Washington State
County Road Administration Board

2008 Annual Report

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

Special thanks to Clallam, Grays Harbor, King, Kitsap, Lewis, Mason, Pacific, Stevens and Thurston Counties for their contributions to this report.

From the Executive Director

2008 was a year of tremendous budget impact to the counties of the State of Washington in any general sense and to the budgets of county road departments in every specific sense. We watched the price of oil climb into stratospheric heights, and while that would have been more than enough by itself to cause great concern for all county road funds, the financial underpinning of the economy began to seriously weaken nationally and even globally. The result of these two elements has a short-term and, what may be more serious, a long-term effect upon the counties' ability to maintain safe and efficient surface transportation systems.

Of the two elements, the rising price of oil on the international market was the easier to recognize and measure. Any trip to the gas station was a daily reminder that the cost at the pump was reflective of the cost of nearly all aspects of county road construction, maintenance, and preservation. In some cases it also reminded us that as refineries shifted production to take advantage of the market demand for gasoline, they were also shifting away from production of other products, such as asphalt and paving oils. In some cases, counties were unable to purchase needed quantities of certain oil products at any price. Construction and maintenance plans of counties were shifted and, in some cases, delayed accordingly. As the world price of oil began to fall, and it appeared that a semblance of normality might return, even temporarily, the second element of impact began to appear; i.e., an economic downturn which is the worst to occur since the Great Depression. At this time we cannot know either its depth or its duration. We can know, however, that this impact does not fall alone upon the budgets of county road departments. Its pressure is felt by the counties' general funds as well.

The legislature is well aware that counties may, in certain circumstances, legally divert county road property tax dollars to the general fund. From conversations I have had with county engineers and commissioners, representing large counties and small, the pressure to make these diversions has never been greater. Unless the economy is to experience an immediate turnaround, an event no one expects, this pressure will remain and intensify. Counties will face an agonizing decision of whether to legally divert property tax dollars originally meant for road construction and maintenance, and if so . . . how much. While CRAB understands that such diversions can legally be made when judged necessary by the county legislative authorities, we also know that delayed construction and maintenance activity due to these diversions have effects which reach far beyond the budget year for which diversions are accomplished.

Our tasked responsibility is not to judge the necessity of these diversions. That remains within the authority of the elected officials at the county level, and properly so. Our task is, rather, to monitor the use of the diversions, and to ensure to the legislature's satisfaction as well as to the counties' own advantage that these diversions remain a legal use of county road tax dollars. CRAB remains pledged to this task toward the result that county road resources remain directed toward that purpose even in these difficult and uncertain times.

Washington State
County Road Administration Board
2404 Chandler Court SW, Ste 240, Olympia, WA 98504-0913
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January 14, 2009

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

The Honorable Judy Clibborn
Washington State Representative
Chair, House Transportation Committee

Dear Senator Haugen and Representative Clibborn;

Pursuant to statutory requirement and custom of long standing, the Washington State County Road Administration Board is pleased to transmit to you its annual report to the legislature upon the activities of this agency for the calendar year 2008. This report provides information relative to the accomplishments of the individual county road departments, and a representation of the condition of the county road system statewide for the year just past.

We are also including within the 2008 Annual Report a fairly detailed presentation of the four county ferry operations run by Wahkiakum, Whatcom, Skagit, and Pierce Counties. County ferries are probably the least known and least understood aspect of the county transportation responsibility, and CRAB believes this special report might prove helpful.

As we move into what will be one of the most difficult budget exercises which the legislature has encountered in many years, please know that CRAB remains available to assist that effort with any information which you may require.

Respectfully submitted:

Commissioner Dean Burton, CRABoard Chairman

Jay P. Weber, Executive Director

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County Road Administration Board

CRABoard Members	Term Expires
Chairman Dean Burton, Garfield County Commissioner	2010
Vice-Chairman Jim Whitbread, P.E., Stevens County Engineer	2010
Second Vice-Chair Doug Mattoon, Asotin County Commissioner	2009
Brian Stacy, P.E., Pierce County Engineer	2009
John Koster, Snohomish County Council Member	2009
David Carey, Walla Walla County Commissioner	2010
Ray Thayer, Klickitat County Commissioner	2011
Marc Boldt, Clark County Commissioner	2011
Andrew Woods, P.E., Columbia County Engineer	2011

County Road Administration Board Staff

Executive Director	Jay Weber
Executive Assistant Administration	Karen Pendleton Toni Cox, Engineering Technician Rhonda Mayner, Secretary
Deputy Director Engineering	Walter Olsen, P.E. Jeff Monsen, P.E., Intergovernmental Policy Manager Randy Hart, P.E., Grant Programs Manager Don Zimmer, Road Systems Inventory Manager Larry Pearson, P.E., Maintenance Programs Manager Bob Moorhead, P.E., Compliance & Data Analysis Manager
Assistant Director Technology	Steven Hillesland Bob Davis, IT Systems Manager Jim Ayres, P.E., Design Systems Engineer Jim Oyler, Support Specialist Kathy O'Shea, Database Development Specialist Eric Hagenlock, Applications Specialist

Engineering Services

The Engineering Services Division, under the direction of Deputy Director Walt Olsen, includes Intergovernmental Policy Manager Jeff Monsen, Compliance and Data Analysis Manager Bob Moorhead, Maintenance Program Manager Larry Pearson, Grant Programs Manager Randy Hart, and Management Systems Manager Don Zimmer. This small staff, most of whom hold Professional Engineer licenses, is directly responsible for the following functions:

- 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.

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.

Areas the Engineering Staff worked on extensively in 2008:

- With the addition of Maintenance Management certification in 2008 and reporting to the Office of Financial Management, CRAB had been asked to provide data never available before. This seemed the best time for CRAB to undertake a Digital Reporting and Submittal project and tune up all the available data sets for inclusion in CRAB's Annual Report as well as be prepared to bring fresh data requests on line. By utilizing online submissions, CRAB has moved toward more standardized, error-free data sets from each county on an annual basis to draw upon, and the credibility of that data will stand up to a higher level of scrutiny. Requests for specialized or customized reporting would be more readily available and reproducible. Archiving and filing of reports are automated, thus reducing the amount of time and space spent on archived records. The project was completed in time for the submittal of the December 31, 2007 forms deadline.

- CRAB conducted County Engineer/Public Works Director training sessions this year totaling over 500 person hours. This training was recently revised to reflect the ever-changing climate of engineering, social, political and environmental concerns. These intense sessions review the engineer's manual and highlight the duties and responsibilities of the County Engineer.

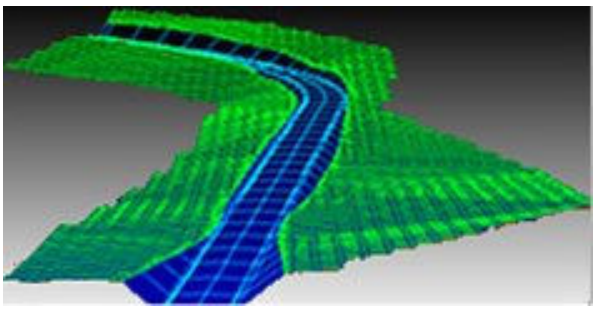
- The Engineering staff reviewed over 150 Rural Arterial Projects in the field to determine surface and subsurface condition rating for the counties to use in their applications for grant funding.

- As required in RCW 36.78.121, CRAB established the Standard of Good Practice for Maintenance Management (WAC 136-11) and continues to assist counties in meeting the intent of the of the law passed by the Legislature in 2001. In passing the law, the legislature intended to create stronger accountability to ensure that cost-effective maintenance and preservation is provided for transportation facilities. Under the law, Counties are to annually submit their maintenance plans to CRAB and CRAB is to compile county data regarding maintenance management.

Information Services

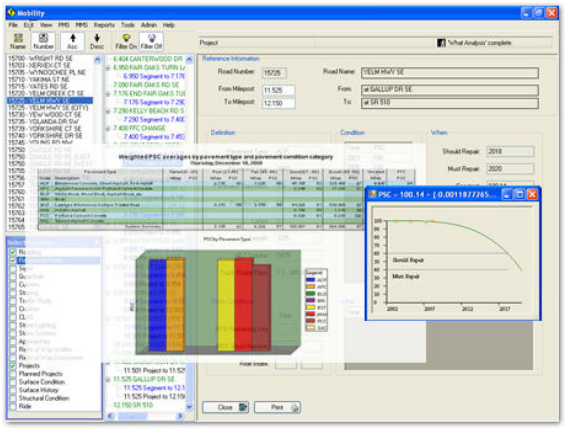
The Information Services Division at CRAB is a team of IT professionals dedicated to programs and initiatives, both at CRAB and in our counties, which improve and protect the public's investment in our transportation infrastructure. Two primary goals of the IT team are the continued smooth and efficient operation of this agency and ensuring that Washington's counties continue to effectively apply current and emerging technology. The first goal was accomplished by providing a progressive, stable and secure computing environment for agency staff. Developing and providing systems, training and consulting services specific to the needs of county road departments in Washington accomplished the second goal. In 2008 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.

Since 1985, the CRAB Design Systems Program has consistently provided Washington county personnel with state-of-the-art engineering road design software including 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. The current road design software provided by CRAB to Washington counties is *Eagle Point*.



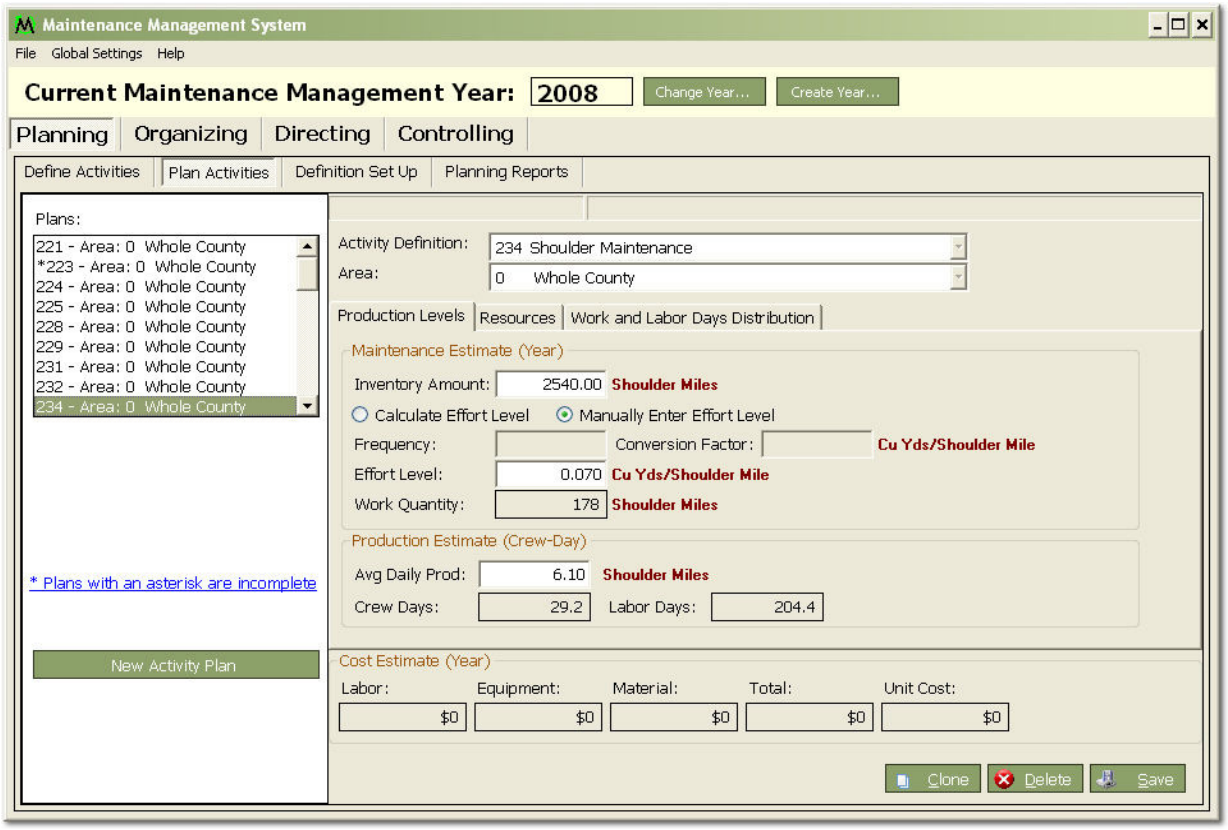
This year, due to county interest, CRAB began to also support the AutoDesk design product *Civil3D*. In addition to improved design and project savings, the savings to counties for user licensing, support, and training in design software by CRAB is nearly a half million dollars each year.

