



Washington State

County Road Administration Board

2005 Annual Report

Prepared for the
Legislative Transportation Committee and
The Washington State Transportation Commission

Special thanks to Chelan, Kittitas, Lincoln, Stevens, Clark,
Whatcom and Cowlitz Counties for their contributions to this report.

December 31, 2005

The Honorable Mary Margaret Haugen
Washington State Senator
Chair, Senate Highways and Transportation Committee

The Honorable Ed Murray
Washington State Representative
Chair, House Transportation Committee

Dear Senator Haugen and Representative Murray:

In accordance with the requirement of law, the Washington State County Road Administration Board presents to the legislature this report of the activities of this agency for the year 2005. CRAB staff continues to promote the integration of engineering, information technology, and grants administration among the counties of the state. We believe this report will accurately indicate to you the effectiveness of that effort.

The Board and its staff remain steadfast in their commitment to achieving your legislative mandates to provide statutory oversight of the state's thirty-nine county road departments, and in so doing, to provide to you and to the people of this state the assurance that these counties' operations remain accountable in their stewardship of public assets and public trust.

Respectfully submitted:

ORIGINAL SIGNED

Commissioner Dean Burton, CRABoard Chairman

Jay P. Weber, Executive Director

County Road Administration Board

Chairman Dean Burton, Garfield County Commissioner	2007
Vice-Chairman Jim Whitbread, P.E., Stevens County Engineer	2007
Second Vice-Chair Patty Lent, Kitsap County Commissioner	2006
Brian Stacy, P.E., Pierce County Engineer	2006
Greg Partch, Whitman County Commissioner	2006
David Carey, Walla Walla County Commissioner	2007
Ray Thayer, Klickitat County Commissioner	2008
Marc Boldt, Clark County Commissioner	2008
Tod LeFevre, P.E., Skamania County Engineer	2008

County Road Administration Board Staff

Executive Director, Jay Weber

Executive Assistant, Karen Pendleton

Administration Toni Cox, Engineering Technician
Rhonda Mayner, Secretary

Deputy Director, Walter Olsen, P.E.

Engineering Alan King, P.E., Intergovernmental Policy Manager
Randy Hart, P.E., Grant Programs Manager
Don Zimmer, Inventory Systems Manager
Larry Pearson, P.E., Maintenance Programs Manager

Assistant Director, Steven Hillesland

Technology Bob Davis, IT Systems Manager
Jim Ayres, P.E., Design Systems Engineer
Jim Oyler, Support Specialist
Kathy O'Shea, Database Development Specialist
Eric Hagenlock, Programming Specialist

Table of Contents

From the Executive Director	1
Engineering Services	2
Information Services	3
Grant Programs	4-7
2004 Grant Program Projects	8-14
Tables	15
A: County Bridge Data	16
B: Actual County Road Related Expenditures	17
C: Anticipated County Road Fund Revenues	18
D: Anticipated County Road Fund Expenditures.....	19
E: County Road Levy Summary.....	20
F: County Road Mileage	21
G: County Arterial Preservation Program.....	22
H:County Freight and Goods System	23

From the Executive Director

This year marks the fortieth time the County Road Administration Board has reported to the legislature upon the condition of the State's county road departments, and upon the road system which is constructed and maintained by them. Over the course of those forty years much has changed in how counties address the transportation needs of their citizens, but the general purpose of county roads, serving as regional collectors of traffic to and from the state system, has remained largely the same. If the general purpose of this road system has not changed greatly, why have counties greatly changed the ways in which that purpose is achieved? The methods have changed because the demand upon the system has changed.

In 1975 the population of the State of Washington was 3,568,000, and the Interstate Highway System was still under construction. In 2005 the population of just the unincorporated portion of the state is 2,395,000, or just under one million fewer people than made up the entire population of the state thirty years ago. The changed traffic patterns of a completed Interstate System, coupled with a burgeoning population, have required many changes in how counties have responded to meet the need of efficient product and service delivery as well as the for the safe and efficient movement of people. Added to that we find higher construction standards, increased

environmental accommodation, and changes in federal and state permit requirements. Each of these has its own attendant demands upon design, construction methods, and costs. One might expect these methods and costs to change most in heavily populated counties with large freeway capacity, and indeed, King County alone budgeted more money for road purposes in 2005 than was budgeted for expenditure for roads by all counties combined in 1975.

Counties have been able to deal effectively with these changes of demand, not by merely reacting to them over time, but by generally anticipating many of these changes and preparing adequately for them through good planning strategies, innovative engineering techniques, and prudent stewardship of the public resources entrusted to them. By any measure, and demonstratively by those measures contained in this report, the county road system of Washington State today is of higher capacity, is safer, and is much more efficient than at any time in its history, and ranks among the best county road systems nationally. In a state as dependent upon trade and transportation as this state is, it remains our challenge and responsibility to continue to build upon the success of the current system in order that it remains able to serve today's needs and the changes that tomorrow will certainly bring.

Engineering Services

The Engineering Services Division, under the direction of Deputy Director Walt Olsen, includes Intergovernmental Policy Manager Al King, Maintenance Program Manager Larry Pearson, Grant Programs Engineer Randy Hart, and Inventory Systems Manager Don Zimmer. This small staff, most of whom hold Professional Engineer licenses, is directly responsible for:

- Functions related to the administration of the Rural Arterial Program, the County Arterial Preservation Program, and the Capital Ferry Program,
- Functions related to the maintenance of the County Road Log and the computations and updates to the distribution of the counties' share of the motor vehicle fuel tax,
- Management of the reports and other information necessary for recommendations related to the Annual Certificate of Good Practice for each county,
- Guidance and research on statutory and regulatory issues affecting county road and public works departments,
- Assistance in representation of county engineer interests on a variety of state-level committees and task forces,
- Design and traffic engineering assistance to counties as requested, including consultant selection assistance,
- Liaison services on behalf of county engineers with various state agencies, especially the H&LP Division of WSDOT.

CRAB acts as a clearinghouse for information requests, questions, and the exchange of ideas. With an emphasis on good communication, Engineering Services staff has worked with state transportation officials, resource agencies personnel, and public

works departments as they strive to meet the transportation needs of their counties.

Beginning in 2001, a major focus of the Engineering Services Division was placed on developing a Maintenance Management System and assisting the counties in its implementation. The intent of the maintenance management initiative is to increase the use of formal maintenance management systems in county maintenance operations rather than to tell counties how to perform their maintenance activities. The Maintenance Management Program moved into the implementation phase in 2003 and a draft Maintenance Management manual was prepared. It is intended to provide initial support and guidance for implementation and operation of a formal Maintenance Management System (MMS). At the October 2005 CRABoard meeting, a public hearing to establish a new Standard of Good Practice related to maintenance management and counties was completed. WAC 136-11 became the 11th Standard of Good Practice and will encourage counties to examine their maintenance processes beginning in 2008.

A final responsibility of the Engineering Services Division is the maintenance and updating of the County Engineers' and Public Works Directors' Manual and the provision of training to County Engineers and their staffs. One session was conducted in 2005 to address the recent turnover of county engineers and public works directors as well as provide an opportunity for senior staff members to understand the challenges and develop the knowledge base for possible advancement.

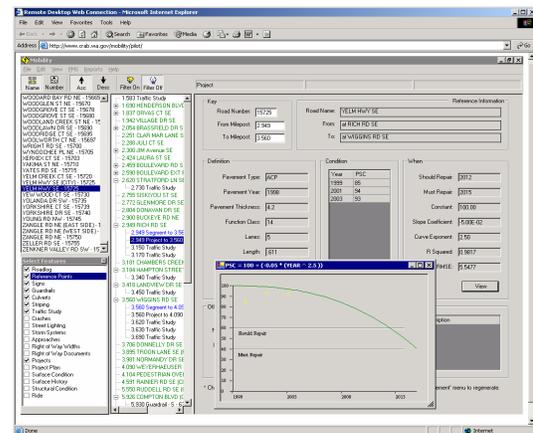
Information Services

The Information Services Division at CRAB is a team of IT professionals dedicated to the smooth and efficient operation of this agency and to ensuring that Washington's counties continue to effectively apply current and emerging technology to the improvement and preservation of counties' transportation infrastructure. The first goal is accomplished by providing a progressive, stable and secure computing environment for agency staff. The second, by developing and providing systems, training and consulting services specific to the needs of county road departments in Washington. In 2005 the Information Services team again made significant, unique and creative contributions to the initiatives of CRAB staff and to the design and management efforts of Washington counties.



