



CITY OF WENATCHEE

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**DEPARTMENT OF PUBLIC WORKS
PRE-APPROVED PLANS POLICY**

Policy R-15: ACCESS CONNECTION TO STATE HIGHWAY(S) POLICY

Purpose of this policy is to provide information to assist the land owner and an Engineer about accessing the State highways within the City of Wenatchee. This includes City and State code references and tables edited to be specific to the City from the Washington State Department of Transportation’s Design Manual.

I. Definitions, Categories and Classifications

For the purposes of this policy the Wenatchee City Code 7.36.020 includes definitions, the following is informational:

- a. Categories for Access Connections to State highways within Wenatchee. These categories are for the application fees according to WCC 7.36.080, and are a function of access needs entering and leaving the State highway:

| | |
|------------------------------------|---|
| Category I – Minimum Connection: | |
| | Field (agricultural), Utility Operations and Maintenance |
| | Residential Dwelling Unit (up to 10 units) utilizing a single connection point. |
| | Other, with 100 AWDVTE or less |
| | Additional connection point for this category |
| Category II – Minor Connection: | |
| | Less than 1,000 AWDVTE |
| | 1,000 to 1,500 AWDVTE |
| | Additional connection point for this category |
| Category III – Major Connection: | |
| | 1,500 to 2,500 AWDVTE |
| | Over 2,500 AWDVTE |
| | Additional connection point for this category |
| Category IV – Temporary Connection | |

- b. Connection permit” means a written authorization given by the city for a specifically designed connection to the state highway system at a specific location for a specific type and intensity of property use and specific volume of traffic for the proposed connection, based on the final stage of proposed development of the applicant’s property. The actual form used for this authorization will be determined by the city.

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Below is City of Wenatchee specific information to assist with the application:

- i. State Highway access connection permitting for SR 97A and SR 285 in the city of Wenatchee are administered by Public Works to follow Washington State access management standards, state law called Revised Code of Washington (RCW), state of Washington Administrative Code (WAC) and Wenatchee City code (WCC).
- ii. WCC 7.36 Vehicular Access to State Highway System.
- iii. Managed Access Control Chapter 540 WSDOT Design Manual M 22-01.21 provides guidance.
- iv. RCW Chapter 47.50 Highway access management.
- v. WAC Chapter 468-52 – State Highway access management- access control classification system and standards.

These are the Classifications and their locations within the Wenatchee city limits:

| Type | Managed Access Highways (administered by City of Wenatchee) |
|-------------|---|
| Class 1 | Is on SR 97A beginning one mile north of Ohme Garden Road roundabout north to the end of the city limits. |
| Class 3 | Is on SR 97A for one-mile north bound from Ohme Garden Road roundabout. |
| Class 4 | Is for SR-285 from the Junction of SR 2 to Hawley Street. The named city street along this State Route is North Wenatchee Ave. |
| Class 5 | Is for SR-285 from Hawley St to Stevens Street (includes Couplet) The named city streets along the State route are North Wenatchee Ave, North Miller Street, Chelan Avenue, Mission Street & Stevens Street. See Couplet map. |
| | Limited Access Highways (control is by the State RCW 47.52) |
| P | SR285 mile post 0.39 to 0.63 from Senator George Sellar Bridge to South Mission. SR97A mile post 199.83 to 200.54 from Highway 2 north to the roundabout. |

- c. “Private Lanes” are a street type defined in WCC 11.20.020 (9) that provides access to multiple abutting properties. This Policy is intended to cover the access point to a public road from a Private Lane to a State highway.
- d. Sight Obstruction: any structure, monument sign, fence, shrubbery, rockery, walls, parked vehicles, hedge or natural growth located within the driveway / intersection sight area and the height limits defined in Public Works Standard Plan R-600 that may obstruct the visibility for drivers.
- e. Sight Distance Triangle or Driver’s Sight Area: the area at an intersection or driveway that must be clear of sight obstructions. Sight distance triangle is shown in Public Works Standard Plan R-600.
- f. Traveled Way: The portion of the road intended for the movement of vehicles and bicycles, exclusive of parking lanes and shoulders.

