

Chapter 47.24 RCW
CITY STREETS AS PART OF STATE HIGHWAYS

SECTIONS

- 47.24.010 Designation - Construction, maintenance - Return to city or town.
- 47.24.020 Jurisdiction, control.
- 47.24.030 Acquisition of rights of way - Condemnation proceedings.
- 47.24.040 Street fund - Expenditures on streets forming part of state highway.
- 47.24.050 Aid on streets by state or county - Payment

NOTES:

City streets

parkways, boulevards, generally: Title 35 RCW
sidewalks, etc.: Chapters 35.68 through 35.79 RCW.

Design standards committee for city streets: Chapter 35.78 RCW.

Off-street parking

cities: Chapter 35.86 RCW.

towns: RCW 35.27.550 through 35.27.590.

Platted streets as public highways: RCW 58.08.035, 58.08.050.

Speed limits in cities: RCW 46.61.415, 46.61.430, 46.61.440.

Viaducts, bridges, elevated roadways, tunnels, etc., in cities: Chapter 35.85 RCW.

RCW 47.24.010***Designation -- Construction, maintenance -- Return to city or town.***

The transportation commission shall determine what streets, together with bridges thereon and wharves necessary for use for ferriage of motor vehicle traffic in connection with such streets, if any, in any incorporated cities and towns shall form a part of the route of state highways and between the first and fifteenth days of July of any year the department of transportation shall identify by brief description, the streets, together with the bridges thereon and wharves, if any, in such city or town which are designated as forming a part of the route of any state highway; and all such streets, including curbs and gutters and street intersections and such bridges and wharves, shall thereafter be a part of the state highway system and as such shall be constructed and maintained by the department of transportation from any state funds available therefor: PROVIDED, That the responsibility for the construction and maintenance of any such street together with its appurtenances may be returned to a city or a town upon certification by the department of transportation to the clerk of any city or town that such street, or portion thereof, is no longer required as a part of the state highway system: PROVIDED FURTHER, That any such certification that a street, or portion thereof, is no longer required as a part of the state highway system shall be made between the first and fifteenth of July following the determination by the department that such street or portion thereof is no longer required as a part of the state highway system, but this shall not prevent the department and any city or town from entering into an agreement that a city or town will accept responsibility for such a street or portion thereof at some time other than between the first and fifteenth of July of any year.

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[1998 c 245 § 97; 1979 ex.s. c 86 § 2; 1977 ex.s. c 151 § 57; 1973 c 95 § 3; 1961 c 13 § 47.24.010. Prior: 1959 c 160 § 1; 1957 c 83 § 2; 1955 c 179 § 2; 1949 c 220 § 5, part; 1945 c 250 § 1, part; 1943 c 82 § 10, part; 1937 c 187 § 61, part; Rem. Supp. 1949 § 6450-61, part.]

NOTES:

Severability -- 1979 ex.s. c 86: See note following RCW 13.24.040.

RCW 47.24.020

Jurisdiction, control.

The jurisdiction, control, and duty of the state and city or town with respect to such streets is as follows:

- (1) The department has no authority to change or establish any grade of any such street without approval of the governing body of such city or town, except with respect to limited access facilities established by the commission;
- (2) The city or town shall exercise full responsibility for and control over any such street beyond the curbs and if no curb is installed, beyond that portion of the highway used for highway purposes. However, within incorporated cities and towns the title to a state limited access highway vests in the state, and, notwithstanding any other provision of this section, the department shall exercise full jurisdiction, responsibility, and control to and over such facility as provided in chapter 47.52 RCW;
- (3) The department has authority to prohibit the suspension of signs, banners, or decorations above the portion of such street between the curbs or portion used for highway purposes up to a vertical height of twenty feet above the surface of the roadway;
- (4) The city or town shall at its own expense maintain all underground facilities in such streets, and has the right to construct such additional underground facilities as may be necessary in such streets. However, pavement trenching and restoration performed as part of installation of such facilities must meet or exceed requirements established by the department;
- (5) The city or town has the right to grant the privilege to open the surface of any such street, but all damage occasioned thereby shall promptly be repaired either by the city or town itself or at its direction. Pavement trenching and restoration performed under a privilege granted by the city under this subsection must meet or exceed requirements established by the department;
- (6) The city or town at its own expense shall provide street illumination and shall clean all such streets, including storm sewer inlets and catch basins, and remove all snow, except that the state shall when necessary plow the snow on the roadway. In cities and towns having a population of twenty-two thousand five hundred or less according to the latest determination of population by the office of financial management, the state, when necessary for public safety, shall assume, at its expense, responsibility for the stability of the slopes of cuts and fills and the embankments within the right of way to protect the roadway itself. When the population of a city or town first exceeds twenty-two thousand five hundred according to the determination of population by the office of financial management, the city or town shall have three years from the date of the determination to plan for additional staffing, budgetary, and equipment requirements before being required to assume the responsibilities under this subsection. The state

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shall install, maintain, and operate all illuminating facilities on any limited access facility, together with its interchanges, located within the corporate limits of any city or town, and shall assume and pay the costs of all such installation, maintenance, and operation incurred after November 1, 1954;

