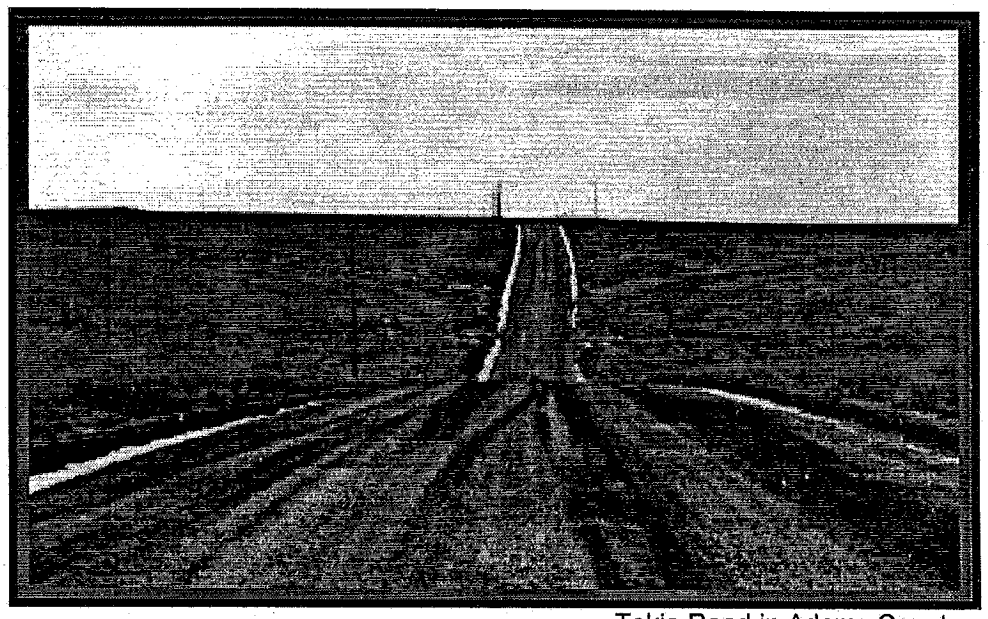
COUNTY

GRAVEL ROADS
in
WASHINGTON STATE



Tokio Road in Adams County

A Status Report and Proposed Upgrade Program

Prepared for the Legislative Transportation Committee

by the

County Road Administration Board

January 1997

EXECUTIVE SUMMARY

Section 201 of the 1996 supplemental transportation appropriation, ESHB 2343, which was signed by the Governor on March 28th, contains language directing the County Road Administration Board (CRAB) to undertake a study of gravel roads. Specifically:

> "The county road administration board shall conduct an analysis of gravel roads under county jurisdictions and provide a report to the legislative transportation committee consisting of recommendations for implementing a state-wide program for paving county gravel roads. The recommendations will include prioritizing methodology and legislative changes required for implementation of the program. The report and a list of high priority projects will be provided to the legislative transportation committee by December 31, 1996."

In cooperation with the Washington State Association of County Engineers, CRAB has reviewed a wide variety of reports pertaining to the state transportation system, reviewed statistics describing the county road system and concludes that the maintenance and improvement of county unpaved roads continues to comprise a major underfunded need for the counties. This need can be characterized as reflecting a combination of local and state concerns.

From a state perspective, there is a portion of the county unpaved road system that clearly merits state interest and support -- those roads on the state - defined Freight and Goods Transportation System (FGTS). Although most of the FGTS in counties is also part of the arterial system which currently is eligible for capital assistance through federal and state grant programs, some 431 miles of the unpaved county roads on the FGTS are ineligible as they are classified as local access rather than arterials. In addition, the entire FGTS needs increased support to provide an all weather system.

Locally, the county unpaved road system provides access to many of the rural county residents as well as to much of the agricultural and other raw material economy. The difficulty and expense of maintaining this far-flung network is a significant component of many county road budgets. The problem of dust from such roads is ongoing with little relief in sight. With scarce resources, the conversion of highly used gravel roads to paved is a slow process.

CRAB recommends that unpaved roads continue to be recognized as a significant element of the state transportation funding shortfall. Even though a vast majority of existing unpaved roads are adequate for current requirements, a significant number of miles have local and state concern and new revenues should be identified and programs expanded to allow upgrade of these roads. In addition, existing revenues are inadequate for proper maintenance of a significant portion of the unpaved roads.

RECOMMENDATIONS

The legislature should continue to pursue increased funding for all transportation infrastructure needs. The entire issue of state, city and county needs are interconnected as we create a seamless transportation system and gravel roads are a significant component of that overall system.. This report recommends that:

1. Among the thirty-nine counties, a variety of different solutions are required. It is most appropriate that increased funding be passed directly to the individual counties because of the variety of unique problems and needs. With increased funding available directly to the counties, gravel roads could compete locally for capital upgrades and for enhanced maintenance.

2. Upgrading of all unpaved arterials, collectors and urban gravel roads is a high priority. Arterials and collectors are currently eligible for the Rural Arterial Program (RAP), but lack of funding has not allowed their completion. Of the arterials and connectors, approximately 25 % of the gravel roads are also on the Freight and Goods Transportation System.

3. Upgrading of all roads on the FGTS is a high priority. This should include development of an "all weather" system and it should focus on upgrading of routes from generator to terminus. This would allow local access gravel roads to compete as part of the route. In addition, the current FGTS should be reviewed and procedures established for addition and deletion of routes as changing economic conditions dictate. This program could be managed through the Rural Arterial Program (RAP).

4. The statutes which provide for the establishment of Transportation Benefit Districts (RCW 36.73), Road Improvement Districts (RCW 36.88) and Roads and Bridges Service Districts (RCW 36.83) should be evaluated to ensure the provisions and established processes are still appropriate.

5. Consider sources to provide a fund dedicated to the surfacing/dust control, maintenance and/or upgrading of unpaved roads. The revenue produced could be distributed through a new program similar to the County Arterial Preservation Program (CAPP). The revenue could be distributed based on miles of gravel roads.

6. If funding sources are identified to assist in enforcement of, or compliance with, the EPA mandated air quality standards, some of the funds should be dedicated to the maintenance and upgrading of gravel roads.

INTRODUCTION

Section 201 of the 1996 supplemental transportation appropriation, ESHB 2343, signed by the Governor on March 28, 1996 contains language directing the County Road Administration Board (CRAB) to undertake a study of gravel roads. Specifically:

> "The county road administration board shall conduct an analysis of gravel roads under county jurisdictions and provide a report to the legislative transportation committee consisting of recommendations for implementing a state-wide program for paving county gravel roads. The recommendations will include prioritizing methodology and legislative changes required for implementation of the program. The report and a list of high priority projects will be provided to the legislative transportation committee by December 31, 1996."

