivered without receipt and subject to owner's risk, will be transported between ferry terminals on regular scheduled sailings.
- (2) Emergency shipments will be handled on scheduled sailings when no other means of

shipment is available to shipper. Shipments must be of a size and weight requiring a minimum of handling by carrier's employees. Carrier reserves the right to refuse shipment of any item. Carrier assumes no liability for loss or damage to any shipment. Minimum rate for any shipment shall be the rate for 100 pounds.

[Statutory Authority: RCW 47.60.325. 80-04-104 (Order 15, Resolution 72), § 468-300-030, filed 4/1/80; 79-09-136 (Order 11, Resolution 57), § 468-300-030, filed 9/5/79; 79-04-047 (Order 6, Resolution 44), § 468-300-030, filed 3/27/79; 78-06-040 (Order 2, Resolution 21), § 468-300-030, filed 5/19/78.]

**WAC 468-300-040 Truck ferry tolls.**

ROUTES	TRUCK, INCL. DRIVER									
	***8,001 to 10,000	10,001 to 16,000	16,001 to 22,000	22,001 to 28,000	28,001 to 36,000	36,001 to 48,000	48,001 to 60,000	60,001 to 72,000	Over 72,001 to 80,000	Over 80,000 per 1,000 Lbs.
****										
Fauntleroy-Southworth Seattle-Bremerton Seattle-Winslow Edmonds-Kingston Pt. Townsend-Keystone	6.40	8.80	11.40	13.80	17.00	22.20	27.60	32.80	38.00	.60
Fauntleroy-Vashon Southworth-Vashon Pt. Defiance-Tahlequah	8.40	11.20	14.00	17.20	21.20	28.40	35.20	42.40	48.80	.80
Mukilteo-Clinton	4.20	5.60	7.00	8.60	10.60	14.20	17.60	21.20	24.40	.40
**Anacortes to Lopez Shaw or Orcas	8.80	12.00	15.20	18.40	22.60	29.60	36.80	43.80	50.80	.80
Friday Harbor Sidney	29.00	39.60	50.20	60.80	73.40	97.40	121.60	145.60	152.20	2.60
**Friday Harbor to Lopez, Shaw or Orcas	6.40	8.80	11.40	13.80	17.00	22.20	27.60	32.80	38.00	.60
**Between Lopez, Shaw or Orcas	4.20	5.60	7.00	8.60	10.60	14.20	17.60	21.20	24.40	.40
**Sidney to Lopez Shaw or Orcas Friday Harbor	20.20	27.60	35.40	42.40	50.80	67.80	84.80	101.60	106.00	1.80

\*These routes operate on one-way only toll collection system.

\*\*Commercial trucks are allowed stop-over at intermediate points upon payment of \$2.50 per stop-over.

\*\*\*Trucks under 8,001 lbs. will be classified as automobiles, unless over 8 feet in overall height. (See Oversized Vehicles.)

\*\*\*\*UNITED STATES GOVERNMENT SPECIAL RATE - Special rates are available to the United States Government through advance, bulk ticket purchase at the general offices of Washington State Ferries. The per unit price is the same as the "22,001 to 28,000" rate. Semi-trucks are considered two truck units.

**PENALTY CHARGES -**

Owner of vehicle without driver will be assessed a \$50.00 penalty charge.

## DISCOUNT PERCENTAGES FROM REGULAR TOLL -

12 or more, one-way unit crossings within any consecutive six day period \_\_\_\_\_ 25%

Semi-trucks are considered two truck units.

## OVERWIDTH CHARGES -

Any over legal width vehicle, trailer, load or combination requiring a special permit for highway use (exceeding 8 feet in width as provided in RCW 46.44.010) shall be assessed a 50% surcharge applied to the total fare.

Emergency trips during nonservice hours - while at locations where crew is on duty charge shall be equal to the cost of fuel consumed to make emergency trip. Such trips shall only be offered as a result of official requests from an emergency services agency and only in the case of no reasonable alternative.

[Statutory Authority: RCW 47.60.325. 80-04-104 (Order 15, Resolution 72), § 468-300-040, filed 4/1/80; 79-09-136 (Order 11, Resolution 57), § 468-300-040, filed 9/5/79; 79-04-047 (Order 6, Resolution 44), § 468-300-040, filed 3/27/79; 78-06-040 (Order 2, Resolution 21), § 468-300-040, filed 5/19/78.]

## WAC 468-300-050 Trailer ferry tolls.

ROUTES	UNDER 10' One Way	10'-0" to Under 20' One Way	TRAILER 20'-0" to Under 30' One Way	30'-0" to Under 40' One Way	40'-0" to Under 50' One Way	50'-0" & Over One Way
Fauntleroy-Southworth Seattle-Bremerton Seattle-Winslow Edmonds-Kingston Pt. Townsend-Keystone	2.15	4.00	6.40	13.75	22.25	27.55
Fauntleroy-Vashon Southworth-Vashon Pt. Defiance-Tahlequah	* 2.90	5.40	8.50	17.00	28.30	35.40
Mukilteo-Clinton	1.45	2.70	4.25	8.50	14.15	17.70
Anacortes to Lopez	2.55	4.40				
Shaw or Orcas	2.95	4.95	8.80	18.40	29.70	36.75
Friday Harbor	3.40	5.65				
Sidney	10.65	21.20	28.95	60.75	97.45	121.50
Friday Harbor to Lopez, Shaw or Orcas	2.15	3.55	6.40	13.75	22.25	27.55
Between Lopez, Shaw, or Orcas	1.45	2.40	4.25	8.50	14.15	17.70
Sidney to Lopez	8.05	16.80				
Shaw or Orcas	7.65	16.25	20.15	42.40	67.80	84.75
Friday Harbor	7.20	15.55				

\*These routes operate on one-way only toll collection system.

