Washington State Department of Transportation

TECHNICAL MANUAL

Utilities Accommodation Policy

M 22-86.04

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Engineering and Regional Operations

Development Division, Design Office

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www.wsdot.wa.gov/publications/manuals

Foreword

The *Utilities Accommodation Policy* is established to be consistent with: AASHTO policy guidelines on accommodating utilities within highway/freeway rights of way; state laws and regulations governing the accommodation of utility facilities; and federal-aid policies and procedures.

It is the objective of this policy to prescribe the means by which utility installations may be accommodated within state highway rights of way in a manner that does not: adversely affect highway operations and safety; preclude the ability to make future highway improvements; conflict with the provisions of federal and state laws and regulations; or negatively impact the visual quality of the highway.

The *Utilities Accommodation Policy* includes:

- Adoption of applicable *Utilities Manual* chapters by reference.
- Scenic Classification for Utility Accommodation on State Highway Rights of Way: 1989 listing with corrections (currently under revision), including the addition of state routes added by the Legislative RJT Act of 1991.
- Chapter 468-34 WAC, Utility Lines – Franchises and Permits.

/s/ Ahmer Nizam

Ahmer Nizam
Technical & Business Manager,
WSDOT HQ Design Office

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Section 1
Adoption of Applicable *Utilities Manual* Chapters by Reference

The following chapters of the Washington State Department of Transportation (WSDOT) *Utilities Manual* (M 22-87) are adopted by reference and made part of this *Utilities Accommodation Policy*.

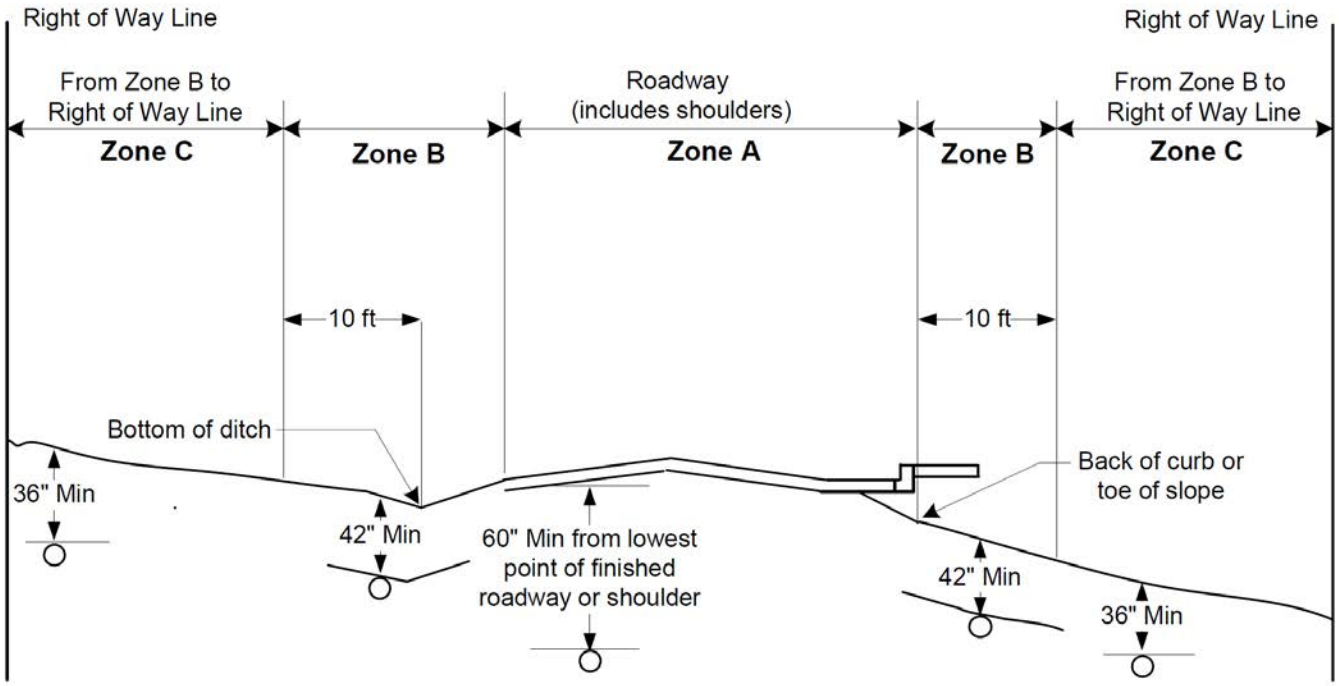
- **Chapter 1 – Utility Accommodation**
  Guidance related to utility installations within WSDOT rights of way.
  www.wsdot.wa.gov/publications/manuals/fulltext/m22-87/chapter1.pdf
- **Chapter 9 – Control Zone Guidelines**
  Control Zone guidelines related to utility installations.
  www.wsdot.wa.gov/publications/manuals/fulltext/m22-87/chapter9.pdf

The following information and diagrams provide reference to minimum design requirements for underground utility installations.

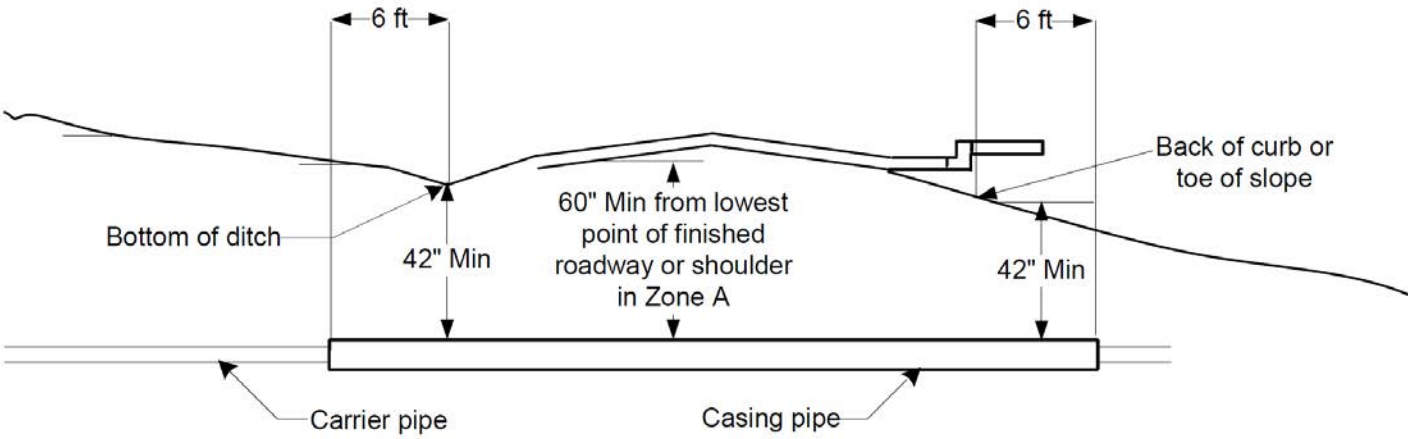
- Specific requirements for utility installation should be obtained from the Region Utilities offices: www.wsdot.wa.gov/utilities/regionalinfo.htm
- General information can be obtained from the WSDOT *Utilities Manual*.

Zone Description	Min. Depth
Zone A – The roadway structure, consisting of the area from top of shoulder to top of shoulder. Includes medians of less than 16 feet in width.	60 inches
Zone B – The area 10 feet beyond the bottom of ditch, toe of slope, or back of curb, or 15 feet beyond the top of shoulder, whichever is farther.	42 inches
Zone C – The area beyond Zone B to operating highway right of way line.	36 inches

UNDERGROUND COVERAGE DETAILS



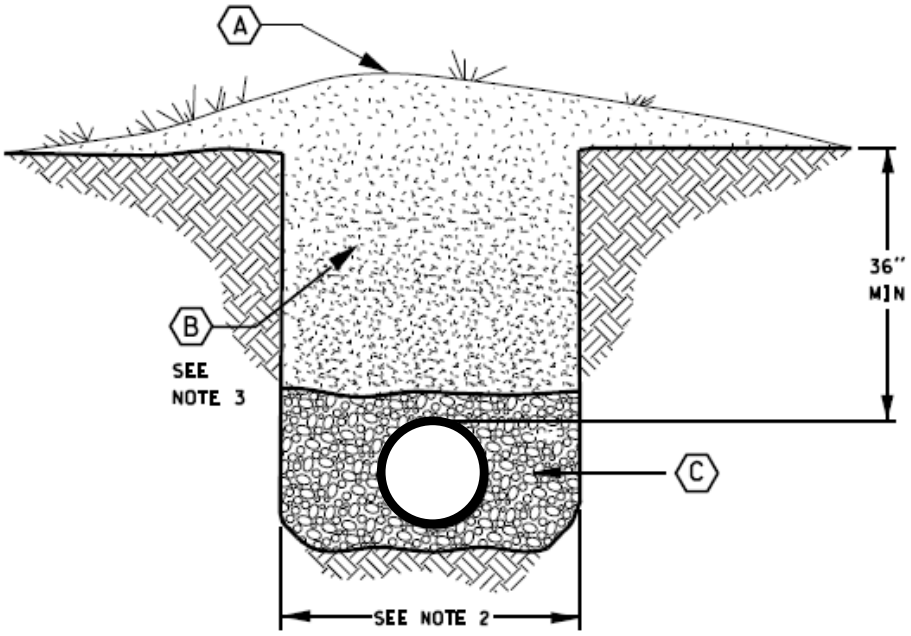
Longitudinal Coverage Detail



Note:
Casing pipes shall extend a minimum of 6 feet beyond the toe of fill slopes, or bottom of ditch line, or outside curb.

Crossing Coverage Detail

Minimum Cover for Pipe Installations



CROSS SECTION
NTS

LEGEND

(A) Surface treatment to restore existing to match adjacent (seeding, bark, etc.).

(B) Native material or as directed by WSDOT.

(C) Bedding material. Bedding material depth over and beneath pipe casing shall be half the diameter of pipe casing or 6 inches, whichever is less.

GENERAL NOTES

1. Trenching and pipe installation shall meet the requirements of WSDOT Standard Specification 7-08.
2. Maximum trench width shall be outside casing pipe width plus 1 foot either side of casing pipe.
3. Compaction shall be method __ per Standard Specification Section 2-03.3 (14) C.
4. When connecting to an existing facility under the pavement, pavement restoration may, at the department's discretion, include the full lane width and encroached shoulder.
5. Casing pipes shall extend a minimum of six (6) feet beyond the toe of fill slopes, bottom of ditchline, or outside of curb.

Section 2
Scenic Classification for Utility Accommodation on State Highway Rights of Way

The following tables (currently under revision) show the 1989 Scenic Classification listing with corrections and updates, including state routes added by the Legislative RJT Act of 1991.

The RJTs (Route Jurisdiction Transfers) were evaluated and assigned a Scenic Class based on WAC 468-34-330, Scenic Byway designations, and the *Roadside Policy Manual*. Other updates provide additional information to better capture the location and visual aspect of the highway.

- Scenic designation is being broken out in 1 mile increments for the class, and line crossings are not factored into the scenic class. But will be noted transmission towers.
    - Where a notable change occurs in the scenic value within a classification, but does not reach a full mile, it is noted.
- Scenic Byways designations are noted; the notations are as near as possible to the Scenic Classification MP at which the Scenic Byway or Highway begins. And when identifiable the actual title of the Scenic Highway or Byway has been provided
    - The green hue is for Scenic Byways/Highway
- Town and Cities names have been added, not all are noted – but where they could be identified they have been added

If you have a need for a Scenic Class review, contact the State Utilities Specialist or the HQ Roadside and Site Development Manager:

Utilities, Railroads, and Agreements Section
www.wsdot.wa.gov/utilities/

Roadside and Site Development Section
www.wsdot.wa.gov/design/roadside/

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SR	MP	MP	CLASS		
Equation	0.00 bk	0.13 ah			
2	0.0	0.6	D		
	0.6	5.6	C		
	5.6	6.5	B		
	6.5	11.8	BX		
Equation	9.29 bk	9.34 ah			
2	12.3	108.6	Scenic Byway	Stephens Pass Greenway	
	11.8	12.3	B		
	12.3	13.3	BX		
	13.3	15.3	C	Monroe	
	15.3	21.4	BX		
	21.4	24.3	C	Sultan	
	24.3	27.4	BX	Startup	
	27.4	29.5	C	Gold Bar	
	29.5	40.0	BX		
	40.0	46.0	BX		
	46.0	48.7	B		
	48.7	51.1	BX		
	51.1	78.3	B		
Equation	60.51 bk	60.48 ah			
Equation	64.24 bk	64.21 ah			
Equation	69.31 bk	69.35 ah			
	78.3	80.2	BX		
Equation	78.55 bk	78.57 ah			
	80.2	81.5	B		
	81.5	82.5	BX		
	82.5	90.4	B		
	90.4	99.0	A		
Equation	90.70 bk	90.72 ah			
	99.0	100.0	B	Leavenworth	
	100.0	107.0	BX		
Coincident with SR 97	104.5	139.85			SR 97: MP 185.0 to 213.0
	107.0	108.6	B		
	108.6	112.6	BX		
	112.6	114.0	B		
	114.0	115.5	BX		
	115.5	119.0	B		
Equation	118.91 bk	118.92 ah			
Equation	119.83 bk	119.68 ah			

