

Lewis County Public Works

125 NW Chehalis Ave, Chehalis, WA 98532 • Phone: (360) 740-1146 • www.lewiscountywa.gov

LDR APPROACH LOCATION VERIFICATION PERMIT

Applicant Information Owner Contractor Other: _____

Name: _____ Phone: _____

Email: _____

Mailing Address: _____

Permit Number: _____

LDR REVIEW: _____

Date Submitted: _____

Permit Technician: _____

Owners Information - if not applicant as indicated above

Name: _____ Phone: _____

Email: _____

Mailing Address: _____

Site Information:

Site Address: _____

Site Parcel Number: _____

Description of planned development and land division to be done for the proposed site:

General Information:

Attach a drawing showing the subject property and the proposed location of the proposed approach. See the LDR APPROACH LOCATION VERIFICATION HANDOUT, and the Lewis County Standard Plans attached for more information.

The primary purpose of this permit is to help the applicant plan for any proposed access as part of the Land Division Review Process. This entails determining probable location of proposed legal access to the Lewis County road network. This application will require considerations for safety, functionality, and as otherwise indicated by Title 12.60 of the Lewis County Code. Also, this application is an extension of and is done in coordination with the corresponding Road Approach Application to be submitted prior to final recording of the Land Division and is therefore governed under 12.60.630 of the Lewis County Code.

Please note that this permit does not guarantee the placement of future access. Final determination is made during the review process for acceptance of the proposed land division prior to final approval.

Permit Cost: This permit cost is \$50 which will be deducted from the final road approach application fee of \$330. Upon approval of this permit the road approach permit will be adjusted to a \$280 fee. See the Lewis County Permit Fee Schedule for more information.

For planned Commercial Road Approaches, this application should be done noting that the sizing and placement of the approach may change if a Traffic Impact Analysis is necessary.

Planned Temporary Construction Road Approaches are not a primary legal access for the site and are not considered as a part of this permit. They are also a separate Road Approach permit.

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Acknowledgement and Permission to Enter:

I hereby represent that I own the land adjoining the proposed approach location authorized by this permit, and/or have the legal right or will obtain the right to cross the same prior to being able to finalize any Road Approach Permit. If I am unable to obtain the legal right to utilize the access in question, the County shall be indemnified and held harmless from any and all claims arising out of such failure to obtain.

I affirm that all answers, statements, and information submitted with this application are true, accurate, and complete to the best of my knowledge. I affirm that I am the owner of the subject property in question. If agent, professional, and/or other form of representative to the owner, I am duly authorized by the owner to act in respect to this application.

I acknowledge that the LDR APPROACH LOCATION VERIFICATION PERMIT does not guarantee the issuance of any other county permits.

I acknowledge that the application must be completed prior to the issuance of a Preliminary Plat.

Signature: _____

Date: _____

Owner

Authorized Agent

FOR OFFICIAL USE ONLY:

Public Works Staff:

Approximate Location From Nearest Intersection:

Milepost: _____

Road Log: _____

Speed Limit: _____

Additional Notes:

Area Supervisor:

Maintenance Area: _____

Area Supervisor: _____

Inspected By: _____ Date: _____

Approved

Denied

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LDR APPROACH LOCATION VERIFICATION HANDOUT

The Approach Location Verification Permit is to help the owner determine the probable legal access for land divisions associated with the LDR process in Lewis County. There are several considerations when determining where to place your access including safety, county code requirements, feasibility, etc.

General County Code Considerations:

Lewis County Code 12.60 covers the overarching information relating to Driveways (commercial and otherwise), Private Roads, and County Roads. For more specific information please see Article III and Article VI of the said section. Regarding the specifics of access placement:

1. Driveways and Private Roads are limited to one access per parcel. If multiple accesses are necessary, it will be at the approval of the County Engineer. (LCC 12.60.280 (7))
2. Commercial and public road approaches are governed under 12.60.290 of the Lewis County Code. Please note that the accesses may require a Traffic Impact Analysis as indicated in 12.60.290 (2). Traffic Impact Analysis is covered under 12.60 Article IV.
3. Joint use driveways and private roads are encouraged as required by the County Engineer. (LCC 12.60.280 (5))
4. The County Engineer reserves the right by law to designate the location, of the road approach and the associated design factors as necessary. (LCC 12.60.280 (3))
5. Driveway locations and sizing are to take into consideration that vehicles shouldn't be parked in the county Right of Way.
6. If an existing access is being used but the use of the access is being modified from existing, it is at the discretion of the County Engineer

Safety:

Driveways, Private Roads, Public Road connections and other connections to the county road are all considered new intersections to the existing county road system. When accounting for the placement of an access, the County has to account for different factors along the county roadway to provide for a safe corridor. The WSDOT DESIGN Manual page 1300-3 (M 22-01.23 | September 2024 |

<https://wsdot.wa.gov/engineering-standards/all-manuals-and-standards/manuals/design-manual>)

indicates many considerations that may be necessary for a new intersection to the roadway. This is not an all-inclusive list but provides a good indication of items that shall be addressed.

The consideration of the different conflicting elements shown above are on a case-by-case basis and are not to be considered as an all-inclusive list. However, for typical access to the county road, the minimum considerations per code will need to be considered.