CRAB Information Services develops and provides Washington counties with a comprehensive road inventory and management system named *Mobility*, 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 saves the counties from spending millions on management systems that are neither as responsive to nor as specific to their needs as *Mobility*.

Each year CRAB IT staff is able to enhance the functionality and usability of *Mobility* for the benefit of Washington county staff. In 2008 the highlight of these enhancements was a first version of a Maintenance Management System (MMS).



An MMS improves maintenance by applying proven management principles to county road maintenance operations, recognizing that many county road activities can be planned, scheduled and accomplished in a defined manner. Maintenance Management provides a framework for developing maintenance plans, tracking work accomplishment and preparing reports that compare planned and actual performance.

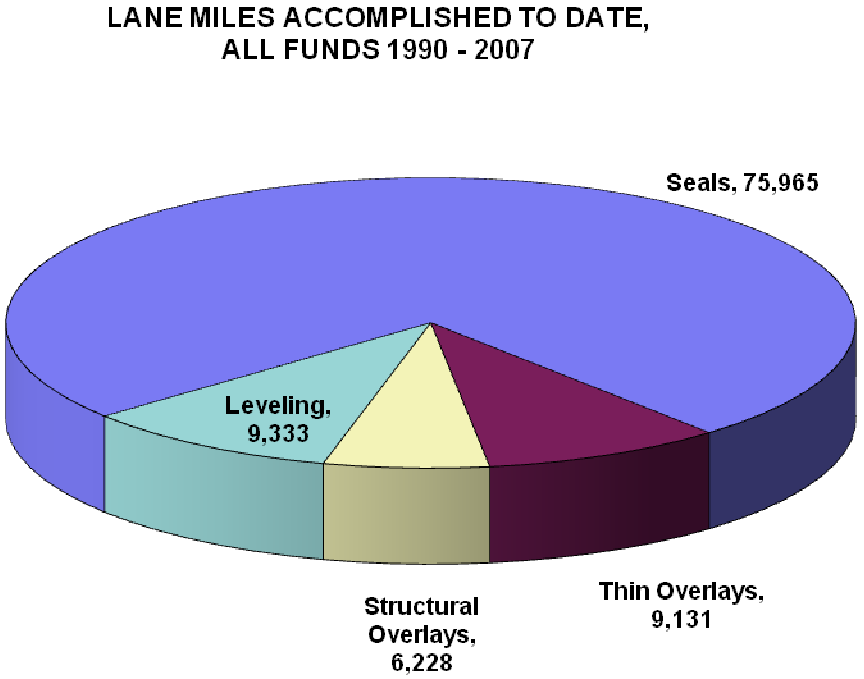
Also, in 2008 good progress was made on a mapping tool for displaying, analyzing and navigating through the enormous amount of important information stored in *Mobility*. The IT team is looking forward to completing this mapping interface in 2009.

Grant Programs

The County Arterial Preservation Program (CAPP) and the Rural Arterial Program (RAP) utilize 1.03 cents of the total 37.5 cents per gallon state gas tax. The CAPP and RAP ($17 million and $20 million per year respectively) contribute to the health of county arterial roads. These programs provide funding that improves freight haul and access to agricultural markets in local areas. While the RAP addresses capacity and safety needs, the CAPP focuses on pavement preservation.

County Arterial Preservation Program

The CAPP program is a resource dedicated to the preservation of paved county arterials throughout Washington State. The County Arterial Preservation Account (CAPA) is funded with 0.45 cent of the fuel tax which generates approximately $30 million per biennium. These funds are allocated directly to the counties to help them avoid costly roadway failures had the surface repairs been delayed. The County Road Administration Board monitors each county's overall arterial preservation program and accomplishments year by year. This encourages effective planning and assures the funds are used where they are most needed. Eligible counties must employ an approved Pavement Management System to use CAPA funds.



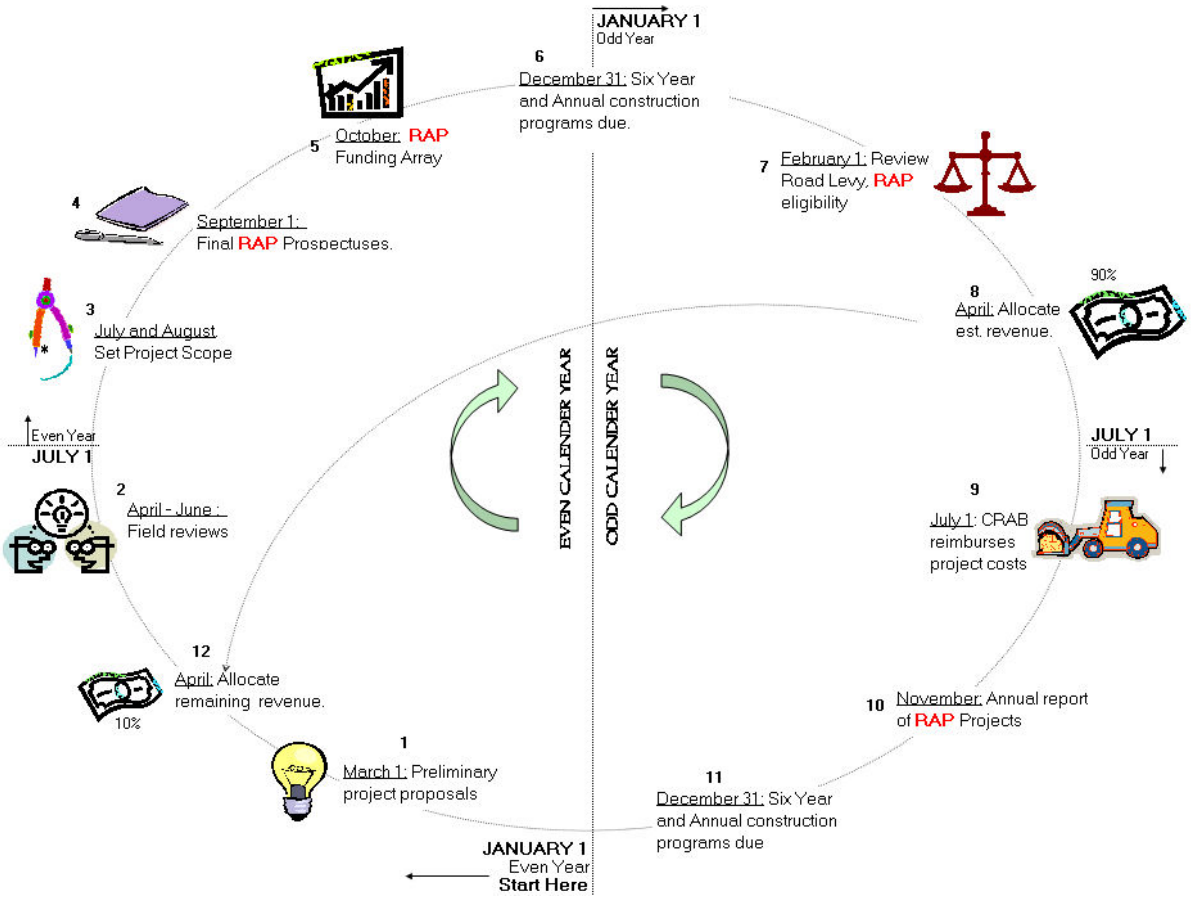
Rural Arterial Program

In 1983 the Washington State legislature created the RAP to help finance (via the Rural Arterial Trust Account - RATA) the reconstruction of rural arterial roads. This huge road system (12,605 miles), owned by the counties, provides the initial transportation link of Washington State's harvested resources to the marketplace. RAP was so successful in addressing local haul road needs that the initial funding of 0.33 cents of the Motor Vehicle Fuel Tax (MVFT) was increased to 0.58 cents by the 1990 legislature.

Eligible roads are granted RAP funds in consideration of the following:

- **Structural ability to support loaded trucks;**
- **Ability to move traffic at reasonable speeds;**
- **Adequacy of alignment and related geometry;**
- **Accident and fatal accident experience;**
- **Local significance.**

RURAL ARTERIAL PROGRAM
BIENNIUM CYCLE



RURAL ARTERIAL PROGRAM EXPENDITURES BY COUNTY AND LEGISLATIVE DISTRICT IN 2007

COUNTY	LEG. DIST.	RATA $'s RECEIVED	COUNTY	LEG. DIST.	RATA $'s RECEIVED
ASOTIN	9	95,202	KITTITAS	13	2,025
ASOTIN	16	96,675	LINCOLN	7	1,150,235
BENTON	8	47,520	MASON	35	344,112
BENTON	15	105,384	OKANOGAN	7	824,096
BENTON	16	14,708	OKANOGAN	12	7,209
CHELAN	12	1,223,772	PACIFIC	19	118,720
CLALLAM	24	590,303	PEND OREILLE	7	86,809
CLARK	18	14,405	PIERCE	26	172,704
COLUMBIA	16	13,556	PIERCE	31	448,983
COWLITZ	18	17,292	SNOHOMISH	38	55,108
COWLITZ	19	37,776	SPOKANE	4	8,962
DOUGLAS	12	1,061,343	STEVENS	7	278,531
GARFIELD	16	952,209	THURSTON	20	89,742
GRANT	13	508,500	THURSTON	22	598,013
GRAYS HARBOR	19	854,445	WAHKIAKUM	19	476,601
GRAYS HARBOR	24	155,019	WALLA WALLA	16	1,290,307
ISLAND	10	580,828	WHITMAN	9	2,189
KING	5	1,408,200	YAKIMA	13	212,808
KING	45	900,000	YAKIMA	14	708,773
KITSAP	35	450,520	YAKIMA	15	2,041
			TOTAL		16,005,628

History of RATA Funds 1983-2008

REGION	COUNTY	TOTAL RATA APPROVED	TOTAL RATA SPENT	% SPENT
NE	ADAMS	16,554,184	11,746,080	71%
NE	CHELAN	18,072,474	11,978,590	66%
NE	DOUGLAS	18,583,535	16,414,993	88%
NE	FERRY	14,286,230	10,426,802	73%
NE	GRANT	23,235,368	19,231,996	83%
NE	LINCOLN	19,321,720	13,867,983	72%
NE	OKANOGAN	17,164,382	9,756,929	57%
NE	PEND OREILLE	15,029,078	11,031,286	73%
NE	SPOKANE	25,466,191	20,570,229	81%
NE	STEVENS	21,043,585	15,438,369	73%
NE	WHITMAN	18,749,612	14,923,483	80%
NE REGION TOTAL		207,506,359	155,386,740	75%
NW	CLALLAM	7,035,076	6,213,072	88%
NW	ISLAND	10,094,570	7,104,766	70%
NW	JEFFERSON	3,782,088	2,816,807	74%
NW	KITSAP	7,871,520	5,654,693	72%
NW	SAN JUAN	3,416,508	2,611,423	76%
NW	SKAGIT	5,632,613	4,879,896	87%
NW	WHATCOM	9,782,182	7,282,182	74%
NW REGION TOTAL		47,614,557	36,562,840	77%
PS	KING	10,359,705	9,765,326	94%
PS	PIERCE	11,562,994	6,838,955	59%
PS	SNOHOMISH	10,931,971	8,690,105	79%
PS REGION TOTAL		32,854,670	25,294,386	77%
SE	ASOTIN	10,306,911	8,147,014	79%
SE	BENTON	13,962,553	8,815,008	63%
SE	COLUMBIA	9,993,271	7,270,691	73%
SE	FRANKLIN	11,201,386	7,274,941	65%
SE	GARFIELD	9,597,743	9,048,053	94%
SE	KITTITAS	13,437,770	10,137,176	75%
SE	KLICKITAT	15,714,953	10,853,755	69%
SE	WALLA WALLA	13,382,590	10,798,060	81%
SE	YAKIMA	17,927,812	11,482,761	64%
SE REGION TOTAL		115,524,989	83,827,460	73%
SW	CLARK	8,013,718	6,853,347	86%
SW	COWLITZ	9,778,406	6,937,866	71%
SW	GRAYS HARBOR	11,336,498	9,077,728	80%
SW	LEWIS	7,440,905	4,395,092	59%
SW	MASON	13,204,031	7,935,428	60%
SW	PACIFIC	8,104,065	6,782,007	84%
SW	SKAMANIA	2,628,968	1,465,223	56%
SW	THURSTON	11,429,268	7,185,006	63%
SW	WAHKIAKUM	4,348,016	2,949,687	68%
SW REGION TOTAL		76,283,875	53,581,383	70%
	STATEWIDE TOTAL	479,784,450	354,652,809	74%