PROBLEM STATEMENT

Since 1983 several studies have attempted to quantify the highway, road and street needs within the State of Washington, and have attempted to quantify these needs by breakout into state, county and city requirements. The total need is **staggering**. Within the total $ 9.7 Billion (1992 estimate) of the next twenty years of county unfunded requirements is the goal to upgrade some of the 15,234 miles of unpaved roads. Funding the total county requirement is clearly unattainable and not realistic, and even within the gravel road needs we must prioritize several different levels of concern. **A key goal of this study is to quantify and prioritize the gravel road needs, and to keep that need in perspective relative to all of the other county road requirements.**

Gravel roads are a major component of the total county road system, especially in eastern Washington. Historically, farm to market roads were developed for horse-drawn wagons that hauled the freight and goods and provided transportation throughout the counties. These roads were accepted into the county road system and became the backbone of that network. When automobiles and trucks arrived, weights and speeds increased and many of the roads that had the most use were widened, straightened and paved. Most of the roads were not originally built to rigorous design standards and many remain unpaved to this day. The roads were built to solve transportation problems that over time have increased exponentially in complexity. No one could anticipate the extremely large trucks, the extremely wide farm equipment, the weight carried per load and the intensity of today's irrigated farming practices. In the dry land farming areas the roads have extremely low usage except during planting and harvest (which may be only every second year) when the impact on the road is intense. The roads that were left unpaved in the past because they were of a lower county or regional priority are in most cases still of a lower priority. With increasing county and statewide needs and with dwindling resources, most of these roads will never be high enough on a priority array to be paved.

Several situations exist that make gravel roads a priority issue. At the local level, citizens and local officials are concerned with:

1. The need to provide adequate access for the health and safety of local residents. Many of the unpaved roads are virtually destroyed during the high use periods and sometimes counties are unable to restore them to a useable condition before wet or freezing weather conditions occur. In case of an emergency such as medical or fire, access may be severely limited. Roads are often closed to heavy loads in the spring due to extremely soft soils. It is also difficult to maintain the haul roads during the high use period because of the large number of trucks, the number or roads being

used at the same time and the extremely dry road conditions, all contributing to poor resident access.

2. The need to control dust in both urbanizing and agricultural areas. The increasing number of residences on small acreage surrounding urban areas and the quantity of dust in the air in agricultural areas result in an increase of citizen complaints. Many of the citizen complaints are for a better quality of life, however the requirements of the Federal Clean Air Act (FCAA) and the resultant U. S. Environmental Protection Agency (EPA) promulgated National Ambient Air Quality Standards for particulate matter compound the situation and potentially link dust from rural gravel roads to health problems in urban areas. Also, some agricultural crops are susceptible to dust or dust borne disease.

3. The lack of adequate revenues in rural eastern Washington counties. The lack of transportation funding is exacerbated when most of the taxable property is designated agricultural land with a resultant low tax assessment. This results in a capital improvement program highly dependent on grants and not necessarily reflective of all of the needs of the county. With their low volume of traffic, arterial and collector gravel roads often do not compete well in grant programs. In addition, no grant funding is available for local access gravel roads which comprise most of the mileage. Funding is also not available to cost effectively maintain the gravel roads.

At a statewide level, the completion and continued maintenance of the Freight and Goods Transportation System (FGTS) is critical to the future economic competitiveness of our state. Not only are most of the 8,676 miles of county roads on the FGTS subject to closure during the spring thaw (<u>not</u> "<u>all</u> <u>weather" roads)</u>, 966 miles are still gravel surfaced (This includes 565 miles of arterials & collectors and 431 miles of local access roads)! This entire system needs to meet acceptable engineering standards to provide an all weather transportation system. In addition, the 1530 miles of unpaved arterials & collectors which are characterized by high levels of usage defining them as among the most important roads in any jurisdiction which are <u>not</u> on the FGTS (plus the 565 miles on the FGTS for a total of 2095 miles) are a state level concern.

BACKGROUND

In 1983 the state legislature authorized a complete study of the Washington roadway system by way of a Road Jurisdiction Study. Phase II of the study provided a thorough evaluation of the roadway needs of state, county and city governments from 1986 through 2000. At the time, the study was the most thorough multi-jurisdictional road needs and funding study conducted in the United States. The entire highway, road and street system was scrutinized over a several year period with wide participation by technical experts, engineers, politicians and managers from all three levels of jurisdiction. Several nationally recognized consultants conducted the technical and financial analyses, which began in 1986 and concluded in 1988.

An extremely conservative approach was taken to keep the Road Jurisdiction Study (RJS) 'reasonable' because the needs were obviously beyond the government's ability to finance. As a result, it was recognized that many needs would not be completely addressed. This included some alignment and safety problems. The standards to which roads would be upgraded were lower than any officially adopted standards. The study recognized that most of the existing unpaved roads needed to remain unpaved. It was not cost effective to propose an upgrade. **In fact, of the 16,221 miles of unpaved roads, only 2,726 were identified to be improved.** Within the study, all urban unpaved roads and all rural major and minor collector unpaved roads were identified to be upgraded to at least a minimal standard, including paving. Of the rural local unpaved roads, only 619 of 14,114 miles were identified to be upgraded to standard (less than 5%). These particular roads were assumed to be of economic value for the movement of freight and goods. Even though the vast majority of unpaved roads were designated to remain unpaved, upgrading the identified roads was still the single largest cost in the total county road system, constituting approximately 30% of the total need. It is noted that even though the mileages are slightly different from the 1996 road log, the scope of the needed revenue remains proportionally the same.

The RJS also looked at maintenance needs. Again, it took a conservative approach. Its identified level of maintenance was lower than many agencies and most of the public would find acceptable. This was particularly evident in the level of maintenance of gravel roads.

The study did not consider the impact of future growth on the transportation system. The study did not consider air quality, as dust particulate standards were not in effect at the time. It did not consider concerns over the effects of dust on agricultural crops. In fact, the study did not consider the rising costs and importance of environmental and ecological concerns.

As a follow-on to the RJS, the Legislative Transportation Committee authorized a Cost Responsibility Study (CRS). In 1993, Phase 1 of the study identified a "Freight & Goods Transportation System" (FGTS) for the State of Washington and its local jurisdictions. The resultant system is a network of roads which are classified by tonnage of freight carried that is critical to the movement of commerce throughout the State. Like the RJS, this study identified a huge financial deficit, and the costs and unmet needs substantiated the conclusions of the RJS project. The focus of the study was the movement of freight and goods; consequently, functional class was not a consideration and not all unpaved major and minor collectors were included. The identified system included a total of 8,676 miles of county roads including 330 rural local access miles, which is the category containing most of the unpaved roads in the state. The study considered a graveled surface adequate for all FGTS roads with an average daily traffic (ADT) volume of less than 250 vehicles per day.

In a separate action in 1991, the Federal Highway Administration (FHWA) commissioned another study of freight movement, the Eastern Washington Intermodal Transportation Study (EWITS). One of the elements of the study examined the origins and destinations of commodities passing through Washington (both inter- and intra- state). The study did not discuss any specifics about gravel roads or local access roads. Instead, the focus was confined to a sampling of state highways and the movement of freight.

The FHWA biennially collects data on a statistically significant subset of Washington's functionally classified road system. It analyzes this data using the Highway Performance Monitoring System (HPMS). The HPMS analytical process was developed by FWHA to provide information on the functionally classified road system to meet its reporting requirements to Congress. The program reflects the required needs as established when the program was developed in the 1970's. It does not consider current criteria, including urban congestion, the Freight and Goods Transportation System, nor environmental concerns. Some county roads (but no local access roads) are included in the data set, but not enough to provide statistically significant results for use within individual states. However, the total needs determined provide a basis for comparison with the earlier RJS needs.