SR	MP	MP	CLASS		
Equation	119.0	133.8	BX		
Equation	120.77 bk	127.83 ah			
2	133.8	138.8	AX		
	138.8	140.5	BX		
Equation	139.36 bk	139.46 ah			
	140.5	148.7	B		
	148.7	150.4	C	Town of Waterville	
	150.4	153.1	B		
	153.1	154.1	BX		
	154.1	169.3	B		
	150.8	151.8	BX		
	151.8	154.1	C		
	154.1	169.3	BX		
	169.3	172.8	A		
Equation	171.17 bk	172.26 ah			
	172.8	176.9	B		
	176.9	180.2	BX		
	180.2	184.7	B		
	184.7	186.8	BX		
	186.8	189.1	B		
Equation	188.48 bk	188.54 ah			
	189.1	190.5	AX		
2	189.1	193.3	Scenic Byway	Coulee Corridor Byway	
	190.5	192.5	C		
Equation	190.82 bk	190.81 ah			
	192.5	207.0	BX		
	207.0	209.7	B		
	209.7	215.8	BX		
	215.8	218.0	B		
	218.0	223.2	BX	Wilbur	
Equation	220.99 bk	221.00 ah			
	223.2	229.3	B		
	229.3	230.7	C	Crestor	
	230.7	233.4	BX		
	233.4	243.0	B		
	243.0	247.2	BX		
	247.2	248.2	B		
	248.2	250.5	BX		
	250.5	252.0	C		

SR	MP	MP	CLASS		
Equation	252.0	260.9	B		
Coincident with 231	261.09	263.97			SR 231: MP 28.1 to 31.1
	260.9	263.2	BX		
	263.2	264.4	C	Reardon	
2	264.4	268.3	B		
	268.3	276.5	BX		
	276.5	281.4	C	Airway Heights	
	281.4	283.2	BX		
*Coincident with SR 90	283.2	286.9	* see coincident		SR 90: MP 277.7 to 281.3
Equation	286.81 bk	286.87 ah			
*Coincident with SR 395	286.9	293.3	D	Spokane	SR 2: MP 158.5 to 164.5
Equation	289.23 bk	289.19 ah			
	293.3	294.5	C		
	294.5	297.0	BX		
	297.0	298.4	C		
	298.4	301.2	BX		
	301.2	307.4	B		
	307.4	326.5	BX		
Equation	321.59 bk	321.66 ah			
	326.5	328.1	B		
	328.1	332.5	BX		
	332.5	334.9	C		
2 Co/Everett	0.8	1.6	C		
2 Co/Brown	287.5	288.1	D		
2 Co/Division	289.2	290.7	D		
2Co/Newport	334.4	334.8	C		
3	0.0	60.0	Scenic Byway		
3	0.0	1.4	BX		
	1.4	3.1	C	Shelton	
	3.1	23.6	BX		AX Character MP 6.9 to7.5 C Character MP 20.7 to 21.4
Equation	22.96 bk	22.99 ah			
	23.6	28.4	C	Belfair	Intermittent BX Character
	28.1	30.1	BX		
	30.1	31.7	C	Bremerton	
	31.7	33.8	BX	Gorst	
	33.8	35.2	C	Paulsbo	
	35.2	36.6	AX		

SR	MP	MP	CLASS		
Equation	36.6	38.9	C		
Equation	36.77 bk	36.79 ah			
	38.9	53.3	B		
	53.3	60.0	BX		
Equation	53.72 bk	53.88 ah			
4	0.0	55.24	Scenic Byway	Hidden Coast - Lewis and Clark Trail Highway	A Character in the first mile; BX Character at MP 2.9 to 3.3
4	0.0	4.0	B		
	4.0	7.9	BX		
	7.9	10.4	B		
	10.4	20.1	BX		
Equation	15.05 bk	15.06 ah			
	20.1	25.6	B		
	25.6	38.8	BX		
	38.8	40.9	AX		Columbia River view
	40.9	42.6	BX		
	42.6	44.4	B		
	44.4	45.4	AX		Intermittent BX Character where the river cannot be seen
	45.4	47.6	A		
	47.6	55.0	AX		BX Character between MP 48.8 and 49.7
	55.0	62.3	C		
4 Co/Kelso	61.7	61.9	C	Kelso	
5	0.0	1.0	C		
	1.0	3.0	BX		
	3.0	10.3	C		
	10.3	11.1	BX		
	11.1	13.6	B		
	13.6	20.0	BX		
	20.0	22.0	C		
	22.0	29.8	BX		
	29.8	30.5	C		
	30.5	57.7	BX		
Equation	40.44 bk	40.37 ah			
	57.7	59.8	C		
Coincident with SR 12	68.4	88.3			SR 12: MP 46.6 to 66.5
	59.8	77.5	BX		
	77.5	79.1	C		
	79.1	82.4	B		

SR	MP	MP	CLASS		
Coincident with SR 12	82.4	84.6	C		
	84.6	88.6	BX		
	88.6	92.1	B		
	92.1	102.0	BX		
	102.0	103.4	C		
	103.4	104.8	B		
	104.8	109.0	C		
	109.0	113.4	BX		
	113.4	115.0	B		
	115.0	117.0	BX		
5	117.0	133.6	C		
Equation	117.36 bk	117.37 ah			
	133.6	134.4	B		
	134.4	151.6	C		
	151.6	155.0	BX		
	155.0	160.3	C		
	160.3	167.3	A		
	167.3	168.3	B		
	168.3	169.2	A		
	169.2	170.0	B		
	170.0	172.8	BX		
	172.8	186.0	C		
	186.0	188.7	BX		
	188.7	190.6	C		
	190.6	192.3	BX		
	192.3	192.7	C		
	192.7	196.9	BX		
	196.9	199.6	C		
	199.6	202.4	BX		
Equation	202.27 bk	202.28 ah			
	202.4	203.9	C		
	203.9	204.4	BX		
	204.4	206.0	C		
	206.0	211.7	BX		
	211.7	212.8	C		
5	212.8	244.5	Scenic Byway	Cascade Loop Scenic Byway	
	212.8	225.0	BX		
Equation	219.47 bk	219.46 ah			
Equation	221.89 bk	221.90 ah			

SR	MP	MP	CLASS		
Equation	225.0	227.8	C		
Equation	226.40 bk	226.39 ah			
	227.8	235.6	B		
	235.6	244.5	BX		
	244.5	245.4	B		
	245.4	251.5	BX		
	251.5	260.0	C		
	260.0	273.1	BX		
	273.1	274.5	C		
	274.5	276.6	B		
6	0.0	51.37	Scenic Byway	Pacific Coast Scenic Byway	
6	0.0	8.8	C		
6	8.8	14.3	BX		
	14.3	15.3	C		
	15.3	19.0	BX		
	19.0	22.0	B		BX Character MP 20.4-20.7
	22.0	28.0	BX		
	28.0	29.0	C		
	29.0	36.8	BX		
	36.8	41.4	B		
	41.1	51.4	BX		
7	0.0	47.38	Scenic Highway		
7	0.0	0.4	B		
	1.0	4.9	C		
	4.9	11.4	BX		
	11.4	12.7	C		
	12.7	13.0	AX		
	13.0	15.2	BX		
	15.2	17.2	C		
	17.2	19.4	BX		Begin Designated Scenic Area MP 16.82
	19.4	21.7	C		
	21.7	22.3	BX		
	22.3	23.4	C		
	23.4	25.9	BX		
	25.9	26.4	C		
	26.4	27.6	B		
	27.6	31.0	C		
	31.0	31.5	AX		
	31.5	33.4	C		

SR	MP	MP	CLASS		
7	33.4	35.3	BX		
	35.3	35.4	AX		
	35.4	36.7	C		
	36.7	37.5	BX		
	37.5	41.0	C		
	41.0	44.6	BX		
	44.6	48.0	C		
	48.0	49.4	D		
	49.4	50.0	C		
	50.0	54.2	D		
	54.2	58.6	C		
8	0.0	20.67	Scenic Highway		
8	0.0	8.0	B		
	8.0	11.2	BX		
8	11.2	15.1	B		
	15.1	20.7	BX		
9	0.0	3.4	BX		Ramps onto SR 9 all short and C classification; C Character around MP 1.5 to1.6
	3.4	5.3	C		
	5.3	7.1	BX		
	7.1	9.6	B		
	9.6	18.0	BX		Intermittent B Character MP 10.0, 10.5 to 10.6 and 10.9 C Character MP 15.5 to 16.2,
	18.0	28.0	B		C Character MP 19.2 to 19.7
	28.0	29.7	C		
9	29.46	98.17	Scenic Highway	Hidden Coast Byway	
Coincident with SR 530	29.46	29.57			SR 530: MP 20.79 to 20.9
	29.7	37.3	BX		C character at 32.9
Equation	30.07 bk	30.16 ah			
Equation	31.24 bk	31.39 ah			
Equation	35.00 bk	35.08 ah			
	37.3	38.6	B		
	38.6	41.5	BX		
	41.5	43.1	B		
	43.1	52.4	BX		Rural forest
Equation	47.65 bk	47.68 ah			
	52.4	53.4	C		
	53.4	54.4	BX		

SR	MP	MP	CLASS		
Equation	54.4	55.4	B		
	55.4	55.9	C		
* Coincident with SR 20	55.9	57.2	* see coincident		SR 20: MP 64.8 to 66.1
Equation	57.16 bk	57.17 ah			
	57.2	58.3	C		
Equation	58.3	79.1	BX		C Character MP 72.0 to 72.3 and MP 77.3 to 77.65
Equation	63.21 bk	63.24 ah			
Equation	67.99 bk	68.01 ah			
Equation	72.39 bk	72.38 ah			
Equation	74.09 bk	74.10 ah			
* Coincident with SR 542	79.4	84.0	* see coincident		SR 542: MP10.0 to 14.6
	84.0	90.2	BX		
Equation	84.00 bk	84.01 ah			
	90.2	94.2	C		BX Character MP 92.4 to 92.8
	94.2	95.2	BX		
9	95.2	96.3	B		
	96.3	97.5	BX		
Equation	97.12bk	97.50 ah			
	97.5	98.2	C		
9 Spur	98.0	98.2	C		
10	88.29	104.45	Scenic Highway	Swift Water Corridor	
10	88.3	89.6	BX		
	89.6	94.2	B		
	94.2	94.9	A		
	94.9	96.6	B		
	96.6	98.3	AX		
	98.3	99.3	B		
	99.3	100.1	C		
	100.1	102.4	BX		
	102.4	104.3	C		
	104.3	104.5	BX		
11	0.0	21.23	Scenic Higway	Chuckanut Drive Scenic Byway	
Equation	0.15 bk	0.13 ah			
11	0.0	9.1	BX		
	9.1	10.2	A		Designated Scenic Area MP 9.15
	10.2	15.7	B		
	15.7	19.3	BX		End Designated Scenic Area MP 15.24

SR	MP	MP	CLASS		
11	19.3	21.3	C		
12	0.0	0.7	D		
	0.7	13.5	BX		
12	5.5	21.34	Scenic Byway		
	13.5	21.3	B		
Equation	21.00 bk	21.3 ah			
	21.3	25.8	BX		
	25.8	30.3	B		
	30.3	31.6	B		
	31.6	41.5	BX		
	41.5	43.0	C	Rochester	
	43.0	46.6	BX		degraded BX through here
* Coincident with SR 5	46.6	66.5	*see coincident		SR 5: MP 68.4 to 88.3
Equation	46.65 bk	46.62 ah			
12	66.54	185.46	Scenic Byway	White Pass Scenic Byway	MP 69.10 to 189.59
12	66.5	67.6	C		
	67.6	86.9	BX		
Equation	85.37 bk	85.36 ah			
12	86.9	94.4	B		C Character at MP 69.2, 73.2, 74.2, 78.4-78.9, 80.3-80.7,
	94.4	111.4	BX		B Character from MP 95.4 to 96.2 and MP104.3 to 104.8; C Character from MP 97.3 to 98.0 and MP 106.8
	111.4	112.7	B		
	112.7	116.0	BX	Randle	C Character MP 113.2 to 113.7 and MP 114.8 to 115.2
	116.0	117.0	C		
	117.0	127.3	BX		B Character MP 121.8 to 122.6
	127.3	128.4	B		
	128.4	130.1	BX		
	130.1	131.5	C		
	131.5	135.2	BX		
	135.2	145.6	B		Intermittent A Character MP 142.8 to 145.6
Equation	135.89 bk	135.86 ah			
Equation	138.75 bk	138.85 ah			
	145.6	151.4	A		White Pass Ski Resort MP 150.9; AX Character in Pass Summit vicinity

SR	MP	MP	CLASS		
Equation	151.4	153.0	B		National Forest and Scenic Byway influences. BX character MP 151.4 to 152.1
	153.0	156.8	A		
	156.8	159.9	B		BX Character MP 159 to 159.8
	159.9	167.4	A	Rim Rock Lake	
	167.4	168.6	B		
	168.6	169.6	A		
	169.6	173.1	BX		C Character MP 172.8 to 173
	173.1	183.5	A		
Equation	177.35 bk	177.36 ah			
	183.5	185.8	AX		
Equation	185.54 bk	185.49 ah			
	185.8	189.3	BX		
	189.3	190.5	C		
	190.5	200.2	BX		C Character at interchanges
Equation	192.79 bk	192.80 ah			
Equation	197.98 bk	197.95 ah			
	200.2	202.9	A		
* Coincident with SR 82	202.9	273.9	* see coincident		SR 82: MP 31.4 to 102.6
* Coincident with SR 182	273.9	291.7	* see coincident		SR 182: MP 0.0 to 15.2
Equation	289.12 bk	291.67 ah			
12	295.30	430.30	Scenic Byway	Lewis and Clark Trail	
	291.7	295.0	C		BX Character MP 291.7 to 292.7
Equation	294.20 bk	294.16 ah			
	295.0	303.3	BX		
	303.3	305.0	C		Boise Cascade
	305.0	311.0	BX		C Character at SR 730 interchange
	311.0	313.2	A		
	313.2	318.33	AX		
	318.3	324.7	BX	Touchet	C Character MP 319.6 to 320.3
	324.7	327.6	AX	Lowden	C Character MP 324.1 to 327.6
	327.6	332.6	A		
	332.6	335.0	BX		
Equation	335.95 bk	333.88 ah			
Equation	341.19 bk	341.65 ah			
	335.0	341.8	C	Walla Walla	
	341.8	351.7	BX		High quality BX; C Character MP 347.5-348.2