2007/2008 Grant Program Projects

Legislature Responds to December 2007 Storm Damage

Engrossed Substitute House Bill 2878, passed into law on March 25, 2008, authorized the CRABoard to provide capitalization advance funding for counties whose road funds were depleted by impacts from the December 2007 storm. Mason County suffered very severe road system damage of over $10,000,000 due to this event. Immediately after the storm, Governor Gregoire declared a statewide emergency making Mason County eligible to receive Emergency Relief (ER) funding (provided by FHWA through WSDOT) on all federal eligible routes, and the Federal Emergency Management Agency approved funding for damages to rural minor collectors and local access roads. However, the county had to wait for the site-specific federal funding while making repairs to all affected roads and restoring them to safe condition. Further, the county had to delay its regular programmed construction work indefinitely.

On April 17, 2008, the county sought and gained a capitalization advance of $2,000,000 from the CRABoard as a means to cover these continuing costs and keep the roads open in safe condition.

The legislative-approved action and funding was more than timely. In Mason County's case, it allowed the road fund and the road system to rebound so that the local economy could continue.

Clallam County Applies Multiple Safety Methods on Old Olympic Highway

Old Olympic Highway is a rural major collector located in eastern Clallam County linking US 101 to the Sequim Dungeness Valley. The road width was inadequate for the ADT of over 5000 vehicles per day. With steep slopes and narrow shoulders, the accident history and severity was high along this section of roadway.

The improvement of Old Olympic Highway included widening to 40 feet with 12 foot lanes and 8 foot shoulders. The centerline of the road was moved to the south to minimize impacts to the properties on the north side of the roadway. Slopes were flattened significantly.

A 48 inch culvert pipe was installed for Agnew Creek crossing to provide fish passable standards.

The existing asphalt surface was pulverized and re-used in the gravel base layer of the reconstructed roadbed. Unsuitable material was replaced with gravel borrow over geo-textile fabric.

The structural section consists of nine inches of gravel base, incorporating the pulverized asphalt, and three inches of top course. Two inches of Hot Mix Asphalt was used to surface the road. Guardrail was installed to protect the traveling public from a group of large trees and a transmission pole.

Design of the project and contract administration was done by Clallam County's Engineering Staff.

Contractor: Bruch and Bruch Construction of Port Angeles, WA
Completed: October 2007

Construction Cost:	RAP:	$750,000
	County Funds:	$481,775
	Total Cost:	**$1,231,775**

Stevens County Replaces Aging Functionally Obsolete Bridge

How do you replace a narrow, aging steel truss bridge that is in a remote location, adjacent to a valuable train bridge, close to a busy state highway, and next to a United States Park Service Park? You do it one step at a time, just like Stevens County did when they took on the task of replacing the Hedlund Bridge, which is located in the northern part of Stevens County at the confluence of the Kettle River and Lake Roosevelt on the Northport Flatcreek Road. This bridge, with a sufficiency rating under 45 and classified Functionally Obsolete, needed to be replaced. The original bridge was constructed in 1943 as part of the massive Grand Coulee Dam project.

Stevens County began the engineering and retained Nichols Engineering of Spokane, WA to complete design of the new bridge. Since the new bridge had to be located where the existing one was, research was done to see if the existing pier could be used at a significant cost savings. It was determined that, with some modifications, the existing pier *could* accommodate the new pre-stressed, post tensioned concrete structure. This required removal of the top 9 ½ feet of the pier and constructing a new cap on top that would be wide enough to support the new bridge. Re-using the pier saved the county nearly $1,000,000. Next, because the structure was located 30 feet lower than the adjacent US 395, the structure had to be raised 10' on the West end to achieve a maximum 10 percent grade and match the highway. This was accomplished by designing vertical sag into profile of the bridge structure. This vertical sag was incorporated into the bridge by building a negative camber into the structure. This is another unique feature about the structure in that the girders are spliced together with an approximately 1% grade change at each splice which, to our knowledge, had not been done before in the United States. The project was awarded to Harcon Incorporated of Spokane, Washington in the spring of 2007. 272 working days later the project was completed! During construction several hurdles where crossed, one of which included a crane collapsing while removing the existing structure.

Project Cost: $3,900,000.00
RAP funds: $300,000.00
BRAC (Federal): $3,600,000

RATA Funding for Increases and Emergencies make Middle Satsop Possible

Middle Satsop Road is a major collector route that connects Grays Harbor County with Mason County. It is classified as a T-3 Freight and Goods Road and transports 2,000,000 ton of freight annually.

The CRABoard approved $540,000 in RATA funding to Grays Harbor County's Middle Satsop Road - Boat Launch Curve Realignment Project on April 8, 1999. New requirements for fish passage improvements, however, doubled the total project cost to $2,700,000, and the CRABoard approved an additional 50% in RATA funding to $810,000 on April 27, 2006. The county constructed most of the project in 2007. The project was wintered over, and final paving was scheduled for spring 2008.

The work involved approximately 150,000 cy of excavation, 90,000 cy of embankment, 15,000 sf of geo-synthetic retaining wall and one acre of wetland creation.

Prime Contractor: Wilder Construction
Engineering: Skillings, Connolly
Project Cost: $2,700,000
RAP Funds: $810,000
STP Funds: $1,500,000

On December 2, 2007 rain-induced flooding caused serious damage to the project, and Governor Gregoire declared a statewide emergency on December 3, 2007, making Grays Harbor eligible to receive Emergency Relief (ER) funds. The project incurred over $2,000,000 in repair costs as detailed in the Damage Inspection Report (DIR) conducted with WSDOT and FHWA. Once again, the CRABoard came to the county's assistance and provided $270,000 in RATA emergency funds to match the ER funds the County was awarded by FHWA.

The damage repair work as cited in the DIR was over and above any scheduled project work the county had planned. A large portion of the road had to be removed so that under-drains and retaining walls could be constructed.

Middle Satsop Road is open again and continues to serve the vital access needs of local residences, freight, and tourism.

Repair Work:
Prime Contractor: Wilder Construction
Engineer: Fred Becker, PE Grays Harbor County Engineer
Project Costs: $2,100,000
RAP Funds: $270,000
Federal ER Funds: $1,730,000

King County's New and Improved Tolt Bridge

The original Tolt Bridge, #1834A was built in 1922 and suffered from significant structural and safety deficiencies. The single 200 foot span steel truss bridge built over the Snoqualmie River was only 18 feet wide. The bridge was load limited due to extensive deterioration and was too narrow to allow pedestrian access. Seismic tests revealed that the bridge needed major on-going maintenance to operate. Lead paint chips and untreated storm drainage polluted the salmon bearing stream. The bridge piers were a flow constriction during large storm events.

The new Tolt Bridge is nearly 1,000 feet long, composed of twin 300 foot span truss sections and three concrete girder sections. With a 40 foot paved width, ample access is provided for pedestrians, bicyclists, and commercial trucks. Standard sight distance, safety shoulders, seismic stability, and no effective impact to the floodway or water quality are major benefits of the project. The historical significance of the old bridge was acknowledged by painting the new bridge a similar color and will be memorialized by informative kiosks at each end of the bridge.

Funding:

STP:	$3,118,500
BRAC:	$11,339,294
RAP:	$900,000
King County:	$12,851,926

Mason County Completes Phase 3 of Grapeview Loop Road

The Grapeview Loop 3 project is the fourth of five road projects to rebuild the entire length of the eight-mile long Grapeview Loop. The road services the growing residential area that fronts Pickering Passage and Case Inlet. As is the case with so many roads in rural counties, Grapeview Loop Road evolved over many years of minor improvements rather than as a result of a formal design. The road was narrow, had no engineered sub-grade and contained many abrupt curves.

The project was done in three phases. Phase One was accomplished during the summer of 2005 and involved clearing and grubbing of the right of way as well as constructing one of two major fish passable culverts that required complete closure of the road for three weeks. Phase Two involved the construction of the road grade and paving along with the second fish passable culvert that required complete road closure. Due to an alignment shift of a portion of the road, a third fish passable culvert was constructed without the need for road closure. The period between Phases One and Two was used by the various utility companies to relocate their service lines. Phase Three was accomplished during the summer of 2007 and involved constructing a three acre wetland to mitigate for wetlands that were disturbed by the reconstruction.

Contractors: Clearing and Grubbing: Mountain West Construction, LLC of Port Orchard, Washington

Road Construction: Bruch and Bruch Construction, Inc. of Port Angeles, Washington

Mitigation Site: Sound Excavation, Inc. Bremerton, Washington

Total Project cost: $4,710,010
RAP funds: $690,000

Pacific puts CAPP Funds to use on Bay Center Dike Road Improvements

Bay Center is a small fishing community and hosts two oyster canneries. The Bay Center Dike Road was a narrow roadway meandering along the bay and surrounding farm land. The dike road connects the community of Bay Center with State Route 101.

The resurfacing of this 2.4 mile improvement road was done with CAPP funds. Widening and guardrail were also done to greatly improve safety.

Total CAPP funds:	$436,490.67
Total Cost:	$829,929.24

Tables

Table A

COUNTY BRIDGE DATA - NOVEMBER 2008

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	12	17,525	36	70,710	74	85,334	25
ASOTIN	18	0	0	0	0	14	143,738	4	4,321	2
BENTON	50	0	0	1	593	17	63,141	32	31,870	10
CHELAN	48	1	10,060	4	4,099	17	82,700	26	65,880	13
CLALLAM	28	1	10,960	1	1,426	10	53,242	16	46,229	7
CLARK	58	0	0	1	1,732	26	84,315	31	50,965	20
COLUMBIA	65	0	0	3	5,503	20	30,796	42	65,068	5
COWLITZ	62	2	7,546	5	23,224	20	83,414	35	77,624	16
DOUGLAS	24	1	9,240	2	924	12	21,039	9	8,853	2
FERRY	21	0	0	1	730	5	8,494	15	24,439	5
FRANKLIN	83	0	0	2	1,413	17	35,001	64	89,984	5
GARFIELD	35	2	2,579	0	0	14	12,486	19	18,147	7
GRANT	190	2	1,058	3	3,084	51	135,946	134	222,530	15
GRAYS HARBOR	152	3	2,480	5	10,176	59	301,514	85	210,090	31
ISLAND	0	0	0	0	0	0	0	0	0	0
JEFFERSON	26	1	1,078	0	0	7	15,092	18	60,512	4
KING	136	1	1,470	12	21,530	71	364,648	52	133,463	58
KITSAP	26	0	0	2	2,793	13	65,545	11	24,135	6
KITTITAS	113	5	5,130	14	12,045	26	79,857	68	138,523	5
KLICKITAT	57	1	522	7	10,822	12	36,001	37	72,524	16
LEWIS	195	7	10,044	4	3,841	39	146,623	145	268,223	25
LINCOLN	122	0	0	7	4,661	31	48,525	84	114,717	13
MASON	51	0	0	2	3,767	12	74,833	37	64,084	13
OKANOGAN	50	0	0	1	924	12	61,868	37	52,954	9
PACIFIC	61	0	0	1	772	9	28,944	51	130,609	12
PEND OREILLE	22	2	22,672	0	0	8	77,417	12	12,389	7
PIERCE	105	4	58,046	0	0	63	225,597	38	54,364	41
SAN JUAN	3	0	0	0	0	0	0	3	2,321	2
SKAGIT	99	0	0	11	14,777	41	190,557	47	98,420	25
SKAMANIA	26	0	0	2	3,570	5	30,218	19	53,272	7
SNOHOMISH	169	6	12,456	10	10,068	83	422,686	70	220,350	50
SPOKANE	103	8	24,899	7	6,525	28	177,601	60	125,300	27
STEVENS	47	0	0	1	1,277	6	15,233	40	70,822	9
THURSTON	91	0	0	0	0	25	120,613	66	182,306	24
WAHKIAKUM	19	1	2,419	0	0	7	22,354	11	20,120	2
WALLA WALLA	103	0	0	1	886	47	125,505	55	114,562	14
WHATCOM	138	1	1,300	2	6,448	36	105,606	99	161,836	22
WHITMAN	248	5	11,642	16	14,775	48	94,400	179	274,151	57
YAKIMA	309	5	11,166	5	8,700	80	219,438	219	385,895	49
TOTAL	3,276	60	207,281	145	198,610	1,027	3,875,697	2,044	3,837,186	660
Total Replacement Cost* ($ Million):			***$119***		***$114***		***$2,229***		***$2,206***	