Eagle Point software, provided to counties by CRAB, was used to effectively design numerous road projects in 2005. Since 1985, the CRAB Design Systems Program has consistently provided Washington county personnel with state-of-the-art engineering road design software, support, and training. This program has enabled county design staff to effectively collect, develop and manipulate the geometric information necessary for site

design and construction planning, which has contained costs and improved productivity throughout the life of road projects. In addition to improved design and project savings, the savings to counties for user licensing, support, and training over the 10 year life of the contract with *Eagle Point* is well over two million dollars.



Mobility reached a high level of maturity, acceptance and usefulness in Washington counties in 2005. *Mobility* is a comprehensive road inventory and management system, developed by CRAB, which enhances a county's ability to make quality decisions through consistent, equitable, and defensible management plans and operations. The systematic application of sound business logic, embedded in *Mobility*, ensures accountability in county road departments and assists county personnel in their compliance with reporting requirements to CRAB, the State Legislature, and federal entities. *Mobility* is a prime example of the economy-of-scale for which CRAB is well known, in that it will save the counties from spending millions on management systems that are neither as responsive to nor as specific to their needs as *Mobility*.

Grant Programs

The CAPP and RAP (\$14 million and \$19 million per year respectively) made large contributions to the health of county arterial roads in 2004. Utilizing 1.03 cents of the total 31 cents per gallon state gas tax, these CRAB-managed programs were effective in improving freight haul and overall access to

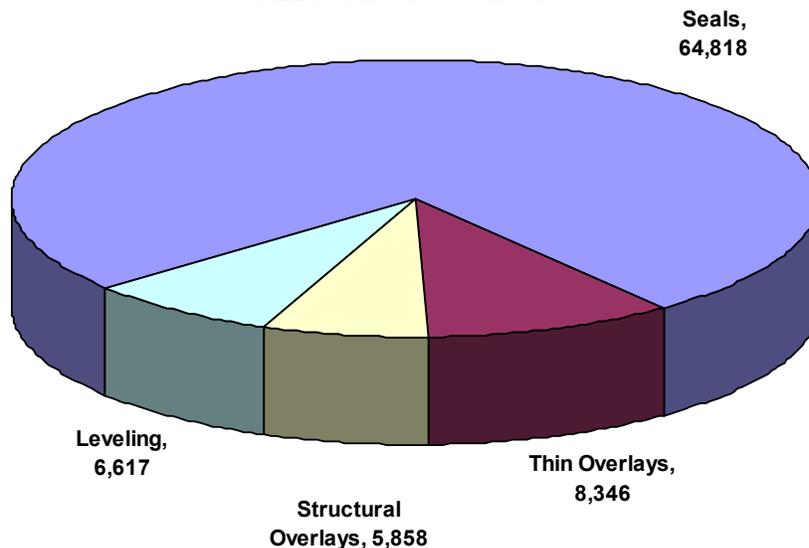
agricultural markets serving local economies. When projects are funded by these programs, mobility and safety needs are also addressed. The two programs compliment each other with their unique focus on different road deficiencies.

COUNTY ARTERIAL PRESERVATION PROGRAM

The focus of this funding program is preservation of county arterial roadway surfaces and structure. Without this assistance, the repair costs to the roadway system would be astronomical. With timely application of needed resurfacing, however,

CAPP funds help Washington State's county arterials stay healthier longer, and offer great savings "down the road". CRAB uses less than 3% of the CAPP account to manage the program and assure the counties are programming the funds efficiently.

**LANE MILES OF PRESERVATION WORK DONE,
ALL FUNDS 1990 - 2004**

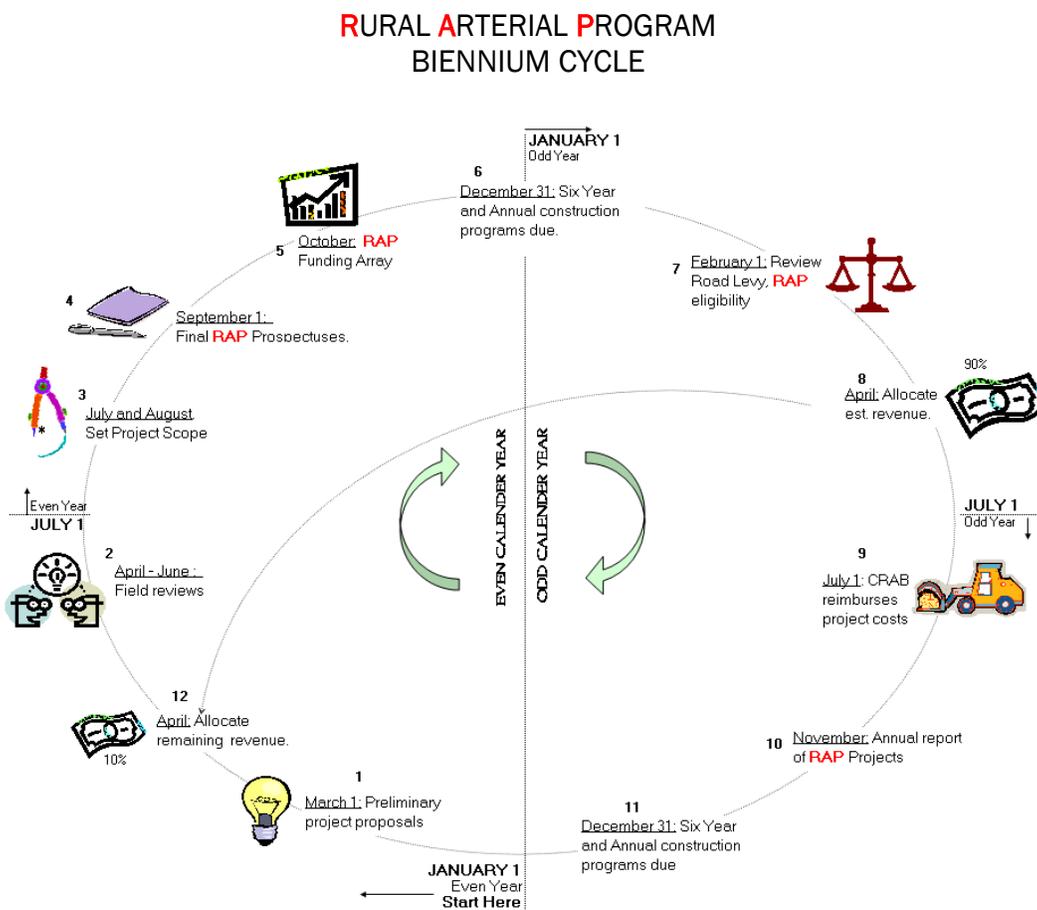


RURAL ARTERIAL PROGRAM

The RAP is used by counties to correct much more than surface and structural problems on county arterial roads. The counties submit RAP projects based on safety, geometry, capacity *and* structural deficiencies. RATA (Rural Arterial Trust Account) funds are then awarded to the highest ranked (worst condition) project submittals in each region. RAP normally funds about 1/4 of the worst roads as demonstrated by the request list.