SR	MP	MP	CLASS		
Equation	344.98 bk	345.00 ah			
	351.7	357.0	B		
	357.0	358.2	C		
	358.2	366.1	BX		B Character MP 359.2 to 359.8
	366.1	368.0	C		
	368.0	370.6	BX		High quality BX
	370.6	376.2	B		
	376.2	378.2	BX		High quality BX
Equation	376.32 bk	376.36 ah			
	378.2	379.2	B		
	379.2	382.3	BX		
	382.3	386.6	B		
	386.6	387.6	BX		
	387.6	390.4	B		
	390.4	402.9	BX		High quality BX
Equation	390.86 bk	390.84 ah			
	402.9	405.1	C		
	405.1	406.7	BX		
	406.7	418.5	B		
	418.5	421.1	BX		
	421.1	428.3	B		
Equation	421.77 bk	421.84 ah			
	428.3	432.3	A		
12	432.3	434.2	C	Aberdeen	
Equation	432.6 bk	432.61 ah			
12 Co/Aberdeen	0.3	0.7	C	Aberdeen	
14	0.0	1.2	BX		C Character at I-5 interchange
Equation	0.53 bk	0.52 ah			
	1.2	2.6	C		
	2.6	14.1	BX		
	14.1	17.8	C		
14	18.09	98.09		Columbia River Gorge	National Scenic Byway
14	18.09	178.90	Scenic Byway	Lewis and Clark Trail	
	17.8	19.6	B		
	19.6	21.8	BX		
Equation	19.37 bk	19.63 ah			
	21.8	26.3	B		
Equation	22.92 bk	22.94 ah			

SR	MP	MP	CLASS		
Equation	26.3	37.4	BX		
	37.4	39.8	AX		
	39.8	40.8	A		
	40.8	47.9	BX		
Equation	40.80 bk	40.62 ah			
	47.9	49.2	B		
	49.2	50.6	BX		
	50.6	51.6	A		
	51.6	53.0	BX		
	53.0	61.5	A		
	61.5	63.5	BX		
	63.5	64.7	AX		
Equation	63.58 bk	63.60 ah			
	64.7	65.9	BX		
	65.9	67.1	C		
	67.1	72.4	BX		
	72.4	75.9	AX		
	75.9	76.5	C		
	76.5	85.6	BX		
	85.6	85.9	AX		
	85.9	87.9	BX		
	87.9	91.7	AX		
	91.7	92.7	BX		
	92.7	95.5	AX		
	95.5	97.5	B		
	97.5	99.0	A		
	99.0	101.0	BX		
* Coincident with SR 97	101.0	101.4	* see coincident		SR 97: MP 1.9 to 2.3
14	101.4	105.8	BX		
	105.8	108.3	AX		
	108.3	115.8	BX		
	115.8	118.0	B		
	118.0	120.0	A		
	120.0	124.9	BX		
	124.9	127.6	A		
	127.6	129.3	BX		
	129.3	130.7	B		
	130.7	158.3	BX		
	158.3	159.4	C		

SR	MP	MP	CLASS		
14	159.4	162.0	BX		
	162.0	162.8	C		
	162.8	180.8	BX		
14 Spur	100.1	101.1	BX		
16	0.0	0.7	D		
	0.7	4.6	C		
	4.6	5.0	B		
Equation	5.04 bk	7.23 ah			
	7.2	8.4	A		
	8.4	11.6	BX		
	11.6	13.4	C		
	13.4	14.8	BX		
	14.8	15.7	C		
	15.7	16.5	BX		
	16.5	17.1	C		
	17.1	27.8	BX		
	27.8	29.0	C		
16 Spur	28.7	29.1	C	Gorst	
17	7.43	144.29	Scenic Byway	Coulee Corridor Byway	
17	7.4	10.0	BX		
Equation	9.29 bk	9.35 ah			
	10.0	41.6	C		
	41.6	42.0	BX		
	42.0	53.3	C		
Equation	51.82 bk	51.84 ah			
	53.3	53.8	BX		
	53.8	55.6	C		
	55.6	62.4	BX		
	62.4	70.7	C		
17	70.7	73.5	B		
	73.5	76.4	C		
	76.4	78.6	B		
	78.6	87.0	A		
	87.0	95.9	B		
	95.9	96.6	C		
* Coincident with SR 2	96.6	98.3	* see coincident		SR 2: MP 187.4 to 188.6
Equation	98.19 bk	91.30 ah			
	98.3	99.6	BX		

SR	MP	MP	CLASS		
Equation	99.6	102.5	C		
	102.5	113.7	BX		
	113.7	121.9	C		
	121.9	125.1	C		
	125.1	133.2	BX		
	133.2	136.4	C		
	136.4	144.2	BX		
18	2.2b	2.7b	C		
Equation	2.73 bk	0.0 ah			
	0.0	2.0	C		
	2.0	3.5	BX		
	2.2	2.7	C		
	3.5	4.2	D		
	4.2	6.2	C		
	6.2	6.7	BX		
	6.7	12.2	C		
	12.2	16.5	BX		
Equation	16.26 bk	16.29 ah			
	16.5	22.0	C		
	22.0	27.9	BX		
19	0.0	14.09	Scenic Byway		
19	0.0	1.0	B		
	1.0	14.1	BX		
20	0.0	26.3	Scenic Byway	Whidbey and North Cascades Scenic Byway	
20	0.0	3.5	BX		
	3.5	6.0	B		
Equation	7.86 bk	7.85 ah			
	6.0	10.1	BX		
20	26.3	63.7	Scenic Byway	North Cascades Loop Scenic Byway	
20	10.1	12.6	C	Port Townsend	
Equation	12.57 bk	12.88 ah			
20	12.6	14.5	B		
	14.5	25.4	AX		Ferry Landing BX character MP 12.9 to 13.5.
Equation	15.04 bk	15.06 ah			
Equation	16.35 bk	16.41 ah			
Equation	21.82 bk	21.83 ah			

SR	MP	MP	CLASS		
Equation	25.4	30.2	BX	Penn Cove	
Equation	25.80 bk	25.81 ah			
	30.2	35.1	C	Oak Harbor	
Equation	34.67 bk	34.68 ah			
	35.1	41.3	BX		
	41.3	42.7	A	Deception Pass	
Equation	46.15 bk	46.18 ah			
	42.7	47.6	BX		AX Character MP 42.7 to 43.3; C Character MP 44.6 to 45
	47.6	51.9	C		B Character MP 50 to 50.3
	51.9	59.1	BX		
	59.1	60.3	D		C Character between 59.1 and 59.9
	60.3	67.0	C		
*Coincident with SR 9	64.8	66.1	* see coincident		SR 9: MP 55.9 to 57.2
20	63.7	201.0		North Cascades Scenic Byway	
	67.0	68.7	B		Environmental amenities present
	68.7	83.6	BX		Intermittent C character MP 74 to 74.4; MP 76.67 to 76.93; MP 80.5 to 82.2
	83.6	84.7	B		
	84.7	89.8	C		
Equation	84.72 bk	84.76 ah			
	89.8	98.6	BX		
	98.6	100.0	B		
	100.0	111.3	BX		Intermittent C character MP 102.5 to 108.9
Equation	106.56 bk	106.58 ah			
	111.3	117.0	B		BX Character MP 114.5 to 114.7; MP 114.9 to 115.1
	117.0	120.9	BX		
Equation	117.40 bk	117.43 ah			
	120.9	169.9	A		AX Character MP 123.5 to 125
	169.9	177.5	B		
	177.5	182.0	BX		Intermittent AX Character
	182.0	188.7	AX		
	188.7	191.4	A		
	191.4	192.4	AX		
Equation	192.35 bk	192.46 ah			
20	192.4	194.6	BX		
	194.6	195.8	B		
	195.8	199.5	A		

SR	MP	MP	CLASS		
20	199.5	201.4	BX		
	201.4	202.8	C		
	202.8	204.1	AX		BX Character MP 202.8 to 203.3
	204.1	205.5	A		
20	232.81	233.31	Scenic Byway		Cascade Loop and North Cascades Scenic Byway
	205.5	208.0	AX		
	208.0	209.6	BX		
	209.6	230.4	B		BX Character MP 215.5 to 215.8; MP 223.3 to 223.9; 224.8 to 225.4
	230.4	233.3	BX		
20	261.95	436.91	Scenic Byway	Sherman Pass Scenic Byway	
* Coincident with SR 97	233.3	262.0	* see coincident		SR 97 : MP 286.2 to 314.8
	262.0	275.3	BX		
	275.0	281.5	B		BX Character MP 276.7 to 278.8
	281.5	285.7	BX		
	285.7	291.6	B		
Equation	288.48 bk	288.46 ah			
	291.6	292.6	BX		
	292.6	297.2	B		
	297.2	301.9	BX		Intermittent B Character
	301.9	303.0	C	Republic	
	301.92	335.22			
	303.0	308.5	BX		
Equation	305.21 bk	305.24 ah			
	308.5	340.3	B		
	340.3	342.1	BX		
* Coincident with SR 395	342.1	354.3	* see coincident		SR 395 MP 229.6 to 241.9
	354.3	355.9	C		
20	355.9	357.3	BX		
	357.3	358.9	B		
	358.9	363.9	BX		
Equation	363.51 bk	363.61 ah			
	363.9	369.7	B		
	369.7	371.3	BX		
	371.3	378.8	B		
	378.8	381.0	BX		
	381.0	389.7	B		
20	389.7	400.7	BX		

SR	MP	MP	CLASS		
20	400.7	402.5	B		
	402.5	403.5	A		
	403.5	418.4	BX		
	418.4	419.4	C		
	419.2	420.4	B		
	419.4	420.9	B		
	420.9	436.91	BX	Newport	
Equation	421.39 bk	421.42 ah			
20 Spur	47.9	50.6	BX		
	50.6	52.6	C		
	52.6	55.6	BX		
21	0.0	4.5	C	Kahlotus	
	4.4	23.6	BX		
* Coincident with SR 395	23.6	24.8	* see coincident		SR 395: MP 81.1 to 82.3
	24.8	33.6	BX		
	33.6	66.7	B		
Equation	56.32 bk	56.37 ah			
	66.7	67.6	BX		
* Coincident with SR 2	67.6	68.1	* see coincident		SR 2 : MP 220.1 to 221.5
	68.1	68.5	C		
	68.5	69.0	B		
	68.5	69.0	BX		
	69.0	72.1	C		
	72.1	73.5	BX		
	73.5	74.0	C		
	74.0	75.0	BX		
	75.0	81.5	B		
	81.5	87.0	BX		
	87.0	88.1	AX		
	88.1	91.6	BX		
	93.0	135.8	BX		
* Coincident with SR 20	135.8	138.3	* see coincident		SR 20: MP 302.7 to 305.2
	138.3	140.2	C		
	140.2	167.0	BX		
22	0.0	5.0	C		
Equation	2.58 bk	2.57 ah			
Equation	4.22 bk	4.21 ah			
	5.0	9.4	BX		

SR	MP	MP	CLASS		
Equation	9.4	13.2	C		
	13.2	20.0	BX		
22	20.0	32.4	C		
	32.4	33.9	BX		
	33.9	34.5	C		
	34.5	35.3	BX		
	35.3	36.4	C		
23	0.0	21.6	C		
	21.6	27.0	BX		
	27.0	35.3	C		
Equation	27.76 bk	27.72 ah			
	35.3	42.7	BX		
	42.7	43.7	C		
	43.7	65.0	BX		
Equation	44.24 bk	44.29 ah			
	65.0	65.9	C		
24	0.0	1.3	BX	Yakima	
	1.3	5.4	B	Moxee	
	5.4	7.0	C		
	7.0	18.1	BX		
	18.1	20.5	C		
	20.5	41.3	BX		
	41.3	42.4	B		
	42.4	46.0	BX		
Equation	44.30 bk	44.25 ah			
	46.0	69.6	C		
	69.6	72.5	BX		
	72.5	75.0	B		
	75.0	77.5	C		
	77.5	79.0	BX	Othello	
Equation	78.99 bk	79.17 ah			
	79.0	79.6	D		
25	0.0	5.4	C	Davenport	
	5.4	6.2	BX		
	6.2	8.1	C		
	8.1	13.0	BX		
	13.0	13.8	C		
	13.8	15.8	BX		
	15.8	17.5	C		
	17.5	21.1	BX		