*At $575 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

2007

(thousands of dollars)

COUNTY	CONST.	PRES. ****	MAINT.	ADMIN	REIMB.	FERRY	BOND WARRANT RET'T	OTHER ***	TRAFFIC POLICING **		TOTAL includes RAP & CAPP	RAP	CAPP
ADAMS	1,154	1,378	2,917	1,111	108	0	0	438	0		7,106	80	742
ASOTIN	890	0	1,834	793	0	0	0	13	0		3,530	112	139
BENTON	2,721	1,443	3,512	970	218	0	0	490	0	*	9,354	168	482
CHELAN	4,640	0	7,433	2,085	0	0	0	96	0		14,254	1,224	293
CLALLAM	7,420	937	3,570	1,810	82	0	0	871	291		14,981	590	160
CLARK	19,523	1,659	13,947	1,686	0	0	5	16,520	0	*	53,340	14	609
COLUMBIA	329	499	1,377	322	0	0	0	197	0		2,724	14	256
COWLITZ	8,615	1,259	6,266	1,586	0	0	0	635	0	*	18,361	55	276
DOUGLAS	5,239	1,269	3,319	955	150	0	500	1,615	0		13,047	1,061	326
FERRY	1,499	45	2,286	441	0	0	28	1,010	0		5,309	0	0
FRANKLIN	3,789	0	3,581	960	237	0	152	90	0		8,809	121	427
GARFIELD	1,242	247	1,159	458	25	0	0	62	0		3,193	831	194
GRANT	7,851	2,889	5,581	947	271	0	2	1,471	170		19,182	509	909
GRAYS HARBOR	4,987	1,430	4,857	1,101	0	0	0	1,683	0		14,058	1,009	295
ISLAND	5,554	1,913	4,095	2,064	174	0	119	2,606	0		16,525	581	267
JEFFERSON	741	0	3,297	681	46	0	15	1,415	0	*	6,195	0	160
KING	25,619	29,765	35,270	11,166	12,367	0	4,237	53,789	3,552		175,765	2,308	703
KITSAP	12,523	3,562	8,069	4,569	491	0	86	5,264	0	*	34,564	451	391
KITTITAS	1,878	969	3,059	635	66	0	187	578	87		7,459	2	0
KLICKITAT	3,159	0	4,099	697	159	0	1	63	0		8,178	0	65
LEWIS	7,030	245	10,129	933	0	0	2	2,859	357		21,555	0	324
LINCOLN	2,109	0	4,636	1,066	0	0	1	93	0	*	7,905	1,150	465
MASON	4,240	100	5,231	1,779	0	0	0	2,028	0	*	13,378	344	324
OKANOGAN	1,736	1,097	6,013	886	11	0	374	605	133		10,855	831	503
PACIFIC	1,553	442	3,871	290	52	0	0	407	284		6,899	119	2
PEND OREILLE	651	644	2,148	402	0	0	0	597	0		4,442	87	229
PIERCE	36,177	0	22,584	17,513	50	3,423	112	57,342	1,300		138,501	622	877
SAN JUAN	958	889	2,365	836	7	0	213	1,704	0	*	6,972	0	107
SKAGIT	3,292	0	6,946	4,041	206	1,859	0	2,261	0		18,605	0	439
SKAMANIA	756	701	1,584	563	0	0	0	806	0		4,410	0	84
SNOHOMISH	37,437	0	27,238	6,785	10,662	0	534	21,014	0		103,670	55	627
SPOKANE	11,000	0	18,417	3,984	2,734	0	854	4,318	0	*	41,307	242	891
STEVENS	3,219	1,359	5,297	658	11	0	0	3,621	0		14,165	45	955
THURSTON	7,309	0	11,543	4,301	0	0	0	3,490	1,000		27,643	688	438
WAHKIAKUM	1,765	0	857	221	118	731	0	101	0		3,793	477	79
WALLA WALLA	9,353	0	3,833	1,373	116	0	0	666	0		15,341	1,290	473
WHATCOM	8,958	0	9,975	5,564	309	1,938	0	624	0	*	27,368	0	448
WHITMAN	2,252	563	3,708	1,149	0	0	0	126	56		7,854	2	515
YAKIMA	14,257	2,069	7,800	3,779	325	0	1,075	812	157		30,274	924	920
TOTAL	273,425	57,373	273,703	91,160	28,995	7,951	8,497	192,380	7,387		940,871	16,006	15,393
% OF TOTAL	29.1%	6.1%	29.1%	9.7%	3.1%	0.8%	0.9%	20.4%	0.8%				

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

**** All or part accounted for within Maintenance

Table C

ANTICIPATED COUNTY ROAD FUND REVENUE 2008 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	2,400	1,438	4,234	0	1,035	717	5,986	1,240	0	8	1,248	0	13	147	11,232
ASOTIN	1,100	991	1,632	817	97	135	2,681	775	0	0	775	25	0	247	5,819
BENTON	534	4,341	3,368	5,041	1,342	400	10,151	5,032	0	128	5,160	0	150	5,193	25,529
CHELAN	4,964	1,925	2,464	0	0	312	2,776	5,055	15	40	5,110	1,166	6	3,038	18,985
CLALLAM	5,521	13,847	2,058	0	1,100	169	3,327	5,854	300	12	6,166	0	20	3,477	32,358
CLARK	9,989	16,021	7,764	872	0	650	9,286	33,072	4	1	33,077	21	0	47,529	115,923
COLUMBIA	766	1,500	1,388	0	1,386	185	2,959	606	40	2	648	0	0	182	6,055
COWLITZ	2,350	3,656	2,413	0	5,639	294	8,346	7,769	700	60	8,529	0	210	2,136	25,227
DOUGLAS	974	766	3,566	214	4,760	353	8,893	3,509	0	125	3,634	0	0	8,359	22,626
FERRY	1,100	605	1,848	0	950	246	3,044	450	20	0	470	0	0	473	5,692
FRANKLIN	300	4,910	2,931	0	4,621	456	8,008	2,335	0	11	2,346	71	60	2,248	17,943
GARFIELD	1,511	330	1,300	0	126	166	1,592	245	8	2	255	100	250	63	4,101
GRANT	12,027	1,937	6,250	0	2,883	1,103	10,236	6,400	0	95	6,495	132	51	74	30,952
GRAYS HARBOR	3,200	1,800	2,400	1,200	320	0	3,920	4,000	2,500	500	7,000	0	0	500	16,420
ISLAND	2,094	0	2,265	0	0	297	2,562	7,313	0	2	7,315	0	0	6,024	17,995
JEFFERSON	4,647	2,769	1,471	0	398	162	2,031	2,840	316	0	3,156	0	58	34	12,695
KING	2,182	9,259	16,337	0	900	0	17,237	79,137	185	45	79,367	0	11,638	51,764	171,447
KITSAP	17,862	3,709	5,601	0	9	417	6,027	23,282	0	50	23,332	0	25	3,293	54,248
KITTITAS	7,963	3,094	1,980	120	324	657	3,081	3,370	50	14	3,434	0	128	449	18,149
KLICKITAT	402	3,490	2,800	0	1,025	425	4,250	2,422	240	9	2,671	70	5	3,058	13,946
LEWIS	13,924	6,380	3,512	200	979	376	5,067	8,465	1,553	8	10,026	2,000	380	1,484	39,261
LINCOLN	186	542	4,216	0	1,500	498	6,214	1,147	0	6	1,153	0	0	2,675	10,770
MASON	1,285	2,626	2,200	0	1,078	347	3,625	8,133	372	19	8,524	320	1,175	860	18,415
OKANOGAN	5,000	1,477	3,558	0	1,280	536	5,374	3,627	20	9	3,656	904	0	528	16,939
PACIFIC	2,773	51	1,437	0	2,192	157	3,786	2,438	536	6	2,980	0	70	480	10,140
PEND OREILLE	1,816	980	1,480	0	400	180	2,060	1,060	200	1	1,261	0	10	333	6,460
PIERCE	18,468	3,469	11,228	4,017	1,032	900	17,177	44,576	440	23,204	68,220	350	2,986	6,079	116,749
SAN JUAN	3,500	806	963	0	750	114	1,827	3,830	0	3	3,833	0	57	2,617	12,640
SKAGIT	6,837	2,820	3,595	0	0	420	4,015	11,437	1,150	30	12,617	0	0	2,608	28,897
SKAMANIA	2,478	538	898	0	192	110	1,200	1,267	100	5	1,372	0	45	2,078	7,711
SNOHOMISH	29,224	10,723	10,336	1,833	164	676	13,009	49,468	200	170	49,838	0	12,011	25,822	140,627
SPOKANE	1,690	8,598	10,200	0	1,496	934	12,630	14,549	22	33	14,604	0	1,855	22,562	61,939
STEVENS	3,000	3,300	3,526	0	1,281	587	5,394	4,132	365	2	4,499	100	10	80	16,383
THURSTON	16,393	3,591	5,376	588	965	466	7,395	16,845	700	20	17,565	0	426	3,844	49,214
WAHKIAKUM	250	3,620	750	20	562	92	1,424	475	200	0	675	0	10	1,855	7,834
WALLA WALLA	4,400	4,123	3,072	3,230	108	512	6,922	4,170	0	40	4,210	0	0	5,034	24,689
WHATCOM	10,045	4,945	4,175	0	850	428	5,453	15,731	150	25	15,906	800	809	1,774	39,732
WHITMAN	2,333	3,950	4,382	0	103	550	5,035	1,897	0	20	1,917	0	55	7	13,297
YAKIMA	3,350	7,038	6,188	1,455	2,691	974	11,308	11,433	0	0	11,433	0	0	1,085	34,214
TOTAL	208,838	145,965	155,162	19,607	44,538	16,001	235,308	399,386	10,386	24,705	434,477	6,059	32,513	220,093	1,283,253
% OF TOTAL	16.3%	11.4%	12.1%	1.5%	3.5%	1.2%	18.3%	31.1%	0.8%	1.9%	33.9%	0.5%	2.5%	17.2%	

Table D

ANTICIPATED COUNTY ROAD FUND EXPENDITURES 2008 BUDGETS

(thousands of dollars)