Typical Considerations:

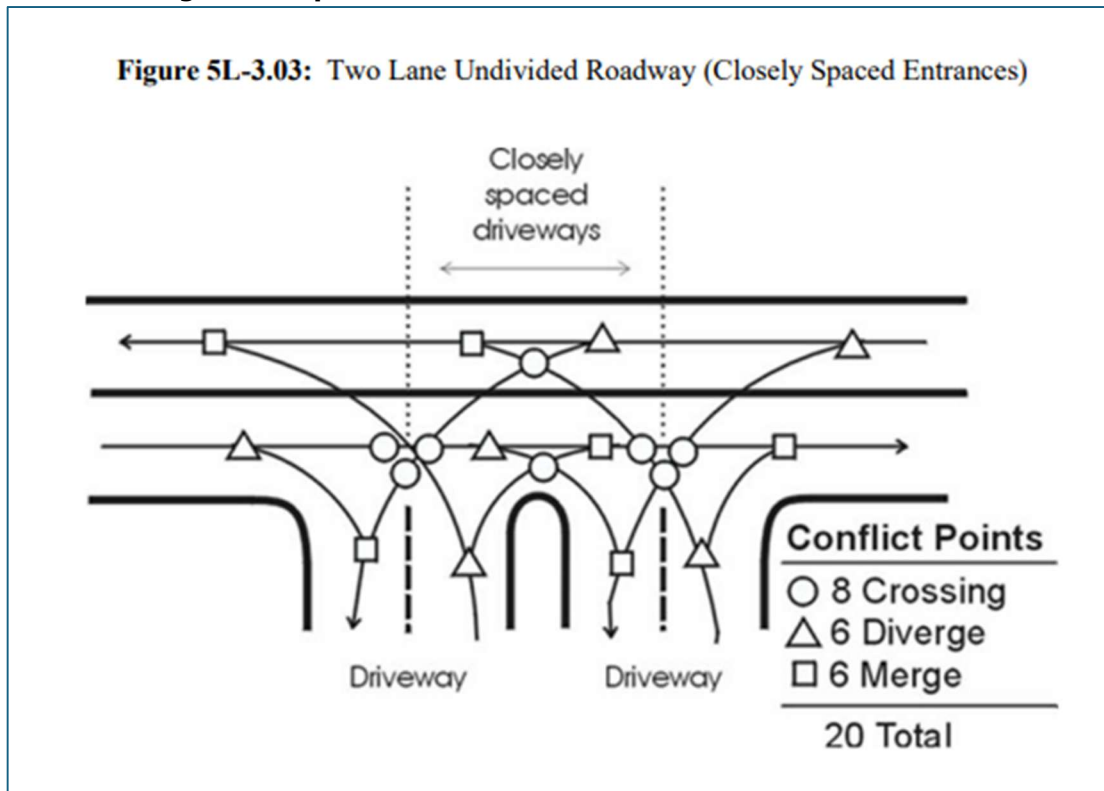
1. Access Spacing

Access spacing (or the location of the driveway) is indicated in county code per 12.60.650 of the county code. To provide a more helpful guideline to the applicant the County Engineer is encouraging the use of the following excerpts from the Iowa SUDAS Design Manual:

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a. Reducing Conflict points:



b. Limiting the Number of Driveways

- Driveway Density:** The number of driveways per block or per mile significantly affects the safety of the corridor. Crash rates increase very quickly as the number of access points increases on arterial and collector roadways.

Table 5L-3.03: Crash Rates (crashes per million vehicle miles traveled) vs. Access Point Density

Access Points per Mile	Approximate Accesses per 500 feet	Representative Crash Rate for an Undivided Roadway	Increase in Crashes Associated with More Access Density
Under 20	Under 2	3.8	----
20 to 40	2 to 4	7.3	+92%
40 to 60	4 to 6	9.4	+147%
Over 60	Over 6	10.6	+179%

Source: National Cooperative Highway Research Program Report 420.

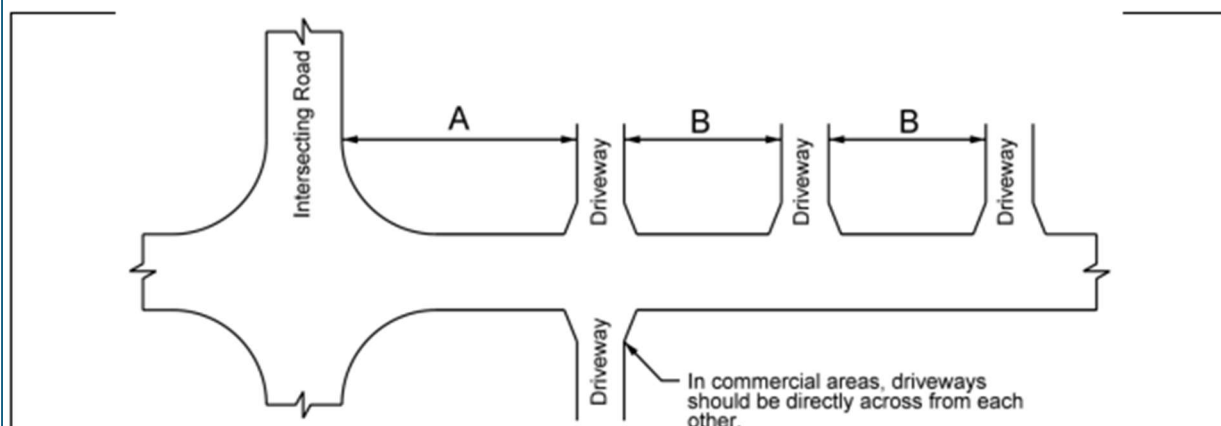
c. General Access Spacing

- Access Spacing for Minor Arterials, Collectors, and Local Streets in Urban/Suburban Areas:** For minor arterials and major collectors, direct access from individual properties should be avoided wherever possible. Property access should be provided from minor collectors, local streets, frontage roads and backage roads. Major arterial access spacing criteria should be used for minor arterials and major collectors when possible.

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Table 5L-3.05: Minimum Distance between Driveways or from Intersecting Streets



	Minor Arterial			Collector			Local		
	Res. Area	C/I Area	Ag Area	Res. Area ³	C/I Area	Ag Area	Res. Area ³	C/I Area	Ag Area
A. Minimum intersection clearance¹	145'	170'	300'	100'	100'	300'	75'	75'	150'
B. Minimum driveway spacing²	100'	200'	300'	75'	100'	300'	--- ⁴	--- ⁴	150'

Res = Residential, C/I = Commercial/Industrial

¹ Values are measured from the back of the curb, intersecting road to the adjacent driveway near edge. Distance may be adjusted due to lot dimension or zoning code.