SR	MP	MP	CLASS		
25	21.1	21.5	B		
	21.5	22.4	AX		
25	23.35	121.19	Scenic Byway		
25	22.4	23.5	B		
25	23.5	26.6	AX		
	26.6	30.4	C		
	30.4	33.6	BX		
	33.6	36.9	C		
	36.9	37.3	BX		
	37.3	38.3	C		
	38.3	41.9	BX		
	41.9	42.6	C		
	42.6	46.8	BX		
	46.8	49.7	C		
	49.7	53.7	BX		
	53.7	55.0	AX		
	55.0	61.1	BX		
	61.1	63.0	AX		
	63.0	65.9	BX		
	65.9	68.0	C		
	68.0	74.4	BX		
	74.4	76.3	C		
	76.3	79.3	BX		
	79.3	81.1	C		
	81.1	112.8	BX	Marcus	
Equation	83.34 bk	83.36 ah			
Equation	89.64 bk	89.68 ah			
	112.8	113.9	C	Northport	
	113.9	121.2	BX		
26	0.0	1.9	AX		
	1.9	33.0	BX		
	33.0	35.8	C		
	35.8	37.4	BX		
	37.4	42.6	C	Othello	
	42.6	82.7	BX		
Equation	61.86 bk	61.78 ah			
	82.7	83.2	C	Washtucna	
	83.2	90.5	BX		
	90.5	93.4	B		

SR	MP	MP	CLASS		
Equation	93.4	100.0	BX		
26	96.85	133.53	Scenic Byway	Palouse Scenic Byway	
	100.0	103.5	C		
	103.5	118.8	BX		
	118.8	133.5	C	Colfax	
26 Spur	133.4	133.5	C	Colfax	
27	0.0	68.95	Scenic Byway	Palouse Scenic Byway	
27	0.0	2.4	C	Pullman	
Equation	2.40 bk	0.00 ah			
* Coincident with SR 270	2.3	2.4	* see coincident		SR 270: MP 2.4bk to 2.27 ah
	2.5	3.2	BX		
	3.2	13.9	B		
Equation	8.80 bk	8.86 ah			
	13.9	16.5	BX	Palouse	C Character MP 14.9 to 15.5
Equation	14.76 bk	14.81 ah			
Coincident with SR 272	15.33	15.08			SR 272 : MP 16.5 to 16.8
	16.5	22.7	B		
	22.7	23.9	BX	Garfield	
Equation	24.04 bk	23.99 ah			
	23.9	24.9	C		
	24.9	35.7	BX		
Equation	34.26 bk	34.28 ah			
	35.7	36.7	D	Oaksdale	
	36.7	39.5	B		BX Character MP 36.7 to 37
	39.5	40.8	BX		
	40.8	47.6	BX		BX Character MP 43.7 to 44.5
Equation	47.10 bk	47.06 ah			
	47.6	49.3	C	Tekoa	
Equation	48.01 bk	48.05 ah			
Equation	48.23 bk	48.25 ah			
	49.3	55.0	B		BX Character MP 53.4 to 54.5
	55.0	56.0	C	Latah	
	56.0	57.9	BX		B Character MP 56 to 56.5
	57.9	60.7	B		
	60.7	64.2	BX	Fairfield	B Character MP 62 to 62.3 C Character MP 63.5 to 64.2
	64.2	66.5	B		
	66.5	79.3	BX	Rockford	

SR	MP	MP	CLASS		
27	79.3	80.3	B		
	80.3	84.3	BX		C Character MP 82.9 to 83.4
	84.3	87.7	C	Spokane Valley	BX Character MP 86.9 to 87.1
28	.0B	1.8B	BX		
	1.8B	4.5B	C	East Wenatchee	
	0.3	0.7	C		
Equation	4.94 bk	0.87ah			
	0.7	5.7	BX		
	5.7	11.0	C	Rock Island	
28	11.0	17.0	BX		
	17.0	18.7	B		
	18.7	19.6	BX		
	19.6	21.8	AX		
	21.8	23.3	BX		
	23.3	23.9	AX		
	23.9	26.4	BX		
	26.4	40.1	C	Quincy	
	40.1	43.4	BX		
	43.4	51.2	C	Ephrata	
	51.2	51.7	BX		
	51.7	52.9	C	Soap Lake	
	52.9	56.0	BX		
	56.0	57.0	C		
	57.0	58.0	BX		
	58.0	61.2	C		
	61.2	65.5	BX		
	65.5	67.0	C		
	67.0	82.0	BX		
	82.0	91.2	C		
	91.2	92.6	BX		
	92.6	115.4	C	Odessa	
	115.4	116.9	BX		
	116.9	118.0	D	Harrington	
	118.0	129.4	C		
	129.4	130.4	BX		
	130.4	131.2	D	Davenport	
31	0.0	26.79	Scenic Byway	North Pend Oreille Scenic Byway	
31	0.0	1.1	C		
	1.1	1.9	BX		

SR	MP	MP	CLASS		
31	1.9	4.4	C	Ione	
31	4.4	12.5	BX	Metaline	
	12.5	12.8	C		
	12.8	14.2	BX	Metaline Falls	
	14.2	15.0	C		
	15.0	26.8	BX		
Coincident with SR 97	0.0	37.8			SR 97: MP 76.4 to 114.2
82	0.0	2.6	B		
	2.6	14.0	A		
	14.0	15.3	B		
	15.3	17.5	A		
31	17.5	21.0	B		
	21.0	24.5	A		
	24.5	31.4	B		
Equation	26.56 bk	26.59 ah			
Coincident with SR12	31.4	102.6			SR 12: MP 202.9 to 273.9
	31.4	36.6	C	Yakima	
	36.6	48.1	B	Union Gap	
	48.1	99.5	BX	Zillah, Granger	Sunnyside, Grandview, Prosser, Benton City, Yakima
	99.5	105.7	B		BX Character MP 101.5 to 101.8
82	112.27	132.6	Scenic Byway	Lewis and Clark Trail	
Coincident with SR 395	112.79	132.6			SR 395: MP 0.0 to 13.0
	105.7	114.6	BX		
	114.6	117.7	B		
	117.7	123.5	BX		
	123.5	130.4	B		
	130.4	132.6	BX		
90	0.0	1.94		Seattle	
	2.4	4.2	C		
	4.2	5.9	A	Mercer Island	
90	13.30	101.07	Scenic Byway	Mountain to Sound Greenway	
	5.9	14.2	C	Bellevue Issaquah	
	14.2	14.9	BX		
Equation	14.33 bk	14.32 ah			
	14.9	17.6	C		
Equation	31.89 bk	31.57 ah			

SR	MP	MP	CLASS		
Equation	17.6	34.0	BX	North Bend	
	34.0	55.3	B		
Equation	47.70 bk	47.71 ah			
Equation	52.10 bk	52.14 ah			
Equation	57.74 bk	57.76 ah			
	55.3	60.7	AX		
	60.7	118.0	BX	Cle Elm Ellensburg	
Equation	71.21 bk	71.25 ah			
Coincident with SR 97	106.1	110.9			SR 97: MP 114.2 to 119.0
	118.0	121.4	C		
	121.0	122.4	BX		
	122.4	136.7	B		
	136.7	142.0	A		B Character MP 140.7 to 141.5
90	142.0	151.3	BX	George	
	151.3	152.0	B		
	152.0	164.3	BX		
	164.3	169.8	C		
	169.8	174.0	BX	Moses Lake	
	174.0	175.5	C		
	175.5	175.9	BX		
	175.9	176.5	C		
	176.5	177.8	B		
	177.8	187.0	C		
	187.0	188.3	BX		
	188.3	191.9	C		
Equation	218.03 bk	218.60 ah			
	191.9	228.1	BX		
Coincident with SR 395	220.5	281.3			SR 395: MP 95.9 to 158.5
	228.1	228.8	B		
	228.8	233.3	BX		
	233.3	253.0	B	Sprague	
	253.0	277.4	BX		
Coincident with SR 2	277.7	281.3			SR 2: MP 283.2 to 286.9
	277.4	279.1	B	Spokane	
	279.1	279.5	BX		
	279.5	290.8	C	Spokane Valley	
Equation	282.58 bk	282.59 ah			
Equation	289.61 bk	298.62 ah			

SR	MP	MP	CLASS		
Equation	290.8	294.0	BX		
	294.0	298.2	B	Liberty Lake	
	298.2	300.0	BX		
92	0.0	7.9	BX	Lake Stevens	B Character MP 140.7 and 141.5
	7.9	8.3	C	Granite Falls	
Equation	7.66 bk	7.67 ah			
95	0.0	0.9	BX		
96	0.0	3.4	C	Mill Creek	
	3.4	6.8	BX		
97	0.0	76.31	Scenic Byway		Oregon Border to Union Gap
97	0.0	0.6	B		
	0.6	5.7	A		
	5.7	6.5	AX		
	6.5	12.8	BX		
	12.8	16.3	C		
	16.3	51.3	BX		
97	51.3	56.9	A		
	56.9	58.7	BX		
	58.7	76.4	C		
* Coincident with SR 82	76.4	114.2	* see coincident		SR 82: MP 0.0 to 37.8
* Coincident with SR 90	114.2	119.0	* see coincident		SR 90: MP 106.1 to 110.9
Equation	119.30 bk	133.90 ah			
	133.9	134.3	C		
	134.3	135.3	BX		
	135.3	137.5	C		
	137.5	147.0	BX		
	147.0	148.0	AX		
97	149.69	185.02	Scenic Byway	Cascade Loop Byway	Virden to Peshastin
	148.0	183.9	BX		
	183.9	185.0	B		
* Coincident with SR 2	185.0	213.0	* see coincident		SR 2: MP 104.7 to 139.85
Equation	199.98 bk	199.83 ah			
Equation	212.98 bk	213.00 ah			
	213.0	235.3	BX		
	235.3	235.9	C		
	235.9	236.5	B		

SR	MP	MP	CLASS		
Equation	236.5	236.9	A		
	236.9	237.5	C		
97	253.38	336.48	Scenic Byway	Okanogan Scenic Byway	Pateros to Canadian Border
	237.5	253.8	BX		
	253.8	255.2	C		
	255.2	258.1	BX		
	258.1	261.6	C		
	261.6	262.7	BX		
	262.7	263.8	C		
	263.8	282.1	BX		
	282.1	288.9	C		
	288.9	290.9	BX		
	290.9	292.5	C		
	292.5	314.6	BX		
	314.6	322.5	C		
	322.5	331.0	BX		
	331.0	333.0	C		
	333.0	336.5	BX		
97 Alternate	199.83	239.64	Scenic Byway	Cascade Loop	SR 2/Monitor to SR 97/ Vic. Chelan
97 Alternate	199.8	200.0	B		
	200.0	203.0	C		
	203.0	206.2	B		
	206.2	207.0	C		
	207.0	207.8	B		
	207.8	209.9	C		
	209.9	214.0	B		
	214.0	224.4	C		
	224.4	224.9	B		
	224.9	228.3	BX		
	228.3	230.3	B		
	230.3	232.0	BX		
	232.0	236.3	C		
Coincident with SR 150	234.20	235.03			SR 150: MP 8.25 to 9.08
	236.3	239.6	BX		
97 Couplet	2.6	2.7	AX		
97 Spur	213.4	213.6	BX		
99	0.0	14.2	C		
Coincident with 509	11.39	15.49			SR 509: MP 14.3 to 18.4

SR	MP	MP	CLASS		
Coincident with 509	14.2	15.7	D		
	15.7	19.3	C		
	19.3	22.5	D		
	22.5	26.2	C		
	26.2	26.8	BX		
	26.8	28.6	D		
	28.6	29.0	C		
	29.0	30.2	D		
	30.2	32.0	C		
	32.0	36.0	B		
	36.0	36.9	BX		
	36.9	38.8	D		
	38.8	39.2	C		
	39.2	47.2	D		
	47.2	50.3	C		
* Coincident with SR 525	50.3	50.8	* see coincident		SR 525: MP 2.3 to 2.8
	50.8	55.4	C		
100	0.0	1.0	BX		
	1.0	3.9	B		
	3.9	4.7	C		
100 Spur	3.0	3.1	B		
101	0.0	58.02	Scenic Byway	Pacific Coast Scenic Byway	Astoria Meglar Bridge to Raymond
101	0.0	0.5	A		
	0.5	3.5	BX		
	3.5	7.6	C		
	7.6	9.4	BX		
	9.4	11.2	C		
	11.2	11.9	D		
	11.9	18.3	C		
	18.3	20.8	BX		
	20.8	24.9	AX		
	24.9	45.1	BX		
	45.1	47.5	AX		
	47.5	53.3	BX		
	53.3	61.1	C		
	61.1	61.8	BX		
	61.8	66.2	C		
	66.2	70.9	BX		

SR	MP	MP	CLASS		
101	70.9	77.0	C		
	77.0	78.5	BX		
	78.5	83.2	C		
	83.2	85.8	D		
	85.8	91.1	C		
	91.1	105.5	BX		
	105.5	106.6	C		
	106.6	109.1	BX		
	109.1	110.1	C		
	110.1	122.2	BX		
	122.2	123.4	C		
	123.4	126.3	AX		
	126.3	126.7	BX		
	126.7	127.3	C		
	127.3	128.5	BX		
	128.5	128.7	C		
	128.7	129.4	AX		
	129.4	131.1	BX		
	131.1	134.2	C		
	134.2	148.3	BX		
	148.3	149.5	C		
	149.5	151.8	BX		
101	152.0	367.2	Scenic Byway	Pacific Coast Byway	SR 109/Queets to SR 5/Olympia
101	151.8	152.3	C		
	152.3	158.1	BX		
	158.1	158.6	AX		
	158.6	165.0	BX		
	165.0	168.0	AX		
	168.0	171.6	BX		
	171.6	172.1	C		
	172.1	181.3	BX		
	181.3	181.6	C		
	181.6	185.5	BX		
	185.5	185.9	C		
	185.9	189.9	BX		
	189.9	196.0	C		
	196.0	198.8	BX		
	198.8	199.5	C		
	199.5	203.0	BX		
	203.0	204.2	C		