Below is the program cycle CRAB uses to allocate **RAP** funds, including:

1. Project submittal.
5. Rating and funding array.
7. Eligibility review.
8. Approve funding
9. Reimburse eligible project costs



**RURAL ARTERIAL PROGRAM EXPENDITURES BY COUNTY
AND LEGISLATIVE DISTRICT IN 2004**

<u>COUNTY</u>	<u>LEG.</u> <u>DIST.</u>	<u>RATA \$'s</u> <u>RECEIVED</u>	<u>COUNTY</u>	<u>LEG.</u> <u>DIST.</u>	<u>RATA \$'s</u> <u>RECEIVED</u>
ADAMS	09	22,442	SNOHOMISH	39	84,584
CHELAN	12	688,962	ASOTIN	16	118,259
DOUGLAS	12	3,868,180	BENTON	08	2,089
FERRY	07	605,813	BENTON	15	59,590
LINCOLN	07	223,555	COLUMBIA	16	1,658,488
OKANOGAN	12	286,636	FRANKLIN	16	478,066
PEND OREILLE	07	145,215	GARFIELD	16	1,038,504
SPOKANE	04	156,619	KITTITAS	13	1,949,276
SPOKANE	07	74,834	KLICKITAT	15	336,998
SPOKANE	09	79,383	WALLA WALLA	16	617,468
STEVENS	07	1,009,051	YAKIMA	13	38,586
WHITMAN	09	948,552	YAKIMA	14	52,282
CLALLAM	24	95,605	YAKIMA	15	540,233
ISLAND	10	821,427	CLARK	18	758,712
JEFFERSON	24	175,188	COWLITZ	18	802,499
KITSAP	35	171,589	GRAYS HARBOR	19	171,306
KING	05	91	GRAYS HARBOR	35	35,763
KING	45	1,156,954	MASON	35	720,000
PIERCE	02	112,670	THURSTON	20	361,786
PIERCE	26	83,264	THURSTON	22	27,117

TOTAL 20,577,636

HISTORY OF RATA FUNDS PER COUNTY

<u>REGION</u>	<u>COUNTY</u>	<u>TOTAL RATA</u> <u>APPROVED</u>	<u>RATA USED IN</u> <u>CONSTRUCTION</u>
	NE ADAMS	13,608,784	11,009,184
	NE CHELAN	15,072,474	7,155,862
	NE DOUGLAS	16,122,849	11,586,944
	NE FERRY	14,286,230	10,115,909
	NE GRANT	20,888,416	13,772,032
	NE LINCOLN	16,321,720	12,417,999
	NE OKANOGAN	15,753,259	7,703,614
	NE PEND OREILLE	15,029,078	10,133,999
	NE SPOKANE	22,466,191	15,707,363
	NE STEVENS	17,805,949	13,569,077
	NE WHITMAN	<u>15,749,612</u>	<u>13,673,424</u>
NE REGION	TOTALS	183,104,562	126,845,407
	NW CLALLAM	6,285,076	4,918,062
	NW ISLAND	9,094,570	4,929,674
	NW JEFFERSON	3,936,088	2,426,151
	NW KITSAP	6,671,000	4,871,520
	NW SAN JUAN	2,666,508	2,214,913
	NW SKAGIT	8,051,718	4,397,468
	NW WHATCOM	<u>9,357,052</u>	<u>7,286,591</u>
NW REGION	TOTALS	46,062,012	31,044,379
	PS KING	7,353,845	5,581,001
	PS PIERCE	9,271,666	5,985,618
	PS SNOHOMISH	<u>12,007,071</u>	<u>8,329,861</u>
PS REGION	TOTALS	28,632,582	19,896,480
	SE ASOTIN	9,533,103	5,153,697
	SE BENTON	11,962,553	7,356,086
	SE COLUMBIA	8,447,212	7,147,464
	SE FRANKLIN	7,669,429	5,815,541
	SE GARFIELD	8,197,743	8,087,678
	SE KITTITAS	11,537,770	9,470,785
	SE KLICKITAT	13,784,953	9,995,363
	SE WALLA WALLA	10,930,067	9,414,646
	SE YAKIMA	<u>16,348,402</u>	<u>9,830,769</u>
SE REGION	TOTALS	98,411,232	72,272,030
	SW CLARK	7,789,342	6,838,942
	SW COWLITZ	8,609,163	6,603,150
	SW GRAYS HARBOR	9,323,668	7,237,306
	SW LEWIS	5,840,905	4,180,002
	SW MASON	9,604,031	5,656,544
	SW PACIFIC	6,300,958	4,923,607
	SW SKAMANIA	1,466,618	1,465,223
	SW THURSTON	9,829,268	6,371,981
	SW WAHKIAKUM	<u>3,420,895</u>	<u>2,387,176</u>
SW REGION	TOTALS	62,184,848	45,663,932
	TOTAL	418,395,236	295,722,228

2004 Grant Program Projects

WAPATO LAKE ROAD MEETS NEW TRAFFIC DEMANDS

With the development of a nearby casino by the Colville Confederated Tribes, traffic congestion and safety issues arose on Wapato Lake Road. Chelan County therefore applied RATA funding to widen the road throughout and flatten a sharp curve at one end. Intersections with State Route 150 and Swartout Road were also made safer. The county worked closely with the BIA to modify easements, get power lines relocated, and work around a very old irrigation line. Through these challenges, the county made the road safer and more comfortable to drive.



Wapato Lake Road before improvements.



Now a calm and safer driving experience.

PE: \$77,061.75
R/W: \$52,970.43
Construction: \$363,536.68
Total Project Cost: \$493,568.86
RATA Funding: \$427,500.00
Contractor: North Central
Construction of Moses Lake

PARKE CREEK ROAD RECONSTRUCTION - KITTITAS COUNTY

Parke Creek Road is a two lane rural road that is used for agricultural transport and provides locals a quick, non interstate access to the Town of Kittitas.

During the excavation of the easterly portion of the road, large quantities of unsuitable material were encountered. This increased the project cost by over \$300,000. Nevertheless, the unsuitable material was removed and quarry rock was installed so the new road could have the required base strength.

Another unique detail of the work involved working with the irrigation district, since the canal crosses Parke Creek Road, and widening was necessary at that location. The Cascade Canal irrigation structure was removed and replaced with a 10 foot span galvanized steel arch pipe. The culvert installation as a replacement to an existing irrigation structure was one of the first approved by an irrigation district. The savings to tax payers, via improved safety and reduced maintenance are obvious benefits.

Contractor: Copenhaver Construction,
Creston, WA
Total Project Cost: \$1,605,112.00
RAP Funding: \$1,028,899.00



Pavement and subgrade failure are evident.



Parke Creek, Freight Haul and Commuter ready.

LINCOLN COUNTY COMPLETES A WIDE RANGE OF IMPROVEMENTS TO DOUGLAS ROAD



The old road could not meet traffic demands.

Connecting between two State Highways, SR 174 and SR 21, Douglas Road is used heavily by locals and tourists as access to crucial farming facilities and as a shortcut to the recreational sites along the Columbia River. In its unimproved condition, it was unfit for such high attention, therefore the county sought and gained RATA funds to realign and pave the roadway. Working with WSDOT and the adjoining land owner, Lincoln County was able to relocate the intersection with SR 21 - ½ mile to the north, allowing much better sight distance. To further protect this investment, the road was refitted with new, full-sized drainage structures.

Total Project Cost: \$681,429.00

Total RAP Funds: \$613,286.00

Completion Date: July 20, 2005

**Construction:
Copenhaver Construction, Inc.
& Agency Forces**



Douglas Road travel is now safe and reliable.

STEVENS COUNTY IMPROVES 3.55 MILES OF THE ALADDIN ROAD



The old road surface was narrow and weak.

The Aladdin Road is a major north-south collector connecting State Route 20 to State Route 25. Originally built in 1890 and reconstructed in 1944, increased traffic volumes have exposed the road's narrow lane and shoulder widths, fatigued surface and pavement structure all on top of a weak base.

The project included rehabilitation of the roadway surface by grinding the existing asphalt pavement, constructing a Portland cement treated base and then repaving with ACP. The roadway was widened to 28 feet, curve radii increased to current standard and the roadway resurfaced with 0.25 ft of asphalt concrete pavement. The contractor also removed roadside hazards, added drainage structures, and installed over 800 feet of lineal guardrail to enhance the safety of the roadway.