In 1994, CRAB, WSDOT, and the Association of Washington Cities (AWC) collaborated in estimating the 20-year Transportation Needs for Washington Roads. The FHWA HPMS analysis procedure was used with cost data from the earlier referenced studies, in particular the 1986 Road Jurisdiction Study. This was the effort that identified the 20 year unfunded need of $9.7 Billion in 1992 dollars for the county road system (Attachment A).

ISSUES

As shown on Attachment B, the majority of the county gravel road mileage is in eastern Washington. Today there is a total of 12,783 miles of gravel roads and an additional 2,443 miles of roads which are not even graveled! This report will consider the total of 15,234 unpaved miles as appropriate for consideration since the structural, access and dust problems are similar on all of them. Attachment C estimates the orders of magnitude of cost to upgrade different combinations of unpaved roads. It should be noted that Washington State is not unique in its gravel road dilemma. Attachment D describes national percentages of unpaved roads in urban and rural areas from two different surveys. Washington's percent of gravel and unpaved roads is typical for both urban and rural road systems. Likewise, Washington's resultant problems and funding concerns are typical of other states.

With the various topographic, climatic and use variations among the counties, several concerns exist:

1. **Freight & Goods Transportation System (FGTS).** As the State of Washington continues to strengthen its agricultural and industrial competitiveness, the goods must still get to the market. The lack of an all weather road system weakens the farmers and the States' ability to respond to an increasingly demanding international marketplace. There are many miles of structurally inadequate roads on the FGTS and approximately 996 miles of those roads are still graveled and need to be upgraded to provide dependable access to markets. In addition, the primary purpose of most roads in the agricultural areas of Eastern Washington is the link between the fields and storage facilities and the designated Freight and Goods System route. Even though these roads do not carry the tonnage required for the system itself as currently defined, these are the feeder roads to the larger system. Their purpose is primarily transportation of freight and goods for the economic benefit of the state, but the taxes they produce do not adequately support the roads they utilize.

2.. **Access.** In the agricultural eastern portion of the state unpaved roads comprise a majority of the road system in many counties (Attachment B & C). Many of these roads are collectors or arterials. Many of them are on the Freight and Goods Transportation System and their condition affects the movement of commerce of the state. However, most of the unpaved roads in eastern Washington are local access roads with very low volumes of traffic. Most of the roads provide access to large agricultural acreage and widely dispersed homes. In the dryland farming areas, the fields are planted in the spring

while the road base is often still soft. This planting occurs with a resultant increase in traffic. Then, during a short period of intense harvest in the late summer or autumn, the traffic volumes again increase dramatically. Even though the annual average daily traffic (AADT) is comparatively low, the increased seasonal volume is in the form of large trucks and equipment that in terms of damage are each the equivalent of about 10,000 automobiles or pickup trucks. This intense usage, coupled with the easy access between fields and road shoulders, can destroy the entire road surface and structure. Immediately after harvest, it is common for cold, wet weather to arrive causing some of the roads to become quagmires. This can destroy both the riding surface and the structural base of the road before it can be rebuilt. The problems are magnified in the irrigated farming areas due to greater yields per acre, diversity of crops, dual cropping and corresponding increases in traffic.

The problem of emergency access during periods of intense hauling, and after when the roads have not been reshaped, regraded or restored to passable condition is always a concern. In addition, the access for school busses and for mail routes is inferior with potential interrupted service.

The problem is further compounded by 'home storage' of crops and the need to move products to market when the price is high, often when the roads are in their worst condition for carrying heavy loads. If the roads are in bad condition, the timely marketing of crops can be jeopardized. In Adams County, for example, home storage facilities exist on almost every road creating a most complex problem. The rotation of crops and fields from year to year, which impacts different roads with heavy loads and traffic on a seemingly random basis, further complicates the development of a road rehabilitation and maintenance program based on road use. A future complication is the possibility of increased acreage of land being put into production as agricultural subsidies for land banking diminish. This will add to the number of unpaved roads subjected to heavy hauling.

A similar situation exists in all forested areas of the state when logs are hauled on unpaved roads.

3. Air Quality. In eastern Washington, dust is a problem throughout the dry season, but during harvest it becomes intense with periods of "dust outs" in localized areas. Dust is not only a road safety problem, but it is becoming an increasing concern for the agricultural crops, and an increasing health concern as it affects the air quality in drier areas such as Spokane. Dust has a detrimental effect on pollination and on the growth and quality of many crops. In the more urbanizing counties, most unpaved roads provide local access for small farms and residences. The dust and its effect on the quality of life are the major concerns. In the forested areas, dust can be a safety concern as people access the forests for recreational activities.

a. **Environmental Protection Administration (EPA).** The EPA directed program on air quality, administered by the Washington Department of Ecology (DOE), is currently focused on reducing airborne particulate matter smaller than 10 microns (PM - 10 program). This size of particles has potentially harmful effects on the lungs. Currently, only three areas (all in eastern Washington) are identified as problems: Yakima for wood stove emissions, Wallula (Walla Walla County) for agricultural dust, and Spokane for agricultural dust and industrial emissions. It should be noted that Wallula was originally a test site where the program was being developed and the original focus was on industrial sources. The study at Wallula indicated that the dust from agriculture was by far the larger problem. Currently the entire Columbia Plateau is being studied and it is probable that the entire area will demonstrate a problem similar to Wallula. The focus of the EPA /DOE corrective action will be on "best management practices" for the agricultural industry. This includes practices such as better ground covers, dust retarding on the fields, different plowing techniques, etc. However, the gravel roads definitely contribute to the problem and will continue to receive attention. Attachment E is a newspaper article which describes the situation in brief. In the future, the EPA is considering a new regulatory category of 2.5 micron particles that it considers potentially more harmful. The 2.5 micron category could target gravel roads and agricultural practices even more stringently.

In the Spokane area the corrective actions currently required have resulted in the County paving 2.4 miles (total required to date) of gravel roads, increasing the use of dust palliatives, sanding fewer roads in the winter, sweeping the sand off the roads more quickly, and reducing speed limits on certain roads in order to reduce the dust level. Within the City of Spokane, fourteen miles of gravel roads were paved at a cost of $6 million. The current activity is all within the Urban Growth Management Area (UGMA) and the executive summary of the Spokane Action Plan is attached (Attachment F). As the program evolves, dust originating in the rural county to the west of the City of Spokane will undoubtedly be noted and the area included in the action plan. Due to wind patterns, it is very possible that counties to the west of Spokane County will be required to undertake their own corrective actions. Once the Columbia Plateau study is complete, further corrections and a new set of regulations could affect many eastern Washington counties. Dust originates from the roads, from the fields and from uncultivated land. How much of the dust originates from the unpaved roads is currently unknown, but it is very possible that dust from unpaved roads could be a significant component of the proposed 2.5 micron program, further compounding the problem.

b. **Dust Control.** Citizen complaints about dust affecting their quality of life and damaging their crops are an increasing burden on the counties. With continuing budget shortfalls, road departments have to make difficult choices about expenditures. Upgrading maintenance efforts on the unpaved roads may not be a reasonable choice within the broad array of county road needs. Some counties have been able to treat the worst roads with a dust palliative, but most counties cannot afford the cost. Contract costs vary widely over the state reflecting a lack of vendors and a small market. Single application costs vary from $242/lane-mile to a high of $1,000 per lane-mile, with several

counties in the $500 - $700/lane-mile range. Often a second application is required later in the season on roads with high use,. The cost of dust palliative has rapidly escalated as the number of products and vendors has decreased in recent years. A concern with use of the palliatives is the continuing controversy over their potential long term environmental effects. The range of maintenance expenses per mile varies greatly among counties, probably reflecting the minimum amount of budget available and/or the low priority resulting from the extremely low ADT on many roads. The RJS report detailed typical annual maintenance costs of $1,239 to $3,068 (1987 dollars) per lane-mile depending on traffic volume (Attachment G-1) The RJS costs were for a "low, but reasonable level of maintenance". This cost exceeds what most counties currently expend. A 1989 publication of the U. S. Department of Agriculture titled 'Rural Roads and Bridges' provides an average cost very similar to the RJS cost (Attachment G-2).