SR	MP	MP	CLASS		
101	204.2	204.7	BX		
	204.7	205.2	C		
	205.2	221.3	BX		
	221.3	223.5	A		
	223.5	223.9	B		
	223.9	224.5	A		
	224.5	225.0	B		
	225.0	227.0	A		
	227.0	228.3	B		
	228.3	228.9	A		
	228.9	229.4	B		
	229.4	231.2	A		
	231.2	232.0	B		
	232.0	243.2	BX		
	243.2	252.0	C		
	252.0	253.0	B		
	253.0	253.9	BX		
	253.9	261.2	B		
	261.2	265.9	C		
	265.9	270.2	BX		
	270.2	273.8	C		
	273.8	281.5	BX		
	281.5	282.8	C		
	282.8	284.7	BX		
	284.7	287.0	C		
101	287.0	292.7	BX		
	292.7	295.5	C		
	295.5	305.9	BX		
	305.9	306.9	C		
	306.9	319.7	BX		
	319.7	320.1	A		
	320.1	331.6	BX		
	331.6	332.0	C		
	332.0	336.0	BX		
	336.0	341.8	C		
	341.8	343.8	BX		
	343.8	346.2	C		
	346.2	349.5	BX		
	349.5	351.0	C		
	351.0	359.2	BX		

SR	MP	MP	CLASS		
101	359.2	359.9	C		
	359.9	361.8	BX		
	361.8	365.4	C		
	365.4	367.4	BX		
101 Alt	9.4	10.0	BX	Pacific County	
101 Co/Aberdeen	87.5	91.7	C	Hoquiam	
101 Co/Heron	83.8	83.9	C	Aberdeen	
101 Co/Port Angeles	249.7	251.3	C	Port Angeles	
102	0.0	1.7	BX		
	1.7	2.5	C		
103	0.0	19.97	Scenic Byway	Lewis and Clark Trail	
103	0.0	3.2	C		C Character MP 8.7 to 9.1
	3.2	10.6	BX		
	10.6	11.1	C		
	11.1	17.2	BX		
	17.2	19.9	B		
104	0.0	0.20	Scenic Byway		Jct. SR 101 to Kingston Ferry Zone
104	0.2	13.9	BX		
	13.9	15.5	A		
	15.5	23.4	BX		
	23.4	26.2	C		
	26.2	26.6	D		
	26.6	30.5	C		
	30.5	32.0	BX		
104	32.0	32.3	C		
104 Co/Kingston	24.5	24.9	C		
105	0.0	48.76	Scenic Byway	Cranberry Coast Scenic Byway	SR 105 Spur to Shore of Grays Harbor
105	0.0	0.8	C		
	0.8	1.6	BX		
	1.6	2.2	C		
	2.2	8.5	BX		
	8.5	11.7	AX		
	11.7	18.5	BX		
	18.5	19.8	AX		
	19.8	25.7	BX		
	25.7	28.0	C		

SR	MP	MP	CLASS		
105	28.0	32.0	BX		
	32.0	32.6	A		
	32.6	37.3	BX		
	37.3	37.7	B		
	37.7	46.4	BX		
	46.4	48.2	C		
	48.2	48.8	D		
105 Spur/Westport	30.3	32.5	C		
	32.5	33.2	D		
	33.2	34.4	C		
105 Spur/Boone	48.7	48.8	C		
106	0.0	20.09	Scenic Byway		Union to Belfair/SR 3
106	0.0	2.2	C		
	2.2	20.1	BX		
107	0.0	8.0	C		
108	0.0	2.2	C		
	2.2	3.3	BX		
	3.3	4.3	B		
	4.3	6.2	BX		
	6.2	7.3	C		
	7.3	9.4	BX		
	9.4	11.9	C		
109	0.0	40.46	Scenic Byway	Hidden Coast Scenic Byway	Hoquiam to Taholah
109	0.0	1.8	C		
	1.8	3.5	BX		
	3.5	5.8	A		
	5.8	15.9	BX		
109	15.9	16.3	C		
	16.3	17.4	BX		
	17.4	19.3	C		
	19.3	20.7	BX		
	20.7	21.6	C		
	21.6	27.7	B		
	27.7	27.8	AX		
	27.8	29.0	BX		
	29.0	32.0	C		
	32.0	34.6	BX		
	34.6	35.4	AX		

SR	MP	MP	CLASS		
109	35.4	40.3	BX		
	40.3	40.5	D		
109 Co/Hoquiam	0.1	0.3	C		
109 Spur	1.8	3.6	B		
110	0.0	3.1	BX		
	3.1	7.7	B		
	7.7	9.0	BX		
	9.0	11.1	B		
110 Spur	7.8	10.5	BX		High Quality BX
112	0.0	61.08	Scenic Byway	Cape Flattery Tribal Scenic byway	Strait of Juan de Fuca Highway
112	0.0	11.0	BX		
Equation	9.97 bk	9.99 ah			
	11.0	14.4	C		
	14.4	16.3	BX		
	16.3	17.2	C		
	17.2	20.0	BX		
	20.0	26.7	C		
Equation	20.50 bk	20.55 ah			
	26.7	38.5	BX		
Equation	36.96 bk	36.63 ah			
Equation	37.07 bk	37.05 ah			
	38.5	39.0	AX		
	39.0	45.2	BX		
	45.2	52.3	C		
Equation	50.37 bk	50.46 ah			
	52.3	53.7	BX		
	53.7	57.7	C		
	57.7	61.0	BX		
	61.0	66.5	C		
113	0.0	10.0	BX		
115	0.0	1.9	BX		
	1.9	2.3	C		
116	0.0	9.83	Scenic Byway		Port Hadlock to Flagler State Park
116	0.0	9.8	BX		
117	0.0	1.4	BX	Port Angeles	
119	0.0	10.93	Scenic Byway		SR 101/Hoodsport to Mt Rose Intersection
119	0.0	4.5	B		

SR	MP	MP	CLASS		
119	4.5	7.2	BX		
	7.2	11.0	B		
121	0.0	7.7	BX	Tumwater	
122	0.0	7.88	Scenic Byway		Mayfield Dam to SR12/Mossyrock
122	0.0	3.0	BX		
	3.0	4.6	B		
	4.6	7.9	BX	Mossyrock	
123	0.0	16.34	Scenic Byway		Oregon Border to SR 12/Clarkston
Equation	0.02 bk	0.00 ah			
123	0.0	7.5	A		
124	0.0	5.6	C		
	5.6	13.3	BX		
	13.3	45.0	C		
125	0.0	5.0	C	College Place Walla Walla	
Equation	4.49 bk	4.40 ah			
	5.0	5.6	D		
	5.6	23.7	C	Walla Walla	
Equation	6.16 bk	6.17 ah			
125 Spur	6.1	6.8	C	Walla Walla	
127	0.0	0.8	C		
	0.8	1.8	BX		
Equation	1.70 bk	1.67 ah			
	1.8	6.1	C		
	6.1	6.7	B		
	6.7	9.7	BX		
	9.7	10.0	B		
	10.0	27.3	BX		
128	0.0	2.3	BX		
129	0.0	42.55	Scenic Byway		Oregon Border to SR 12/Clarkston
129	0.0	10.9	A		
	10.9	13.0	AX		
129	13.0	16.8	BX		
	16.8	17.8	C		
	17.8	32.6	BX		
	32.6	35.5	A		
	35.5	41.8	BX	Asotin Clarkston	
	41.8	42.6	C		

SR	MP	MP	CLASS		
129 Spur	42.2	42.4	C	Clarkston	
131	0.0	2.1	BX		
141	0.0	29.3	Scenic Byway		SR 14/Bingen to Skamania County Line
141	0.0	0.3	C	Bingen	
	0.3	0.8	BX	White Salmon White Salmon	
	0.8	1.7	C		
	1.7	12.4	BX		
	12.4	13.0	C		
	13.0	23.8	BX		
	23.8	25.5	C		
	25.5	29.3	BX		
141 Spur	4.7	6.9	BX		
142	0.0	35.29	Scenic Byway		SR 14/Lyle to SR 97/Goldendale
142	0.0	12.3	BX		
	12.3	13.4	C		
	13.4	20.5	BX		
Equation	18.96 bk	18.99 ah			
	20.5	22.3	AX		
	22.3	23.0	BX		
	23.0	24.7	AX		
	24.7	25.5	C		
	25.5	27.5	BX		
Equation	25.90 bk	25.92 ah			
	27.5	28.2	C		
	28.2	33.3	BX		
	33.3	35.3	C		
150	0.0	1.1	C	Manson	
	1.1	7.2	BX		
Equation	3.69 bk	3.65 ah			
	7.2	8.2	C	Chelan	
* Coincident with SR 97A	8.2	9.1	* see coincident		SR 97A: 234.2 to 235.0
	9.1	10.2	C		
	10.2	11.5	BX		
150	11.5	12.1	C		
153	0.0	30.74	Scenic Byway	Cascade Loop Scenic Byway	SR 97/Pateros to SR 20/Twisp
153	0.0	29.5	BX		
Equation	3.69 bk	3.65 ah			

SR	MP	MP	CLASS		
Equation	29.5	30.7	B		
155	0.0	85.15	Scenic Byway	Coulee Corridor Byway	SR 97/Omak to SE 2/Coulee City - through Colville Reservation and along Banks Lake
155	0.0	22.1	A	Electric City	
	22.1	23.0	B		
	23.0	24.0	A		
	24.0	24.5	C		
	24.5	24.9	BX		
	24.9	25.7	B	Grand Coulee	
	25.7	33.0	C	Coulee Dam Elmer City	
Equation	26.24 bk	28.04 ah			
	33.0	36.7	B		
	36.7	44.4	BX		
Equation	42.50 bk	42.51 ah			
	44.4	44.9	C	Nespelem	
	44.9	72.3	BX		
Equation	53.4 bk	53.42 ah			
Equation	57.65 bk	57,68 ah			
	72.3	78.1	B		
	78.1	78.9	A		
	78.9	79.4	C	Omak	
Equation	79.37 bk	79.63 ah			
	79.6	80.5	C		
155 Spur	80.15	80.52	Scenic Byway	Coulee Corridor Byway	
155 Spur	80.1	80.5	C		
160	0.0	7.5	BX		
161	0.0	1.0	BX		
	1.0	2.8	C		
	2.8	3.4	BX		
	3.4	5.6	C		
	5.6	6.2	BX		
	6.2	8.2	C		
	8.2	9.5	BX		
	9.5	13.0	C		
	13.0	13.2	BX		
161	13.2	15.3	C		
	15.3	15.9	BX		
	15.9	16.2	C		

SR	MP	MP	CLASS		
161	16.2	17.5	BX		
	17.5	25.8	C		
	25.8	29.9	* see coincident		
* Coincident with SR 512	25.83	29.15			SR 512: MP 8.74 to 12.06
* Coincident with SR 167	29.15	29.87			SR 167: MP 5.26 to 5.98
	28.7	29.1	C		
	29.1	29.6	BX		
	29.6	35.0	C		
162	0.0	0.8	C		
Equation	0.83 bk	3.21 ah			
	3.2	7.5	C		
	7.5	10.7	BX		
162	10.7	19.8	C		
Equation	11.81 bk	11.84 ah			
163	0.0	3.4	C		
164	0.3	5.2	C		
	5.2	5.6	BX		
	5.6	9.3	C		
	9.3	14.5	BX		
	14.5	15.1	C		
165	0.0	19.57	Scenic Byway		Mount Rainier Park to SR 162 Vic. South Prairie
165	0.0	4.5	A		
	4.5	7.4	BX		
	7.4	7.8	A		
	7.8	16.5	BX		
	16.5	17.2	C		
	17.2	18.5	BX		
	18.5	20.2	C		
Equation	19.03 bk	19.04 ah			
Equation	19.63 bk	19.61 ah			
	20.2	21.2	BX		
166	0.0	3.0	BX		
	3.0	4.6	C		
Equation	3.99 bk	3.94 ah			
166 Spur	3.9	4.0	C		
167	0.0	6.0	C		

SR	MP	MP	CLASS		
Coincident with 161	5.26	5.98			SR 161: MP 29.15 to 29.87
Coincident with 410	5.3	7.1			SR 410: MP 6.6 to 8.8
167	6.0	7.6	BX		
Equation	6.54 bk	5.26 ah			
	7.6	14.0	C		
	14.0	16.1	BX		
Equation	14.39 bk	14.35 ah			
	16.1	27.2	C		
167 Co/Puyallup	5.7	6.3	C	Puyallup	
169	0.0	1.0	C		
	1.0	3.0	BX		
	3.0	3.4	C		
	3.4	7.0	BX		
	7.0	8.6	C		
	8.6	9.5	B		
	9.5	13.6	BX		
	13.6	24.3	C		
	24.3	25.3	D		
170	0.0	3.7	C		
Equation	0.88 bk	0.89 ah			
Equation	3.12 bk	3.13 ah			
171	0.0	1.0	C		
Equation	0.17 bk	0.20 ah			
	1.0	4.0	D		
172	0.0	5.5	BX		
	5.5	8.4	C		
	8.4	9.1	BX		
	9.1	25.1	C		
Equation	14.53 bk	14.63 ah			
Equation	23.10 bk	25.07 ah			
	25.1	26.5	B		
	26.5	29.1	C		
	29.1	30.6	B		
	30.6	35.1	C		
173	0.0	1.7	C		
	1.7	2.7	BX		
	2.7	8.8	C		
	8.8	10.5	BX		