[Statutory Authority: RCW 47.60.325. 80-04-104 (Order 15, Resolution 72), § 468-300-050, filed 4/1/80; 79-09-136 (Order 11, Resolution 57), § 468-300-050, filed 9/5/79; 79-04-047 (Order 6, Resolution 44), § 468-300-050, filed 3/27/79; 78-06-040 (Order 2, Resolution 21), § 468-300-050, filed 5/19/78.]

**WAC 468-300-100 Leases of facilities and facility space.** (1) It is hereby declared to be the policy of the department to lease toll and ferry facilities and toll and ferry facility space in excess of current needs where feasible and where such lease will not interfere with the normal functioning or the primary operation of the toll or ferry facility. Such leasing should promote maximum use of the toll or ferry facility and constitute a benefit to the taxpayers of the state.

(2) The department is hereby authorized to lease toll or ferry facility property, and food, drink, amusement machine, and similar concessions for periods of up to five years, (except for the Seattle ferry terminal facilities which may be leased for periods of up to ten years) upon public advertisement for bids as follows:

(a) A call for bids shall be published once a week for at least two consecutive weeks preceding the day set for

receiving and opening of bids, in not less than two newspapers, both of general circulation in the state.

In the event that the estimated fair market rental value per year of any lease is less than \$5,000, then the call for bids need be published only in one paper of general circulation in the county where the lease is located. The final publication shall be at least two days prior to the day set for receiving and opening of bids. The call for bids shall state the time, place and date for receiving and opening bids, give a brief description of the facilities or space to be rented, and contain such special provisions or limitations and specifications as may be necessary to comply with applicable statutes and the policy described above.

(b) Award shall be made to the responsive responsible bidder whose proposal is most advantageous to the state.

Factors to be considered in making the award shall include, but not be limited to: (i) The monetary return to the state; (ii) the safety and comfort of the traveling public; (iii) the stability and reliability of the proposed operation; and (iv) the acceptability of the proposed operation with ferry system operational requirements. [Statutory Authority: RCW 47.60.140. 80-09-056 (Order 57), § 468-300-100, filed 7/15/80. Formerly WAC 466-06-010.]

**WAC 468-300-600 Policy governing distribution of materials on ferry vessels and at ferry terminals.** No person shall display, distribute or place, for any commercial purpose, any promotion or trade stimulation materials of any kind, including but not limited to any brochure, map, flyer, sign or insignia, aboard any ferry vessel, within any ferry terminal, upon any publicly owned areas adjacent to the ferry terminals, or on or within any other toll facility of the department of transportation, except as may otherwise be authorized by the department. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-300-600, filed 12/20/78. Formerly WAC 252-85-010.]

**WAC 468-300-610 No smoking areas.** Each passenger carrying state operated ferry shall have specific areas designated by "No Smoking" signs where smoking is prohibited. Smoking is prohibited in those areas of all such ferries where "No Smoking" signs are posted. [Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 & Comm. Order 1, Resolution 13), § 468-300-610, filed 12/20/78. Formerly WAC 252-85-050.]

**WAC 468-300-700 Preferential loading.** In order to protect public health, safety and commerce; to encourage more efficient use of the ferry system; and to reduce dependency on the single occupant private automobiles:

(1) Preferential loading privileges on vessels operated by Washington state ferries exempting vehicles from the standard first-come first-serve rule shall be granted, in the order set forth below, to:

(a) Emergency vehicles actually involved in emergency operations;

(b) Vehicles transporting persons with severe illnesses or severe disabilities such that the delay in loading which would otherwise result would cause health risks, undue strain or undue discomfort to those persons;

(c) Public transportation vehicles owned or operated by public or private transportation operators providing transit or charter service under a certificate of public convenience and necessity issued by the utilities and transportation commission of the state of Washington;

(d) Commuter vanpools which are certified in the manner set forth in WAC 468-300-020;

(e) Commuter car pools which shall consist of a minimum number of persons as determined by ferry system management: *Provided*, That such minimum number shall in no case be less than three, and provided further

that a formal registration system may be required as determined by ferry system management;

(f) Commercial vehicles traveling on routes where Washington state ferries is the only major access for landbased traffic, provided that the vehicles are carrying wholesale perishable article(s) of commerce to be bought or sold in commercial activity or to be used in the production of other such articles.

(2) Such preferential loading privileges shall be subject to the following conditions:

(a) Privileges shall be granted only where physical facilities are deemed by ferry system management to be adequate to achieve an efficient operation;

(b) Documentation outlining details of travel will be required in advance from all agencies, companies, or individuals requesting such privileges;

(c) Privileges may be limited to specified time periods as determined by ferry system management;

(d) Privileges may require a minimum frequency of travel, as determined by ferry system management. [Statutory Authority: RCW 47.60.140. 80-09-056 (Order 57), § 468-300-700, filed 7/15/80.]