COUNTY	CONST.	MAINT.	PRES. **	ADMIN. & OPER.	FACIL.	FERRY		REIMB.	BOND WARR. RET'T	OTHER	SUB TOTAL	END FUND BAL.	GRAND TOTAL
ADAMS	3,247	3,918	1,787	1,074	0	0		44	0	73	10,143	1,089	11,232
ASOTIN	2,263	2,153	0	936	0	0		0	0	0	5,352	467	5,819
BENTON	14,848	3,617	1,450	1,770	0	0		2,967	207	670	25,529	0	25,529
CHELAN	9,271	3,597	1,874	1,444	495	0		10	0	2,294	18,985	0	18,985
CLALLAM	17,835	3,917	1,748	2,381	5	0		240	0	706	26,832	5,526	32,358
CLARK	64,955	18,099	1,674	9,289	655	0		0	0	19,427	114,099	1,824	115,923
COLUMBIA	3,189	1,457	468	340	50	0		0	0	15	5,519	536	6,055
COWLITZ	9,455	8,767	0	2,116	335	0		406	0	940	22,019	3,208	25,227
DOUGLAS	13,473	3,732	1,516	1,868	0	0		0	0	1,510	22,099	527	22,626
FERRY	1,473	2,191	400	372	0	0		92	0	471	4,999	693	5,692
FRANKLIN	13,035	3,500	0	1,018	125	0		115	150	0	17,943	0	17,943
GARFIELD	565	1,158	335	499	0	0		25	0	1	2,583	1,518	4,101
GRANT	7,215	6,345	3,250	2,085	2,655	0		52	2	660	22,264	8,688	30,952
GRAYS HARBOR	2,825	4,200	2,300	1,900	0	0		0	0	0	11,225	5,195	16,420
ISLAND	7,902	3,902	1,825	2,253	140	0		113	178	1,682	17,995	0	17,995
JEFFERSON	1,350	3,738	0	1,386	100	0		58	42	2,831	9,505	3,190	12,695
KING	32,230	36,329	18,037	25,837	3,093	0		11,537	4,276	38,316	169,655	1,792	171,447
KITSAP	13,633	9,326	4,738	10,282	277	0		633	85	2,011	40,985	13,263	54,248
KITTITAS	4,556	4,080	1,071	1,125	80	0		76	0	453	11,441	6,708	18,149
KLICKITAT	8,955	4,200	0	630	0	0		10	16	135	13,946	0	13,946
LEWIS	8,647	10,294	1,055	2,957	250	0		0	2	1,195	24,400	14,861	39,261
LINCOLN	4,444	4,759	0	700	85	0		241	0	5	10,234	536	10,770
MASON	7,119	4,818	214	2,277	500	0		0	1,162	2,050	18,140	275	18,415
OKANOGAN	2,804	6,459	0	2,375	1,458	0		0	372	533	14,001	2,938	16,939
PACIFIC	2,954	4,299	1,081	693	0	0		42	0	311	9,380	760	10,140
PEND OREILLE	1,059	2,334	461	707	0	0		283	0	244	5,088	1,372	6,460
PIERCE	51,662	26,493	60	29,256	0	226	*	0	0	4,470	112,167	4,582	116,749
SAN JUAN	3,418	2,399	1,412	2,370	0	0		90	213	1,398	11,300	1,340	12,640
SKAGIT	5,874	8,184	0	6,519	325	1,536		196	0	2,150	24,784	4,113	28,897
SKAMANIA	1,488	2,294	804	624	0	0		0	0	0	5,210	2,501	7,711
SNOHOMISH	61,204	28,911	0	22,110	13,263	0		6,739	528	7,872	140,627	0	140,627
SPOKANE	27,855	14,217	0	7,549	168	0		2,225	553	2,321	54,888	7,051	61,939
STEVENS	5,475	4,602	1,564	994	713	0		35	0	0	13,383	3,000	16,383
THURSTON	10,674	15,857	0	5,789	0	0		0	0	2,732	35,052	14,162	49,214
WAHKIAKUM	4,368	856	0	228	29	708		35	1,412	25	7,661	173	7,834
WALLA WALLA	15,956	4,608	0	1,919	0	0		175	0	0	22,658	2,031	24,689
WHATCOM	15,064	13,219	0	6,038	0	0	*	230	0	1,991	36,542	3,190	39,732
WHITMAN	5,579	4,541	1,858	1,243	0	0		0	0	76	13,297	0	13,297
YAKIMA	18,293	7,533	1,700	3,761	0	0		0	1,049	157	32,493	1,721	34,214
TOTAL	486,212	294,903	52,682	166,714	24,801	2,470		26,669	10,247	99,725	1,164,423	118,830	1,283,253
% OF TOTAL	37.9%	23.0%	4.1%	13.0%	1.9%	0.2%		2.1%	0.8%	7.8%	90.7%	9.3%	

* Ferry accounted for in separate fund

** All or part accounted for within Maintenance

Table E

COUNTY ROAD LEVY SUMMARY

As shown in 2008 Budgets

(thousands of dollars)

COUNTY	VALUATION	Revenue Produced by Full Levy $2.25/$1,000	Actual Levy Revenue Produced	(RCW 36.33.220) Traffic Policing expense paid by: Diversion	Payment for Services	Transfer Out	County Road Property Tax Expenditures for Other Purposes	Revenue Remaining in Road Fund
ADAMS	838,998	1,888	1,241		75			1,166
ASOTIN	797,096	1,793	810					810
BENTON	2,636,880	5,933	5,068	418				4,650
CHELAN	3,974,232	8,942	5,056					5,056
CLALLAM	5,274,841	11,868	6,043		296			5,747
CLARK	23,732,500	53,398	33,943	1,200				32,743
COLUMBIA	311,305	700	666				Divert - S. Waste/Cur. Exp. 60	606
COWLITZ	4,448,289	10,009	8,566	797				7,769
DOUGLAS	1,940,944	4,367	3,714					3,714
FERRY	438,138	986	986	536				450
FRANKLIN	1,279,831	2,880	2,312					2,312
GARFIELD	129,226	291	220					220
GRANT	3,384,803	7,616	7,148		195			6,953
GRAYS HARBOR	2,035,168	4,579	4,215		150			4,065
ISLAND	11,769,852	26,482	7,069			416	Transfer -Trails/Pub. Wks. 1,226	5,427
JEFFERSON	3,505,629	7,888	3,479	640				2,839
KING	50,355,809	113,301	81,135			3,641		77,495
KITSAP	20,773,992	46,741	23,672	1,414				22,258
KITTITAS	3,406,661	7,665	4,175	85				4,090
KLICKITAT	1,493,832	3,361	2,576					2,576
LEWIS	4,641,896	10,444	9,132	734				8,398
LINCOLN	749,648	1,687	1,539	250				1,289
MASON	5,676,751	12,773	8,108	732				7,376
OKANOGAN	2,108,993	4,745	3,627			133		3,494
PACIFIC	1,610,375	3,623	2,601		311			2,290
PEND OREILLE	895,283	2,014	1,121		56			1,065
PIERCE	39,554,940	88,999	44,563			1,400 *		43,163
SAN JUAN	6,513,279	14,655	3,400	530				2,870
SKAGIT	8,004,170	18,009	11,985	1,125				10,859
SKAMANIA	981,137	2,208	1,267					1,267
SNOHOMISH	45,130,533	101,544	49,844			2,215		47,628
SPOKANE	12,358,582	27,807	15,857	1,270				14,587
STEVENS	2,407,263	5,416	4,131					4,131
THURSTON	15,746,129	35,429	18,105	1,260				16,845
WAHKIAKUM	340,600	766	501					501
WALLA WALLA	2,034,225	4,577	4,353					4,353
WHATCOM	11,575,190	26,044	16,492	707				15,785
WHITMAN	928,176	2,088	1,903		76			1,827
YAKIMA	5,608,730	12,620	11,852		157			11,695
TOTALS	309,393,925	696,136	412,474	11,699	1,315	7,805	1,286	390,370

* Increased by voter approval (RCW 84.55.050)

Table F

COUNTY ROAD MILEAGE - 1/1/08

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			0.00	1,106.36	668.55	1,774.91	1,774.91	545.36	1,091.47	1,125.39
ASOTIN	61.22	21.04	82.25	169.72	151.90	321.62	403.88	100.35	206.16	238.82
BENTON	83.90	35.88	119.78	428.65	313.31	741.96	861.74	301.57	603.14	260.14
CHELAN	36.15	18.26	54.41	388.73	217.87	606.60	661.01	235.63	472.77	118.00
CLALLAM	17.58	6.78	24.36	337.82	122.80	460.62	484.98	129.58	259.02	3.10
CLARK	395.08	188.95	584.03	282.09	261.00	543.09	1,127.12	449.95	970.57	21.12
COLUMBIA			0.00	273.47	229.87	503.34	503.34	141.17	282.35	356.74
COWLITZ	53.55	28.95	82.50	258.43	195.06	453.49	535.99	224.01	448.02	8.48
DOUGLAS	53.97	36.51	90.48	1,139.29	401.12	1,540.41	1,630.89	293.84	592.42	1,197.73
FERRY			0.00	507.68	231.26	738.94	738.94	176.75	353.88	537.53
FRANKLIN	22.96	12.38	35.34	612.53	341.77	954.30	989.64	345.55	694.89	419.63
GARFIELD			0.00	234.08	213.03	447.10	447.10	126.27	252.53	315.59
GRANT	26.51	17.84	44.35	1,583.08	898.37	2,481.45	2,525.80	831.94	1,674.81	1,113.08
GRAYS HARBOR	9.99	7.57	17.56	291.71	242.52	534.23	551.79	244.80	489.56	43.46
ISLAND	50.38	22.72	73.10	317.40	193.10	510.50	583.60	215.82	434.53	7.45
JEFFERSON	8.87	1.54	10.41	249.48	136.31	385.79	396.20	129.71	260.05	73.52
KING	909.31	268.63	1,177.93	403.72	272.92	676.64	1,854.57	541.54	1,151.26	51.11
KITSAP	363.02	148.72	511.74	262.75	164.75	427.50	939.24	313.47	634.98	10.86
KITTITAS	1.45	3.87	5.32	252.02	306.38	558.40	563.72	306.19	613.12	67.93
KLICKITAT			0.00	708.63	375.70	1,084.33	1,084.33	338.25	676.60	570.37
LEWIS	33.56	14.92	48.48	724.06	276.51	1,000.57	1,049.05	287.13	572.91	52.81
LINCOLN			0.00	1,336.61	658.44	1,995.06	1,995.06	379.18	758.37	1,554.56
MASON	3.34	2.54	5.88	343.62	271.36	614.98	620.86	264.44	529.09	46.99
OKANOGAN			0.00	869.97	513.60	1,383.56	1,383.56	407.05	814.22	704.56
PACIFIC			0.00	220.02	130.12	350.14	350.14	119.85	240.12	48.44
PEND OREILLE			0.00	370.48	180.78	551.26	551.26	167.43	334.86	252.43
PIERCE	620.47	427.67	1,048.14	253.65	251.58	505.23	1,553.37	675.40	1,402.18	37.89
SAN JUAN			0.00	184.15	86.71	270.86	270.86	86.71	173.42	56.44
SKAGIT	56.12	41.92	98.04	386.50	312.87	699.38	797.41	354.80	710.58	40.93
SKAMANIA			0.00	154.79	85.76	240.55	240.55	85.76	172.25	30.59
SNOHOMISH	735.45	190.22	925.67	449.02	284.27	733.29	1,658.96	471.43	993.80	12.99
SPOKANE	299.11	148.18	447.29	1,438.49	650.41	2,088.90	2,536.19	720.37	1,485.32	1,181.55
STEVENS			0.00	928.76	561.69	1,490.45	1,490.45	465.12	930.27	834.32
THURSTON	245.40	76.25	321.65	450.51	269.91	720.42	1,042.06	346.16	706.80	30.95
WAHKIAKUM			0.00	58.39	85.18	143.57	143.57	78.90	157.80	16.92
WALLA WALLA	50.31	29.10	79.40	448.35	434.17	882.53	961.93	388.60	777.32	375.20
WHATCOM	80.98	42.46	123.44	508.93	318.67	827.60	951.04	361.13	724.80	34.09
WHITMAN			0.00	1,294.56	617.60	1,912.16	1,912.16	419.33	838.66	1,474.51
YAKIMA	86.48	83.98	170.46	819.36	670.14	1,489.50	1,659.96	729.81	1,472.71	572.41
STATEWIDE	4,305.14	1,876.88	6,182.02	21,047.86	12,597.35	33,645.20	39,827.23	12,800.35	25,957.60	13,898.59
EASTERN	722.06	407.03	1,129.09	14,910.82	8,635.96	23,546.78	24,675.87	7,419.76	14,925.87	13,270.48
WESTERN	3,583.09	1,469.85	5,052.93	6,137.04	3,961.39	10,098.43	15,151.36	5,380.59	11,031.73	628.12