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II. Driveway Design, Construction, Maintenance and Operation

a. General Considerations

- i. Driveway connections shall be designed to allow safe and efficient movement of vehicles to/from the intersecting street.
- ii. Driveways shall be ADA accessible with regard to pedestrians traveling on the adjoining sidewalk.
- iii. Construction shall be in accordance with WSDOT Standard Plans and Specifications and City of Wenatchee Pre-Approved Plans.
- iv. Maintenance of driveway connections including pavement, signing and marking shall be the responsibility of the owner whose property the private lane or private driveway serves.
- v. If development of a site triggers frontage improvements such as sidewalk and curb and gutter, any driveways or accesses within the limits of the frontage improvements that are abandoned shall be removed.
- vi. The continued use of existing access driveway connections may be prohibited with the redevelopment of a site. Such as removing an existing garage opening of a building or removing a carport space that was served by that driveway access connection, where less than 20-ft remains from the property line to the Building for required on-site residential parking (see Policy R-6).
- vii. Driveway materials in the right-of-way must match materials in the adjacent right of way in order to maintain or improve pedestrian level of service.
 1. When concrete approaches are required, construct according to WSDOT Standard Plan F-80.10 Type 1, Type 2 or Type 3 for all street frontages with pedestrian travel.
 2. On SR 97A where no curbs are north of the roundabout, construct hot mix asphalt over crushed rock according to truck route pavement section of the City approved Plans that meets or exceeds WSDOT Standards between the travelled lane and the property line within the State Route Right-of-way.

b. Traffic Control at Driveways

- i. Multifamily / Commercial / Industrial driveways may be controlled by stop signs, roundabouts or traffic signals.
- ii. Traffic signalization may be considered to control driveways projected to exceed 2000 vehicles per day and that are located on arterial streets with ADT in excess of 15,000. Traffic signal warrant analysis shall be performed at driveways considered for signalization. Follow the MUTCD to determine signal warrants.
- iii. Signalized driveways shall be designed and built so as to minimize interference with existing traffic signals and shall have a minimum 100 ft storage area between the face of curb and any turning and parking maneuver within the development.
- iv. For Multi-family, Commercial and Industrial use, parking along the access driveway or road shall be located at a minimum of 25 feet behind the back of the intersecting road's sidewalk.

c. Sight Distance

Public Works Standard Plan R-600 specifies sight distance requirements for driveways and various types of intersections.

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Driveway access connections to State Highways SR-285 and SR-285 Couplet and SR 97A are limited by:

| | |
|---|---|
| Most Restrictive is Class 1 | |
| Reference: WAC 468-52-040 (1) Class one (b)(ii) | |
| Private direct access to the state highway shall not be permitted except when the property has no other reasonable access to the general street system. The following standards will be applied when direct access must be provided: | |
| a. | The access connection shall continue until such time that other reasonable access to a highway with a less restrictive access control classification or access to the general street system becomes available and is permitted. |
| b. | The minimum distance to another public or private access connection shall be one thousand three hundred twenty feet. Nonconforming connection permits may be issued to provide access to parcels whose highway frontage, topography, or location would otherwise preclude issuance of a conforming connection permit; however, variance permits are not allowed. No more than one connection shall be provided to an individual parcel or to contiguous parcels under the same ownership. |
| Lesser Restrictive criteria is identical text for Class' 3, 4 & 5 | |
| Reference: WAC 468-52-040 (3) Class Three (b)(ii)(A), WAC 468-52-040 (4) Class Four (b)(ii)(A) & WAC 486-52-040 (5) Class Five (b)(ii)(A). | |
| No more than one access shall be provided to an individual parcel or to contiguous parcels under the same ownership unless it can be shown that additional access points would not adversely affect the desired function of the state highway in accordance with the assigned access classification, and would not adversely affect the safety or operation of the state highway. | |
| Spacing Criteria is progressively less restrictive for Classes 3, 4 & 5 | |
| a. | Reference: WAC 468-52-040 (3) Class Three(b)(ii)(B) |
| | The minimum distance to another public or private access connection shall be three hundred thirty feet (330-feet). Nonconforming connection permits may be issued to provide access to parcels whose highway frontage, topography, or location would otherwise preclude issuance of a conforming connection permit. |
| b. | Reference: WAC 468-52-040 (4) Class Four (b)(ii)(B). |
| | The minimum distance to another public or private access connection shall be two hundred fifty feet (250-feet). Nonconforming connection permits may be issued to provide access to parcels whose highway frontage, topography, or location would otherwise preclude issuance of a conforming connection permit. |
| c. | Reference: WAC 468-52-040 (5) Class Five (b)(ii)(B). |
| | The minimum distance to another public or private access connection shall be one hundred twenty-five feet. Nonconforming connection permits may be issued to provide access to parcels whose highway frontage, topography, or location would otherwise preclude issuance of a conforming connection permit. |
| This table is consolidated information copied from the WAC 468-52-040 for ease of reading, specific to the State highways within the City of Wenatchee. | |