² Values are measured between driveway edges.

³ One access drive allowed per lot. Depending on lot size, an additional drive may be allowed upon approval of the Jurisdiction.

⁴ See Jurisdictional Engineer for local requirements.

- 4. Access Spacing for State Primary Roads:** In rural areas, travel speeds are usually 55 mile per hour and above. This means that driveway spacing in rural areas must be longer to provide for a safe driving environment. On state highways, spacing is also longer because the routes are primarily designed to carry through traffic rather than to serve as property access routes. The more important a route is for through traffic and commerce, the longer the spacing between driveways. The following table shows the State of Iowa's standards for its highway system.

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- 5. Access Spacing for County Roads:** On county roads, the spacing standard should also depend on the nature of the road, e.g. how important the road is for through traffic. Even on the lowest functional levels, some sort of driveway spacing standard is important for traffic safety.

Table 5L-3.07: County Road Minimum Access Spacings

County Road Route Type	Minimum Spacing Between Driveways	Number of Driveways Per Mile
Minor arterials	600'	9
Collectors	300'	18
Local traffic service	150'	36

6. Additional Access Spacing Considerations:

- At a minimum, the upstream corner clearance should be longer than the longest expected queue at the adjacent intersection.
- High speed, high volume roadways need longer corner clearances whereas the corner clearance on a local street can be much shorter.
- Residential streets - driveways on corner lots should be located on the lesser street and near the property line most distant from the intersection.
- Typically, all elements of an access drive, including the radii should be within a property frontage.
- At a minimum, all driveway geometrics should be along the frontage of the property served by the driveway.
- On major roadways, the corner clearance should be at least as long as the stopping sight distance so that vehicles turning corners can make safe stops when encountering entering traffic.
- Encourage owners of adjacent properties to construct joint-use driveways in lieu of separate driveways.
- Encourage a property owner to replace two or more driveways with a single driveway (or fewer driveways).
- For adjacent properties, locate joint access on the property line. Reciprocal easements must be executed.

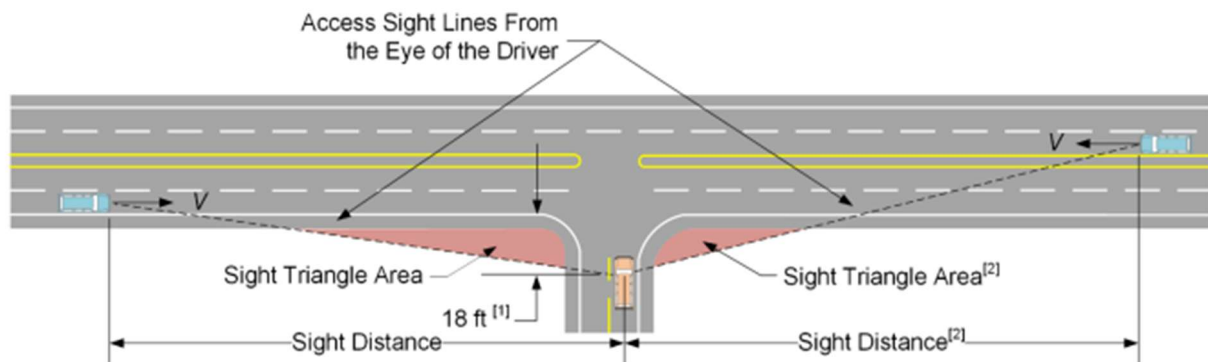
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2. Sight Distance.

When it comes to vertical and horizontal curves the placement of the driveway should be done to optimize the ability to see what's coming for all drivers involved. The County Provides several options for obtaining compliance with Site Distance Requirements per 12.60.260 of the Lewis County code including WSDOT and AASHTO guidelines. Sight Distance calculations are dependent on several variables but most notably the road speed, obstacles to the line of sight, the number of lanes, horizontal and vertical alignment. For general driveway and Private Road accesses the following is an acceptable method for site distances:

Exhibit 1340-3 Driveway Sight Distance



Mainline Posted Speed (mph)	25	30	35	40	45	50	55	60	65	70
Driveway Sight Distance (ft) Eye and object height 3.5 ft.	155	200	250	305	360	425	495	570	645	730

Notes:

- [1] Measured from the edge of traveled way to the drive's eye. If the desirable 18-foot setback cannot be achieved, obtain as much as practicable, down to a 10-foot minimum.
- [2] Not required for driveways that are restricted by raised channelization to be right in and right out only.

