Title 158 WAC
DESIGN STANDARDS COMMITTEE—ARTERIAL STREETS

Chapter 158-04 Washington state county arterial design standards.

Chapter 158-04 WAC
WASHINGTON STATE COUNTY ARTERIAL DESIGN STANDARDS

WAC 158-04-010 Washington state county arterial design standards. The Washington state county arterial design standards adopted August 1, 1968, by the design standards committee are hereby made a permanent rule pursuant to RCW 43.32.020.

A copy of these design standards will be available upon request to the state aid division, department of highways.

Counties shall apply these design standards in accordance with RCW 36.86.080.

Appendix A—Form.

WASHINGTON STATE COUNTY ARTERIAL DESIGN STANDARDS
PROPOSED May 15, 1968 ADOPTED August 1, 1968

<table>
<thead>
<tr>
<th></th>
<th>PROPOSED May 15, 1968</th>
<th>ADOPTED August 1, 1968</th>
</tr>
</thead>
<tbody>
<tr>
<td>WIDTH OF ROADWAY **</td>
<td>28' 28' 34' 40' 40'</td>
<td></td>
</tr>
<tr>
<td>NUMBER OF LANES</td>
<td>2 2 2 2 2</td>
<td></td>
</tr>
<tr>
<td>NEW BRIDGES#</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Curb to Curb Width (Ft.)</td>
<td>26' 26' 28' 40' 40'</td>
<td></td>
</tr>
<tr>
<td>Design Load (AASHO)</td>
<td>HS-20  HS-20  HS-20  HS-20</td>
<td></td>
</tr>
<tr>
<td>Vertical Clearance</td>
<td>14.5' 14.5' 14.5' 14.5'</td>
<td></td>
</tr>
<tr>
<td>RIGHT OF WAY WIDTH</td>
<td>60' 60' 60' Adequate Adequate</td>
<td></td>
</tr>
</tbody>
</table>

*May be steeper for short distances
**For guardrail installation, width of shoulder to be additional two feet
#All bridge curbs to meet state standards

Where ADT is over 750 and the design speed is 50 mph or greater, those features for safety as described in the report of the special AASHO Traffic Safety Committee, February 1967, to the maximum extent practicable and feasible will be incorporated in roadway plans.

There are highway design and construction features wherever possible for accident prevention and survivability including at least the following:

1. Roadsides clear of obstacles, with clear distance being determined on the basis of traffic volumes, prevailing speeds, and the nature of development along the street or highway.

2. Supports for traffic control devices and lighting that are designed to yield or break away under impact wherever appropriate.

3. Protective devices that afford maximum protection to the occupants of vehicles wherever fixed objects cannot reasonably be removed or designed to yield.

4. Bridge railings and parapets which are designed to minimize severity of impact, to retain the vehicle, to redirect the vehicle so that it will move parallel to the roadway, and to minimize danger to traffic below.

5. Guardrails and other design features which protect people from out-of-control vehicles at locations of special hazards such as playgrounds, schoolyards and commercial areas.

(1986 Ed.)