Table G

COUNTY ARTERIAL PRESERVATION PROGRAM

2007 ACCOMPLISHMENT SUMMARY

COUNTY	1/1/06 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 (%)	2007 Arterial Sealcoat (miles)	2007 Arterial Overlay (miles)	2007 Total Resurf. (miles)	2007 Percent System Resurf'd
ADAMS	545.61	741.8	741.8	797.0	93.1	49.2	0.0	49.2	9.0
ASOTIN	96.45	121.8	139.4	194.5	71.7	6.4	0.0	6.4	6.6
BENTON	305.08	481.8	481.8	576.5	83.6	20.1	2.8	22.9	7.5
CHELAN	237.09	293.1	293.1	1,727.9	17.0	69.6	0.0	69.6	29.3
CLALLAM	129.96	159.9	159.9	527.1	30.3	19.4	1.1	20.4	15.7
CLARK	456.87	608.6	608.6	3,512.9	17.3	33.2	21.5	54.7	12.0
COLUMBIA	140.97	256.2	256.2	307.0	83.4	16.9	0.0	16.9	12.0
COWLITZ	224.74	276.5	276.5	978.2	28.3	25.8	0.0	25.8	11.5
DOUGLAS	289.41	359.6	326.0	897.6	36.3	20.9	0.0	20.9	7.2
FERRY	187.15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FRANKLIN	345.63	427.5	427.5	582.1	73.4	30.9	0.0	30.9	9.0
GARFIELD	126.27	155.3	193.8	246.5	78.6	12.7	0.0	12.7	10.1
GRANT	830.91	1029.1	908.6	3,794.7	23.9	60.9	16.2	77.1	9.3
GRAYS HARBOR	242.60	295.1	295.1	681.9	43.3	23.6	0.0	23.6	9.7
ISLAND	215.42	266.7	266.7	1,471.7	18.1	5.1	9.0	14.1	6.5
JEFFERSON	129.71	160.0	160.0	160.0	100.0	0.2	0.3	0.4	0.3
KING	536.41	702.5	702.5	5,208.7	13.5	0.0	26.0	26.0	4.8
KITSAP	314.64	391.4	391.4	973.2	40.2	0.0	0.0	0.0	0.0
KITTITAS	305.74	1770.2	0.0	1,176.3	0.0	59.2	0.0	59.2	19.3
KLICKITAT	330.59	406.7	65.2	93.8	69.5	14.5	0.0	14.5	4.4
LEWIS	286.79	353.0	324.0	324.0	100.0	6.3	1.2	7.5	2.6
LINCOLN	378.19	464.5	464.5	786.0	59.1	38.5	0.0	38.5	10.2
MASON	263.32	323.7	323.7	695.7	46.5	0.0	2.8	2.8	1.1
OKANOGAN	409.91	503.3	503.3	843.3	59.7	49.1	0.0	49.1	12.0
PACIFIC	119.57	262.9	2.4	485.1	0.5	2.7	0.0	2.7	2.3
PEND OREILLE	167.99	254.5	229.0	229.0	100.0	20.4	0.0	20.4	12.1
PIERCE	678.04	877.3	877.3	4,535.3	19.3	63.4	11.2	74.6	11.0
SAN JUAN	86.71	106.7	106.7	482.9	22.1	12.8	0.0	12.8	14.8
SKAGIT	355.31	438.6	438.6	1,165.6	37.6	29.2	3.2	32.4	9.1
SKAMANIA	85.76	597.5	83.7	459.2	18.2	14.6	0.8	15.4	17.9
SNOHOMISH	484.68	627.4	627.4	4,593.9	13.7	71.0	8.0	79.0	16.3
SPOKANE	703.60	891.1	891.1	1,292.0	69.0	41.1	0.0	41.1	5.8
STEVENS	466.21	955.2	955.2	1,086.2	87.9	0.0	0.0	0.0	0.0
THURSTON	348.95	438.5	438.0	933.8	46.9	16.1	1.1	17.2	4.9
WAHKIAKUM	78.90	97.1	78.9	84.8	93.0	3.7	0.0	3.7	4.6
WALLA WALLA	388.95	478.7	472.9	1,070.5	44.2	57.1	0.0	57.1	14.7
WHATCOM	362.69	448.0	448.0	1,179.9	38.0	10.7	3.1	13.8	3.8
WHITMAN	419.05	515.3	515.3	809.6	63.6	29.0	1.6	30.5	7.3
YAKIMA	739.36	919.5	919.5	1,127.4	81.6	28.6	1.5	30.1	4.1
TOTAL	12,815.2	18,456.6	15,393.3	46,092.0	33.4%	962.5	111.1	1,073.6	
								AVERAGE	8.7

Table H

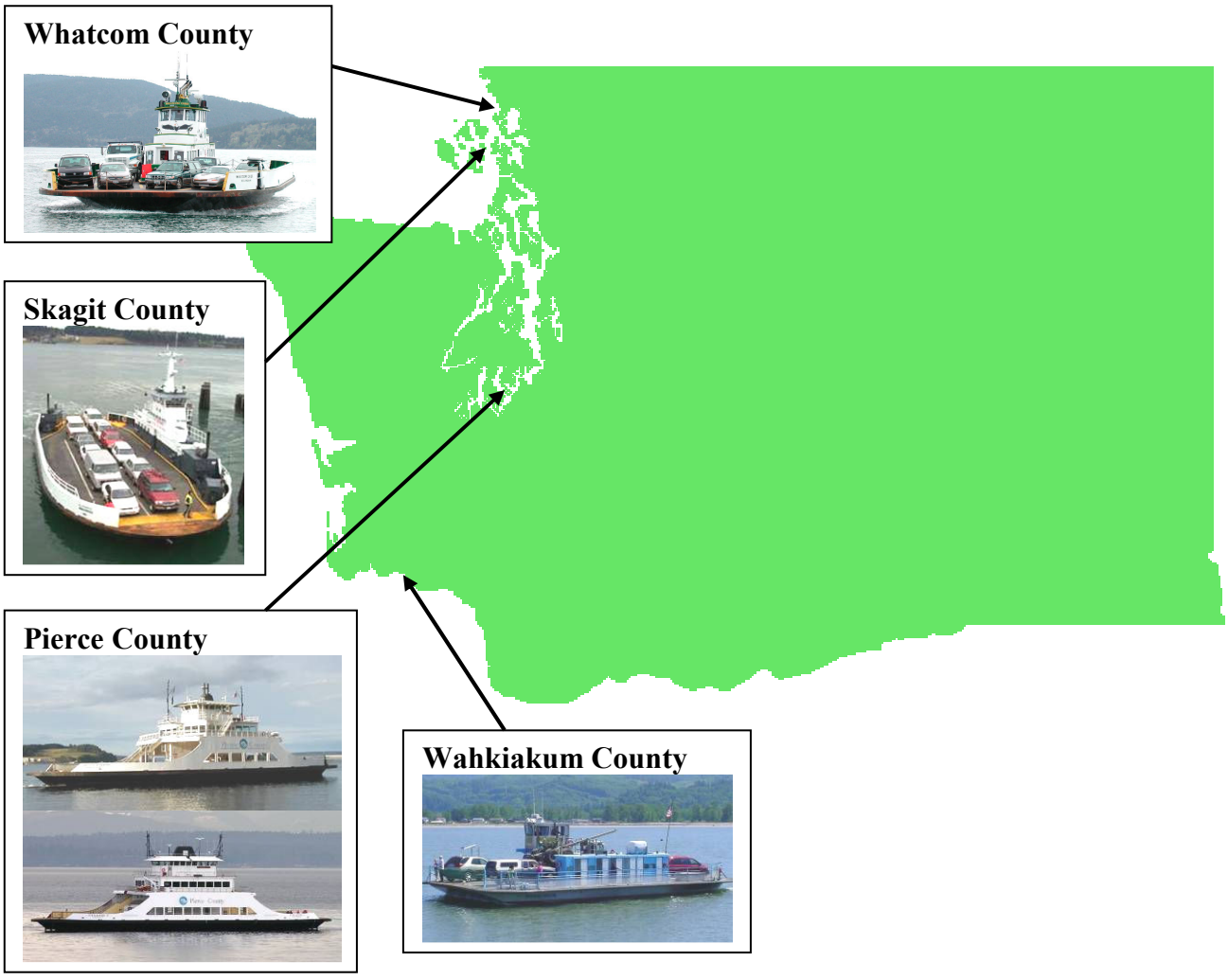
COUNTY FREIGHT AND GOODS SYSTEM - 1/1/2008

COUNTY	Freight and Goods System - Truck Route Class					Total	Total	%
	T-1	T-2	T-3	T-4	T-5	FGTS	Adequate	Adequate
ADAMS		0.53	31.58	346.34	204.53	582.98	176.64	30.3%
ASOTIN		0.15	23.00	19.98		43.13	38.05	88.2%
BENTON			116.75	126.87	84.16	327.78	84.38	25.7%
CHELAN			32.99	39.62	51.62	124.23	10.41	8.4%
CLALLAM			34.40	98.74	9.99	143.13		0.0%
CLARK	3.89	14.60	137.85	15.20		171.54	153.43	89.4%
COLUMBIA			10.30	49.06	147.07	206.44	11.20	5.4%
COWLITZ			79.62	57.47	3.00	140.09	111.99	79.9%
DOUGLAS			6.89	83.67	171.26	261.82	3.22	1.2%
FERRY			108.86	115.60		224.46	27.31	12.2%
FRANKLIN			103.74	162.11	252.20	518.05	246.85	47.6%
GARFIELD				10.13	125.75	135.88	116.96	86.1%
GRANT		10.46	271.00	263.24	307.06	851.76	58.38	6.9%
GRAYS HARBOR		1.03	211.60	7.13		219.76	192.30	87.5%
ISLAND			14.88	27.37	0.37	42.62	42.23	99.1%
JEFFERSON			40.81	33.16	65.75	139.72	108.23	77.5%
KING	23.72	29.61	292.03	114.69		460.05	422.80	91.9%
KITSAP	2.94	5.42	30.05	3.87		42.27	0.93	2.2%
KITTITAS	0.47	11.06	230.29	66.28	0.68	308.78	204.61	66.3%
KLICKITAT			174.68	111.37		286.05	7.63	2.7%
LEWIS			138.38	204.83	48.68	391.89	216.33	55.2%
LINCOLN			99.49	57.12	94.56	251.17	0.25	0.1%
MASON			40.12	81.91	1.46	123.49	2.06	1.7%
OKANOGAN			100.99	119.00	180.56	400.55	6.94	1.7%
PACIFIC				135.16		135.16	23.11	17.1%
PEND OREILLE			38.39	125.34	62.21	225.94	0.49	0.2%
PIERCE	11.47	53.64	310.76	24.35	7.70	407.92	135.02	33.1%
SAN JUAN			23.92	64.86		88.78	57.70	65.0%
SKAGIT		22.74	207.20	6.96		236.90	107.78	45.5%
SKAMANIA			22.92	59.07		81.99	81.27	99.1%
SNOHOMISH	4.64	7.45	349.12	110.26	60.82	532.29	342.10	64.3%
SPOKANE	5.69	31.95	455.71	106.90	109.28	709.53	598.85	84.4%
STEVENS			135.45	180.58	19.35	335.38	12.80	3.8%
THURSTON		1.14	167.56	33.51	4.13	206.34	22.76	11.0%
WAHKIAKUM			12.00	2.67	10.83	25.50	12.80	50.2%
WALLA WALLA			71.81	287.10		358.91	4.32	1.2%
WHATCOM			109.80	93.58		203.38	73.23	36.0%
WHITMAN			3.29	37.97	252.62	293.88	37.44	12.7%
YAKIMA		8.66	389.31	139.46	67.37	604.80	594.34	98.3%
TOTAL	52.82	198.43	4,627.53	3,622.54	2,343.01	10,844.32	4,347.14	40.1%

County Road Log Certified 1/1/2008

Adequacy defined by Cost Responsibility Study - All Weather Roads

COUNTY FERRY SYSTEMS



County Ferry Systems

The topography of Washington State brings challenges to the transportation system. Besides the "usual" array of highway bridges, tunnels, and mountain passes, vehicle and passenger ferries are an integral part of the state transportation system.