Reconstruction widened the roadway surface.

Prime Contractor:
Valley Asphalt of Colville, WA

Project Cost: \$1,200,000

RAP funds: \$684,000

CLARK COUNTY COMPLETES PHASE 2 OF IMPROVEMENTS ON NE 10TH AVENUE



Clark County completed phase 2 on NE 10th between NE 179th Street and the Ridgefield City limits in 2004. This highway is a very important route between Ridgefield and I-5. The county addressed substandard lanes, shoulder widths, limited pullout areas for vehicle traffic, rutted edge of pavement sections, steep side slopes, and sight distance issues. Residents and businesses in the corridor were very supportive of the project. Public input included open houses for both phase 1 and phase 2. During phase 2 there were numerous Heads Up, news releases, news coverage, and distribution

of detour route maps, postings on the county website, door hangers, and personal contacts. Tapani Underground Inc handled the distribution of flyers and one-on-one contact during construction.

Soil conditions and environmental constraints presented challenges which were addressed through use of five structural retaining walls, including a cantilevered pile wall. Extensive geo-technical services were utilized before and during construction, as well as structural engineering for design of the retaining walls; the two consultant firms worked quite well together. The county worked very closely with affected utility companies to provide timely information, which contributed to a willingness to relocate their services prior to construction.



Safety improvements for drivers and environment.

Contractor: Tapani Underground Inc.
Battleground, WA

Project funding: RAP funding: \$1,000,000
County Road fund: \$2,314,824

WHATCOM COUNTY "CAPPS" LAKEWAY DRIVE/TERRACE AVENUE

Lakeway Drive is an urban minor arterial serving southwestern Whatcom County. A vital and heavily used route, it links the City of Bellingham with Sudden Valley and other rural communities around Lake Whatcom.

Whatcom County used CAPP funds to remove and replace the existing asphalt concrete pavement with three inches of structural paving. Curb, gutter and sidewalk installation and repairs were also accomplished on the project.



Grinding off three inches of existing ACP.



*Paving, two passes, 1-1/2 inches each.
Inlaid pavement stripe.*

Contractor: Whatcom Builders, Bellingham, WA
Project Cost: \$304,862.00
CAPP Funds: \$131,436.00

RURAL BUT GROWING ROSE VALLEY AREA (COWLITZ COUNTY) GETS IMPROVED ACCESS TO INTERSTATE 5



Fish Pond Road, a rural major collector, serves as a major link between the rapidly growing Rose Valley Area and the Interstate 5 corridor. Prior to the project, motorists were subjected to a narrow and winding section of roadway that had little or no shoulder buffer. The completed project includes 12-foot travel lanes and widened shoulders.

In addition, there were major improvements made to the roadway's horizontal and vertical alignment. Guardrail was added to protect motorists from steeply sloped areas.



The project also included the replacement of culverts along a stream that crossed the road in five locations. The upgraded culverts provide improved drainage and flood control and address long-standing fish passage issues. The project also greatly improved alignment of the intersection of Fish Pond Road with Kool Road.

Tables

A:	County Bridge Data	16
B:	Actual County Road Related Expenditures	17
C:	Anticipated County Road Fund Revenues	18
D:	Anticipated County Road Fund Expenditures	19
E:	County Road Levy Summary	20
F:	County Road Mileage	21
G:	County Arterial Preservation Program	22
H:	County Freight and Goods System	23

Table A

COUNTY BRIDGE DATA - NOVEMBER 2005

Washington State Bridge Inventory System

Bridges 20 Feet or Greater in Length on Federal Aid (FAR) and Non Federal Aid (NFAR) Routes
Posting Consideration Based on HS-20 Design Load, less than 28 Tons at Operating Rating

COUNTY	County Owned Bridges	Bridges Posted or May Consider Posting				Bridges With Posting Not Required				Deficient Bridges**
		FAR	Square Feet	NFAR	Square Feet	FAR	Square Feet	NFAR	Square Feet	
ADAMS	123	1	514	14	22,578	36	71,178	72	78,242	26
ASOTIN	18	0	0	0	0	14	143,738	4	4,321	2
BENTON	53	0	0	1	593	19	80,336	33	32,668	9
CHELAN	46	1	10,060	6	8,640	17	82,700	22	60,336	11
CLALLAM	31	2	12,412	5	18,186	9	51,790	15	36,573	8
CLARK	60	5	14,037	3	4,682	23	78,188	29	48,061	20
COLUMBIA	64	0	0	3	2,612	20	30,707	41	64,436	8
COWLITZ	54	3	9,400	6	24,649	16	82,777	29	73,826	18
DOUGLAS	26	1	9,240	4	2,545	12	21,039	9	8,619	1
FERRY	21	1	4,217	1	3,195	4	4,276	15	22,091	6
FRANKLIN	86	0	0	3	2,028	18	35,681	65	91,050	5
GARFIELD	36	1	868	0	0	16	14,181	19	18,964	9
GRANT	187	3	4,520	12	18,250	45	125,255	127	212,718	21
GRAYS HARBOR	146	3	2,480	5	14,698	55	298,389	83	204,107	32
ISLAND	0	0	0	0	0	0	0	0	0	0
JEFFERSON	23	1	1,078	0	0	7	15,092	15	54,249	4
KING	140	7	36,913	10	20,803	69	334,254	54	124,594	61
KITSAP	23	0	0	2	8,373	15	69,494	6	6,790	4
KITTITAS	110	5	5,130	15	12,474	22	75,255	68	114,685	6
KLICKITAT	57	1	522	7	10,767	12	36,001	37	72,524	14
LEWIS	195	7	10,044	5	6,817	39	146,623	144	266,070	27
LINCOLN	125	0	0	12	7,803	31	48,525	82	111,523	16
MASON	51	0	0	0	0	11	71,909	40	69,991	12
OKANOGAN	50	0	0	3	2,311	12	61,868	35	51,962	11
PACIFIC	61	1	936	4	5,630	8	28,008	48	125,214	13
PEND OREILLE	22	1	1,552	0	0	9	98,997	12	12,389	5
PIERCE	104	5	70,318	0	0	62	290,059	37	54,031	41
SAN JUAN	3	0	0	0	0	0	0	3	2,297	2
SKAGIT	101	0	0	11	14,777	42	193,617	48	99,020	26
SKAMANIA	25	0	0	1	1,980	5	30,218	19	55,471	6
SNOHOMISH	160	3	4,146	11	16,114	75	379,416	71	250,741	49
SPOKANE	99	10	16,152	13	15,414	23	151,057	53	114,146	30
STEVENS	49	2	10,711	1	1,277	5	10,318	41	71,126	10
THURSTON	89	0	0	0	0	24	117,185	65	181,634	21
WAHIAKUM	18	1	2,419	0	0	7	22,354	10	18,800	2
WALLA WALLA	103	2	3,910	3	1,892	45	114,297	53	100,019	18
WHATCOM	130	3	4,364	2	4,100	30	87,757	95	158,110	25
WHITMAN	246	7	15,970	22	20,360	46	83,918	171	259,872	64
YAKIMA	311	6	24,870	12	24,870	78	202,703	215	376,815	55
TOTAL	3,246	83	276,783	197	298,418	981	3,789,160	1,985	3,708,085	698
Total Replacement Cost* (\$ Million):			\$111		\$119		\$1,516		\$1,483	

*At \$400 per Square Foot

** Deficient Bridges are listed as Structurally Deficient (SD) or Functionally Obsolete (FO).

Table B

ACTUAL COUNTY ROAD RELATED EXPENDITURES

Including RAP and CAPP

2004

(thousands of dollars)