SR	MP	MP	CLASS		
173	10.5	11.0	B		
Equation	10.49 bk	10.62 ah			
173	11.0	12.0	D		
174	0.0	2.1	AX		
	2.1	13.2	BX		
	13.2	14.2	AX		
	14.2	17.1	BX		
	17.1	18.9	B		
	18.9	19.8	A		
	19.8	23.4	C		
	23.4	25.1	AX		
	25.1	26.0	B		
	26.0	27.2	A		
	27.2	30.0	B		
	30.0	31.0	BX		
	31.0	37.0	B		
	37.0	40.7	BX		
174 Spur	19.5	20.6	A		
	20.6	20.9	B		
181	5.3(a)	5.5	C		
	5.5	6.0	D		
	6.0	8.0	C		
	8.0	11.4	D		
182	0.0	1.6	BX		
Coincident with SR12	0.0	15.2			SR 12: MP 273.9 to 291.7
Coincident with SR 240	3.2	5.0			SR 240 : MP 34.9 to 36.1
Coincident with SR 395	12.2	14.4			SR 395: MP 20.5 to 22.8
	1.6	15.2	C		
193	0.0	1.4	C		
	1.4	2.0	BX		
	2.0	3.1	B		
194	0.0	21.01	Scenic Byway	Palouse Scenic Byway	Almota/Snake River to SR 195/Pullman
194	0.0	3.6	A		
	3.6	15.9	AX		
	15.9	21.1	BX		
195	0.0	66.22	Scenic Byway	Palouse Scenic Byway	Idaho State Line to Whitman County line
Equation	0.31 bk	0.00 ah			

SR	MP	MP	CLASS		
195	0.1	5.0	BX		
	5.0	8.3	C		
	8.3	12.0	BX		
195	12.0	20.0	C		
Equation	19.76 bk	19.77 ah			
	20.0	36.8	BX		
Equation	20.21 bk	20.15 ah			
Equation	23.60 bk	25.81 ah			
	36.8	39.0	C		
Equation	37.19 bk	37.20 ah			
	39.0	40.0	BX		
	40.0	46.0	C		
	46.0	47.6	BX		
	47.6	48.4	C		
	48.4	62.3	BX		
	62.3	80.2	B		
Equation	70.20 bk	70.43 ah			
	80.2	80.5	C		
Equation	80.46 bk	80.96 ah			
	80.5	93.0	BX		
Equation	89.77 bk	89.80 ah			
	93.0	96.0	C		
195 Spur	0.1	0.6	BX		
197	0.0	0.6	B		
	0.6	3.2	A		
202	0.0	30.54	Scenic Byway	Cascade Valleys Heritage Corridor	SR 522 to I-90 Vic North Bend
202	0.0	9.7	C		Some BX Character
Equation	8.20 bk	8.22 ah			
	9.7	21.0	BX		Interchanges C Character
	21.0	22.0	C		
Equation	21.96 bk	21.99 ah			
	22.0	26.0	BX		
	26.0	27.8	C		
	27.8	28.9	BX		
	28.9	30.6	C		
202 Co/Redmond	7.3	7.7	C		
203	0.0	2.6	C		
Equation	0.11 bk	0.09 ah			
	2.6	3.2	BX		

SR	MP	MP	CLASS		
Equation	3.2	23.3	C		
Equation	5.21 bk	5.20 ah			
Equation	9.04 bk	9.03 ah			
Equation	12.04 bk	12.03 ah			
Equation	14.28 bk	14.26 ah			
Equation	16.51 bk	16.50 ah			
203	23.3	23.8	BX		
	23.8	24.2	C		
204	0.0	0.7	C		
Equation	0.03 bk	0.00 ah			
	0.7	1.1	BX		
	1.1	2.4	C		
205	26.3	27.2	B		
	27.2	30.5	BX		
	30.2	31.4	C		
	31.4	34.4	BX		
	34.4	37.2	C		
206	0.0	15.39	Scenic Byway		SR 2/Mt Spokane Park Dr to Mt Spokane St Park
206	0.0	0.5	C		
	0.5	15.4	BX		
Equation	0.81 bk	0.87 ah			
Equation	11.06 bk	11.09 ah			
207	0.0	1.0	BX		
	1.0	4.4	C		
211	0.0	15.2	BX		From SR 2 to SR 20/Usk - West of Newport & North of Spokane
Equation	0.98 bk	0.99 ah			
213	0.00	0.35			
215	0.0	15.39	Scenic Byway		SR 20/Okanogan to SR 97/Omak
215	0.0	6.2	C		
221	0.0	0.4	BX		
	0.4	1.5	AX		
	1.5	23.6	BX		
Equation	2.51 bk	2.63 ah			
	23.6	25.9	A		
	25.9	26.1	BX		
223	0.0	3.8	C		
Equation	2.09 bk	2.10 ah			
224	0.0	6.3	BX		

SR	MP	MP	CLASS		
Equation	0.25 bk	0.00 ah			
Equation	3.98 bk	4.00 ah			
	6.3	7.9	D		
7.9	9.9	C			
Equation	9.89 bk	9.87 ah			
225	0	3	C		Intermittent BX Character
	3	5.6	BX		
225	5.6	7.7	B		
	7.7	11.3	BX		
231	0.0	28.11	Scenic Byway		SR 23/Sprague to SR 2 Rearden
231	0.0	14.7	BX		
Equation	0.27 bk	0.32 ah			
Equation	4.98 bk	4.99 ah			
Equation	12.10 bk	12.11 ah			
	14.7	15.6	B		
	15.6	16.2	C		
Equation	15.74 bk	15.76 ah			
	16.2	17.2	BX		
	17.2	21.2	C		
	21.2	26.1	BX		
	26.1	28.1	C		
* Coincident with SR 2	28.1	31.1	* see coincident		SR 2: MP 261.1 to 264.0
Equation	30.99 bk	31.08 ah			
	31.1	31.5	C		
	31.5	34.0	BX		
	34.0	35.6	C		
	35.6	42.1	BX		
	42.1	43.8	B		
	43.8	49.0	BX		
	49.0	50.3	C		
	50.3	55.4	BX		
	55.4	65.3	C		
	65.3	69.6	BX		
	69.6	71.9	C		
	71.9	15.2	BX		
240	0.0	28.8	BX		
Equation	28.86 bk	30.63 ah			
	30.6	33.0	C		

SR	MP	MP	CLASS		
Equation	33.0	34.3	BX		
	34.3	34.9	C		
* Coincident with SR 182	34.9	36.1	* see coincident		SR 182 : MP 3.83 to 4.95
	36.1	39.5	C		
Equation	38.22 bk	38.25 ah			
	39.5	43.2	BX		
241	0.0	7.5	BX		
	7.5	8.9	D		
	8.9	17.3	BX		C Character MP 9.6 to 10.5
241	17.3	18.6	B		
	18.6	25.2	BX		
243	0.00	1.5	B		
	1.5	7.2	BX		
	7.2	8.2	B		
	8.2	17.4	BX		
	17.4	19.3	AX		
	19.3	23.1	B		
	23.1	25.7	BX		
	25.7	26.7	B		
	26.7	28.3	A		
251	0.0	0.5	C		
	0.5	3.7	BX		
	3.7	4.5	AX		
	4.5	10.8	BX		
260	0.0	4.3	C		
	4.3	5.9	BX		
	5.9	7.5	C		
	7.5	12.2	BX		
	13.7	24.5	BX		
Equation	12.19 bk	13.71 ah			
	24.5	25.2	C		
	25.2	38.6	BX		
Coincident with SR 261	33.1	39.5			SR 261: MP 29.4 to 35.8
	38.6	39.5	C		
261	0.0	29.39	Scenic Byway		SR 12/Delaney to SR 260-Starbuck - Lyons Ferry St Park - Palouse Falls on route
261	0.0	10.0	C		
	10.0	14.6	BX		

SR	MP	MP	CLASS		
261	14.6	15.2	A		
	15.2	29.4	BX		
* Coincident with SR 260	29.4	35.8	* see coincident		SR 260: MP 33.1 to 39.5
261	35.8	36.3	C		
	36.3	53.2	B		
	53.2	53.5	C		
	53.5	62.8	BX		
262	0.0	24.22	Scenic Byway		SR 26 to SR 17/ Warden Potholes Reservoir Vic
262	0.0	12.4	BX		C Character MP 0.0 and MP 4.0
	12.4	13.4	C		
	13.4	14.4	BX		C Character MP 14
262	14.4	17.0	B		
	17.0	19.8	BX		
	19.8	22.0	B		
	22.0	24.2	BX		
263	0.0	4.7	AX		BX Character MP 0.0 to .0.5 and MP 3.7 to 4.3
	4.7	7.9	A		
	7.9	9.2	BX		
270	0.0	9.9	C		
* Coincident with SR 27	2.4 bk	2.27 ah			SR 27: MP 2.3 to 2.4
270 Co/Pullman	2.7	2.9	C		
271	0.0	8.48	Scenic Byway	Palouse Scenic Byway	SR 27/Oaksville to SR 195 Rosalia
271	0.0	2.1	BX		
	2.1	3.9	C		
	3.9	9.9	BX		
272	0.0	19.23	Scenic Byway	Palouse Scenic Byway	SR 195 near Colfax to Idaho State Line
272	0.0	2.2	C		
	2.2	15.8	BX		
	15.8	16.5	C		
* Coincident with SR 27	16.5	16.8	* see coincident		SR 27: MP 15.33 to 15.08
	16.8	18.0	C		
	18.0	19.2	BX		
274	0.0	0.5	C		
	0.5	1.6	BX		
	1.6	1.9	C		

SR	MP	MP	CLASS		
278	0.0	5.5	Scenic Byway		SR 27 Vic. Rockford to Idaho State Line
278	0.0	1.1	C		
	1.1	2.7	B		
	2.7	5.5	BX		B Character MP 3.7 to .4.0
281	0.0	9.8	BX		
	9.8	10.5	C		
281 Spur	2.6	4.3	BX		
282	0.0	1.8	C		
	1.8	4.9	BX		
283	0.0	14.7	BX		
	14.7	14.9	C		
285	0.3	5.0	C		
285 Couplet	2.9	4.6	C		
290	0.0	6.3	D		
290	6.3	18.4	C		
290 Spur	0.7	1.3	D		
291	0.0	1.4	C		
	1.4	6.0	BX		
	6.0	7.1	C		
	7.1	7.4	BX		
	7.4	9.0	C		
	9.0	13.5	BX		
	13.5	14.2	C		
	14.2	20.3	BX		
	20.3	21.3	C		
	21.3	33.0	BX		
292	0.0	5.0	BX		
	5.0	5.9	C		
300	0.0	2.9	BX		
	2.9	3.3	C		
302	0.0	1.0	B		
	1.0	16.7	BX		C Character MP 15.4 to 16
303	0.0	4.7	C		
	4.7	7.2	BX		
	7.2	9.2	B		
303 Spur	1.5	3.0	C		
	3.0	3.3	A		
	3.3	3.4	C		

SR	MP	MP	CLASS		
304	0.0	0.9	BX		
	0.9	1.2	D		
	1.9	3.2	D		
	3.2	3.5	C		
305	0.0	13.45	Scenic Byway	Bainbridge Island	Winslow Ferry to Paulsbo
305	0.0	0.2	C		
	0.2	11.4	BX		
	11.4	11.9	C		
	11.9	12.5	BX		
	12.5	12.9	C		
	12.9	13.3	BX		
307	0.0	5.3	BX		
308	0.0	1.2	B		
	1.2	3.4	BX		
310	0.0	1.8	C		
* Coincident with SR 82	0.0	13.0	* see coincident		SR 82: MP 132.60 to 112.79
395	13.0	14.2	A		
	14.2	15.5	BX		
	15.5	20.5	C		
* Coincident with SR 182	20.5	22.8	* see coincident		SR 20: MP 12.2 to 14.4
	22.8	25.2	C		
	25.2	28.2	BX		
	28.2	40.6	C		
	40.6	45.0	BX		
	45.0	56.0	B		
	56.0	95.9	BX		
* Coincident with SR 90	95.9	158.5	* see coincident		SR 90: MP 220.5 to 281.3
* Coincident with SR 2	158.5	164.5	* see coincident		SR 2: MP 286.9 to 292.9
	164.5	167.0	D		
	167.0	168.0	C		
	168.0	170.2	BX		
	170.2	172.5	B		
	172.5	178.0	BX		
	178.0	190.3	C		
	190.3	201.6	BX		
	201.6	205.1	B		
	205.1	208.4	C		

SR	MP	MP	CLASS		
* Coincident with SR 2	208.4	215.7	BX		
	215.7	216.0	C		
	216.0	228.6	BX		
	228.6	229.6	C		
Coincident with SR 20	229.6	241.9			SR 20: MP 342.1 to 354.3
	229.6	230.2	D		
	230.2	230.7	C		
	230.7	232.3	BX		
395	232.3	241.89	Scenic Byway	Lewis and Clark Trail	Crossing Mill Creek Vic Colville to SR 20 Vic Kettle Falls
395	232.3	233.4	C		
	233.4	237.8	BX		
	237.8	241.3	C		
	241.3	243.7	BX		
	243.7	245.3	C		
	245.3	248.0	BX		
	248.0	249.4	C		
	249.4	260.0	BX		
	260.0	260.5	C		
	260.5	270.3	BX		
397	0.0	3.0	B		
	3.0	4.9	BX		
	4.9	8.4	B		
	8.4	16.6	BX		
	16.6	22.3	BX(p)		
401	0.0	12.13	Scenic Byway	Lewis and Clark Trail	Junction SR 101 Vic Pointe Ellice to SR 4 Vic Naselle
401	0.0	9.7	BX		
	9.7	12.1	C		
405	0.0	6.7	C		
Coincident with 900	4.5	5.4			SR 900: MP 11.5 to 12.5
	6.7	9.7	BX		
	9.7	11.1	C		
	11.1	11.5	B		
	11.5	11.8	BX		
	11.8	17.0	C		
	17.0	18.3	BX		
	18.3	23.0	C		