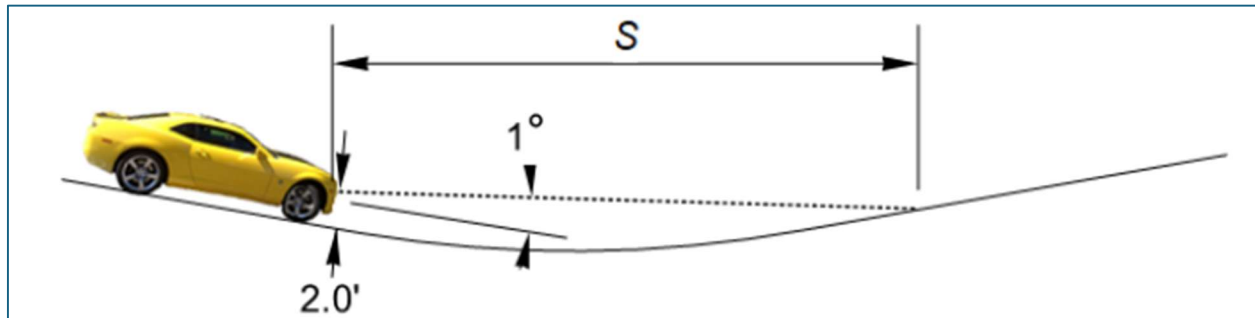
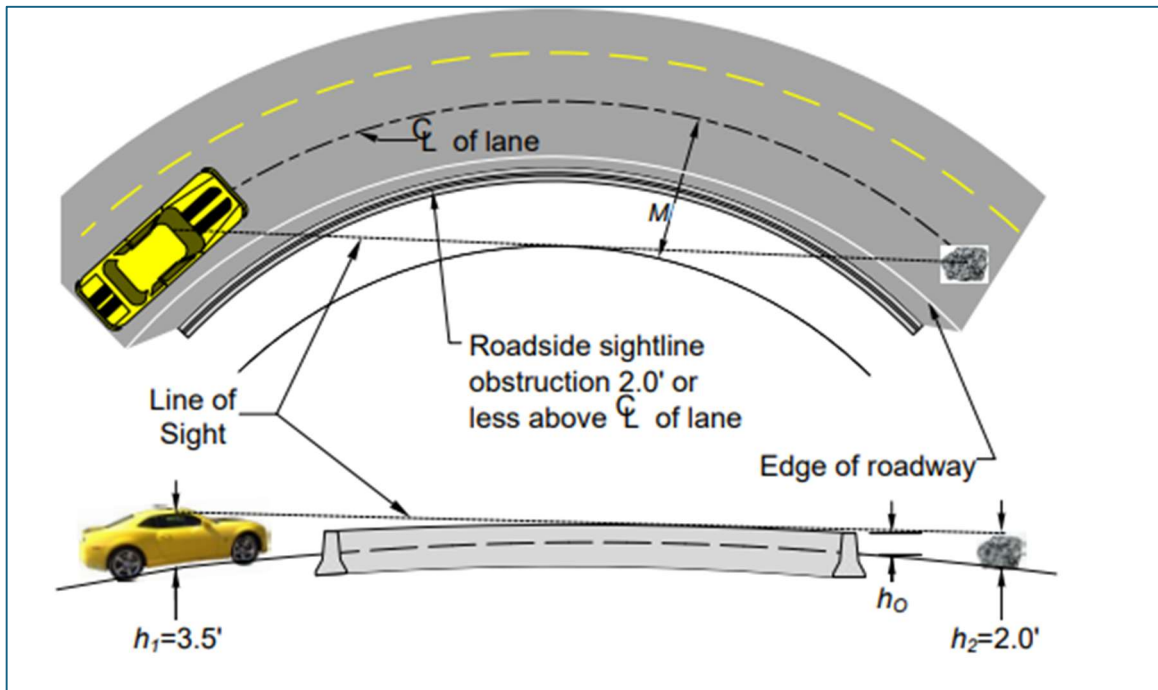
a. **Vertical and Horizontal Curves (stopping sight distance)**

If your driveway is in a vertical or horizontal curve (See examples below) it can add an additional level of complication by hindering the ability for the driver to obtain the optimal sight distance. The best option is to try to relocate or to obtain a joint driveway through an easement with a neighboring parcel that does have adequate sight distance. If neither option is possible, the next best option is to mitigate the potential issues.

Stopping site distance of an oncoming driver should be considered. Stopping Sight Distance is determined by AASHTO Guidelines.

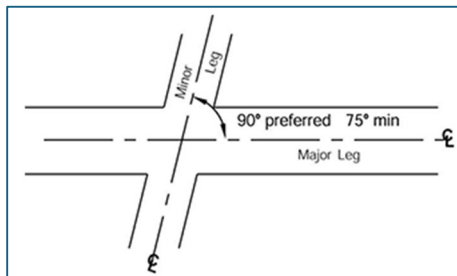
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b. Angle of intersection

The desirable intersection angle is always a 90-degree angle as it provides the highest degree of safety in turning onto the county road. County Standard Plan 3-4 allows for a deviation up to 75 to 105 degrees.



c. Driveway landing.

Please see Lewis County standard plan 3-3, 3-4 and 12.60.320 for more information.

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3. Access Use

The intent of the access may also determine the final placement and the type of access to be used. The intended use of the access needs to be declared in the submittal to determine any special considerations.

4. Road Width

Road width is considered when addressing the allowable width of the access per Lewis County Standard Plan 3-3.

5. Functional Classification

Per 12.60.280(9) driveways and private roadways are limited to accessing the lower classified roadway when there is the option to do so. The only exception to this case is if there is no other option than to access the higher classified roadway. These exceptions are based on the review and approval of the County Engineer or their approved representative. Functional classification can be found through WSDOT's Functional Classification GIS Map.

<https://www.wsdot.wa.gov/data/tools/geoportal/?config=FunctionalClass>

6. Conflicting County Facilities

It is important to note that at times that the ideal placement of a access may conflict with an existing structure or utility in the county ROW. Shifting of an existing structure such as a building, guardrail, etc. will require coordination with the county.


Questions:

For all questions please contact the Lewis County Public Works Office by phone at [\(360\) 740-1123](tel:3607401123), or email the Lewis County Development Team @ LCengdevelopment@lewiscountywa.gov.





Typical Vicinity Map:



1. How to Put Together a Vicinity Map Using the County Website

The Lewis County Web Map (<https://gis.lewiscountywa.gov/webmap/>) can be used to create a vicinity map to attach for the permit in question. An example is shown below.

The Roads, Parcel Numbers, and Parcels layers can be turned on by selecting  in the top right. The roads layer can be selected under the Parcels & Base Layers tab.

The current satellite imagery can be selected by choosing the  icon in the top right.