COUNTY	CONST.	MAINT. & PRES.	ADMIN.	REIMB.	FERRY	BOND WARRANT RET'T	OTHER ***	TRAFFIC POLICING **	TOTAL includes RAP & CAPP	RAP	CAPP
ADAMS	354	3,644	972	77	0	0	733	60	5,840	22	588
ASOTIN	296	1,472	514	0	0	0	35	0	2,317	118	106
BENTON	5,360	3,740	686	262	0	0	416	0 *	10,464	62	328
CHELAN	2,434	4,941	1,697	0	0	0	648	0	9,720	689	258
CLALLAM	1,939	3,893	2,249	47	0	0	1,023	0	9,151	96	142
CLARK	30,072	13,120	1,404	0	0	48	11,285	0 *	55,929	759	534
COLUMBIA	2,960	1,019	220	0	0	301	415	40	4,955	1,658	148
COWLITZ	4,406	5,499	1,546	0	0	0	1,511	0 *	12,962	802	242
DOUGLAS	5,248	4,295	963	29	0	281	1,063	0	11,879	3,868	323
FERRY	97	2,521	381	48	0	0	943	0	3,990	606	192
FRANKLIN	2,497	3,241	911	161	0	164	22	0	6,996	478	370
GARFIELD	1,915	1,196	389	30	0	0	26	0	3,556	1,039	131
GRANT	6,793	6,857	938	29	0	3	2,132	181	16,933	0	899
GRAYS HARBOR	6,139	5,728	1,169	640	0	0	1,138	0	14,814	207	242
ISLAND	4,700	5,874	1,677	106	0	262	3,034	0	15,653	821	232
JEFFERSON	1,098	3,355	808	0	0	44	1,131	0 *	6,436	175	138
KING	67,452	45,772	9,993	0	0	11	1,243	3,386	127,857	1,157	623
KITSAP	6,085	9,575	3,969	557	0	99	4,211	0 *	24,496	172	342
KITTITAS	6,057	3,023	1,108	49	0	1	0	0 *	10,238	1,949	331
KLICKITAT	2,611	2,812	489	22	0	4	100	0	6,038	337	343
LEWIS	4,123	10,130	831	0	0	3	2,705	0 *	17,792	0	311
LINCOLN	1,484	4,134	902	0	0	0	67	0 *	6,587	224	402
MASON	7,736	3,889	1,179	0	0	0	711	0 *	13,515	720	282
OKANOGAN	940	6,046	1,302	1	0	26	258	0	8,573	287	434
PACIFIC	520	3,259	248	56	0	1	249	227	4,560	0	128
PEND OREILLE	1,027	2,276	298	215	0	202	334	0	4,352	145	169
PIERCE	19,081	18,044	14,990	23	0	0	27,739	1,000	80,877	196	777
SAN JUAN	977	2,454	640	25	0	205	1,029	0 *	5,330	0	93
SKAGIT	1,528	5,131	4,692	1,469	1,560	0	6,216	0 *	20,596	0	387
SKAMANIA	760	2,136	424	0	0	0	108	0	3,428	0	94
SNOHOMISH	32,532	21,126	5,725	5,547	0	551	11,382	1,813	78,676	85	535
SPOKANE	13,268	15,288	4,297	2,651	0	2	4,908	0	40,414	311	971
STEVENS	2,924	5,701	626	18	0	0	163	0	9,432	1,009	500
THURSTON	4,538	10,816	4,668	0	0	0	2,949	1,000	23,971	389	387
WAHKIACUM	253	874	250	37	629	0	0	0	2,043	0	85
WALLA WALLA	2,715	3,265	1,258	962	0	0	144	0	8,344	617	419
WHATCOM	6,713	9,311	3,530	165	1,333	0	907	0 *	21,959	0	392
WHITMAN	2,775	4,109	1,053	0	0	0	114	73	8,124	949	449
YAKIMA	15,743	7,492	3,700	1,558	0	1,073	810	144	30,520	631	809
TOTAL	278,150	267,058	82,696	14,784	3,522	3,281	91,902	7,924	749,317	20,578	14,134

% OF TOTAL 37.1% 35.6% 11.0% 2.0% 0.5% 0.4% 12.3% 1.1%

Construction expenditure amounts do not include State ad & award Federal Aid participation.

Source: County Reports to D.O.T. Secretary of Transportation

*Traffic Policing funds paid from diverted road levy.

** Road Fund portion only

*** "Other" includes facilities, operations and transfers.

Table C

ANTICIPATED COUNTY ROAD FUND REVENUE 2005 BUDGETS

(thousands of dollars)

COUNTY	BEGIN. FUND BAL.	FED. PROG.	MOTOR VEHICLE FUEL TAX					TAXES				MISC.			TOTAL
			GAS TAX	TIB	RAP	CAPP	MVFT TOTAL	PROP- ERTY	TIMBER	OTHER TAXES	TOTAL TAXES	FED. LANDS	REIMB.	OTHER	
ADAMS	210	1,637	3,725	0	130	629	4,484	1,100	0	8	1,108	0	13	26	7,478
ASOTIN	1,590	266	1,403	119	1,923	113	3,558	695	1	1	697	0	0	35	6,146
BENTON	3,500	1,752	3,005	2,448	1,692	350	7,495	3,918	0	90	4,008	0	120	4,288	21,163
CHELAN	1,382	705	2,172	0	1,344	276	3,792	4,685	26	52	4,763	1,102	2	316	12,062
CLALLAM	6,037	3,466	1,838	0	100	151	2,089	5,296	250	11	5,557	950	0	1,455	19,554
CLARK	2,125	3,923	5,858	2,825	0	575	9,258	26,908	105	135	27,148	7	0	8,003	50,464
COLUMBIA	491	700	1,270	0	280	140	1,690	195	20	1	216	182	0	334	3,613
COWLITZ	5,300	3,239	2,137	0	637	258	3,032	6,661	500	35	7,196	166	210	451	19,594
DOUGLAS	832	1,665	3,398	3,874	140	344	7,756	3,088	0	15	3,103	0	30	1,987	15,373
FERRY	300	1,450	1,550	0	900	205	2,655	0	24	0	24	396	0	149	4,974
FRANKLIN	0	1,354	2,548	0	1,269	395	4,212	2,040	0	10	2,050	0	84	68	7,768
GARFIELD	1,991	351	1,160	0	171	146	1,477	220	4	2	226	100	0	246	4,391
GRANT	15,899	3,607	5,709	0	855	963	7,527	5,950	0	85	6,035	0	255	248	33,571
GRAYS HARBOR	3,742	4,670	2,144	0	1,915	259	4,318	3,998	1,800	5	5,803	150	43	1,575	20,301
ISLAND	3,258	1,650	2,012	0	2,220	250	4,482	6,163	0	1	6,164	0	0	5,876	21,430
JEFFERSON	1,886	809	1,301	0	305	148	1,754	2,682	131	5	2,818	1,275	86	548	9,176
KING	40,754	24,400	14,601	7,607	1,085	663	23,956	68,829	35	41	68,905	901	15,483	16,545	190,944
KITSAP	19,556	2,724	5,003	1,046	0	365	6,414	19,671	0	40	19,711	0	299	8,420	57,124
KITTITAS	6,528	3,153	1,759	446	585	347	3,137	3,010	50	16	3,076	250	111	1,411	17,666
KLICKITAT	(157)	1,252	2,400	0	1,013	381	3,794	2,252	190	5	2,447	70	0	1,506	8,912
LEWIS	9,714	6,517	3,179	0	50	314	3,543	7,076	1,334	8	8,418	0	80	1,491	29,763
LINCOLN	285	1,350	3,881	0	150	430	4,461	1,110	0	4	1,114	0	2	183	7,395
MASON	2,488	0	2,101	0	820	301	3,222	6,861	400	25	7,286	300	2	762	14,060
OKANOGAN	5,225	2,220	2,780	61	1,054	419	4,314	2,487	18	9	2,514	870	7	381	15,531
PACIFIC	2,358	815	1,192	0	340	124	1,656	2,397	514	6	2,917	0	0	655	8,401
PEND OREILLE	639	1,150	1,435	0	600	169	2,204	1,260	200	1	1,461	0	240	462	6,156
PIERCE	21,597	4,703	9,815	8,993	356	826	19,990	38,401	360	0	38,761	492	4,170	23,335	113,048
SAN JUAN	3,000	10	906	0	984	100	1,990	2,571	1	5	2,577	0	56	2,296	9,929
SKAGIT	5,393	1,790	2,593	0	240	414	3,247	9,371	200	35	9,606	300	1,542	1,979	23,857
SKAMANIA	3,437	0	789	0	0	100	889	1,094	100	3	1,197	1,100	25	156	6,804
SNOHOMISH	9,708	6,128	9,261	1,691	404	610	11,966	43,135	200	170	43,505	917	167	27,618	100,009
SPOKANE	11,678	7,011	9,485	866	1,595	933	12,879	12,954	0	0	12,954	0	2,120	12,939	59,581
STEVENS	3,000	1,768	3,410	0	1,125	534	5,069	3,645	385	2	4,032	175	40	70	14,154
THURSTON	8,142	3,648	4,548	806	101	413	5,868	14,761	350	17	15,128	0	580	2,222	35,588
WAHKIAKUM	710	908	771	0	120	91	982	440	80	1	521	0	0	1,746	4,867
WALLA WALLA	9,000	3,851	2,680	0	0	447	3,127	3,900	12	40	3,952	0	0	1,739	21,669
WHATCOM	8,893	5,694	3,705	35	0	419	4,159	12,914	200	25	13,139	800	55	2,214	34,954
WHITMAN	1,734	3,153	3,831	0	536	481	4,848	1,765	0	20	1,785	0	55	6	11,581
YAKIMA	950	3,042	5,312	1,512	1,770	800	9,394	10,066	0	0	10,066	1,427	0	10,317	35,196
TOTALS	223,175	116,531	136,667	32,329	26,809	14,883	210,688	343,569	7,490	929	351,988	11,930	25,877	144,058	1,084,247