In addition to various public and private auto and passenger-only ferries in the State of Washington, four counties operate ferries as part of their local transportation network:

- Pierce County operates two ferries on Puget Sound connecting Anderson and Ketron Islands with the mainland at Steilacoom.
- Skagit County operates one ferry on Puget Sound connecting Guemes Island with Fidalgo Island at Anacortes.
- Whatcom County operates one ferry on Puget Sound connecting Lummi Island with the mainland at Gooseberry Point, west of Bellingham.
- Wahkiakum County operates one ferry on the Columbia River, connecting Puget Island (near Cathlamet) with Westport (Clatsop County), Oregon.

Note: Pierce County's Steilacoom II ferry is currently leased to the Washington State Ferry system for use on the state's Port Townsend-Keystone route. The 1927-vintage Steel Electric Class ferries were taken out of service in November, 2007, and a replacement Island Home Class ferry is scheduled to be placed in service on the route in 2010.

On the following four pages are general summaries of the county operated ferry systems.

The sources of revenue for the operation of the four County Ferries are: Fare box receipts; local county road funds; a portion of the statewide counties' share of the Motor Vehicle Fuel Tax (MVFT) shared by the three county ferries on Puget Sound; and a subsidy from the Washington State Department of Transportation for the Wahkiakum County ferry. Potential sources of funding for capital expenditures for the County Ferries include federal transportation funds; state Public Works Trust Fund loans; state grants administered by the County Road Administration Board; and local county road funds. There are also statutory provisions to form local ferry districts with taxing authority.

While the ferry systems in these four counties have long operational histories, they continue to be both mechanical and financial challenges to sustain. Even though all counties are increasingly pressed to provide more services with declining resources, operating ferries can be an especially difficult basic transportation service.

The above and following county ferry system information are excerpts from the 2008 County Ferry Systems Report, prepared in December 2008, which is available on the CRAB website at www.crab.wa.gov .

PIERCE COUNTY
ANDERSON & KETRON ISLAND FERRIES

The M/V Christine Anderson and M/V Steilacoom II provide service between the town of Steilacoom and Anderson and Ketron Islands. The ferries provide the only link to the mainland for the two islands' permanent and part-time residents. The boats begin/end the day at Steilacoom, with normal operating hours from 5:45 A.M. to 8:30 P.M., extending to 11:00 P.M. Friday through Sunday evenings. One round-trip takes approximately 60 minutes (serving Anderson only) and 75 minutes (serving both Anderson and Ketron).

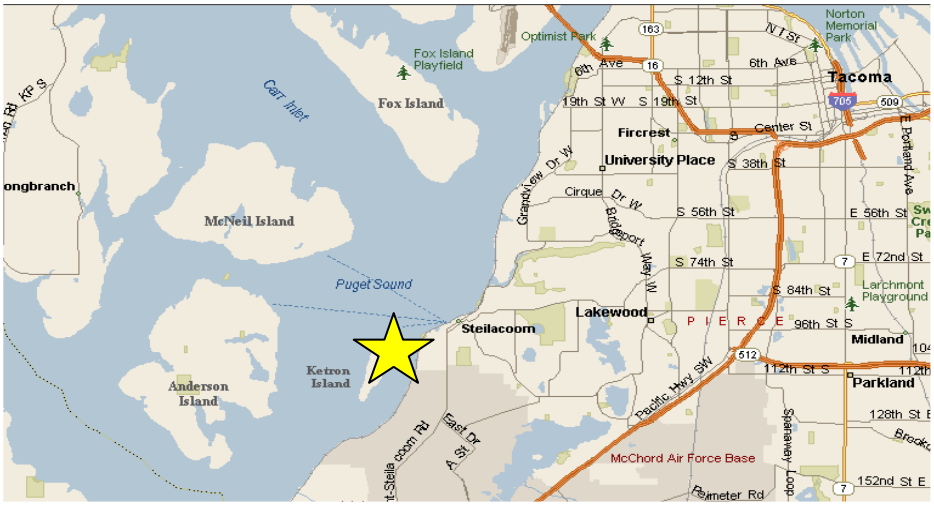
Christine Anderson

Steilacoom II

Vessel Built:	1994	2006
Vessel Vehicle Capacity:	54	54
Vessel Passenger Capacity:	250	300
Length of Route:	3.5 miles (Steilacoom-Anderson)	
Crew Size:	4	

2007:

Scheduled Runs (one-way):	9,176
Vessel Miles Travelled:	37,139 miles
One-Way-Trip vehicles carried:	217,652
One-Way-Trip drivers & passengers carried:	430,496
Maintenance and Operation Costs:	$ 3,417,576



SKAGIT COUNTY
GUEMES ISLAND FERRY

The M/V Guemes provides service between the city of Anacortes and Guemes Island. The ferry provides the only link to the mainland for the island's permanent and part-time residents. The boat begins/ends the day at Anacortes, with normal operating hours from 6:30 A.M. to 10:30 P.M., extending to 12:30 A.M. Saturday and Sunday mornings. One round-trip takes approximately 30 minutes.

Vessel Built:	1979
Vessel Vehicle Capacity:	22
Vessel Passenger Capacity:	99
Length of Route:	0.7 mile
Crew Size:	3

2007:

Scheduled Runs (one-way):	17,680
Vessel Miles Travelled:	12,376 miles
One-Way-Trip vehicles carried:	199,497
One-Way-Trip drivers & passengers:	426,426
Maintenance and Operation Costs:	$1,639,558

WAHKIAKUM COUNTY
PUGET ISLAND, WASHINGTON – WESTPORT, OREGON FERRY

The M/V Wahkiakum provides the only interstate connection across the Columbia River between the Astoria-Megler Bridge (43 miles to the west) and the Longview Bridge (26 miles to the east. In addition to connecting SR 4 in Washington with US 30 in Oregon, it serves as a detour route during closures of SR 4 and US 30. The boat begins/ends the day at Puget Island (connected by bridge to the town of Cathlamet), with normal operating hours from 5:00 A.M. to 10:30 P.M. One round-trip takes a minimum of 30 minutes.

Vessel Built:	1962
Vessel Vehicle Capacity:	12
Vessel Passenger Capacity:	76
Length of Route:	1.5 miles
Crew Size:	2

2007:

Scheduled Runs (one-way):	13,104
Vessel Miles Travelled:	19,656 miles
One-Way-Trip vehicles carried:	62,347
One-Way-Trip drivers & passengers carried:	100,703
Maintenance and Operation Costs (SFY):	$ 698,392

WHATCOM COUNTY
LUMMI ISLAND FERRY

The M/V Whatcom Chief provides service between Gooseberry Point and Lummi Island (Gooseberry Point is located on the Lummi Indian Reservation). The ferry provides the only link to the mainland for the island's permanent and part-time residents. The boat begins/ends the day at Lummi Island, with normal operating hours from 5:40 A.M. to 12:30 A.M. One round-trip takes a minimum of 20 minutes.

Vessel Built:	1962
Vessel Vehicle Capacity:	20
Vessel Passenger Capacity:	103
Length of Route:	0.9 mile
Crew Size:	3
2007:	
Scheduled Runs (one-way):	24,128
Vessel Miles Travelled:	21,715 miles
One-Way-Trip vehicles carried:	257,560
One-Way-Trip drivers & passengers carried:	438,346
Maintenance and Operation Costs (SFY):	$ 2,144,707

County Road Relationship

The operation of ferries by counties is considered to be a component of the county road system. The docks and transfer spans are classified as bridges for funding eligibility purposes. The ferries themselves are considered extensions of the adjoining county roads. Supporting facilities such as parking lots, vehicle holding lanes, and passenger waiting areas are considered an integral part of the ferry system and, therefore, ancillary facilities to the county road system.

Pierce County also has been successful in qualifying its ferry system as a transit system under Federal Transit Authority rules and in cooperation with Pierce County Transit.

The following table demonstrates the size of each county's roadway system and the comparative financial magnitude of both ferry and overall transportation related expenditures.

Calendar Year 2007							
					(from county financial reports)		
County	**Total County Road Centerline Miles**	**Number of County Bridges**	**Length of Ferry Route (miles)**	**Ferry Docks included in County Bridge Inventory**	**Total County Transportation Related Expenditures**	**Total County Ferry Related Expenditures**	**County Ferry O&M Expenditures as a percent of total expenditures**
Pierce	**1551**	**106**	**3.5**	**3**	**$147,934,411**	**$3,464,223**	**2.3 %**
Skagit	**796**	**101**	**0.7**	**2**	**$19,875,312**	**$1,859,372**	**9.4 %**
Wahkiakum	**144**	**18**	**1.5**	**1**	**$3,793,484**	**$730,537**	**19.3 %**
Whatcom	**955**	**136**	**0.9**	**2**	**$28,572,501**	**$1,876,316**	**6.6 %**

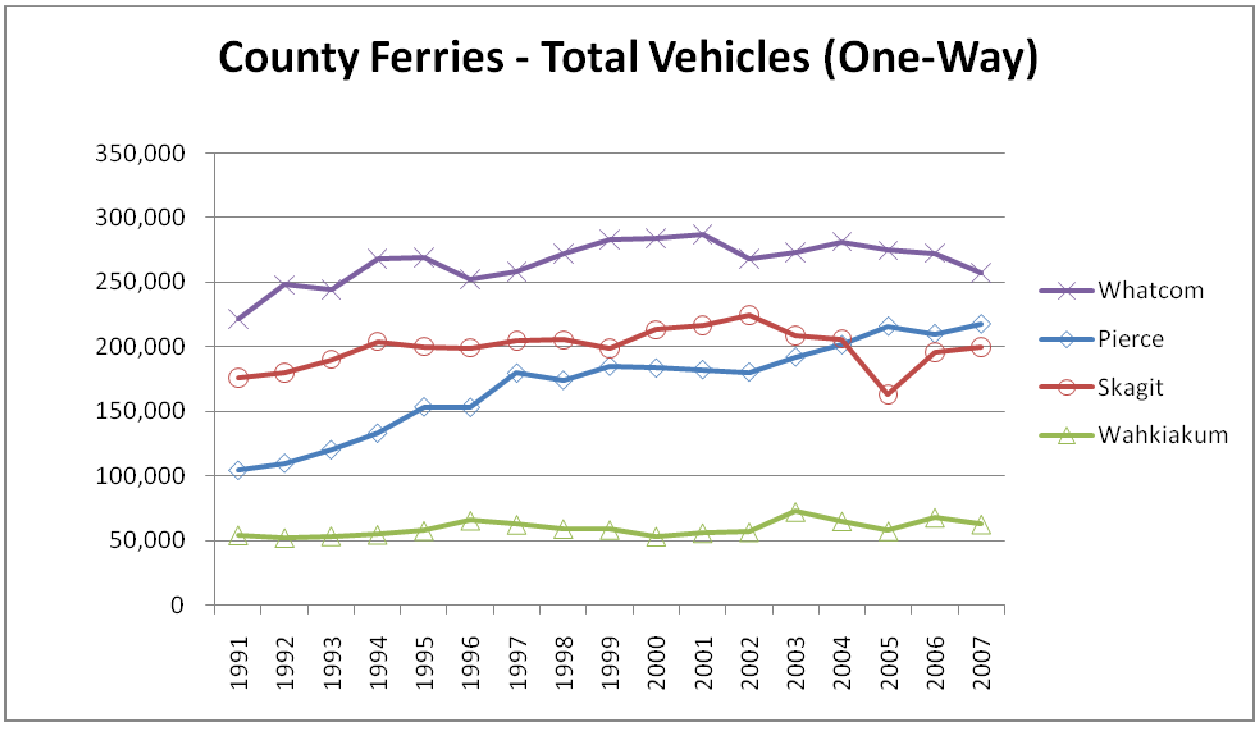
With the high cost of operations and its drain on local resources it might be argued that counties should simply discontinue the service and allow a private entity to provide the service at no public cost. In fact, the reverse was true many years ago when most ferries were private operations and eventually the counties had to step in to ensure continued service for both public and private interests. Much like a road or bridge that provides the only access, service must be continued to ensure access to the properties and public interests whether on the mainland or an island.

