

Hydraulics & Hydrology Training



Highway Runoff Manual Training and Certification

rev. 5/1/2025

The Highway Runoff Manual (HRM) is WSDOT's primary source of stormwater planning and design requirements for highway-related work. The HRM's 4-day GoToWebinar workshop is offered twice per year and is a certification course required for WSDOT staff, local agency staff, and consultants who perform stormwater work on WSDOT Right of Way and whose work on transportation-related stormwater issues requires use of WSDOT's HRM.

Training Overview

The training, offered twice per year, is composed of a 4-day GoToWebinar workshop that provides guidance for stormwater management planning and design for existing and new Washington State highways and facilities. The training covers the HRM minimum requirements and applicability, Best Management Practices selection, Threshold Discharge Area delineation, and much more. Participants are required to attend all four days of the training and pass the final exam to receive a HRM certificate of completion number. This certification number is valid until the next version (generally every 5 years) of the HRM is published with its corresponding training. The current version is the 2019 HRM.

Certification Process

To receive this certification or update certification, a participant is required to complete the following steps:

For Certification:

STEP 1

- ✓ Register and attend the 4-day [GoToWebinar HRM Training](#).

STEP 2

- ✓ Pass the Highway Runoff Manual certification exam.

For Update Certification:

STEP 1

- ✓ Email [WSDOT HRM Training](#):

Subject Line: "Please send me the 2019 HRM update training link, my 2014 HRM certificate number is ---." *If you are missing your 2014 HRM Certification number, email [Alex Nguyen](#).*

Please include your **full name** in the email.

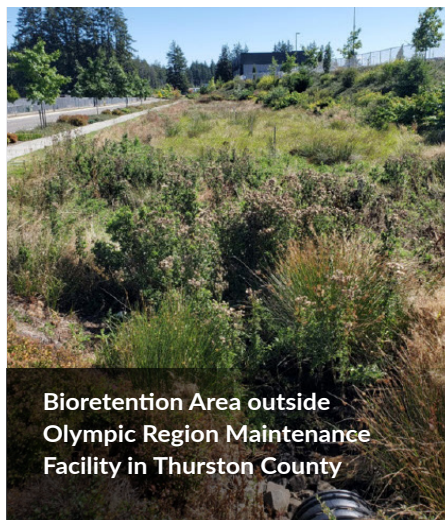
STEP 2

- ✓ Access the provided Update Certification training link and complete course.

After successful completion of the Certification process or Update Certification process, the participant will receive an updated HRM certificate number.



Compost Amended Vegetated Filter Strip along SR 005 in Thurston County



Bioretention Area outside Olympic Region Maintenance Facility in Thurston County

The next version of the HRM is projected to be published in winter 2025. Sign up for the [HRM List Serv](#) to stay updated on announcements for an updated HRM training in 2026 corresponding with this update.

LEARN MORE
at the new [HRM Training webpage](#).



HRM FAQs

What happens when compliance with the HRM is not economically feasible, physically possible, or environmentally responsible?

Section 3-5 of the 2019 HRM includes two pathways for WSDOT address Adjustments and Deviations to the Minimum Requirements. Both pathways go through the WSDOT/Ecology Demonstrative Approach Team.

The 2019 HRM contains BMPs that WSDOT finds acceptable for widespread highway application. However, in recognition that site and project constraints may compel a designer to consider alternatives, the 2019 HRM outlines the process for seeking authorization for alternative BMP options. BMPs approved by the Department of Ecology, but not recommended for highway application are referred to as “[Category 1 BMPs](#).” Additional information on emerging technology BMPs is also available on the Department of Ecology’s website.

What if I want to use a BMP not listed in the HRM?

The HRM only contains Department of Ecology-approved BMPs that WSDOT finds acceptable for highway applications. Section 5-3.6 of the 2019 HRM describes the process for seeking authorization to use BMPs not contained in the HRM.

Where can I find guidance for the design of stormwater management facilities? Is training on the manual available?

WSDOT’s stormwater management-related guidance, procedures, and tools can be found on the [Hydraulics training page](#). Information on HRM training is available online.

Gravel Areas Clarification Scenarios

Gravel placed along the highway is considered impervious surface and PGIS in certain scenarios. See the [Gravel Areas Impervious and PGIS Scenarios](#) and review the impervious surface and PGIS definitions in the HRM.

How do I determine the qualifying areas of elevated roads and parking structures for Minimum Requirement 5 (Runoff Treatment)?

When a brand new fly-over ramp is constructed over the existing highway, in plan view, the flyover ramp area directly over the existing highway would be considered a replaced pollution generation impervious surface (PGIS). This is also true in situations where an existing roadway is proposed to be significantly raised (new pavement greater than 1 foot thick directly on top of old pavement) or elevated without widening. PGIS that undergoes planing or mill and fill operations are not considered replaced PGIS. A parking lot structure that is proposed to be built over an existing parking lot without expansion of the parking area is considered replaced PGIS.

When a roadway or bridge is proposed to be widened over an existing non-pollution-generating impervious surface, that area should be considered new PGIS. An example of this is when an existing bridge spanning a lake is proposed to be widened by one lane; that new lane would be considered new PGIS.

Note: these area determinations of replaced PGIS do not require excavation of existing roadway.

How do I determine the qualifying areas of elevated roads and parking structures for Minimum Requirement 6 (Flow Control)?

When a brand new flyover ramp is constructed over the existing highway, in plan view, the fly-over ramp area directly over the existing highway would be considered a replaced impervious surface. This is also true in situations where an existing roadway is proposed to be significantly raised (new pavement greater than 1 foot thick directly on top of old pavement) or elevated without widening. Impervious surfaces that undergo planing or mill and fill operations are not considered a replaced impervious surface. A parking lot structure that is proposed to be built over an existing parking lot without expansion of the parking area is considered a replaced impervious surface. When an existing bridge that spans a lake is proposed to be widened by one lane, that new one lane would be considered a replaced impervious surface.

Note: these area determinations of replaced impervious surface do not require excavation of the existing roadway.