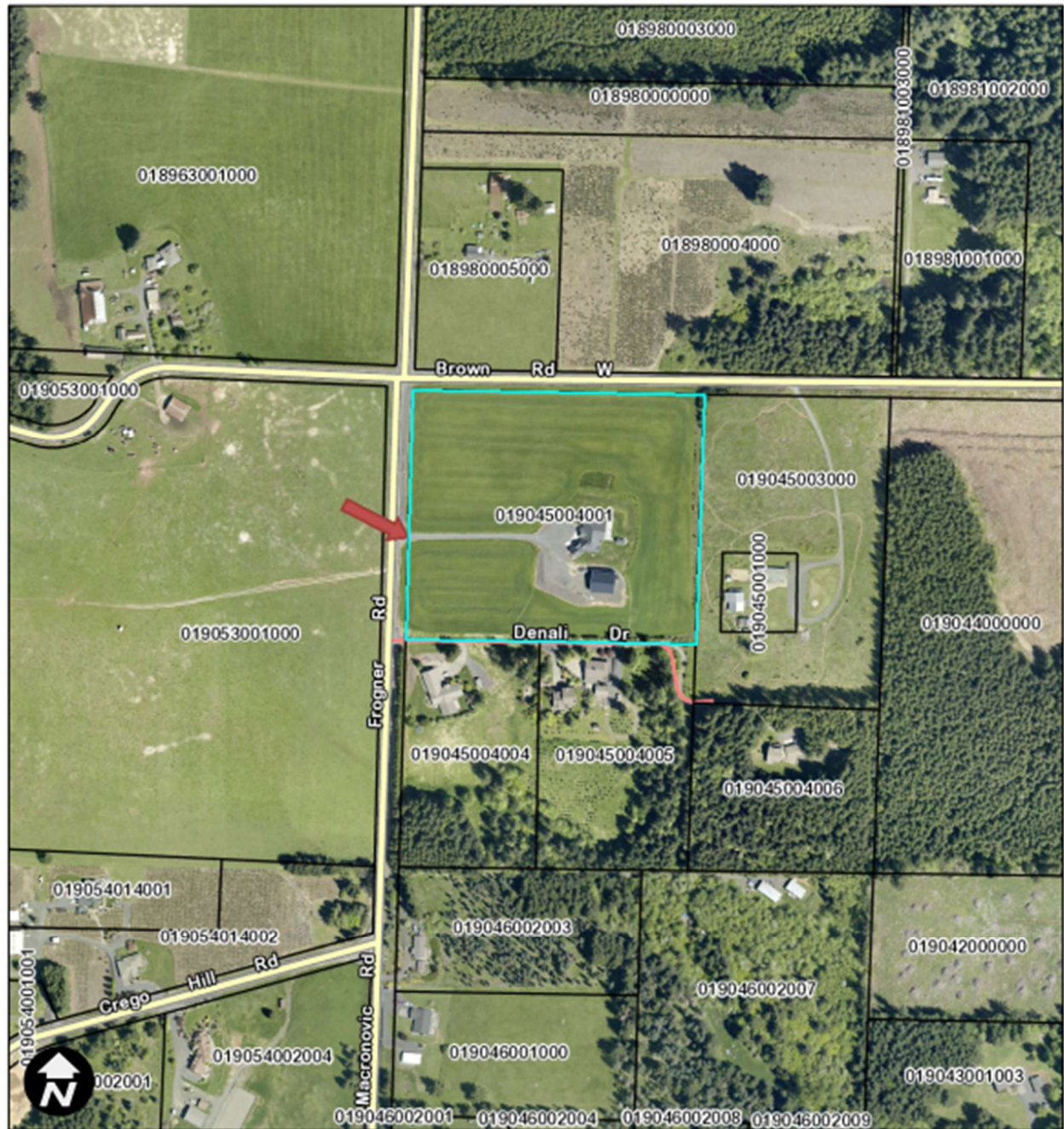
To insert the indicating arrow select the  icon followed by  icon. And the  with the  color. If an error was made the undo button can be selected.

To print the map select the  icon and  and print. Prior to printing select the parcel to have it highlighted during the printing process. Please note that the map printed will scale with the extent of the zoom of the map.

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Lewis County GIS Web Map



9/2/2025, 10:39:34 PM

1:4,514

- | | |
|----------------|---------------|
| Parcel Numbers | City |
| Parcels | Private |
| Roads | USFS |
| State | Out of County |
| County | Other |

0 205 410 820 ft
NAD 1983 StatePlane Washington South FIPS 4602 Feet



Lewis County does not guarantee the accuracy of the information shown on this map and is not responsible for any use or misuse by others regarding this material. It is provided for general informational purposes only. This map does not meet legal, engineering, or survey standards. Please practice due diligence and consult with licensed experts before making decisions.

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County Rural Standard Plans: - (For Urban STD Plans Please see 12.60 of the Lewis County Code)

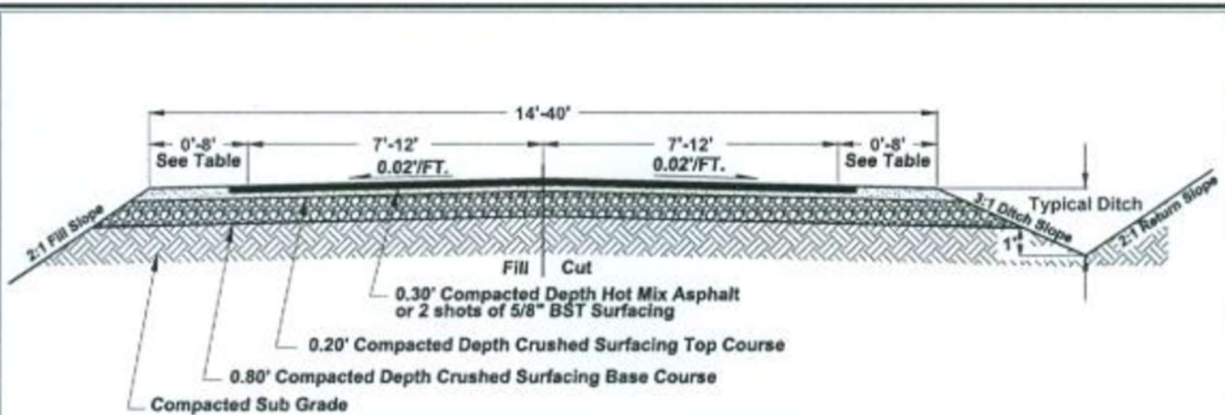


Table 1.1	*Drive ways	Private Roads							
Lots Served	1-2	3-4	5-10	11-28	29-45	46-84	85-110	111-220	Over 220
Vehicles Per Day	Under 22	Under 35	Under 80	Under 250	251-400	401-750	751-1000	1001-2000	Over 2000
Road Width	14'	14'	20'	20'	20'	20'	20'	22'	24'
Shoulder Width	none	2'	none	1'	2'	3'	4'	6'	8'
Design Speed	<20	<20	20	20-25	20-30	25-35	25-35	35-45	35-50
Minimum Easement Width	30'	40'	40'	40'	60'	60'	60'	60'	60'