SR	MP	MP	CLASS		
Coincident with 900	23.0	24.0	B		
	24.0	30.3	BX		
409	0.0	3.9	C		
410	0.0	5.8	C		
	5.8	6.4	D		
	6.4	6.6	BX		
* Coincident with SR 167	6.6	8.8	* see coincident		SR 167: MP 5.3 to 7.1
	8.8	13.0	BX		
	13.0	13.4	C		
	13.4	14.0	B		
	14.0	19.6	C		
	19.6	20.3	BX		
	20.3	21.2	C		
	21.2	21.4	BX		
410	29.73	116.37	Scenic Byway	Chinook Pass Scenic Byway	Mather Memorial Parkway
	21.4	38.0	C		
	38.0	39.0	BX		
	39.0	42.4	B		
	42.4	43.0	BX		
	43.0	56.3	B		
	56.3	91.8	A		
	91.8	107.8	BX		
410	107.8	110.8	BX		
	110.8	116.4	B		
411	0.0	1.0	D		
	1.0	2.0	C		
	2.0	3.7	BX		
	3.7	5.8	C		
	5.8	11.5	BX		
	11.5	13.5	C		
411 Spur	1.7	1.9	C		
432	0.0	2.7	BX		
	2.7	5.2	D		
	5.2	8.7	C		
	8.7	10.3	BX		
433	0.0	0.9	C		
500	0.0	3.9	BX		
	3.9	4.5	C		

SR	MP	MP	CLASS		
500	4.5	5.3	BX		
	5.3	20.4	C		
501	0.0	5.24	Scenic Byway		Along Vancouver Lake to NW Lower River Rd
501	0.0	1.2	C		
	1.2	2.6	D		
	2.6	5.3	C		
	5.3	10.8	BX		
	10.8	11.4	AX		
No highway	11.4	16.9	Proposed Route		
501	16.9	18.7	C		
	18.7	19.9	BX		
502	0.0	0.6	New		I-5 Interchange
Equation	0.61 bk	2.05 ah			
	2.0	4.5	BX		
	4.5	6.5	C		
	6.5	7.6	BX		
503	1.02	54.33	Scenic Byway		SR 500 Vic Vancouver to I-5 Vic Woodland
503	0.0	8.6	C		
	8.6	13.6	BX		
	13.6	18.4	C		
	18.4	19.5	BX		
	19.5	22.4	C		
	22.4	24.1	BX		
	24.1	25.6	C		
503	25.6	26.6	BX		
	26.6	30.0	C		
	30.0	30.3	BX		
	30.3	32.1	C		
	32.1	33.0	BX		
	33.0	33.4	C		
	33.4	34.0	BX		
	34.0	34.7	C		
	34.7	38.1	BX		
	38.1	40.4	C		
	40.4	43.5	BX		
	43.5	54.4	C		
503 Spur	31.3	34.1	BX		
	34.1	35.1	AX		

SR	MP	MP	CLASS		
503 Spur	35.1	39.7	BX		
504	0.0	51.81	Scenic Byway	Mt St Helens	I-5 Vic Castle Rock to Johnson Ridge
504	0.0	9.7	BX		C Character I-5 Interchange
	9.7	10.8	C	Toutle	
	10.8	19.7	BX		
	19.7	26.7	B		
	26.7	27.7	A		
	27.7	31.5	B		A Character MP 29.48 to 29.92 Hoffstadt Creek Bridge
	31.5	51.76	A		
505	2.94	19.29	Scenic Byway		
505	0.0	3.8	BX	Winlock	C Character MP 0.0 to 0.2
	3.8	5.6	C		
	5.6	6.0	BX		
	6.0	10.1	C		
	10.1	18.1	BX		
	18.1	19.3	C		
506	0.0	6.6	C		
	6.6	10.0	BX		
	10.0	11.5	C		
507	0.0	18.0	C		
	18.0	21.0	BX		
	21.0	24.9	C		
	24.9	25.8	BX		
	25.8	28.7	C		
	28.7	30.5	BX		
	30.5	33.7	C		
507	33.7	35.0	BX		
	35.0	37.0	C		
	37.0	43.6	BX		
507Co/Pearl	2.3	3.5	C		
508	0.0	32.84	Scenic Byway		I-5 Vic Napavine to SR 7 Vic Morton
508	0.0	0.2	B		
	0.2	0.4	BX		
	0.4	1.5	C		
	1.5	2.8	B		
	2.8	14.0	C		
	14.0	16.5	BX		

SR	MP	MP	CLASS		
508	16.5	17.7	C		
	17.7	24.5	BX		
	24.5	32.8	C		
509	0.0	6.4	D	Tacoma	Industrial, Port of Tacoma
Equation	6.39 bk	3.20 ah			
	3.2	5.0	C		
	5.0	5.6	BX		
	5.6	10.3	C	Federal Way	
	10.3	11.2	BX		
	11.2	14.3	C		
* Coincident with SR 99	14.3	18.4	* see coincident		SR 99: MP 11.39 to 15.49
* Coincident with SR 516	18.4	19.6	* see coincident		SR 516: MP 0.0 to 1.8
Equation	20.18 bk	19.62 ah			
	19.6	20.3	D	Des Moines	
	20.3	27.7	C	Normandy Park	Burien , SeaTac
Equation	24.65 bk	23.60 ah			
	27.7	29.5	BX		
	29.5	29.8	C		
Equation	29.93 bk	29.48 ah			
510	0.0	0.5	C		
Equation	0.50 bk	2.62 ah			
	2.6	3.0	C		
	3.0	3.8	BX		
Equation	3.82 bk	4.28 ah			
	4.3	6.3	C		
	6.3	8.9	BX		
	8.9	13.0	C		
510	13.0	14.8	BX		
Equation	13.64 bk	13.61 ah			
Equation	13.64 bk	13.65 ah			
	14.8	15.7	C		
SR 512 is an atypical highway visually. Longitudinal installation is not advised.					
512	0.0	1.7	BX		
	1.7	3.4	C		Intermittent C Character
	3.4	9.3	BX		Intermittent BX Character
	9.3	12.1	C		

SR	MP	MP	CLASS		
513	0.0	3.4	C		
515	0.0	7.8	C		
516	0.0	1.0	BX		
*Coincident with 509	0.0	1.8	* see coincident		SR 509: MP 18.4 to 19.6
	1.0	2.3	C		
	2.3	3.9	BX		
	3.9	16.2	C		
518	0.0	3.8	C		
519	0.0	1.3	C		
520	0.0	0.8	BX		
	0.8	1.6	C		
	1.6	4.0	A		
	4.0	5.5	C		
	5.5	5.8	BX		
	5.8	7.4	C		
	7.4	12.5	BX		
	12.5	13.0	C		
522	0.0	1.4	D		
	1.4	2.0	C		
	2.0	4.4	D		
	4.4	6.7	C		
522	6.7	8.2	D		
	8.2	9.2	C		
	9.2	10.4	D		
	10.4	20.5	C		
	20.5	24.7	BX		
523	0.0	2.5	C		
524	0.0	1.5	C		
	1.5	2.3	BX		
	2.3	6.5	D		
	6.5	7.6	BX		
	7.6	8.0	C		
524	8.0	8.3	BX		
	8.3	9.9	D		
	9.9	10.9	BX		
	10.9	11.5	D		
	11.5	13.0	BX		
	13.0	13.2	D		
	13.2	14.1	BX		

SR	MP	MP	CLASS		
524	14.1	14.6	C		
524 Spur/ 3rd Ave	0.0	0.7	C		
524 Spur/Cedrwy	4.6	5.1	C		
525	7.2	30.5	Scenic Byway	Whidbey Scenic Byway	Cascade Loop Scenic Byway
525	0.0	2.8	BX		
Coincident with SR 99	2.3	2.8			SR 99: MP 50.3 to 50.8
	2.8	7.2	C		
	7.2	8.5	BX	Ferry Terminal	
	8.5	8.7	B		
	8.7	9.3	C		
	9.3	11.5	BX		
	11.5	12.7	B		
	12.7	14.1	BX		
	14.1	15.1	C		
	15.1	30.5	BX		
526	0.00	4.52		Cascade Loop Scenic Byway	
526	0.0	0.3	BX		
	0.3	0.8	C		
	0.8	2.3	B		
	2.3	4.6	C		
527	0.0	9.5	C		
	9.5	10.4	BX		
	10.4	11.9	C		
528	0.0	0.4	D		
	0.4	3.5	C		
529	0.0	6.7	C		
529 Spur	0.4	0.6	C		
530	17.0	20.8	BX		
* Coincident with SR 9	20.8	20.9	* see coincident		SR 9: MP 29.5 to 29.6
	20.9	25.6	C		
	25.6	27.5	BX		
530	27.5	35.8	C		
	35.8	49.1	BX		
	49.1	50.1	C		
	50.1	52.5	BX		

SR	MP	MP	CLASS		
530	52.5	54.8	C		
	54.8	67.7	BX		
531	0.0	4.9	BX		
	4.9	6.5	C		
	6.5	6.9	D		
	6.9	8.0	C		
	8.0	8.5	D		
	8.5	9.9	C		
532	0.0	3.6	BX		
	3.6	4.9	C		
	4.9	9.7	BX		
	9.7	10.1	C		
534	0.0	1.0	BX		
	1.0	5.1	C		
536	0.0	3.4	BX		
	3.4	4.1	C		
	4.1	5.4	D		
538	0.0	0.6	D		
	0.6	1.3	C		
	1.3	2.8	BX		
	2.8	3.7	C		
539	0.0	8.2	C		
	8.2	10.2	BX		
	10.2	11.0	D		
	11.0	11.5	C		
	11.5	15.2	BX		
542	0.0	57.26	Scenic Byway	Mt. Baker Scenic Highway	I-5 Vic Bellingham to Austin Pass Vic Mt Baker
542	0.0	9.0	C		
Coincident with SR 9	10.0	14.6			SR 9: MP 79.4 to 84.0
	9.0	14.1	BX		C Character at MP 10 C Character MP 13.5 to 14
	14.1	15.3	B		
	15.3	20.7	BX		
	20.7	21.9	C		
	21.9	26.8	BX	Maple Falls	C Character MP 25.6 to 25.9
	26.8	27.9	B		
	27.9	28.9	BX		
542	28.9	30.3	B		
	30.3	34.2	BX		C Character MP 33.2 to 33.4

SR	MP	MP	CLASS		
542	34.2	47.0	B		
	47.0	57.3	A		A Character MP 41.22 (viewpoint) and MP 50.8
542 Co/MtBaker	54.6	55.0	A		
543	0.0	1.1	C	Blaine	
544	0.0	0.4	C		
	0.4	1.0	BX		
	1.0	2.6	C		
	2.6	4.2	BX		
	4.2	9.0	C	Everson	
546	0.0	3.5	BX		
	3.5	8.0	C	Lynden	
547	0.0	10.79	Scenic Byway		Vic Kendall to Jct. SR 9 at Canadian Border
547	0.0	8.3	C		
	8.3	10.7	BX	Sumas	
548	0.0	13.9	BX		C Character MP 0.0 to 0.5
599	0.0	1.7	C	Tukwila	
702	0.0	1.5	C		
	1.5	2.5	BX		
	2.5	3.9	C		
	3.9	4.9	BX		
	4.9	7.0	C		
	7.0	7.8	BX		
	7.8	9.3	C		
705	0.7	1.5	C	Tacoma	
706	0.0	13.64	Scenic Byway	Scenic Areas Designated	SR 7 Vic Elbe to Mt Rainier National Park boundary
706	0.0	2.5	C		
706	2.5	3.0	BX		
	3.0	4.2	C		
	4.2	5.8	BX		
	5.8	13.6	C		
730	0.0	5.1	AX		
	5.1	6.1	BX		
730 Spur	5.8	6.1	BX		
821	0.0	25.21	Scenic Byway	Yakima River Canyon Scenic Byway	
821	0.0	1.0	B		
	1.0	2.0	BX		

SR	MP	MP	CLASS		
821	2.0	13.9	B		
	13.9	14.5	A		
	14.5	23.7	B		
	23.7	23.9	A		
	23.9	25.2	BX		
823	0.0	2.8	C		
	2.8	4.7	BX		
900	5.9	17.0	C	Tukwila	BX Character MP 6.5-7.5 & 16-17
* Coincident with SR 405	11.5	12.5	* see coincident		SR 405: MP 4.5 to 5.4
Equation	12.45 bk	12.50 ah			
Equation	13.10 bk	12.56 ah			
	17.0	20.1	BX		
	20.1	21.6	C	Seattle	
900 Co/Renton	10.7	11.4	C	Renton	
902	0.0	5.6	BX		Intermittent B Character
	5.6	7.5	C	Medical Lake	
	7.7	12.4	BX		C Character MP 7.1 to 7.6
903	0.0	2.7	C	Cle Elm	
	2.7	3.8	BX		
	3.8	6.1	C	Roslyn	
	6.1	10.1	BX		
903 Spur	0.2	0.5	C	Cle Elm	
904	0.0	0.8	C		
	0.8	8.7	BX		
	8.7	16.9	C		
906	0.0	2.6	BX		
906 Spur	2.6	3.0	C	Hyak	
908	3.5	6.6	C	Kirkland	
908 Co/Redmond	6.7	6.9	C	Redmond	
970	0.0	10.31	Scenic Byway		Cle Elm to SR 97 Vic Virden
970	0.0	2.7	C		
	2.7	10.3			
971	0.0	15.02	Scenic Byway		Lake Chelan State Park
971	0.0	4.6	BX		B Character MP 0.1 to 1.0
	4.6	10.0	B		BX Character MP 9.0 to 9.6
	10.0	12.3	A		Panoramic views of Lake Chelan

SR	MP	MP	CLASS		
971	12.3	13.4	AX		
	13.4	15.0	BX		

Section 3
Chapter 468-34 WAC

UTILITY LINES – FRANCHISES AND PERMITS

WAC Sections

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468-34-340 Miscellaneous.
468-34-350 Control zone guidelines.