4. Design Standards. A primary problem in upgrading gravel roads is cost, which is a function of two items: the immense number of miles of gravel roads requiring upgrade and the design standard to which the roads are built. Upgrading a road from unpaved to paved is a relatively simple process if the unpaved road's width and other geometrics meet current standards and the road is positioned within adequate right of way. Unfortunately, the majority of unpaved roads do not meet these standards and require widening or reconstruction, an extensive process often involving additional right of way acquisition and environmental mitigation.

The American Association of State Highway and Transportation Officials (AASHTO) publishes a national guideline which is the 'standard' for geometric design and is the basis for most court litigation. Traditionally, engineers design and build roads for the future. AASHTO recommends that engineers build for the anticipated traffic volume 20 years after construction of the road. AASHTO standards are applicable for local roads with an AADT of 400 vehicles per day. In many of the rural areas of Washington, 400 AADT is far in excess of 20 year growth predictions and the AASHTO standards are an overdesign. These lower volume roads were addressed in a report entitled 'Guidelines for Low Volume Roads and Streets within Washington State' by the Washington State Association of County Engineers. The report was qualitative in nature and stressed the responsibility of the local engineer to make prudent professional design decisions based upon local conditions and accident data. The report was incorporated into the City and County Arterial. Design Standards, Local Agency Guidelines, by the Washington Department of Transportation on February 10, 1994 per RCW 35.78.030 and RCW 43.32.020. The report has been forwarded to AASHTO for review and potential acceptance.

AASHTO also addresses several categories of 'special purpose' roads. These are roads with volumes of less than 100 AADT that provide access to either recreational, resource development or local service areas. Many of Washington's gravel roads provide such access to agricultural areas which could be considered a special purpose resource development activity . Similarly, many of the urban gravel roads are dead end roads with

minimal future development potential and could be classified as local service roads. For these classifications, a lower design option exists.

It is expected that in the next several years, a new AASHTO chapter will specifically address low volume roads and, in conjunction with existing provisions for special purpose roads, allow a more flexible design approach to match local conditions and needs. In the meantime, we can only encourage county engineers with the support of their elected officials to analyze, prioritize and construct roads which fit their needs as funding is available. However, the roads of statewide significance such as arterials, collectors and roads on the FGTS must be built to a higher standard.

To address the unfunded need problem, all the implications of a proper design must be considered. There are two basic factors: load carrying capacity (structural) and safety (primarily geometric). Both are best addressed by the local County Engineer who knows the local conditions and utilizes his/her state licensed professional capabilities to provide the most cost effective solution. It is very possible, for instance, that one lane roads with pull outs may be adequate in certain low volume situations. It is also possible that in some situations the standards for side slope, horizontal and vertical curves and other safety features could be reduced . The structural design for load carrying capacity is a function of the underlying soil conditions, the weather, and the speed of the vehicles. Even though some geometric features may be reduced, the structural designs need to be carefully considered else the roads will be constantly rebuilt. Again, the County Engineer is the one best suited to understand the loads and the soils.

5. Funding. Available revenue for county road funds varies widely throughout the state. Direct funding comes primarily from local property tax, state motor vehicle fuel tax and sometimes from an assortment of timber revenues. In addition, state and federal fuel taxes provide a variety of grant programs for specific projects.

What is most striking is the disparity. In a very general categorization, the western Washington counties have high property values which are usually taxed at full value and property tax is the largest item in their revenues. Typically, fuel tax revenues are less than property tax revenues. In addition, many counties receive revenues from timber sales. The miles of road per resident is low. In short, they have higher revenues than the typical eastern Washington county and relatively high resident populations. The primary road problems are more related to safety and congestion reflecting the growing populations.

The rural eastern Washington counties with the large unpaved road mileages are typically the same counties which have the most inadequately funded road programs (Attachment H). Most of these counties cannot afford the increasingly costly dust control, much less an upgrading to paved surfaces. These counties depend predominately on fuel tax (<u>and</u> they receive more fuel tax than they collect). The predominately agricultural lands contribute minimal property tax to the county funds and typically these counties have minimal or no timber revenues. Even though they produce tremendous agricultural sales

(Attachment I) and heavily utilize the road systems, their county governments are financially very poor. The road programs in these counties reflect a minimum tolerable level of maintenance and a capital program which is prioritized by available grants rather than local needs. In short, they have scarce revenue, many miles of roads and a very low resident population.

In response to escalating maintenance costs and citizen complaints, most counties in the state have initiated limited local gravel road upgrade programs within their available resources, often using road improvement district (RID) programs requiring participation by adjacent landowners. Some counties have instituted 'haul road agreements' to recover damages from infrequent intensive use, especially from logging activities. Unfortunately, the county road departments have more high priority projects than they have resources to work with. Each county prioritizes its needs with slightly differing criteria, but most use some variation of the following commonly accepted evaluation factors:

a. Service. Includes items such as the average annual daily traffic count (AADT), congestion, level of service (LOS) which is a measure of congestion, and the ability to assist school buses, emergency vehicles, transit, mail delivery, bicycles, pedestrians and other community needs.

b. Conditions. The structural and surface condition of the road and the cost to maintain the road. This is an effort to provide the most cost effective road system.

c. Safety. Includes the collision history and the road side features and geometric factors which affect overall road safety.

d. Other. This includes a multitude of frequently subjective environmental, health, land use, community support, economic and other factors.

Focusing on gravel roads, the problems are predominately structural, geometric and dust. Recognizing that the unpaved roads are primarily access for local, often agricultural concerns several counties have formed working groups with local agricultural representatives to prioritize their roads for improvements. Whitman, Grant, Adams and Benton Counties are examples of this process. However, little or no revenue exists within the road departments to fund general road improvements after funding basic preservation and local match for available grants. A complicating factor in this situation is the potential expansion of the Spokane air quality nonattainment area to more of the Columbia Basin, or the addition of new nonattainment areas within the basin. As local counties consider their funding resources and project lists, they may have to consider the effect of their dust in neighboring counties.

CONCLUSIONS

This study concurs with the assumptions and findings of the RJS. Improvements to and maintenance of gravel roads are a substantial need within the total transportation infrastructure. However, with the possible exception of completion of the FGTS and paving of arterials and collectors, gravel roads have a lower state wide priority for funding than many of the other road needs such as safety, congestion and structural. The revenue base must be expanded to include funding for all types of transportation needs; Within the expanded revenues, some funding should be set aside for state wide priorities such as completion of the FGTS and upgrading of the arterial and collector roads, and some funding should be provided to the local jurisdictions to assist in upgrading their road programs to include local upgrades, maintenance and preservation. With the additional funding, the local jurisdictions can prioritize the road projects that are most critical for their local conditions. As noted previously, most counties are already upgrading gravel roads within their limited revenues demonstrating that they clearly recognize that a need exists. If all county road needs receive increased funding, gravel roads will be upgraded as projects successfully compete in the local and regional priority arrays.