*Driveways less than 150' away from the main roadway may be 12' wide.
 Driveways 150'-300' from the main roadway shall conform to the requirements for 1-2 lots.
 Driveways longer than 300' from the main roadway shall conform to the requirements for 3-4 lots.

GENERAL NOTES:

- Roads serving 16 or more lots, or proposed for County maintenance, shall be paved.
- Maximum road grades shall be 12%, a minimum landing area of 40 feet shall be provided. Maximum grade may be exceeded for short distances with approval from the County Engineer.
- All side slopes and drainage facilities must be contained within the easement or right-of-way.
- Roadway geometrics design shall be in accordance with LAG manual, WSDOT, AASHTO Manual Standards, and be designed by a professional Civil Engineer registered in Washington State.
- Surfacing shall be designed with a structural section that takes into account the load bearing capacity of the soils and the traffic carrying requirements of the road. Plans shall be accompanied by the soil and traffic analysis on which the design is based, or as approved by the County Engineer.
- Construction requirements shall follow section of the Standard Specifications; 2-06 Subgrade Preparation; 2-03 Roadway Excavation & Embankment for required compaction Method C; 4-04 Ballast & Crushed Surfacing; 5-04 Hot Mix Asphalt; or 5-02 Bituminous Surface Treatment. Compaction test reports are required for all surfacing materials and subgrade. Test reports shall be submitted to Lewis County Public Works for review. Copies of these requirements are available for review at the County Engineer's Office.
- A minimum of a 20' clear zone is required for 1-4 lots. Clear zone requirements for more than 5 lots will be incorporated as per WSDOT Design Manual. Guardrail may be required on embankments 8' or greater in height within the clear zone.
- A 14 foot minimum vertical clearance shall be maintained.
- Stormwater collection, detention, and treatment shall be in accordance with LCC 15.45.
- All ditches and swales shall be 1' minimum depth below subgrade - where required.
- All horizontal and vertical curves shall be designed to AASHTO guidelines.
- Deviation from these standards may be available by applying to the office of the County Engineer.