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 the utility facility description plus additional plans and data for CAT 1 and CAT 2 installations.

(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: Chapter 47.44 RCW. WSR 95-21-037 (Order 152), § 468-34-010, filed 10/10/95, effective 11/10/95. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-010, filed 12/20/78. Formerly WAC 252-04-010.]

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 permit/franchise/amendment	
Category 1	$500.00
Category 2	$300.00
Category 3	$150.00
For franchise consolidation	$300.00
For franchise renewal	$250.00
For franchise assignment	$50.00

together with an additional charge in the amount of expenses, if any, actually incurred by the department:
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: Chapter 47.44 RCW. WSR 95-21-037 (Order 152), § 468-34-020, filed 10/10/95, effective 11/10/95; WSR 89-05-022 (Order 119), § 468-34-020, filed 2/10/89. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-020, filed 12/20/78. Formerly WAC 252-04-020.]

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. WSR 80-13-042 (Order 58), § 468-34-030, filed 9/15/80.]

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. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-040, filed 12/20/78. Formerly WAC 252-04-040.]

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 publishing a notice once a week for two consecutive weeks, in 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.
[Statutory Authority: Chapter 47.44 RCW. WSR 95-21-037 (Order 152), § 468-34-050, filed 10/10/95, effective 11/10/95. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-050, filed 12/20/78. Formerly WAC 252-04-045.]

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 at the address listed in the notice, 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: Chapter 47.44 RCW. WSR 89-05-022 (Order 119), § 468-34-060, filed 2/10/89. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-060, filed 12/20/78. Formerly WAC 252-04-050.]

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. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-070, filed 12/20/78. Formerly WAC 252-04-052.]

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. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-080, filed 12/20/78. Formerly WAC 252-04-055.]

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. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-090, filed 12/20/78. Formerly WAC 252-04-060.]

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 RCW to all public, private, and governmental utility 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: Chapter 47.44 RCW. WSR 89-05-022 (Order 119), § 468-34-100, filed 2/10/89. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-100, filed 12/20/78. Formerly WAC 252-04-065.]

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) Modified control of access - Means that the authority to control access is exercised to give preference to through traffic to such a degree that most approaches, including commercial approaches, existing and in use at the time of establishment, may be allowed.

(d) 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 - The roadside is the area between the edge of the roadway shoulder and the right of way line and unpaved medians on multilane highways.

(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 roadsides as wide, flat, and rounded as

practical and as free as practical from physical obstructions above the ground such as trees, drainage structures, nonyielding 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 subbase, base course, and surface course placed on a subgrade 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, bridge, and municipal construction - The compilation of standard requirements for road, bridge, and municipal 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.

(48) Control zone guidelines - Guidelines established to control the placement of above-ground utility facilities within the highway right of way.

(49) Major reconstruction - Upgrading the capacity of the facility and/or replacement of more than fifty percent of the poles or towers within any mile.

(50) Roadbed - The graded part of the roadway within top and side slopes, prepared as a foundation for the pavement structure and shoulders.

(51) Subgrade - The top surface of the roadbed on which subbase, base, surfacing, pavement, or

layers of similar materials are placed.

(52) Utility - A term denoting electric power, communication, cable television, water, gas, oil, petroleum products, steam, chemicals, sewage, drainage, irrigation, fire or police signal systems, and similar lines. Also, the term utility includes those utility-type facilities which are owned or leased by a government agency for its own use, or otherwise dedicated solely to governmental use. The term utility does not include utility-type facilities required for the support, control, operation, and maintenance of the highway system, if they are owned and controlled by the highway authority.

(53) Installation categories - Utility installations will be defined by the effect the installation will have on the highway integrity and impact to the traveling public.

(a) Category 1 installations have considerable impact on highway facilities and the public and will require a detailed review effort by more than one department office.

(b) Category 2 installations have limited impact on highway facilities and the public and may require review by more than one department office.

(c) Category 3 installations have little or no impact on highway facilities and the public and will be reviewed only by the office processing the application.

(d) Category 4 installations are same-side service connections below a specified size (see application instructions) and are exempt from the permit/franchise process except in limited access controlled areas.

[Statutory Authority: Chapter 47.44 RCW. WSR 95-21-037 (Order 152), § 468-34-110, filed 10/10/95, effective 11/10/95; WSR 89-05-022 (Order 119), § 468-34-110, filed 2/10/89. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-110, filed 12/20/78. Formerly WAC 252-04-075.]

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 and Transportation Officials (AASHTO) 1982, 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 current "Standard Specifications for Road, Bridge, and Municipal Construction."

(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: Chapter 47.44 RCW. WSR 89-05-022 (Order 119), § 468-34-120, filed 2/10/89. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-120, filed 12/20/78. Formerly WAC 252-04-085.]

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 and must be located in accordance with the control zone guidelines.

(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. Crossings entering the right of way at an angle greater than forty-five degrees from normal shall be considered longitudinal location except crossings within public road intersections.

(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 visual quality, 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: Chapter 47.44 RCW. WSR 89-05-022 (Order 119), § 468-34-130, filed 2/10/89. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-130, filed 12/20/78. Formerly WAC 252-04-095.]

468-34-140
Utility tunnels and bridges.

The department should ensure 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 current Standard Specifications for Road, Bridge, and Municipal Construction.

[Statutory Authority: Chapter 47.44 RCW. WSR 89-05-022 (Order 119), § 468-34-140, filed 2/10/89. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-140, filed 12/20/78. Formerly WAC 252-04-105.]

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 current Standard Specifications for Road, Bridge, and Municipal Construction including but not limited to:

Welded Steel Water Pipe	AWWAC201 & ASTM A 120 AWWAC203 AWWAC205
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) C.F.R. 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 current Standard Specifications for Road, Bridge, and Municipal Construction.

(e) Drainage pipe shall conform with the current Standard Specifications for Road, Bridge, and

Municipal 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: Chapter 47.44 RCW. WSR 89-05-022 (Order 119), § 468-34-150, filed 2/10/89. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-150, filed 12/20/78. Formerly WAC 252-04-115.]

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. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-160, filed 12/20/78. Formerly WAC 252-04-125.]

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 visual 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 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.

(8) Contain a certification of compliance with the control zone guidelines.
[Statutory Authority: Chapter 47.44 RCW. WSR 95-21-037 (Order 152), § 468-34-170, filed 10/10/95, effective 11/10/95; WSR 89-05-022 (Order 119), § 468-34-170, filed 2/10/89. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-170, filed 12/20/78. Formerly WAC 252-04-135.]

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. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-180, filed 12/20/78. Formerly WAC 252-04-145.]

468-34-190
Pipelines—Location and alignment.

(1) For all crossings, the angle of crossing should be based on economic considerations of practical alternates. 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 or median, as defined in WAC 468-34-110 (7) and (8), shall be considered a variance from this policy. Any request for such a variance 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 or median, will create an undue hardship or financial burden by reason of terrain, geology, or environmental damage along the roadside.

(4) Trenched crossing in the roadway as defined in WAC 468-34-110(7) shall be considered a variance from this policy. Any request for such a variance shall comply with subsection (3)(a) and (b) of this section.

[Statutory Authority: Chapter 47.44 RCW. WSR 89-05-022 (Order 119), § 468-34-190, filed 2/10/89. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-190, filed 12/20/78. Formerly WAC 252-04-155.]

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. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-200, filed 12/20/78. Formerly WAC 252-04-165.]

468-34-210
Pipelines—Encasement.

(1) Casings shall not be required for the following conditions:

(a) Pipelines conveying natural or other gas which meet the design, installation and cathodic protection provisions of the Minimum Federal Safety Standards, 49 C.F.R. part 192 and chapter 480-93 WAC Gas companies—Safety.

(b) Local service lines and connections conveying natural or other gas which meet the design, installation and cathodic protection provisions of the Minimum Federal Safety Standards, 49 C.F.R. part 192 and chapter 480-93 WAC Gas companies—Safety.

(2) Casings shall be required for the following conditions:

(a) Pipeline crossings where casing is required by appropriate industry practice or special conditions.

(b) Pressurized carrier pipes and carriers of transmittants other than natural gas which are flammable, corrosive, expansive, energized, or unstable.

(c) Pipeline installations where local features, embankment materials, construction methods or other conditions indicate probability of damage to the pipeline that will render it unusable.

(3) Casings may be required as protection for carrier pipe from external loads or shock during existing highway improvement projects or new highway construction.

(4) Casing pipes shall extend a minimum of six feet beyond the toe of fill slopes, or back of ditch line, or outside curb unless limited by restrictive local conditions. 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: Chapter 47.44 RCW. WSR 07-16-082, § 468-34-210, filed 7/30/07, effective 8/30/07; WSR 89-05-022 (Order 119), § 468-34-210, filed 2/10/89. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-210, filed 12/20/78. Formerly WAC 252-04-175.]

468-34-220
Pipelines—Appurtenances.

(1) Vents shall be required for casings, tunnels and galleries enclosing carriers of fuel where required by C.F.R. 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 control zone guidelines.
[Statutory Authority: Chapter 47.44 RCW. WSR 89-05-022 (Order 119), § 468-34-220, filed 2/10/89. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-220, filed 12/20/78. Formerly WAC 252-04-185.]

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. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-230, filed 12/20/78. Formerly WAC 252-04-195.]

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. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-240, filed 12/20/78. Formerly WAC

252-04-205.]

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 in accordance with the current Standard Specifications for Road, Bridge, and Municipal Construction. 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: Chapter 47.44 RCW. WSR 89-05-022 (Order 119), § 468-34-250, filed 2/10/89. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-250, filed 12/20/78. Formerly WAC 252-04-215.]

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. WSR 79-01-

033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-260, filed 12/20/78. Formerly WAC 252-04-225.]

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. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-270, filed 12/20/78. Formerly WAC 252-04-235.]

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. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-280, filed 12/20/78. Formerly WAC 252-04-245.]

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	LONGI-TUDINAL
Communications and Cable Television	24'	20'
Communications and/or Cable Television joint usage with electrical	20'	20'
ELECTRICAL		
0 - 750 volts	24'	24'
751 - 15,000 volts	30'	27'
15,001 - 50,000 volts	32'	32'
50,001 volts and over	34'	32'

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

(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: Chapter 47.44 RCW. WSR 89-05-022 (Order 119), § 468-34-290, filed 2/10/89. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-290, filed 12/20/78. Formerly WAC 252-04-255.]

468-34-300
Overhead lines—Location.

(1) Pole lines must be located in accordance with the control zone guidelines.

(2) Guy wires to ground anchors and stub poles shall be located in accordance with the control zone guidelines.

(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: Chapter 47.44 RCW. WSR 89-05-022 (Order 119), § 468-34-300, filed 2/10/89. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-300, filed 12/20/78. Formerly WAC 252-04-265.]

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. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-310, filed 12/20/78. Formerly WAC 252-04-275.]

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 reasons of visual quality 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: Chapter 47.44 RCW. WSR 89-05-022 (Order 119), § 468-34-320, filed 2/10/89. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-320, filed 12/20/78. Formerly WAC 252-04-280.]

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 and 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 and D:

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

Class AX and 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 and 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.

Subclass X—Alternative for Class A and 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. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-330, filed 12/20/78. Formerly WAC 252-04-285.]

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, restoration work that is not acceptable to the department, may be repaired 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 removal from the right of way.

(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.*

(d) Installations included in the Category 4 exemption require twenty-four hours notice to the department prior to construction. Vehicle parking and the storage of materials on through roadways or ramps shall not be permitted. 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: Chapter 47.44 RCW. WSR 95-21-037 (Order 152), § 468-34-340, filed 10/10/95, effective 11/10/95; WSR 89-05-022 (Order 119), § 468-34-340, filed 2/10/89. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-34-340, filed 12/20/78. Formerly WAC 252-04-295.]

468-34-350
Control zone guidelines.

Consistent with federal, state, or local laws or regulations all utility installations within the highway right of way shall be located in accordance with the control zone guidelines. The control zone guidelines govern the location of utilities within the right of way for the following:

(1) New installations or reconstruction.

(2) Highway projects involving safety improvements.

(3) Franchise renewal or consolidation of existing utility objects.

[Statutory Authority: Chapter 47.44 RCW. WSR 89-05-022 (Order 119), § 468-34-350, filed 2/10/89.]