- (7) The department has the right to use all storm sewers on such highways without cost; and if new storm sewer facilities are necessary in construction of new streets by the department, the cost of the facilities shall be borne by the state and/or city as may be mutually agreed upon between the department and the governing body of the city or town;
- (8) Cities and towns have exclusive right to grant franchises not in conflict with state laws and rules, over, beneath, and upon such streets, but the department is authorized to enforce in an action brought in the name of the state any condition of any franchise which a city or town has granted on such street. No franchise for transportation of passengers in motor vehicles may be granted on such streets without the approval of the department, but the department shall not refuse to approve such franchise unless another street conveniently located and of strength of construction to sustain travel of such vehicles is accessible;
- (9) Every franchise or permit granted any person by a city or town for use of any portion of such street by a public utility must require the grantee or permittee to restore, repair, and replace any portion of the street damaged or injured by it to conditions that meet or exceed requirements established by the department;
- (10) The city or town has the right to issue overload or overwidth permits for vehicles to operate on such streets or roads subject to regulations printed and distributed to the cities and towns by the department;
- (11) Cities and towns shall regulate and enforce all traffic and parking restrictions on such streets, but all regulations adopted by a city or town relating to speed, parking, and traffic control devices on such streets not identical to state law relating thereto are subject to the approval of the department before becoming effective. All regulations pertaining to speed, parking, and traffic control devices relating to such streets heretofore adopted by a city or town not identical with state laws shall become null and void unless approved by the department heretofore or within one year after March 21, 1963;
- (12) The department shall erect, control, and maintain at state expense all route markers and directional signs, except street signs, on such streets;
- (13) The department shall install, operate, maintain, and control at state expense all traffic control signals, signs, and traffic control devices for the purpose of regulating both pedestrian and motor vehicular traffic on, entering upon, or leaving state highways in cities and towns having a population of twenty-two thousand five hundred or less according to the latest determination of population by the office of financial management. Such cities and towns may submit to the department a plan for traffic control signals, signs, and traffic control devices desired by them, indicating the location, nature of installation, or type thereof, or a proposed amendment to such an existing plan or installation, and the department shall consult with the cities or towns concerning the plan before installing such signals, signs, or devices. Cities and towns having a population in excess of twenty-two thousand five hundred according to the latest determination of population by the office of financial management shall install, maintain, operate, and control such signals, signs, and devices at their own expense, subject to approval of the department for the installation and type only.

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When the population of a city or town first exceeds twenty-two thousand five hundred according to the determination of population by the office of financial management, the city or town shall have three years from the date of the determination to plan for additional staffing, budgetary, and equipment requirements before being required to assume the responsibilities under this subsection. For the purpose of this subsection, striping, lane marking, and channelization are considered traffic control devices;

- (14) All revenue from parking meters placed on such streets belongs to the city or town;
- (15) Rights of way for such streets shall be acquired by either the city or town or by the state as shall be mutually agreed upon. Costs of acquiring rights of way may be at the sole expense of the state or at the expense of the city or town or at the expense of the state and the city or town as may be mutually agreed upon. Title to all such rights of way so acquired shall vest in the city or town: PROVIDED, That no vacation, sale, rental, or any other nontransportation use of any unused portion of any such street may be made by the city or town without the prior written approval of the department; and all revenue derived from sale, vacation, rental, or any nontransportation use of such rights of way shall be shared by the city or town and the state in the same proportion as the purchase costs were shared;
- (16) If any city or town fails to perform any of its obligations as set forth in this section or in any cooperative agreement entered into with the department for the maintenance of a city or town street forming part of the route of a state highway, the department may notify the mayor of the city or town to perform the necessary maintenance within thirty days. If the city or town within the thirty days fails to perform the maintenance or fails to authorize the department to perform the maintenance as provided by RCW 47.24.050, the department may perform the maintenance, the cost of which is to be deducted from any sums in the motor vehicle fund credited or to be credited to the city or town.

[2001 c 201 § 8; 1993 c 126 § 1; 1991 c 342 § 52; 1987 c 68 § 1; 1984 c 7 § 150; 1977 ex.s. c 78 § 7; 1967 c 115 § 1; 1963 c 150 § 1; 1961 c 13 § 47.24.020. Prior: 1957 c 83 § 3; 1955 c 179 § 3; 1953 c 193 § 1; 1949 c 220 § 5, part; 1945 c 250 § 1, part; 1943 c 82 § 10, part; 1937 c 187 § 61, part; Rem. Supp. 1949 § 6450-61, part.]

NOTES:

Effective dates - 1991 c 342: See note following RCW 47.26.167.

Severability - 1984 c 7: See note following RCW 47.01.141.

RCW 47.24.030

Acquisition of rights of way -- Condemnation proceedings.

The department is authorized to acquire rights of way, by purchase, gift, or condemnation for any such streets, highways, bridges, and wharves. Any such condemnation proceedings shall be exercised in the manner provided by law for condemnation proceedings to acquire lands required for state highways.

[1984 c 7 § 151; 1961 c 13 § 47.24.030. Prior: 1949 c 220 § 5, part; 1945 c 250 § 1, part; 1943 c 82 § 10, part; 1937 c 187 § 61, part; Rem. Supp. 1949 § 6450-61, part.]

NOTES:

Severability - 1984 c 7: See note following RCW 47.01.141.

Right of way donations: Chapter 47.14 RCW.

RCW 47.24.040

Street fund - Expenditures on streets forming part of state highway.

All funds accruing to the credit of incorporated cities and towns in the motor vehicle fund shall be paid monthly to such incorporated cities and towns and shall, by the respective cities and towns, be placed in a fund to be designated as "city street fund" and disbursed as authorized and directed by the legislative authority of the city or town, as agents of the state, for salaries and wages, material, supplies, equipment, purchase or condemnation of right of way, engineering or any other proper highway or street purpose in connection with the construction, alteration, repair, improvement or maintenance of any city street or bridge, or viaduct or underpassage along, upon or across such streets. Such expenditure may be made either independently or in conjunction with any federal, state or any county funds.

[1961 c 13 § 47.24.040. Prior: 1949 c 220 § 4; 1947 c 96 § 1; 1943 c 82 § 9; 1939 c 181 § 8; 1937 c 187 § 60; Rem. Supp. 1949 § 6450-60.]

RCW 47.24.050

Aid on streets by state or county - Payment.