Lewis County

DEPARTMENT OF PUBLIC WORKS

RURAL ROAD SECTION

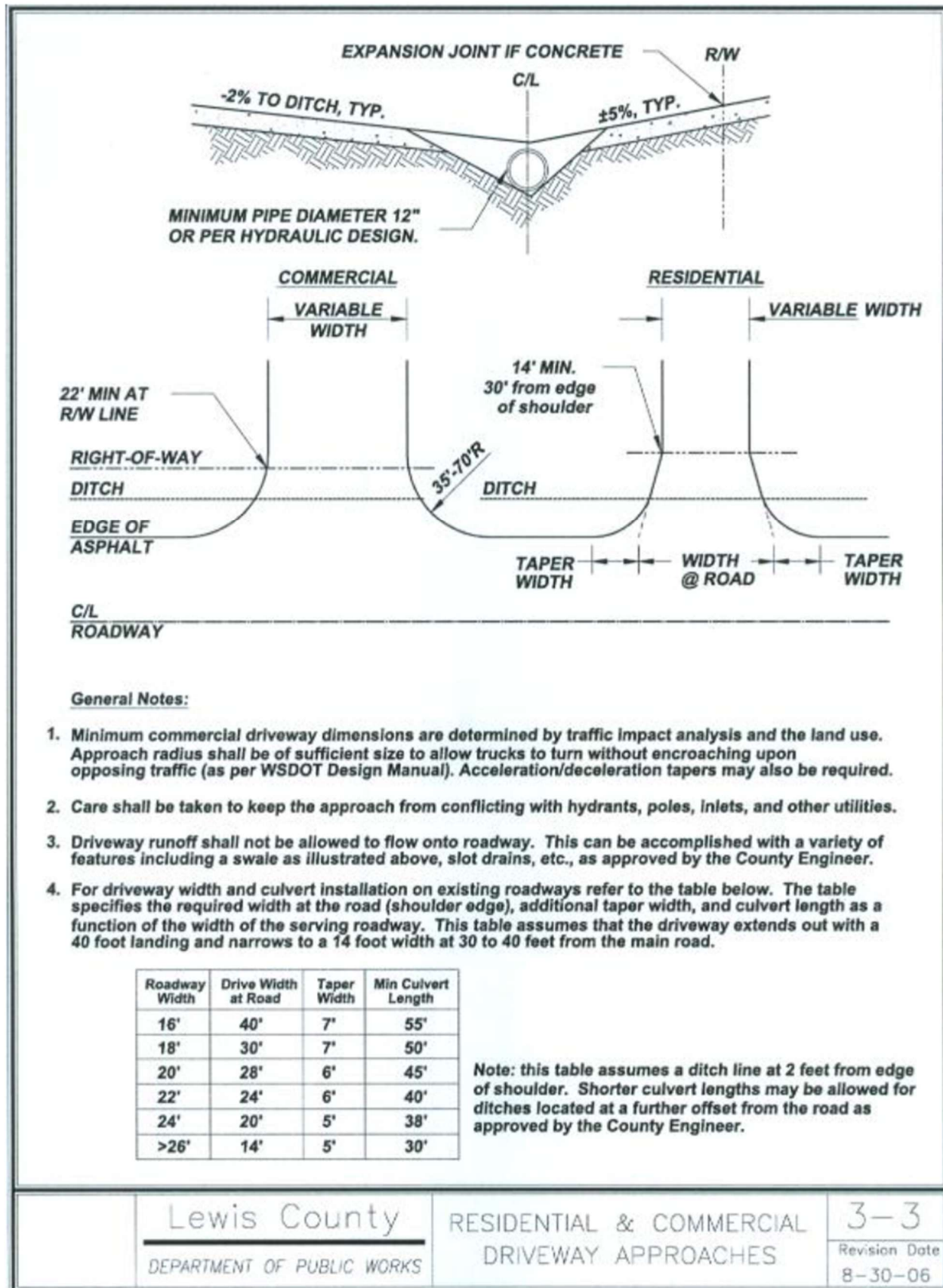
3-2

Revision Date

10-18-06

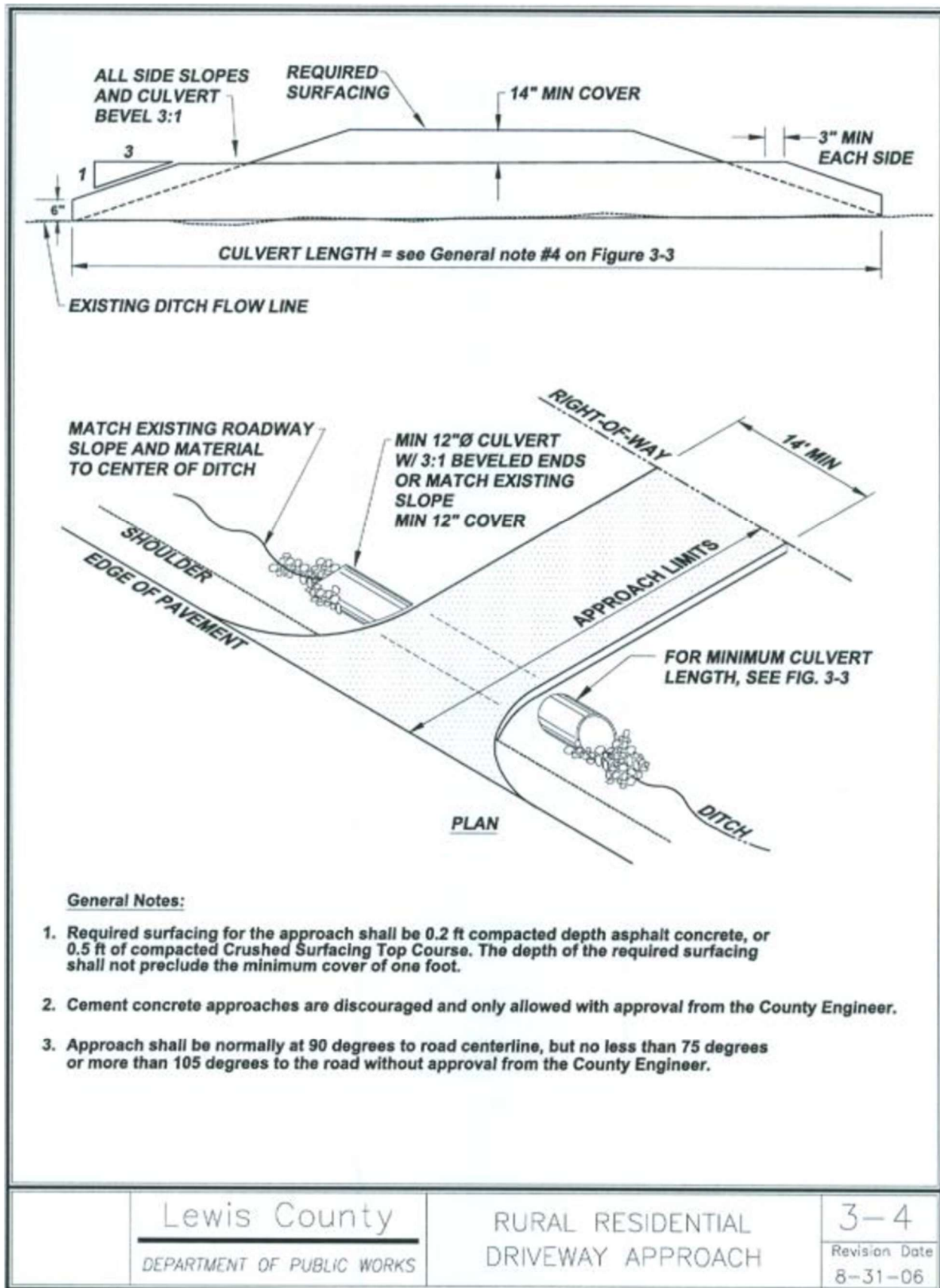
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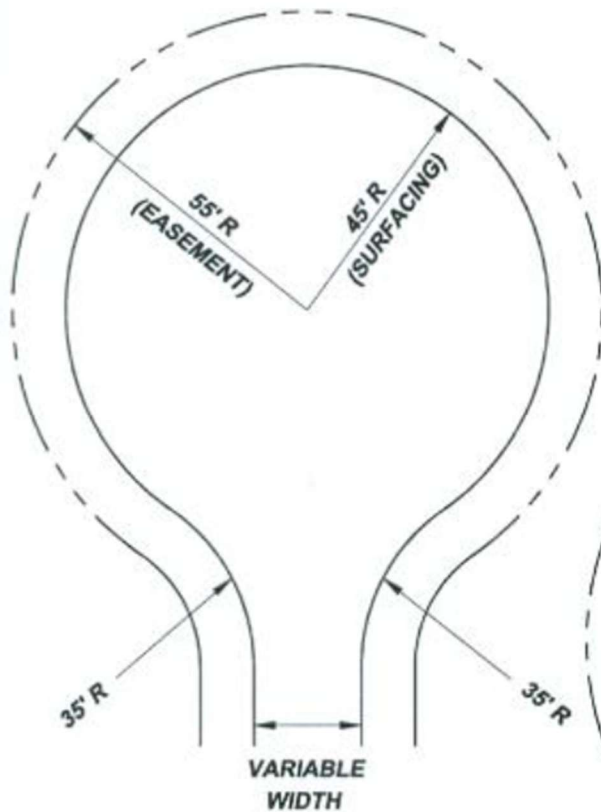