The majority of the gravel roads are a local problem best addressed by local solutions. The primary purpose of most gravel roads is for local access, be it for residents or for agriculture. The roads are critical for residents to access their homes and their employment. The roads are also critical for agriculture because the enormous revenues produced depend on getting crops to market at all times of the year. Counties must continue working with local citizen groups and agricultural interests to define road priorities and to consider Road Improvement Districts (RID's) and Transportation Benefit Districts (TBD's) for shared funding in upgrading of priority roads. The receiver of the local benefit should be involved in the solution and in the funding. As local residents receive benefits, be they less cost to protect crops from dust or an improved living condition, they should assist in funding the improvement. With increased funding, the local jurisdictions will be able to be more proactive.

Attachment J is a listing of unpaved roads on the FGTS and in the arterial and collector categories. These roads should be considered as state wide priorities for funding through a program like the Rural Arterial Program. These roads would compete for funding within their regions according to regionally developed criteria. Attachment C estimates the order of magnitude of cost to upgrade these roads.

RECOMMENDATIONS

The legislature should continue to pursue increased funding for all transportation infrastructure needs. The entire issue of state, city and county needs is interconnected as we create a seamless transportation system, and gravel roads are a significant component of that overall system. This report recommends that:

1. Within the counties, a variety of different solutions are required. Some counties have substantial upgrade requirements. Some counties have a larger requirement for improved maintenance of the existing infrastructure. In some counties, additional funding to match grants may result in more local funding for gravel road improvement programs. Each county has unique situations and resulting priorities. It is most appropriate for increased funding to be passed directly to the counties because of the variety of unique local situations and needs. With increased funding available directly to the counties, gravel roads could compete locally for capital upgrades and for enhanced maintenance. Specifically:

    a. It is recommended that at least a portion of any increased funding be passed directly to the counties as an increase in the gas tax distribution.

2. Upgrading of all unpaved arterials, collectors and urban gravel roads is a high priority. Arterials and collectors are currently eligible for the Rural Arterial Program (RAP), but lack of funding has not allowed their completion. Of the unpaved arterials and connectors, approximately 25 % of the roads are also on the Freight and Goods Transportation System. Specifically:

    a. It is recommended that the RAP receive additional funding to accelerate the upgrade of 1,878 miles of unpaved urban and rural arterials and collectors. The unfunded need for this portion of the system is approximately $560 million (1996 $). This includes 538 miles which are also on the FGTS.

    b. Attachment J is a listing of these roads. Projects in this enhanced program would continue to be selected per the regional priority process.

3. Upgrading of all roads on the FGTS is a high priority. This should include development of an all weather system and it should focus on upgrading of routes from generator to terminus. This would allow local access gravel roads to compete as part of the route. In addition, the current FGTS should be reviewed and procedures established for addition and deletion of routes as changing economic conditions dictate. This program could be managed through the Rural Arterial Program (RAP). Specifically:

   a. It is recommended that the RAP receive additional funding to allow 996 miles of unpaved roads on the FGTS to be upgraded at a cost of approximately $267 million (1996 $).

   c. Attachment J is a listing of these roads. Projects in this enhanced program would continue to be selected per the regional priority process.

   d. RCW 36.79.010(1) needs to be amended to include all roads on the FGTS.

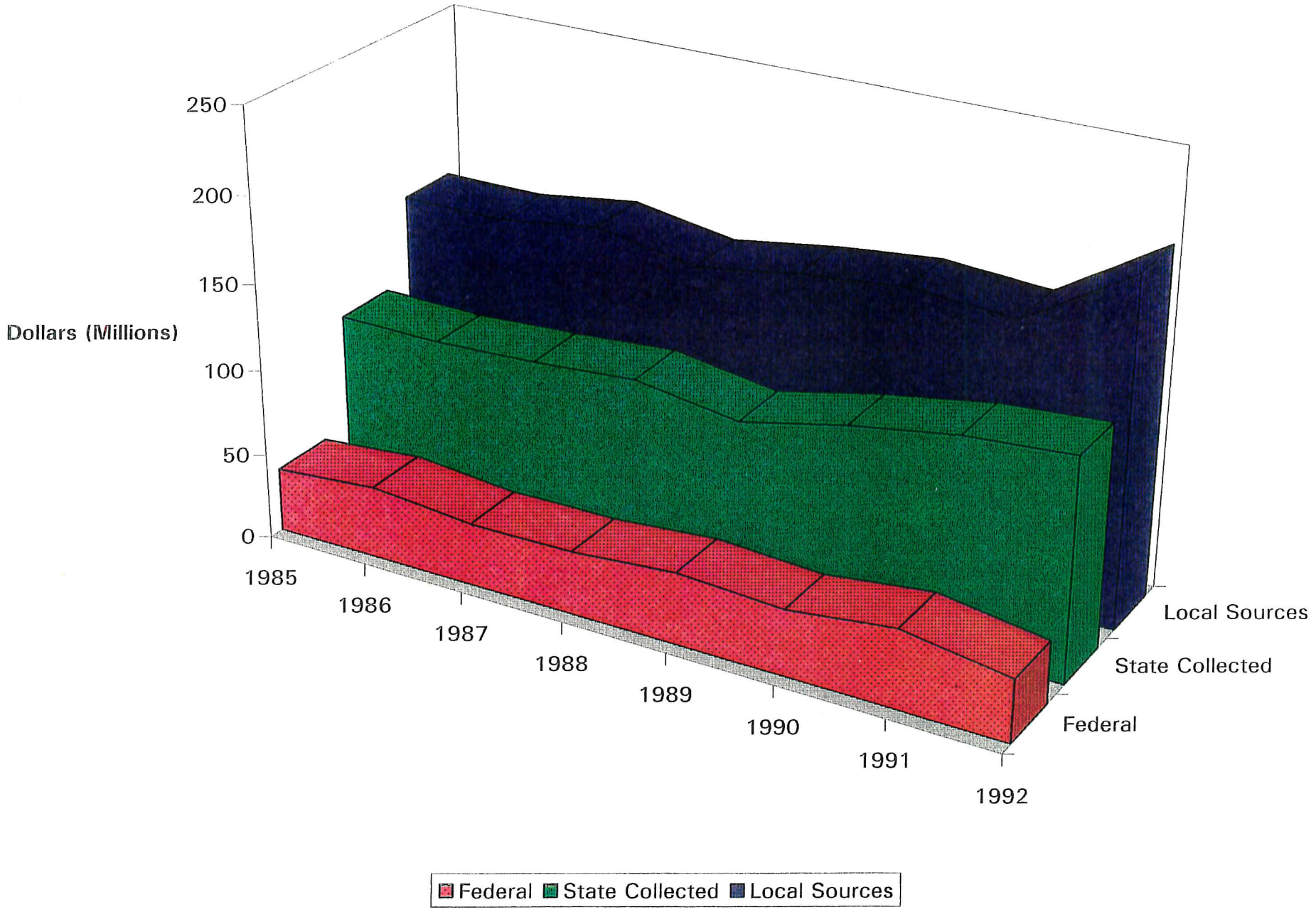
4. The statutes which provide for the establishment of Transportation Benefit Districts (RCW 36.73), Road Improvement Districts (RCW 36.88) and Roads and Bridges Service Districts (RCW 36.83) should be evaluated to ensure the provisions and established processes are still appropriate.