If a city or town, whether or not any of its streets are designated as forming a part of a state highway, is unable to construct, repair, or maintain its streets for good cause, or if it is in need of engineering assistance to construct, repair, or maintain any of its streets, it may authorize the department to perform such construction, repair, or maintenance, or it may secure necessary engineering assistance from the department, to the extent of the funds credited or to be credited in the motor vehicle fund for payment to the city or town. Any sums due from a city or town for such purposes shall be paid on vouchers approved and submitted by the department from moneys credited to the city or town in the motor vehicle fund, and the amount of the payments shall be deducted from funds which would otherwise be paid to the city or town from the motor vehicle fund. The department may in certain special cases, in its discretion, enter into an agreement with the governing officials of the city or town for the performance of such work or services, the terms of which shall provide for reimbursement of the motor vehicle fund for the benefit of the state's share of the fund by the city or town of the cost thereof from any funds of the city or town on hand and legally available for the work or services. The city or town may, by resolution, authorize the legislative authority of the county in which it is located, to perform any such construction, repair, or maintenance, and the work shall be paid for by the city or town at the actual cost thereof as provided for payment for work performed on city streets, and any payment received therefor by a county shall be deposited in the county road fund to be expended under the same provisions as are imposed upon the funds used to perform the construction, repair, or maintenance.

[1984 c 7 § 152; 1961 c 13 § 47.24.050. Prior: 1951 c 54 § 1; 1949 c 220 § 6; 1943 c 82 § 11; 1937 c 187 § 63; Rem. Supp. 1949 § 6450-63.]

NOTES:

Severability -- 1984 c 7: See note following RCW 47.01.141.

CITY STREETS
AS PART OF
STATE HIGHWAYS
GUIDELINES REACHED
BY THE
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
AND THE
ASSOCIATION OF WASHINGTON CITIES
ON THE INTERPRETATION OF SELECTED TOPICS
OF RCW 47.24 AND FIGURES OF WAC 468-18-050 FOR THE
CONSTRUCTION, OPERATIONS AND MAINTENANCE RESPONSIBILITIES OF
WSDOT AND CITIES FOR SUCH STREETS

April 30, 1997

CITY STREETS AS PART OF STATE HIGHWAYS

The jurisdiction, control, and duty of the state and city or town for city streets that are a part of state highways is specified in RCW 47.24.020; however, the implementing WAC's, directives and manuals have been subject to interpretation. This report documents agreed upon guidelines that have been reached by the Washington State Department of Transportation (WSDOT) and the Association of Washington Cities (AWC) on the interpretation of construction, operations and maintenance responsibilities of WSDOT and cities for such city streets.

These agreed upon guidelines are derived from:

The draft Task Force Report on City Streets As Part Of State Highways.

Response to the legislative change that increased the 15,000 city population threshold to a 22,500 population threshold for state versus city responsibilities for certain maintenance responsibilities contained in RCW 47.24.

Additional discussions by the Department, AWC and several cities on the interpretation of state versus local agency maintenance responsibilities that are illustrated in figures contained in WAC 468-18-050 and on other maintenance responsibilities for city streets that are part of state highways.

These guidelines are designed to facilitate the allocation of maintenance responsibilities between the WSDOT and Washington Cities pursuant to RCW 47.24. The guidelines of this report are not intended to reflect past practices but to apply to future practices. They are general in nature and do not preclude the WSDOT and individual cities from entering into agreements to address particular circumstances.

These agreed upon guidelines will be incorporated in WSDOT manuals and related guidance for maintenance, operations, and construction activities. AWC will distribute copies of this report to their members.

AGREED UPON GUIDELINES

The agreed upon guidelines of State and city responsibilities for city streets that are part of state highways are contained in the following tables:

- Table 1, City/State Maintenance Responsibilities For City Streets As Part Of The State Highway System

City Street As Part of State Highway

- Table 2, City/State Maintenance Responsibilities Of Bridges That Convey Non-Limited Access State Highways That Are Also City Streets (Unless Otherwise Covered Under A Separate Agreement)
- Table 3, State Owned Bridges That Convey City Or County Traffic Over A Limited Access Or Non-Limited Access Highway Corridor (Does Not Apply To City Or County Owned Bridges). The following is an explanation of selected items of the above tables that are related to specific sections of RCW 47.24 and to WAC 468-18-050:

1. Guardrail (Barriers) Maintenance

Background: RCW 47.24.020(2) states that “The city or town shall exercise full responsibility for and control over any such street beyond the curbs and if no curb is installed, beyond that portion of the highway used for highway purposes.” The statement “...used for highway purposes...” has led to differing interpretations of WSDOT and local agency responsibilities for the maintenance of guardrail.

Agreed Upon Guideline: Traffic barriers installed on state highways in areas without curbs shall be maintained by the WSDOT. Traffic barriers installed beyond the curb shall be maintained by the cities. Curb in the context of RCW 47.24.020(2) refers to a standard curb and gutter and not to extruded curb such as those placed on fill sections for erosion control. Guardrail, concrete barriers, impact attenuators and similar devices are all considered to be traffic barriers.

2. Parallel Ditches and Cross Culverts

Background: The issue is clarification of what is meant by the RCW 47.24.020(2) statement “...for highway purposes...” for use in interpreting responsibilities of WSDOT and local agencies for maintenance of parallel ditches and cross culverts. Also at issue is responsibility for grass lined swale construction for water treatment purposes as compared to a ditch solely for drainage purpose. In addition a distinction needs to be made between cross culverts related to streams and maintaining natural flows as opposed to those constructed for storm drainage.

Agreed Upon Guideline: Within all cities, regardless of population, the state shall solely maintain the structural integrity of box culverts, multiplates and individual culverts greater than 60 inches in width that are within rights of way and are not part of an enclosed drainage system. These are the size appropriate to identify natural stream flows. These structures that are less than 60 inches in width will be maintained by the cities. Cities shall maintain all other parallel roadside ditches and road approach culverts. Grass-lined swales constructed by the state solely for state highway runoff will be maintained by the WSDOT.

3. Betterments - Pavement Markings

Background: RCW 47.24.020(13) provides that cities and towns having a population greater than 22,500 are responsible to install, maintain, operate and control all traffic control devices. This has been interpreted to mean that the city or town must replace pavement markings and similar devices when a street is resurfaced (i.e., these markings are not included in the project costs). The issue is that a WSDOT project may destroy very recently installed pavement markings that, especially if they are durable markings (e.g., thermoplastic, raised pavement markers, etc.), involve expense to the city. The cities recommend that in-kind replacement of these markings be a part of the project costs.