% OF TOTAL	20.6%	10.7%	12.6%	3.0%	2.5%	1.3%	19.4%	31.7%	0.7%	0.1%	32.5%	1.1%	2.4%	13.3%
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Table D

ANTICIPATED COUNTY ROAD FUND EXPENDITURES 2005 BUDGETS

(thousands of dollars)

COUNTY	CONST.	MAINT. & PRES.	ADMIN. & OPER.	FACIL.	FERRY	REIMB.	BOND WARRANT RET'T	OTHER	SUB TOTAL	END FUND CASH	GRAND TOTAL
ADAMS	1,931	4,514	934	0	0	20	0	79	7,478	0	7,478
ASOTIN	2,623	1,939	631	0	0	0	0	0	5,193	953	6,146
BENTON	13,096	4,502	1,570	0	0	1,093	0	902	21,163	0	21,163
CHELAN	3,332	5,945	1,403	14	0	0	0	199	10,893	1,169	12,062
CLALLAM	6,679	5,072	2,176	0	0	63	0	883	14,873	4,681	19,554
CLARK	26,947	14,218	7,893	54	0	0	0	1,352	50,464	0	50,464
COLUMBIA	1,181	1,622	239	0	0	0	0	366	3,408	205	3,613
COWLITZ	6,780	7,213	2,181	200	0	0	0	699	17,073	2,521	19,594
DOUGLAS	7,288	4,437	1,837	60	0	72	444	857	14,995	378	15,373
FERRY	2,252	1,982	376	0	0	131	0	8	4,749	225	4,974
FRANKLIN	3,334	3,200	875	80	0	115	164	0	7,768	0	7,768
GARFIELD	348	1,344	462	0	0	15	0	7	2,176	2,215	4,391
GRANT	7,452	7,495	1,767	0	0	50	2	3,074	19,840	13,731	33,571
GRAYS HARBOR	9,622	6,485	3,131	0	0	800	0	262	20,300	1	20,301
ISLAND	10,158	6,542	2,252	72	0	88	177	2,141	21,430	0	21,430
JEFFERSON	1,579	3,704	1,292	0	0	86	43	234	6,938	2,238	9,176
KING	131,563	36,345	15,106	2,704	0	5,226	0	0	190,944	0	190,944
KITSAP	12,976	9,121	1,435	0	0	472	0	12,730	36,734	20,390	57,124
KITTITAS	8,598	3,438	1,550	0	0	71	0	390	14,047	3,619	17,666
KLICKITAT	4,582	3,671	515	35	0	20	16	73	8,912	0	8,912
LEWIS	7,269	11,240	2,895	0	0	0	0	1,062	22,466	7,297	29,763
LINCOLN	1,500	3,941	1,083	0	0	151	0	211	6,886	509	7,395
MASON	7,509	3,988	1,081	0	0	0	0	1,027	13,605	455	14,060
OKANOGAN	2,797	6,002	1,551	0	0	0	800	4,381	15,531	0	15,531
PACIFIC	2,019	3,487	443	0	0	20	0	390	6,359	2,042	8,401
PEND OREILLE	2,281	2,516	399	0	0	0	195	369	5,760	396	6,156
PIERCE	53,373	20,671	20,935	13,876	2,057	0	200	1,936	113,048	0	113,048
SAN JUAN	3,009	2,895	1,414	0	0	28	0	2,132	9,478	451	9,929
SKAGIT	2,308	6,272	5,055	338	1,864	2,782	0	777	19,396	4,461	23,857
SKAMANIA	100	3,376	0	0	0	0	0	8	3,484	3,320	6,804
SNOHOMISH	40,064	26,527	24,718	0	0	8,141	559	0	100,009	0	100,009
SPOKANE	17,537	13,800	3,983	0	0	2,221	0	7,427	44,968	14,613	59,581
STEVENS	4,076	5,941	856	0	0	35	0	650	11,558	2,596	14,154
THURSTON	5,153	13,577	6,084	0	0	256	0	4,638	29,708	5,880	35,588
WAHKIACUM	3,179	844	230	0	549	55	0	10	4,867	0	4,867
WALLA WALLA	5,951	4,199	1,204	335	0	1,350	0	0	13,039	8,630	21,669
WHATCOM	15,771	11,255	4,810	0	1,469	173	0	12	33,490	1,464	34,954
WHITMAN	5,491	3,258	1,091	0	0	0	0	70	9,910	1,671	11,581
YAKIMA	21,448	8,324	2,787	0	0	0	1,060	716	34,335	861	35,196
TOTALS	463,156	284,902	128,244	17,768	5,939	23,534	3,660	50,072	977,275	106,972	1,084,247
% OF TOTAL	42.7%	26.3%	11.8%	1.6%	0.6%	2.2%	0.3%	4.6%	90.1%	9.9%	

Table E

COUNTY ROAD LEVY SUMMARY

As shown in 2005 Budgets
(thousands of dollars)