5. Consider funding sources to provide a fund dedicated to the surfacing/dust control, maintenance and/or upgrading of unpaved roads. The revenue produced could be distributed through a new program similar to the County Arterial Preservation Program (CAPP). The revenue could be distributed based on miles of gravel roads.

6. If funding sources are identified to assist in enforcement of, or compliance with, the EPA mandated air quality standards, some of the funds should be dedicated to the maintenance and upgrading of gravel roads. These funds could be distributed through a program similar to CAPP

ATTACHMENTS

County Road Revenues

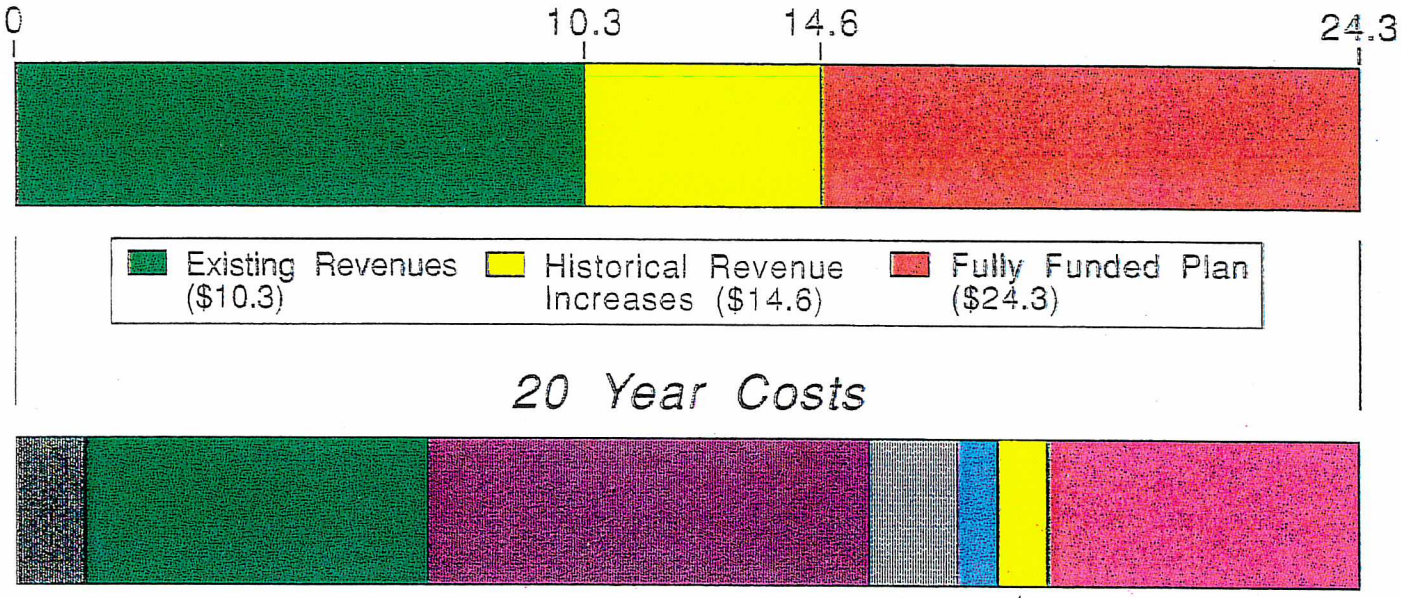


COUNTY SYSTEMS PLAN TRADE-OFFS

(1992 Billion $)

CRAB/dlv
8/26/94-needs
10/10/94-rev

20 Year Revenue Scenarios



Note: Twenty year projection of existing revenues assumes nominal growth in the property tax levy and constant levels of federal transportation revenues.

Historical revenue increase <u>only</u> reflects the trend for the state Motor Vehicle Fuel Tax.

- System Size:

Road Miles -	Urban	6,054
	Rural	35,394
	Total	**41,448**
Bridges -		3,544

- Breakdown of twenty year needs:

Urban -	Arterial	$ 2.1 billion
	Access	4.4 billion
	Total	**$ 6.5 billion**
Rural -	Arterial	$ 6.6 billion
	Access	11.2 billion
	Total	**$17.8 billion**
	Combined total	**$24.3 billion**

- Freight & Goods System (part of overall twenty year need)
  Road Miles - 8,655 miles (53% of statewide system)
  Unmet Needs - $2.9 billion (46% of 20 year state need)

UNPAVED MILEAGES IN WASHINGTON COUNTIES

County	Gravel Surf. Type 'E'	Graded & Drained Surf. Type 'C'	Unimproved Surf. Type 'B'	Total Unpaved
Lincoln	1,433.640	78.930	89.930	1,602.500
Whitman	1,115.537	319.000	47.240	1,481.777
Spokane	1,206.910	124.770	34.890	1,366.570
Grant	1,097.120	112.410	41.470	1,251.000
Douglas	652.090	124.640	420.260	1,196.990
Adams	1,083.936	23.290	31.840	1,139.066
Stevens	814.950	46.090	28.650	889.690
Okanogan	583.158	103.656	37.119	723.933
Klickitat	539.950	103.410	30.210	673.570
Yakima	658.840		1.190	660.030
Ferry	314.387	122.280	80.043	516.710
Franklin	445.770		13.980	459.750
Walla Walla	339.166	48.730	2.870	390.766
Columbia	280.405	88.530	0.740	369.675
Garfield	261.990	67.970		329.960
Benton	289.985	1.190	13.750	304.925
Pend Oreille	253.770	27.610	11.835	293.215
Asotin	191.260	56.010	1.310	248.580
Chelan	69.870	41.090	25.960	136.920
Snohomish	97.003			97.003
Jefferson	85.500	2.500	1.090	89.090
Mason	88.020	0.770		88.790
King	87.062			87.062
Kittitas	62.160	19.170		81.330
Grays Harbor	73.041	0.261	0.071	73.373
Lewis	68.469	0.080	1.400	69.949
San Juan	58.572	7.458	0.460	66.490
Whatcom	60.720	0.960	1.630	63.310
Thurston	59.282		0.050	59.332
Kitsap	58.259			58.259
Pacific	57.091	0.810	0.097	57.998
Clark	57.660			57.660
Skagit	57.500			57.500
Clallam	42.770	0.070		42.840
Pierce	39.745	0.360	1.870	41.975
Skamania	33.750	2.890	0.280	36.920
Wahkiakum	23.950	1.080	2.860	27.890
Cowlitz	21.870			21.870
Island	18.310	0.150	1.320	19.780
Total	12,783.468	1,526.165	924.415	15,234.048