City Street As Part of State Highway

Agreed Upon Guideline: As a part of State reconstruction/resurfacing projects the State will replace in-kind at no cost to the local agency only pavement markings that are damaged or removed as a result of the reconstruction or resurfacing project. This does not apply to durable pavement markings that have exceeded their useful life. Installation of higher quality pavement markings will be at the expense of the city.

Early communication and plan reviews between WSDOT and the city is essential to enable local agencies to avoid installation of pavement markings, especially the more durable markings, shortly before the construction activity takes place.

4. Snow Plowing

Background: At issue is the meaning of the phrase in RCW 47.24.020(6) that states “...except that the state shall when necessary plow the snow on the roadway.” This statute states that the city or town, at its expense, is responsible for snow removal. The meaning of “when necessary” and responsibility of snow plowing versus snow removal needed clarification.

Agreed Upon Guideline: RCW 47.24.020(6) provides that the cities have responsibility for snow removal within their jurisdiction and that the State shall, when necessary, plow the snow on the roadway. The meaning of “when necessary” is that the State will plow snow, with city concurrence, on the traveled lane of the state highway on the way through the cities not having adequate snow plowing equipment.

**City/State Maintenance Responsibilities For City
Streets As Part Of The State Highway System**

Table 1

Maintenance Item	Cities Over 22,500	Cities Under 22,500
Roadway Surface	State	State
Roadway Shoulders	State	State
Stability of Cut & Fill Slopes	City	State
Sidewalks	City	City
Curbs	State	State
Parallel Roadside Ditches	City	City
Road Approach Culverts	City	City
Cross Culverts	City [3]	City [3]
Snow Plowing	See Note [4]	See Note [4]
Sanding & De-icing	City	City
Snow Removal	City	City
Sand Removal	City	City
Channelization	City [1]	State
Crosswalks	City [1]	State
Striping	City [1]	State
Directional Signs/ Route Markers	State	State
Parking Signs	City	City
Regulatory Signs	City	State
Stop Signs (Intersecting Streets)	City	State [7]
Signals	City	State
Guardrail, Concrete Barrier, Impact Attenuators, etc.	State/City [2]	State/City [2]
Illumination	City [6]	City [6]
Street Cleaning	City	City
Street Sweeping	City	City
Vegetation	City	City
Noxious Weeds	City [5]	City [5]
R/W Encroachments	City	City
R/W Cleanup	City	City
Utility Franchises	City	City
Underground Facilities	City	City

City Street As Part of State Highway

- [1] As a part of State reconstruction/resurfacing projects the State will replace in-kind at no cost to the local agency only pavement markings that are damaged or removed as a result of the reconstruction or resurfacing project. This does not apply to durable markings that have exceeded their useful life. Installation of higher quality pavement markings will be at the expense of the city. Early communication and plan reviews between WSDOT and the city is essential to enable local agencies to avoid installation of pavement markings, especially the more durable markings, shortly before the construction activity takes place.
- [2] Traffic barriers installed on state highways in areas without curbs shall be maintained by the WSDOT. Traffic barriers installed beyond the curb shall be maintained by the cities. Curb in the context of RCW 47.24.020(2) refers to a standard curb and gutter and not to extruded curb such as those placed on fill sections for erosion control. Guardrail, concrete barriers, impact attenuators and similar devices are all considered to be traffic barriers.
- [3] Within all cities, regardless of population, the state shall solely maintain the structural integrity of box culverts, multiplates and individual culverts greater than 60 inches in width that are within rights of way and are not part of an enclosed drainage system. These are the size appropriate to identify natural stream flows. These structures that are less than 60 inches in width will be maintained by the cities. Cities shall maintain all other parallel roadside ditches and road approach culverts. Grass-lined swales constructed by the state solely for state highway runoff will be maintained by the WSDOT.
- [4] RCW 47.24.020 (6) provides that the cities have responsibility for snow removal within their jurisdiction and that the State shall, when necessary, plow the snow on the roadway. The meaning of “when necessary” is that the State will plow snow, with city concurrence, on the traveled lane of the state highway on the way through the cities not having adequate snow plowing equipment.
- [5] RCW 47.24.020(2) states the city or town shall exercise full responsibility for and control over any such street beyond the curbs and, if no curb is installed, beyond that portion of the highway used for highway purposes and, thus, are responsible for noxious weed control.
- [6] The state has responsibility for maintenance of illumination systems within fully access controlled areas. In addition, the State may, with city concurrence, maintain and operate luminaires at locations where the electrical service powers electrical equipment under both State and City responsibility.
- [7] WSDOT, with city concurrence, may install stop signs and posts to the city’s standards or may contract with the city to have them perform these installations.

**City/State Maintenance Responsibilities Of Bridges
That Convey Non-Limited Access State Highways That
Are Also City Streets (Unless Otherwise Covered Under A Separate Agreement)**
(This table provides an interpretation of the figures of WAC 468-18-050)

Table 2

Maintenance Item	Cities Over 22,500	Cities Under 22,500
Structural Related Bridge Maintenance	State	State
Bridge Condition Inspections	State	State
L/C Overlays on Structures	State	State
Bridge Deck Membranes	State	State
Structural Asphalt Overlay on Bridge	State	State
Non-Structural Asphalt Overlay on Bridge	State	State
Approach Slab	State	State
Bridge Deck Joints	State	State
Bridge Railing	State	State
Graffiti	City	City
Deck Sweeping	City	City
Bridge Drains/Drainage	City	State
Striping	City	State
Illumination	City [2]	City [2]
Snow Plowing	See Note [1]	See Note [1]
Snow Removal	City	City

[1] RCW 47.24.020(6) provides that the cities have responsibility for snow removal within their jurisdiction and that the State shall, when necessary, plow the snow on the roadway. The meaning of “when necessary” is that the State will plow snow, with city concurrence, on the traveled lane of the state highway on the way through the cities not having adequate snow plowing equipment.

