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Originating Organization Highways and Local Programs, Engineering Services	

**Remarks and Instructions**

The complete manual, revision packages, and individual chapters can be accessed at [www.wsdot.wa.gov/publications/manuals/m22-01.htm](http://www.wsdot.wa.gov/publications/manuals/m22-01.htm).

For updating printed manuals, page numbers indicating portions of the manual that are to be removed and replaced are shown below.

Chapter	Remove Pages	Insert Pages
Title Page	i – ii	i – ii
Chapter 42 City and County Design Standards for All Routes	42-1 – 42-2	42-1 – 42-2

Please contact Stacey Kelsey at 360-705-7383 with comments, questions, or suggestions for improvement to the manual.

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Approved By

Signature





**Washington State  
Department of Transportation**

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# **Local Agency Guidelines**

M 36-63.22

July 2013

**Highways and Local Programs**  
Engineering Services

## **Americans with Disabilities Act (ADA) Information**

Materials can be made available in an alternate format by emailing the WSDOT Diversity/ADA Affairs Team at [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) or by calling toll free, 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

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### 42.1 Introduction

The City Design Standards Committee and the County Design Standards Committee, in accordance with [RCW 35.78.030](#) and [43.32.020](#), meet on a regular basis to review and update the city and county design standards for all facilities (NHS and Non-NHS).

The Local Agency Engineer may approve use of the minimum AASHTO and related standards as contained in the references. Design deviations must have the approval of the Washington State Department of Transportation (WSDOT) Highways and Local Programs in accordance with [RCW 35.78.040](#) or [RCW 36.86.080](#) as appropriate. When AASHTO and/or related design standards as contained in the references are updated and published, agencies must incorporate the new design standards for all projects no later than two years after of the publication date.

All projects are subject to Americans with Disabilities Act (ADA) requirements for accessibility. For guidance on ADA standards, please see *Design Manual* M 22-01 Section 1025 and the Local Agency ADA Planning and Design Resource web page at [www.wsdot.wa.gov/LocalPrograms/Planning/ada.htm](http://www.wsdot.wa.gov/LocalPrograms/Planning/ada.htm).

These standards apply to new construction and reconstruction projects, 3R and 2R projects, and low volume road and street projects on all routes which are classified as Principal Arterials, Minor Arterials, or Collectors. These standards are applicable to new or reconstructed bridges on rural minor collectors, local roads, and local streets.

Included in the standards are the Local Agency Design Matrices. The matrices are used to standardize design element requirements based on project type for all facilities. The Local Agency Design Matrices Checklists may serve as design documentation for decisions made.

In adopting these standards, the committees seek to encourage standardization of road design elements where necessary for consistency and to assure that motoring, bicycling, and pedestrian public safety needs are met. Considerations include safety, convenience, context sensitive solutions, proper drainage, and economical maintenance. The committees recognize that cities and counties must have the flexibility to carry out the general duty to provide streets, roads, and highways for the diverse and changing needs of the traveling public.

These standards cannot provide for all situations. They are intended to assist, but not to substitute for, competent work by design professionals. It is expected that land surveyors, engineers, and architects will bring to each project the best skills from their respective disciplines. These standards are also not intended to limit any innovative or creative effort, which could result in better quality, better cost savings, or both. An agency may adopt higher standards to fit local conditions. Special funding programs may also have varying standards.

The decision to use a particular road design element at a particular location should be made on the basis of an engineering analysis of the location. Thus, while this document provides design standards, it is not a substitute for engineering judgment.

Engineers should take into account all available information, including available funding, and use the professional judgment that comes from training and experience to make the final design determination. There shall be a record, of the matters considered during the design process that justify decisions made regarding the final project design. The project design must be approved by the approving authority as outlined on the agency’s Certification Acceptance Agreement or the acting designated authority for a Non-Certification Acceptance agency. See [Chapter 43](#) and [Appendix 43.62](#).

## 42.2 Committee Membership

<b>City Design Standards Committee</b> <b>RCW 35.78.020</b>	<b>County Design Standards Committee</b> <b>RCW 43.32.010</b>	<b>Other Participants</b>
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These design standards were developed with the approval and authorization of:

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 Aaron Butters, PE, Committee Chair  
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