COUNTY	VALUATION	Revenue Produced by Full Levy \$2.25/\$1,000	Actual Levy Revenue Produced	(RCW 36.33.220)			Revenue Remaining in Road Fund	
				Traffic Policing expense paid by:				County Road Property Tax Expenditures for Other Purposes
				Diversion	Payment for Services	Transfer Out		
ADAMS	746,359	1,679	1,139		75		1,064	
ASOTIN	590,940	1,330	695				695	
BENTON	2,366,605	5,325	4,070	356			3,714	
CHELAN	2,930,175	6,593	4,682				4,682	
CLALLAM	3,413,854	7,681	5,294		274		5,020	
CLARK	14,383,051	32,362	29,305	2,383			26,923	
COLUMBIA	185,122	417	410		40	Divert - S. Waste/Cur. Exp. 210	160	
COWLITZ	3,702,529	8,331	7,363			702	6,661	
DOUGLAS	1,372,319	3,088	3,088				3,088	
FERRY	344,658	775	775	452		Divert - Jail / Pros. Att / Courts 323	(0)	
FRANKLIN	1,054,030	2,372	2,067				2,067	
GARFIELD	102,012	230	197				197	
GRANT	2,698,414	6,071	6,031		195		5,836	
GRAYS HARBOR	1,668,267	3,754	3,754		200		3,554	
ISLAND	7,052,457	15,868	6,327			416 Transfer -Trails/Pub. Wks. 1,274	4,636	
JEFFERSON	2,362,428	5,315	3,069	387			2,682	
KING	38,388,425	86,374	70,316		3,391		66,925	
KITSAP	12,280,878	27,632	21,088	1,413			19,675	
KITTITAS	1,948,510	4,384	3,010	85			2,925	
KLICKITAT	1,130,682	2,544	2,064				2,064	
LEWIS	3,682,224	8,285	7,628	684		Divert - Emerg. Mngt / DUI 145	6,799	
LINCOLN	600,953	1,352	1,346	240			1,106	
MASON	3,713,935	8,356	7,668	402		Divert - Indirect Costs 405	6,861	
OKANOGAN	1,546,231	3,479	2,486		133	Payment - Jail 22	2,331	
PACIFIC	1,200,312	2,701	2,354		272		2,082	
PEND OREILLE	640,446	1,441	1,423				1,423	
PIERCE	22,974,925	51,694	47,788		9,349 *	Payment - Admin. Refund 53	38,385	
SAN JUAN	4,546,715	10,230	3,104	518			2,586	
SKAGIT	5,291,971	11,907	10,295	698			9,597	
SKAMANIA	692,528	1,558	1,109				1,109	
SNOHOMISH	27,716,412	62,362	43,459			1,830	41,629	
SPOKANE	7,472,738	16,814	13,398	1,000		Divert - Corporal / Weights 177	12,221	
STEVENS	1,769,043	3,980	3,645				3,645	
THURSTON	9,318,157	20,966	15,761	1,000			14,761	
WAHKIAKUM	245,831	553	444				444	
WALLA WALLA	1,753,047	3,944	3,932			Payment - Admin. Services 64	3,868	
WHATCOM	7,274,697	16,368	14,462	707			13,755	
WHITMAN	802,635	1,806	1,760		70		1,690	
YAKIMA	4,766,957	10,726	10,612		141		10,471	
TOTALS	204,731,476	460,646	367,419	10,325	14,140	2,949	2,675	337,331

* Increased by voter approval (RCW 84.55.050)

Table F

COUNTY ROAD MILEAGE - 1/1/05

COUNTY	URBAN ROADS			RURAL ROADS			SYSTEM CENTERLINE TOTAL	PAVED ARTERIAL C/L MILES	PAVED ARTERIAL LANE-MILES	UNPAVED C/L MILES
	ACCESS	ARTERIAL	TOTAL	ACCESS	ARTERIAL	TOTAL				
ADAMS				1,106.29	668.84	1,775.12	1,775.12	545.48	1,091.71	1,126.78
ASOTIN	58.88	19.65	78.53	168.00	151.90	319.90	398.44	95.06	195.59	242.72
BENTON	96.85	38.79	135.64	431.16	313.76	744.91	880.55	303.36	607.20	269.58
CHELAN	34.95	20.68	55.63	397.22	218.68	615.90	671.53	238.86	479.61	132.29
CLALLAM	18.79	7.72	26.51	339.10	122.53	461.63	488.14	130.25	260.36	3.18
CLARK	375.08	197.41	572.49	280.97	262.93	543.90	1,116.39	459.84	1,000.40	45.73
COLUMBIA				274.21	229.87	504.08	504.08	137.70	275.39	361.17
COWLITZ	52.46	28.64	81.10	258.80	196.10	454.90	536.00	224.74	449.48	10.13
DOUGLAS	60.57	39.20	99.77	1,155.05	389.82	1,544.87	1,644.64	293.41	592.19	1,199.58
FERRY				507.79	221.86	729.65	729.65	177.87	356.12	527.12
FRANKLIN	22.34	12.34	34.68	612.33	342.89	955.22	989.90	345.63	695.23	431.87
GARFIELD				234.08	213.03	447.10	447.10	126.27	252.53	315.59
GRANT	26.03	17.90	43.93	1,589.76	899.68	2,489.43	2,533.36	831.09	1,672.92	1,151.37
GRAYS HARBOR	10.43	7.57	18.00	312.29	221.88	534.17	552.17	224.33	448.66	46.28
ISLAND	51.08	22.61	73.69	320.30	191.12	511.42	585.11	213.73	430.71	8.67
JEFFERSON	8.88	1.54	10.42	249.92	136.31	386.23	396.65	129.71	260.05	77.33
KING	905.23	274.46	1,179.70	411.96	267.68	679.64	1,859.34	542.02	1,151.84	54.99
KITSAP	355.56	150.27	505.82	258.06	164.67	422.73	928.55	314.93	637.08	11.35
KITTITAS	1.19	3.84	5.03	250.69	306.29	556.98	562.01	306.07	614.45	70.86
KLICKITAT				708.62	375.83	1,084.45	1,084.45	330.56	661.22	595.48
LEWIS	59.32	19.67	78.99	699.96	273.38	973.34	1,052.33	288.03	576.06	56.47
LINCOLN				1,331.93	660.40	1,992.33	1,992.33	374.41	748.81	1,554.03
MASON	3.34	2.30	5.64	345.51	269.78	615.29	620.93	261.50	523.21	49.50
OKANOGAN				858.32	514.89	1,373.21	1,373.21	404.36	808.85	704.38
PACIFIC				218.04	130.12	348.16	348.16	119.57	239.27	50.56
PEND OREILLE				368.48	181.22	549.70	549.70	168.35	336.70	256.38
PIERCE	610.95	431.30	1,042.25	252.29	251.58	503.87	1,546.12	679.03	1,428.55	38.46
SAN JUAN				184.01	86.52	270.53	270.53	86.52	173.04	56.45
SKAGIT	59.34	47.14	106.48	383.21	313.69	696.90	803.38	360.83	723.09	38.59
SKAMANIA				156.07	86.25	242.32	242.32	86.25	173.22	30.59
SNOHOMISH	759.32	205.36	964.67	447.62	284.97	732.59	1,697.26	487.26	1,009.52	14.70
SPOKANE	296.05	149.70	445.75	1,448.46	637.32	2,085.78	2,531.53	703.47	1,445.72	1,227.92
STEVENS				928.57	562.78	1,491.35	1,491.35	466.21	932.45	845.43
THURSTON	246.05	79.62	325.66	442.79	271.05	713.84	1,039.50	350.66	715.85	35.98
WAHKIAKUM				58.39	85.18	143.57	143.57	78.90	157.80	16.92
WALLA WALLA	48.77	30.93	79.70	446.96	434.32	881.27	960.97	390.25	780.62	380.53
WHATCOM	80.99	43.23	124.22	508.27	319.46	827.73	951.95	362.69	728.40	44.38
WHITMAN				1,295.79	618.38	1,914.17	1,914.17	417.98	835.96	1,477.82
YAKIMA	103.46	92.48	195.94	820.16	673.75	1,493.91	1,689.85	742.42	1,499.30	598.59
STATEWIDE	4,345.89	1,944.34	6,290.23	21,061.41	12,550.68	33,612.09	39,902.32	12,799.60	25,969.17	14,159.71
EASTERN	749.09	425.50	1,174.59	14,933.85	8,615.50	23,549.35	24,723.93	7,398.81	14,882.58	13,469.47
WESTERN	3,596.81	1,518.84	5,115.64	6,127.56	3,935.18	10,062.74	15,178.39	5,400.79	11,086.59	690.24

Data from County Road Logs certified 1/1/05 by the County Road Administration Board