[2] The state has responsibility for maintenance of illumination systems within fully access controlled areas. In addition, the State may, with city concurrence, maintain and operate luminaires at locations where the electrical service powers electrical equipment under both State and City responsibility.

**State Owned Bridges That Convey City Or County
Traffic Over A Limited Access Or Non-Limited Access
Highway Corridor (Does Not Apply To City Or County Owned Bridges)**

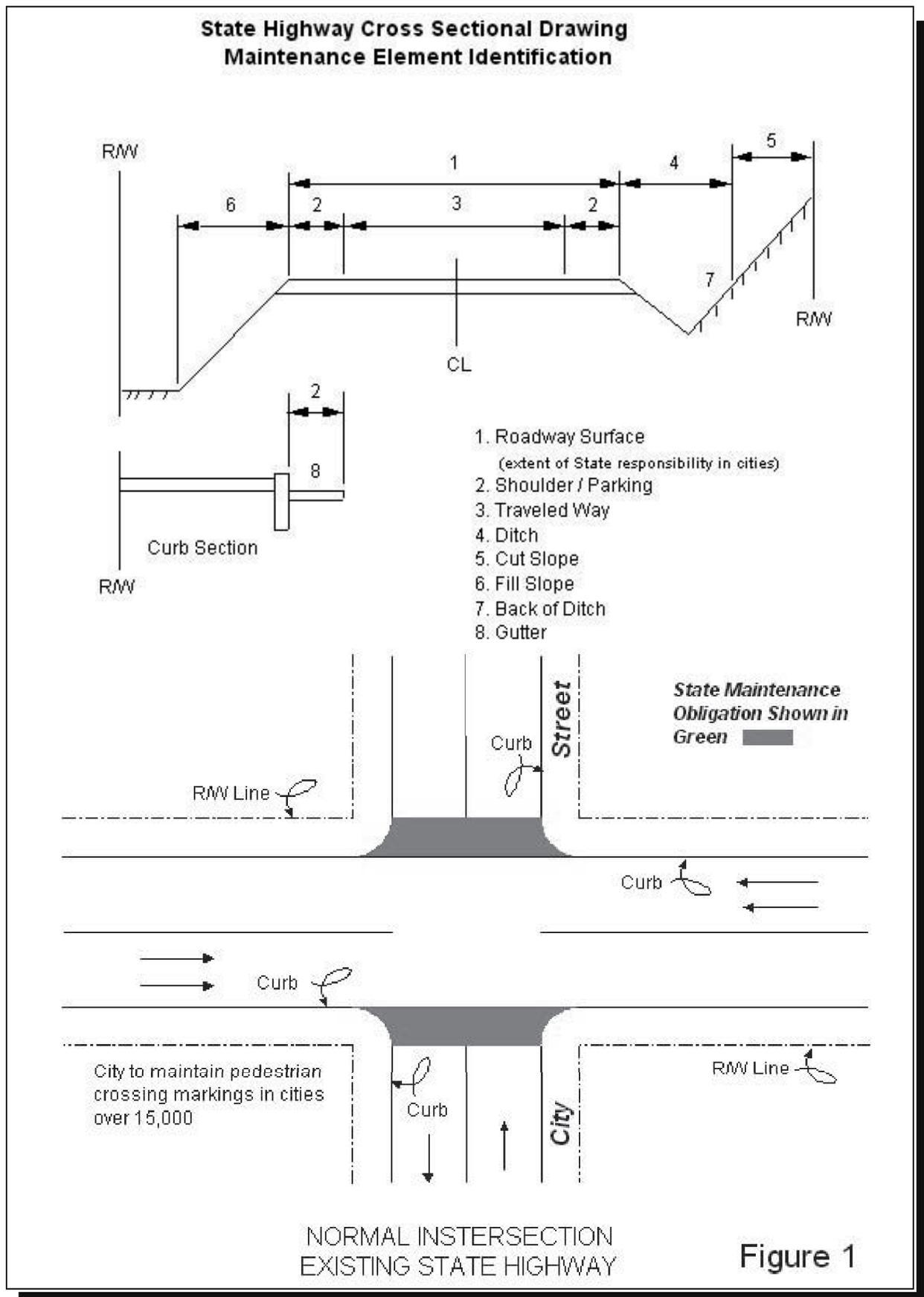
(This table provides an interpretation of the figures of WAC 468-18-050)