Milages from County Roadlog Certified 1/1/96

UNPAVED MILEAGES IN WASHINGTON COUNTIES

County	Total Miles	Total Gravel	Gravel %	Total Unpaved	Unpaved %
Adams	1,762.006	1,083.936	61.5%	1,139.066	64.6%
Asotin	393.871	191.260	48.6%	248.580	63.1%
Benton	877.251	289.985	33.1%	304.925	34.8%
Chelan	658.450	69.870	10.6%	136.920	20.8%
Clallam	487.780	42.770	8.8%	42.840	8.8%
Clark	1,287.325	57.660	4.5%	57.660	4.5%
Columbia	504.300	280.405	55.6%	369.675	73.3%
Cowlitz	537.430	21.870	4.1%	21.870	4.1%
Douglas	1,635.526	652.090	39.9%	1,196.990	73.2%
Ferry	725.820	314.387	43.3%	516.710	71.2%
Franklin	1,020.210	445.770	43.7%	459.750	45.1%
Garfield	456.542	261.990	57.4%	329.960	72.3%
Grant	2,500.150	1,097.120	43.9%	1,251.000	50.0%
Grays Harbor	561.446	73.041	13.0%	73.373	13.1%
Island	591.704	18.310	3.1%	19.780	3.3%
Jefferson	389.750	85.500	21.9%	89.090	22.9%
King	2,206.980	87.062	3.9%	87.062	3.9%
Kitsap	972.923	58.259	6.0%	58.259	6.0%
Kittitas	564.914	62.160	11.0%	81.330	14.4%
Klickitat	1,079.633	539.950	50.0%	673.570	62.4%
Lewis	1,055.996	68.469	6.5%	69.949	6.6%
Lincoln	2,046.740	1,433.640	70.0%	1,602.500	78.3%
Mason	619.190	88.020	14.2%	88.790	14.3%
Okanogan	1,379.272	583.158	42.3%	723.933	52.5%
Pacific	352.901	57.091	16.2%	57.998	16.4%
Pend Oreille	545.588	253.770	46.5%	293.215	53.7%
Pierce	1,767.140	39.745	2.2%	41.975	2.4%
San Juan	271.891	58.572	21.5%	66.490	24.5%
Skagit	803.890	57.500	7.2%	57.500	7.2%
Skamania	246.710	33.750	13.7%	36.920	15.0%
Snohomish	1,599.691	97.003	6.1%	97.003	6.1%
Spokane	2,961.860	1,206.910	40.7%	1,366.570	46.1%
Stevens	1,497.640	814.950	54.4%	889.690	59.4%
Thurston	1,000.328	59.282	5.9%	59.332	5.9%
Wahkiakum	143.216	23.950	16.7%	27.890	19.5%
Walla Walla	962.141	339.166	35.3%	390.766	40.6%
Whatcom	957.320	60.720	6.3%	63.310	6.6%
Whitman	1,928.666	1,115.537	57.8%	1,481.777	76.8%
Yakima	1,736.675	658.840	37.9%	660.030	38.0%

Area	Total Miles	Total Gravel	Gravel %	Total Unpaved	Unpaved %
Total	41,090.866	12,783.468	31.1%	15,234.048	37.1%
Eastern	25,237.255	11,694.894	46.3%	14,116.957	55.9%
Western	15,841.611	1,088.574	6.9%	1,117.091	7.1%
NorthEast	17,641.718	862536.8%	48.9%	10,598.371	60.1%
SouthEast	7,595.537	3,069.526	40.4%	3,518.586	46.3%
NorthWest	4,475.258	381.631	8.5%	397.269	8.9%
Puget Sound	5,573.811	223.810	4.0%	226.040	4.1%
SouthWest	5,792.542	483.133	8.3%	493.782	8.5%

Mileages from County Roadlog Certified 1/1/96

PRELIMINARY COST ESTIMATES
FOR
SURFACING OF UNSURFACED ROADS

In using the attached estimates, the following caveats must be observed:

1. They are based on the 1/1/95 road log. Three counties did not enter their FGTS routes, thus the FGTS mileage is short due to these routes not being included.

2. Cost estimates are from the 1988 RJC study, inflated to 1`995 costs using the WSDOT Implicit Price Deflator. All costs reflect RJC assumptions, caveats and standards.

3. All roads to be surfaced will be widened to the current standard 24' width of pavement with adequate shoulders and adequate base. Other needed improvements such as alignment, drainage, safety, environmental, etc., are not included in the costs. These will be included in each projects engineering evaluation and will increase the cost of each project.

4. A nominal amount for right-of-way has been included. In many counties and in many specific locations, this amount is probably very inadequate.

Roads Included on This Report: Pavement Type B, C, and E; FGTS and non-FGTS roads, all volume groups

FC	Truck Class	COSTS **		MILES OF EXISTING WIDTH									ESTIMATED
	RURAL	k$/ft/mi	k$/mi	<10	10	12	14	16	18	20	22	24+	COST
01	All												
02	FGTS												
	non-FGTS												
06	FGTS												
	non-FGTS												
07	FGTS	14	283				7.440	5.100	2.650	22.985	13.110	109.733	49,057,734
	non-FGTS	10	254		8.660	0.770	14.643	12.960	35.267	75.203	35.300	110.179	84,053,468
08	FGTS	14	283	2.230		1.080	4.281	6.260	24.761	80.413	62.590	219.497	123,831,688
	non-FGTS	10	254	1.280	10.520	9.290	27.380	86.810	83.970	212.881	155.214	482.754	300,938,066
09	FGTS	8	193	1.830	14.370	8.225	9.714	26.189	29.570	75.661	53.434	212.220	93,006,061
	non-FGTS	7	186	562.052	774.697	1,069.619	1,268.467	1,399.756	1,367.475	1,952.728	1,269.593	3,221.940	2,922,638,610
	URBAN												
11	All												
12	FGTS												
	non-FGTS												
14	FGTS												
	non-FGTS												
16	FGTS	19	453									0.060	27,180
	non-FGTS	12	319			0.130				0.730	0.240	0.170	464,650
17	FGTS	19	453										
	non-FGTS	12	319	0.240		0.250	0.050		0.250	0.370		2.140	1,176,540
19	FGTS	11	365						0.240	0.030		2.210	922,360
	non-FGTS	10	336	3.542	7.305	13.907	11.703	11.368	16.868	20.707	11.345	65.998	62,086,908
FGTS Miles		995.883		4.060	14.370	9.305	21.435	37.549	57.221	179.089	129.134	543.720	
non-FGTS Miles		14,416.721		567.114	801.182	1,093.966	1,322.243	1,510.894	1,503.830	2,262.619	1,471.692	3,883.181	
Total Miles		15,412.604		571.174	815.552	1,103.271	1,343.678	1,548.443	1,561.051	2,441.708	1,600.826	4,426.901	

Total Estimated Cost to Surface These Roads: $3,638,203,265

COSTS **
All costs in 1995 $1,000, inflated from 1988 RJC costs
All costs reflect 1988 RJC assumptions, caveats, and standards

Roads Included on This Report: Pavement Type B, C, and E; Arterials Only, FGTS and non-FGTS roads