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| Managed Access Highway Class Descriptions in Wenatchee | | | | |
|---|-------------------|-----------------------|-------------------------------|--|
| Class | Conforming | Non-Conforming | Access Point Spacing** | Limitations |
| Class 1 Mobility is the primary function | No | Yes* | 1320 ft | <ul style="list-style-type: none"> • One access only to contiguous parcels under same ownership • Private access connection is not allowed unless no other reasonable access exists (must use local road/ street system if possible) |
| Class 2 – None of this class is inside City limits | | | | |
| Class 3 Balance between mobility and access in areas with less than maximum buildout | Yes | Yes | 330 ft | <ul style="list-style-type: none"> • One access connection only to contiguous parcels under same ownership • Joint access connection for subdivisions preferred; private connection allowed, with justification |
| Class 4 Balance between mobility and access in areas with less than maximum buildout | Yes | Yes | 250 ft | One access connection only to contiguous parcels under same ownership, except with justification |
| Class 5 Access needs may have priority over mobility | Yes | Yes | 125 ft | More than one access connection per ownership, with justification. |
| <p>This table is similar to Exhibit 540-1 of the Managed Access Control Chapter 540 from WSDOT Publication Number M 22-01.21 dated September 2022, it excludes the column “Variance” because the city did not adopt Variances in WCC 7.36.</p> <p>*The access connection continues only until such time other reasonable access to a highway with a less restrictive class or acceptable access to the local road/street system becomes available and is allowed.</p> <p>**Minimum, on the same side of the highway</p> | | | | |

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| Assessment questions for State Highway connections. | | |
|---|------------|-----------|
| For Development Proposal requesting access to a State Highway | Yes | No |
| Access Connection permit: Does the property have an existing, legal access permit on file dated after July 1990 issued by the State? (Info: there are no access connection permits issued by the city prior to July 1993 when WCC 7.36 was enacted.) | | |
| Alternative accesses: Are there other ways to access the property besides the state highway, such as using local streets, alleys or county roads? | | |
| Managed Access compliance: Does proposed connection conform to the highway classification set by the Access Management requirements of Chapter 468-52 WAC? | | |
| Does proposed access comply with Limited Access policy? | | |
| Access number and location: Can development function with a single highway access or can the access be shared or be located along a property line? | | |
| Would access location meet sight distance criteria? | | |
| Would access create a safety concern for pedestrians and bicyclists travelling across it? | | |
| Is driveway constructible at proposed location? | | |
| <p>This table is similar to Exhibit 1130-3 of the Development Services Chapter 1130 from WSDOT Publication Number M 22-01.21 dated September 2022, specific to the State highways and city code within the City of Wenatchee.</p> | | |

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