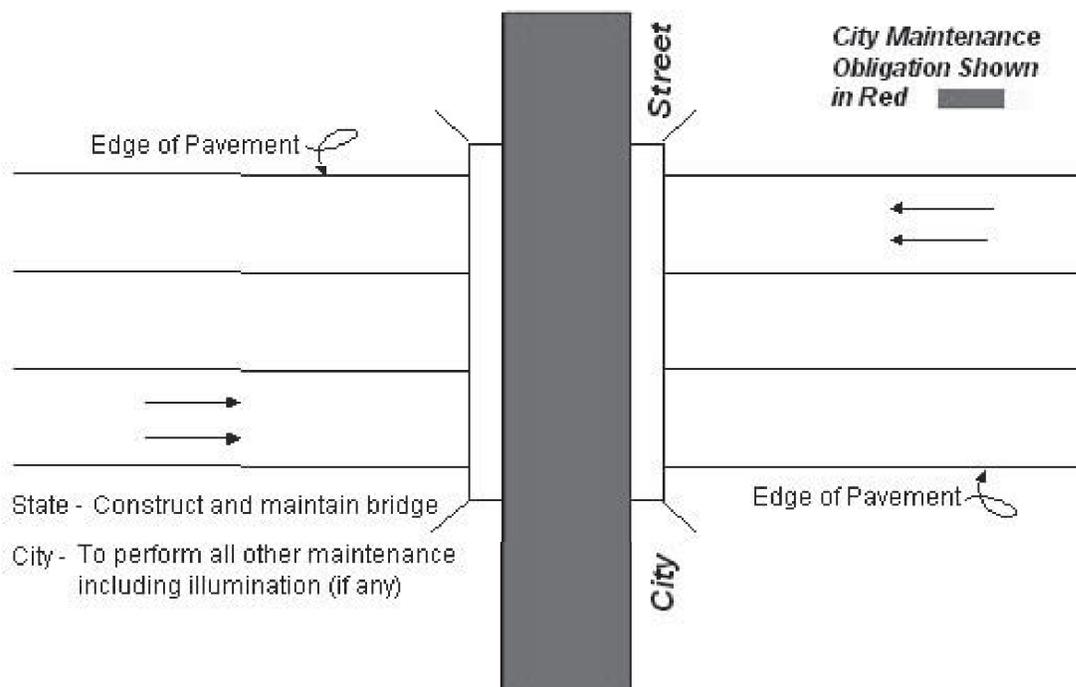
Table 3

Maintenance Item	City/State	County/State
Structural Related Bridge Maintenance	State	State
Bridge Condition Inspections	State	State
LMC Overlays on Structures	State	State
Bridge Deck Membranes	State	State
Structural Asphalt Overlay on Bridge	State	State
Non-Structural Asphalt Overlay on Bridge	City [1]	County [1]
Approach Slab	City [2]	County [2]
Bridge Deck Joints	See Note [3]	See Note [3]
Bridge Railing	State	State
Graffiti	City	County
Deck Sweeping	City	County
Bridge Drains/Drainage	City	County
Striping	City	County
Illumination	City	County
Snow Plowing	City	County
Snow Removal	City	County

- [1] Cities/counties should obtain the states concurrence prior to performing non-structural asphalt deck overlays on state owned structures.
- [2] Approach slab maintenance is the primary responsibility of the city/county. In the case where the state performs a structural overlay on the bridge deck, the state may extend the overlay onto the approach slab to smooth traffic flow.
- [3] Joints located on the bridge deck are the responsibility of the state. Back of pavement seat joint repairs are the responsibility of the city/county unless they affect the structural integrity of the bridge.

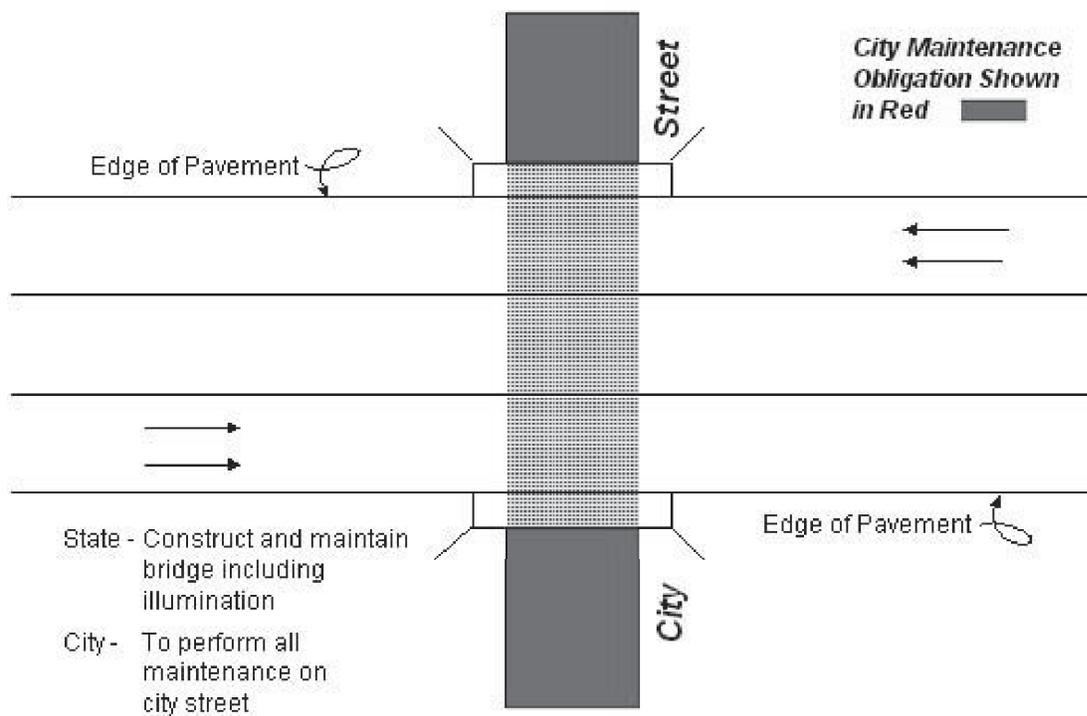
The State has full maintenance responsibility for bridges conveying a State Route or Interstate traffic in a limited access corridor (unless otherwise covered under a separate agreement).