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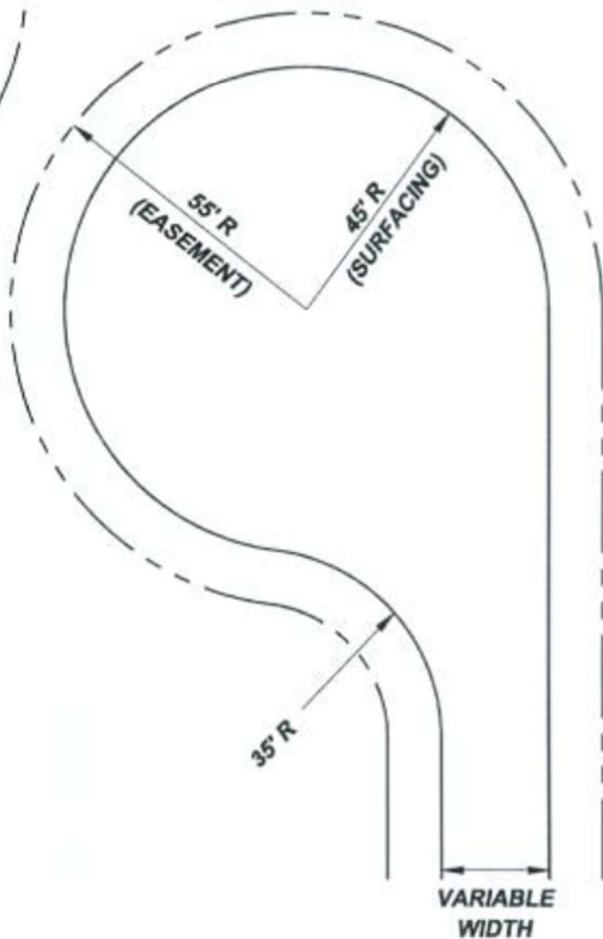
Cul-De-Sac Turnaround

Minimum required right of way must extend a minimum of ten feet beyond turnaround features.



Modified Cul-De-Sac

DIRECTION - Design may be a right or left configuration. (Left configuration is shown)



Lewis County

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CUL-DE-SAC
DETAIL

3-7

Revision Date
8-31-06

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Hammerhead Turnaround

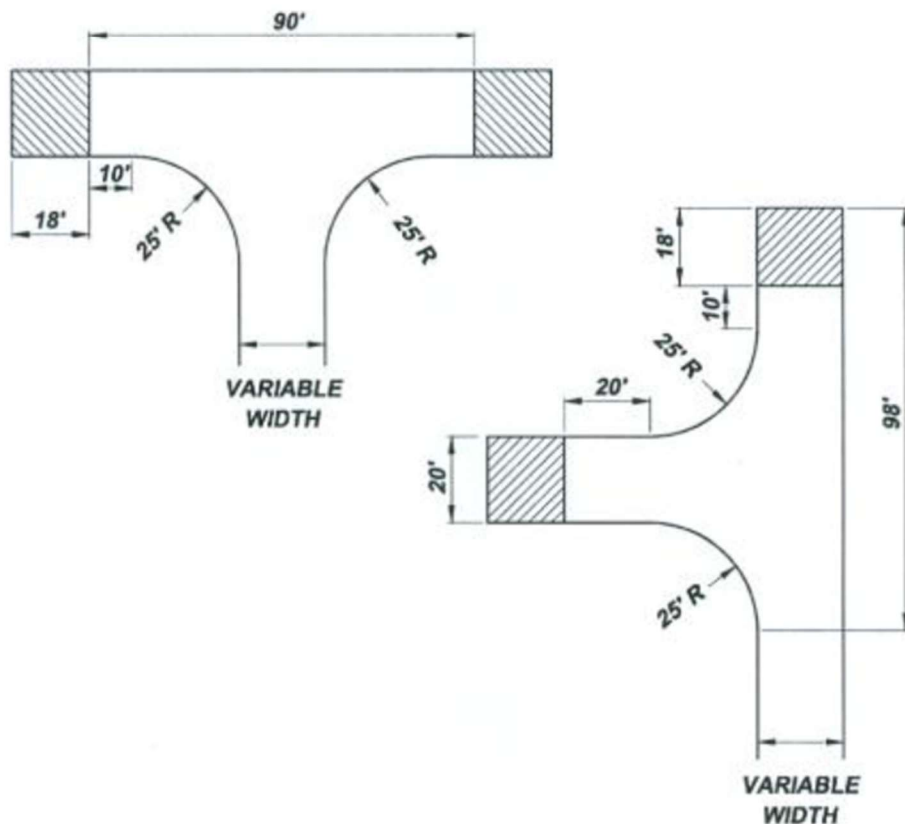


OVERHANG AREA - Driving surface in this area is not required.
No obstructions greater than twelve (12) inches in height are allowed.



Area required for turn around located at a single residence. In this special case, the area provided could, for instance, consist of pasture adjacent to the building and will continue to function as a viable turn around in adverse weather conditions (i.e., remains solid in any weather).

Minimum required right of way must extend 10' beyond turnaround features.



Lewis County

DEPARTMENT OF PUBLIC WORKS

HAMMERHEAD
DETAIL

3-8

Revision Date
8-31-06