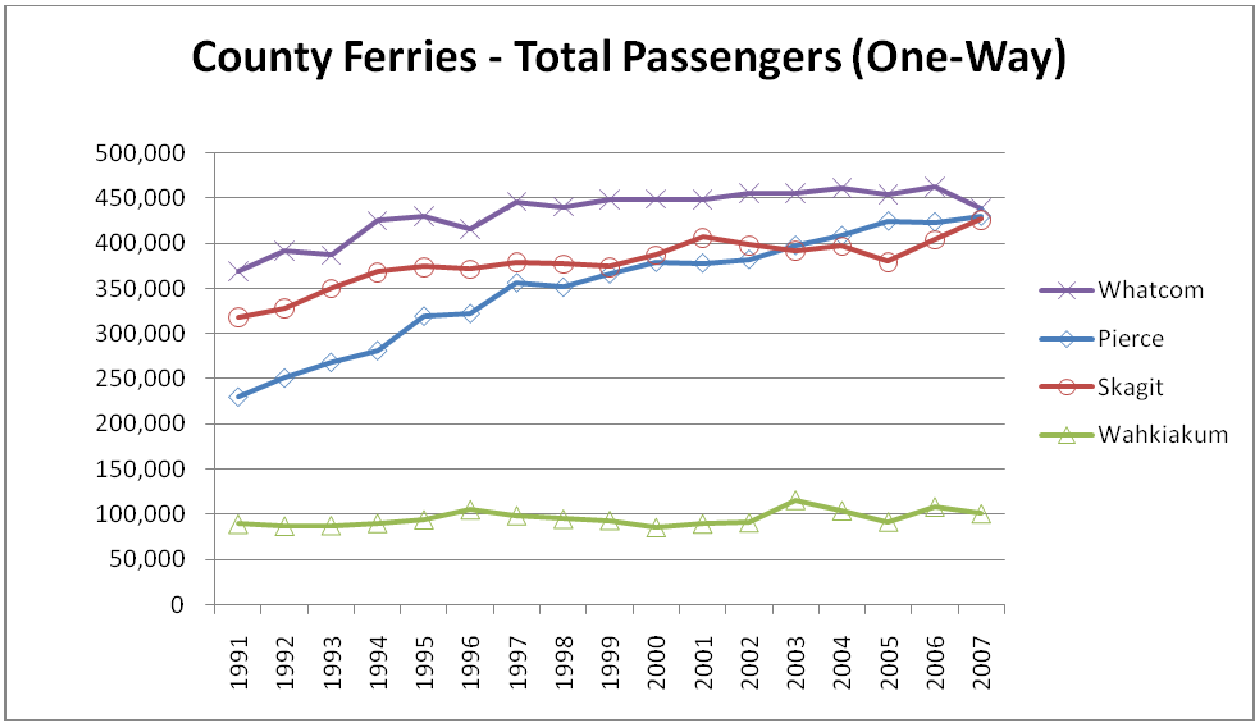
County Ferry System Use

With the current population and demographic similarities between the islands served by Pierce, Skagit, and Whatcom counties, it is not surprising that both the vehicular and passenger utilization on an annual basis is also very similar for these three ferry systems. Due to the more remote location and existing roadway alternatives, it is also not surprising that the Wahkiakum system carries substantially fewer riders than the other three counties. Regardless of the magnitude of ridership numbers, all four county ferries continue to provide a critical link in their local transportation systems.

The relationship between demand (demographics / land supply / available on-island services) and ferry service provided (schedule / car deck space / parking / passenger space) is very dynamic. The application of a supply/demand model is also highly influenced by a third factor: cost of both providing and using the ferry service. The fare structures established ultimately have a major influence over both short-term and long-term ridership levels.

The following two graphs present ridership information, comparing the four county ferry systems.





Operation and Maintenance Costs

Operation and Maintenance Costs (O&M) are routinely divided into "fixed" and "variable" costs. The variable costs are primarily fuel (due to the fluctuation in market prices) and the amount expended on a given year for repair/maintenance of the boat and associated docks and facilities. It is not uncommon for many repair/maintenance costs to be considered fixed costs due to their predictable and repetitive nature.

With the formal establishment of an operating schedule, the most significant fixed cost is associated with staffing (whether county employee or contracted operation). Under Coast Guard regulations (operational safety standards), there is a minimum crew size required on each vessel at all times of operation, subject to the vessel's overall size and user capacity.

Even though not included in this O&M financial analysis, when a capital expenditure occurs local governments are required to account for a depreciation expense as well. While depreciation of capital expenditures will affect the literal calculation of operating costs for an individual ferry system, it is neither included nor allowed in the required financial reporting of ferry O&M at the state level. From a local policy standpoint, depreciation may or may not be included in local rate setting policies.

Operation and Maintenance Revenues

The three categories of O&M revenue include Farebox, Operating Subsidy, and Other Local Funds.

Farebox - The total of all user fees charged for ferry services.

As suggested in the "County Ferry System Use" summary section, the impact of various fare setting policies can highly influence an operational supply/demand evaluation. Each of the counties expends a great deal of organizational time in reviewing and planning for cost recovery through the farebox. It is by far the one revenue source that the ferry user community is most interested in.

See Appendix A for the current rate structures for the counties, and Appendix B for a comparison of rates between the counties and selected WSDOT ferry routes.

Operating Subsidy - Special revenue directed to the counties specifically due to the unique nature and costs of operating a ferry as a part of their road system.

For Wahkiakum County, due to the fact that this ferry service is actually an extension of a state highway, the operating subsidy is a direct WSDOT budgeted expenditure item. The basis for this subsidy is specifically outlined in RCW 47.56.720. The dollar amount is adjusted periodically as appropriate.

The other three counties (Pierce, Skagit, and Whatcom) currently receive a portion of $500,000 on an annual basis, as described in RCW 47.56.725. The distribution between the counties is based on the relative magnitude of financial shortfall (operating deficit) of each county on a given year. The "deficit" is the difference between total O&M costs and the combination of farebox revenue and certain local funds. This fixed dollar amount has not increased since 1991.

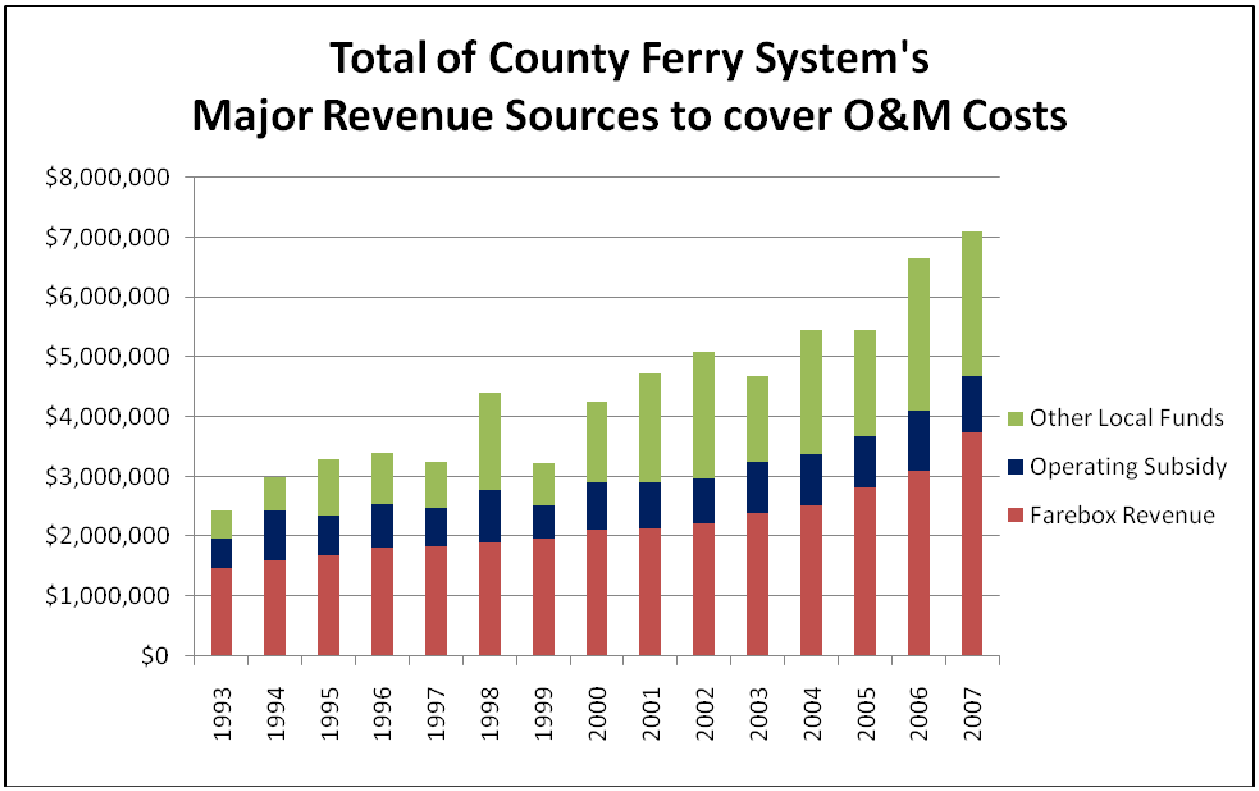
Other Local Funds - Represents the balance of revenue needs in order to offset all O&M costs.

The source of other local funds is the counties' Road Fund and its various revenue sources. The two most significant sources include the specific counties' share of general distribution of Motor Vehicle Fuel Tax (RCW 46.68.090 (2)(h) and 46.68.120) and the local Road Levy (property tax).

In the case of Pierce, Skagit, and Whatcom, a part of their Motor Vehicle Fuel Tax general distribution is a calculated amount that is "attributable to the county ferry", as noted in RCW 47.56.725 (3). This calculated amount of Motor Vehicle Fuel Tax is considered a part of Other Local Funds because it is only an administrative calculation without any requirement of dedicated use or purpose other than a local county road purpose.

At this time, none of the four counties has formed a Ferry District, under RCW 36.54, to generate local funds for either operating or capital expenses.

The following chart represents the combined magnitude of operating costs and the relative significance of the three revenue sources for the four counties.



Of particular note overall:

- O&M costs are highly variable on a given year
- Due to the fixed dollar amount, there is declining significance in the operating subsidy shared between Pierce, Skagit, and Whatcom counties
- Vessel and land use limitations discourage increased farebox revenue generated through growth in numbers of users
- The greatest impact of O&M cost variability is on the local Road Fund

December 2007 Storm Damage Photos

The Chehalis River destroyed Lewis County's Chandler Bridge off Highway 6 near Pe Ell.

Lewis County's Meskill Bridge across the Chehalis River was obliterated during the December 2007 winter storm and subsequent flooding.

Lewis County's Stillman Creek Bridge during the recovery phase of flood fight.

Aerial view of Stillman Creek Valley near Boistfort in Lewis County days after flooding.

Kitsap County's Chico Way Bridge was wiped out when the north abutment was undermined and collapsed.

Thurston County suffered severe washouts including the loss of twin multiplate culverts on Cedar Flats Road.