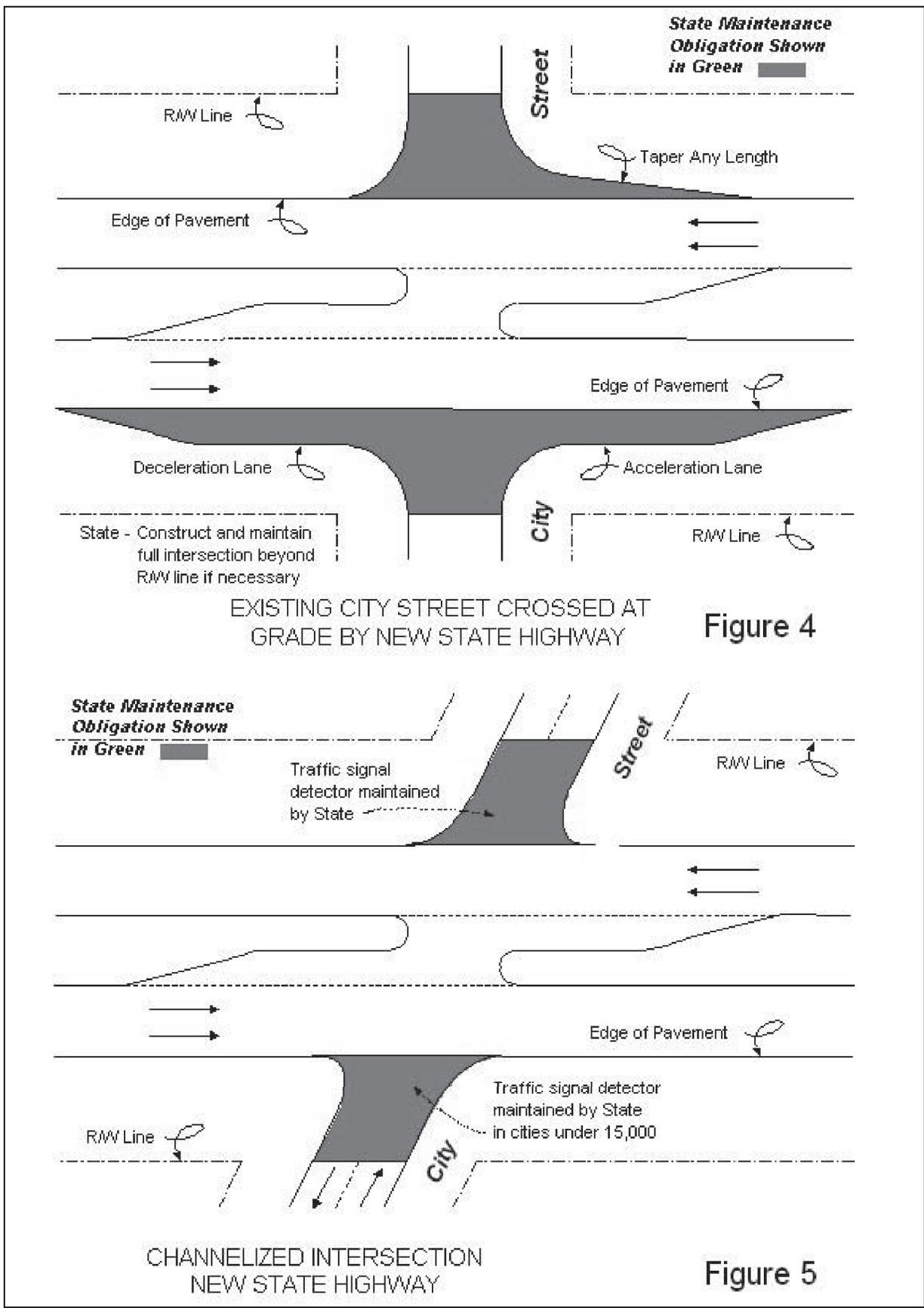
EXISTING CITY STREET CROSSED BY NEW STATE HIGHWAY UNDERPASS

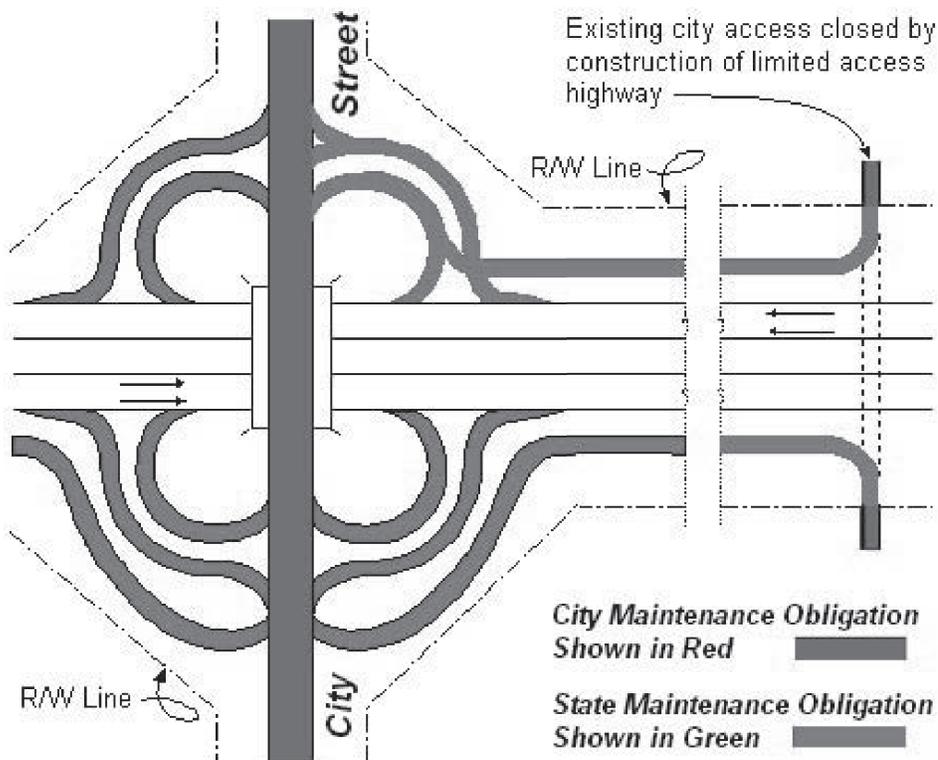
Figure 2



EXISTING CITY STREET CROSSED BY NEW STATE HIGHWAY OVERPASS

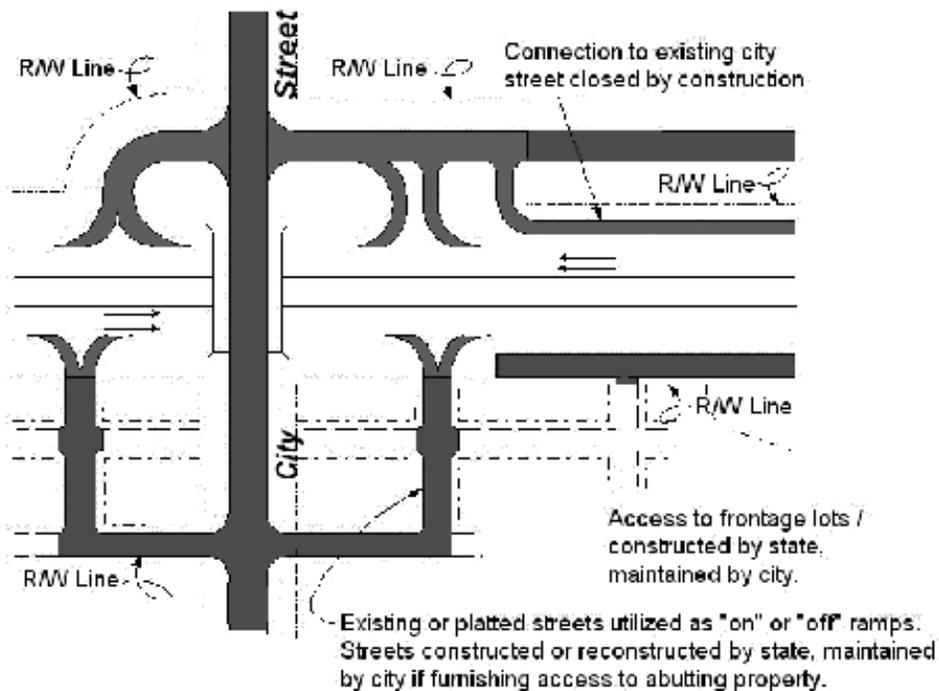
Figure 3





TYPICAL LIMITED ACCESS HIGHWAY

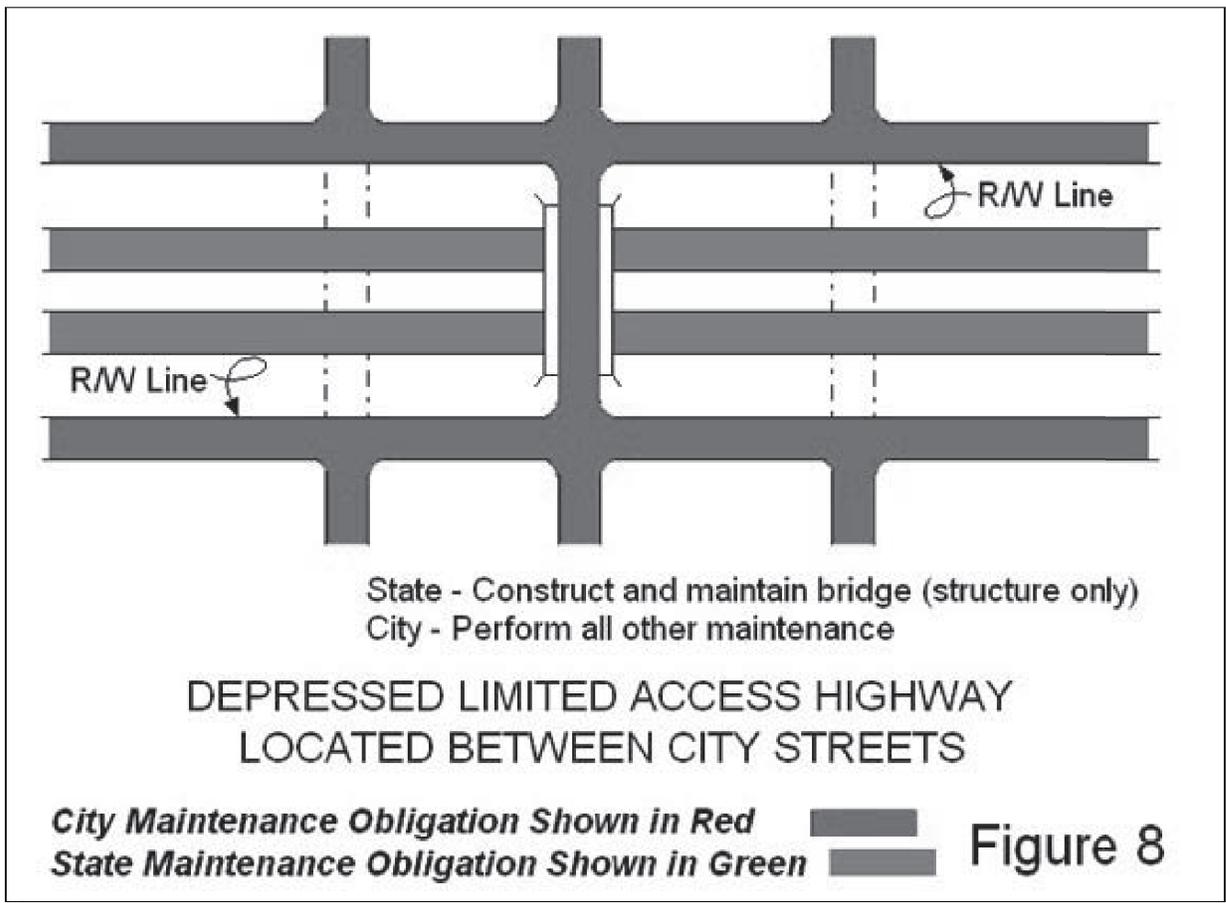
Figure 6



TYPICAL LIMITED ACCESS HIGHWAY UTILIZING CITY STREETS AS "ON" AND "OFF" RAMPS

City Maintenance Obligation Shown In Red
State Maintenance Obligation Shown in Green

Figure 7



CONCURRENCES:

With the concurrence of WSDOT Executive Management, this report will be transmitted to WSDOT Assistant Secretaries and Regional Administrators and to the Association of Washington Cities for implementation of the agreed upon guidelines.

Respectfully submitted for acceptance,

/s/ Dave Dye Maintenance Engineer Field Operations Support Service Center	/s/ Dennis B. Ingham Assistant Secretary TransAid Service Center	/s/ Craig Olson Transportation Coord. Assoc. of Washington Cities
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CONCURRENCES WITH RECOMMENDATIONS FOR ACCEPTANCE:

/s/ John Conrad Assistant Secretary Field Operations Support Service Center	/s/ E. R. "Skip" Burch Assistant Secretary Environmental & Engineering Service Center
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RECOMMENDATIONS ACCEPTED:

/s/ Stan Finkelstein Executive Director Assoc. of Washington Cities Final Report – April 30, 1997	/s/ S. A. Moon Deputy Secretary for Operations Department of Transportation
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