Table G

COUNTY ARTERIAL PRESERVATION PROGRAM 2004 ACCOMPLISHMENT SUMMARY

COUNTY	1/1/04 Eligible Arterial System C/Line (miles)	Total CAPP Rec'd (\$1,000)	Total CAPP Expended (\$1,000)	Total Eligible Expenses (\$1,000)	CAPP Contri- bution (%)	2004 Arterial Sealcoat (miles)	2004 Arterial Overlay (miles)	2004 Total Resurf. (miles)	2004 Percent System Resurf'd
ADAMS	545.5	587.9	587.9	834.8	70.4	72.0	0.0	72.0	13.2
ASOTIN	95.1	106.1	106.1	125.5	84.6	2.3	0.0	2.3	2.4
BENTON	303.4	327.6	327.6	350.7	93.4	55.8	0.0	55.8	18.4
CHELAN	238.9	258.3	258.3	717.0	36.0	0.0	1.7	1.7	0.7
CLALLAM	131.2	141.6	141.6	417.6	33.9	17.0	0.0	17.0	13.0
CLARK	460.2	533.7	533.7	2,853.7	18.7	28.3	20.0	48.3	10.5
COLUMBIA	137.7	148.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
COWLITZ	224.7	242.5	242.5	572.7	42.3	22.3	0.0	22.3	9.9
DOUGLAS	295.7	323.2	322.0	469.1	68.6	18.6	0.0	18.6	6.3
FERRY	177.9	191.5	191.5	763.1	25.1	22.3	8.3	30.5	17.2
FRANKLIN	341.8	369.6	369.6	984.1	37.6	60.7	2.1	62.8	18.4
GARFIELD	126.9	130.6	130.6	295.2	44.2	23.5	4.2	27.7	21.8
GRANT	831.1	899.3	899.3	1,912.8	47.0	117.7	6.3	124.0	14.9
GRAYS HARBOR	224.7	242.1	242.1	407.8	59.4	11.3	0.0	11.3	5.0
ISLAND	215.2	232.2	232.2	592.0	39.2	8.7	6.6	15.3	7.1
JEFFERSON	127.8	138.1	149.8 *	1,089.0	13.8	18.0	3.4	21.4	16.8
KING	542.2	622.7	622.7	4,050.0	15.4	0.0	24.1	24.1	4.5
KITSAP	313.6	341.7	341.7	725.2	47.1	0.0	8.4	8.4	2.7
KITTITAS	306.2	331.2	0.0	695.7	0.0	35.3	0.0	35.3	11.5
KLICKITAT	330.5	342.8	342.8	679.8	50.4	23.2	1.7	24.9	7.5
LEWIS	287.5	311.4	311.4	1,962.8	15.9	15.0	9.1	24.2	8.4
LINCOLN	373.3	402.1	402.1	422.8	95.1	29.8	0.0	29.8	8.0
MASON	261.5	282.4	282.4	305.0	92.6	5.1	2.0	7.1	2.7
OKANOGAN	404.4	434.2	434.2	1,245.1	34.9	85.4	0.0	85.4	21.1
PACIFIC	119.6	127.8	435.8 *	769.4	56.7	6.3	2.0	8.2	6.9
PEND OREILLE	168.4	169.0	169.0	199.0	84.9	18.0	0.0	18.0	10.7
PIERCE	681.1	777.3	777.3	3,087.3	25.2	36.5	4.6	41.1	6.0
SAN JUAN	86.5	93.1	93.1	146.2	63.7	6.0	0.0	6.0	6.9
SKAGIT	359.1	387.0	387.0	921.1	42.0	50.0	0.0	50.0	13.9
SKAMANIA	86.2	93.6	93.6	273.3	34.2	3.9	0.9	4.7	5.5
SNOHOMISH	487.9	534.8	534.8	2,481.2	21.6	5.1	14.1	19.2	3.9
SPOKANE	700.7	970.6	970.6	2,406.5	40.3	133.6	0.0	133.6	19.1
STEVENS	464.3	500.0	500.0	867.7	57.6	0.0	48.2	48.2	10.4
THURSTON	351.1	386.5	386.5	1,034.0	37.4	7.2	12.1	19.3	5.5
WAHKIAKUM	78.8	84.9	84.9	140.5	60.5	6.0	0.0	6.0	7.7
WALLA WALLA	388.4	418.6	418.6	719.0	58.2	54.6	0.0	54.6	14.1
WHATCOM	362.7	392.2	392.2	1,687.2	23.2	27.4	5.7	33.1	9.1
WHITMAN	417.4	449.0	453.2 *	598.6	75.7	15.3	0.0	15.3	3.7
YAKIMA	743.8	808.6	808.6	860.7	93.9	33.1	2.6	35.6	4.8
TOTALS	12,792.8	14,134.0	13,977.6	38,663.0	36.2%	1,075.3	188.0	1,263.3	9.5

* Additional CAPP Funds expended from previous years.

AVERAGE 9.5

Table H

COUNTY FREIGHT AND GOODS SYSTEM

COUNTY	Freight and Goods System - Truck Route Class					Total FGTS	Total Adequate	% Adequate
	T-1	T-2	T-3	T-4	T-5			
ADAMS		0.530	31.575	346.570	204.570	583.245	176.989	30.3%
ASOTIN		0.150	22.999	19.976		43.125	34.147	79.2%
BENTON			116.958	126.981	85.338	329.277	92.120	28.0%
CHELAN			33.620	39.820	51.670	125.110	36.130	28.9%
CLALLAM			34.400	99.800	9.990	144.190	3.310	2.3%
CLARK	5.170	29.490	50.310	5.320		90.290	57.590	63.8%
COLUMBIA			10.303	49.829	147.074	207.206	25.534	12.3%
COWLITZ			80.620	57.570	3.000	141.190	113.210	80.2%
DOUGLAS			7.570	84.370	171.550	263.490	157.910	59.9%
FERRY			108.860	106.320		215.180	22.810	10.6%
FRANKLIN			103.740	162.110	252.340	518.190	329.240	63.5%
GARFIELD				10.130	116.686	126.816	111.606	88.0%
GRANT		10.460	273.460	262.860	310.216	856.996	113.040	13.2%
GRAYS HARBOR		1.031	211.951	7.210		220.192	188.890	85.8%
ISLAND			14.938	27.384	0.370	42.692	42.662	99.9%
JEFFERSON			40.810	33.160		73.970	63.010	85.2%
KING	24.210	31.400	296.697	117.281		469.588	448.247	95.5%
KITSAP	2.938	5.632	30.048	3.870		42.488	0.925	2.2%
KITTITAS		9.820	198.011	77.865	23.220	308.916	280.806	90.9%
KLICKITAT			174.810	111.370		286.180	7.630	2.7%
LEWIS			140.466	205.459	48.715	394.640	230.434	58.4%
LINCOLN			99.490	57.120	94.557	251.167	69.980	27.9%
MASON			40.120	81.910	1.460	123.490	2.060	1.7%
OKANOGAN			106.121	110.195	182.006	398.322	85.322	21.4%
PACIFIC				134.599		134.599	17.379	12.9%
PEND OREILLE			37.987	118.222	52.896	209.105	29.040	13.9%
PIERCE	6.560	16.900	237.770	29.340	7.700	298.270	36.540	12.3%
SAN JUAN			43.188	52.631		95.819	66.555	69.5%
SKAGIT		12.808	205.876	21.950		240.634	110.695	46.0%
SKAMANIA			23.402	58.616		82.018	80.368	98.0%
SNOHOMISH	4.931	3.739	322.501	131.472	52.664	515.307	321.420	62.4%
SPOKANE	9.050	28.800	442.900	121.490	109.280	711.520	590.080	82.9%
STEVENS			117.930	210.570	7.990	336.490	12.800	3.8%
THURSTON		1.141	170.495	34.906	4.131	210.673	23.467	11.1%
WAHKIAKUM			12.000	2.670	10.830	25.500	12.800	50.2%
WALLA WALLA			71.925	287.466		359.391	4.316	1.2%
WHATCOM			109.800	94.490		204.290	73.230	35.8%
WHITMAN			2.890	37.974	253.489	294.353	37.044	12.6%
YAKIMA		8.660	394.560	140.110	69.640	612.970	596.390	97.3%
TOTAL	52.859	160.561	4,421.101	3,680.986	2,271.382	10,586.889	4,705.726	44.4%

County Road Log Certified 1/1/2005

Adequacy defined by Cost Responsibility Study - All Weather Roads