FC	Truck Class	COSTS **		MILES OF EXISTING WIDTH									ESTIMATED
	RURAL	k$/ft/mi	k$/mi	<10	10	12	14	16	18	20	22	24+	COST
01	All												
02	FGTS												
	non-FGTS												
06	FGTS												
	non-FGTS												
07	FGTS	14	283				7.440	5.100	2.650	22.985	13.110	109.733	49,057,734
	non-FGTS	10	254		8.660	0.770	14.643	12.960	35.267	75.203	35.300	110.179	84,053,468
08	FGTS	14	283	2.230		1.080	4.281	6.260	24.761	80.413	62.590	219.497	123,831,688
	non-FGTS	10	254	1.280	10.520	9.290	27.380	86.810	83.970	212.881	155.214	482.754	300,938,066
09	FGTS	8	193										
	non-FGTS	7	186										
	URBAN												
11	All												
12	FGTS												
	non-FGTS												
14	FGTS												
	non-FGTS												
16	FGTS	19	453									0.060	27,180
	non-FGTS	12	319			0.130				0.730	0.240	0.170	464,650
17	FGTS	19	453										
	non-FGTS	12	319	0.240		0.250	0.050		0.250	0.370		2.140	1,176,540
19	FGTS	11	365										
	non-FGTS	10	336										
FGTS Miles		562.190		2.230	0.000	1.080	11.721	11.360	27.411	103.398	75.700	329.290	
non-FGTS Miles		1,367.651		1.520	19.180	10.440	42.073	99.770	119.487	289.184	190.754	595.243	
Total Miles		1,929.841		3.750	19.180	11.520	53.794	111.130	146.898	392.582	266.454	924.533	

Total Estimated Cost to Surface These Roads: $559,549,326

COSTS **
All costs in 1995 $1,000, inflated from 1988 RJC costs
All costs reflect 1988 RJC assumptions, caveats, and standards

Roads Included on This Report: Pavement Type B, C, and E; FGTS Roads only; all volume groups

FC	Truck Class	COSTS **		MILES OF EXISTING WIDTH									ESTIMATED
	RURAL	k$/ft/mi	k$/mi	<10	10	12	14	16	18	20	22	24+	COST
01	All												
02	FGTS												
	non-FGTS												
06	FGTS												
	non-FGTS												
07	FGTS	14	283				7.440	5.100	2.650	22.985	13.110	109.733	49,057,734
	non-FGTS	10	254										
08	FGTS	14	283	2.230		1.080	4.281	6.260	24.761	80.413	62.590	219.497	123,831,688
	non-FGTS	10	254										
09	FGTS	8	193	1.830	14.370	8.225	9.714	26.189	29.570	75.661	53.434	212.220	93,006,061
	non-FGTS	7	186										
	URBAN												
11	All												
12	FGTS												
	non-FGTS												
14	FGTS												
	non-FGTS												
16	FGTS	19	453									0.060	27,180
	non-FGTS	12	319										
17	FGTS	19	453										
	non-FGTS	12	319										
19	FGTS	11	365						0.240	0.030		2.210	922,360
	non-FGTS	10	336										
FGTS Miles		995.883		4.060	14.370	9.305	21.435	37.549	57.221	179.089	129.134	543.720	
non-FGTS Miles		0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Total Miles		995.883		4.060	14.370	9.305	21.435	37.549	57.221	179.089	129.134	543.720	

Total Estimated Cost to Surface These Roads: $266,845,023

COSTS **
All costs in 1995 $1,000, inflated from 1988 RJC costs
All costs reflect 1988 RJC assumptions, caveats, and standards

UNPAVED ROAD SUMMARIES

Roadlog Certified January 1, 1996

TOTAL MILES OF UNPAVED ROAD
All FGTS Routes With Pvm't Type B, C, or E

COUNTY	RURAL ROADS 02	06	07	08	ARTERIAL	09	RURAL	URBAN ROADS 12-13	14-15	16	17	ARTERIAL	19	URBAN	TOTAL
ADAMS			29.270	48.470	77.740	55.500	133.240								133.240
ASOTIN															
BENTON				18.282	18.282	25.290	43.572								43.572
CHELAN															
CLALLAM						12.030	12.030								12.030
CLARK															
COLUMBIA			13.280	38.523	51.803	26.542	78.345								78.345
COWLITZ			4.300		4.300		4.300								4.300
DOUGLAS			13.110	23.920	37.030	6.110	43.140								43.140
FERRY				18.210	18.210	30.240	48.450								48.450
FRANKLIN			1.330	5.250	6.580	74.880	81.460								81.460
GARFIELD			6.020	17.540	23.560		23.560								23.560
GRANT			10.010	31.750	41.760	45.310	87.070								87.070
GRAYS HARBOR			6.142	2.115	8.257	6.971	15.228								15.228
ISLAND															
JEFFERSON						12.510	12.510								12.510
KING						7.160	7.160								7.160
KITSAP															
KITTITAS															
KLICKITAT				4.530	4.530	.070	4.600								4.600
LEWIS						5.516	5.516								5.516
LINCOLN			6.100	22.070	28.170	3.540	31.710								31.710
MASON	MASON COUNTY HAS NOT ENTERED THEIR FGTS ROUTES IN THEIR ROADLOG YET														
OKANOGAN			19.220	27.337	46.557	29.612	76.169								76.169
PACIFIC			9.820		9.820	3.100	12.920								12.920
PEND OREILLE			14.390	2.812	17.202	7.630	24.832								24.832
PIERCE															
SAN JUAN	SAN JUAN COUNTY HAS NO FGTS ROUTES														
SKAGIT															
SKAMANIA				1.220	1.220		1.220								1.220
SNOHOMISH				4.000	4.000	2.970	6.970								6.970
SPOKANE			4.590	48.660	53.250	50.440	103.690			.060		.060	2.480	2.540	106.230
STEVENS			6.340	7.110	13.450	1.550	15.000								15.000
THURSTON															
WAHKIAKUM				2.220	2.220		2.220								2.220
WALLA WALLA			1.276	28.424	29.700		29.700								29.700
WHATCOM						1.440	1.440								1.440
WHITMAN			13.100	22.920	36.020	11.020	47.040								47.040
YAKIMA				3.880	3.880	6.380	10.260								10.260
STATEWIDE			158.298	379.243	537.541	425.811	963.352			.060		.060	2.480	2.540	965.892
EASTERN			138.036	369.688	507.724	374.114	881.838			.060		.060	2.480	2.540	884.378
WESTERN			20.262	9.555	29.817	51.697	81.514								81.514
NORTHEAST			116.130	253.259	369.389	240.952	610.341			.060		.060	2.480	2.540	612.881
SOUTHEAST			21.906	116.429	138.335	133.162	271.497								271.497
NORTHWEST						25.980	25.980								25.980
SOUTHWEST			20.262	5.555	25.817	15.587	41.404								41.404
PUGET SOUND				4.000	4.000	10.130	14.130								14.130

Table 2.2. Distribution of Miles by Surface Type

Type of Surface	Population: Less than 50,000 %	Less than 50,000 Avg. Miles	50,000-99,999 %	50,000-99,999 Avg. Miles	100,000-249,999 %	100,000-249,999 Avg. Miles	250,000 or more %	250,000 or more Avg. Miles	U.S. Counties %	U.S. Counties Avg. Miles
Earth	14.8	126.9	15.6	165.1	5.0	72.0	3.9	96.5	11.6	123.9
Gravel or Loose Aggregate	50.8	322.4	28.2	245.7	27.5	269.0	8.7	157.5	37.5	295.8
Low Bituminous	16.4	130.2	23.5	221.1	27.3	292.0	28.3	477.3	20.9	195.1
High Bituminous	14.7	110.4	30.1	224.9	34.8	302.1	50.5	708.3	25.6	213.2
Concrete or Paved	3.3	41.7	2.6	33.0	5.5	66.2	8.5	149.9	4.4	58.2
TOTAL	100.0		100.0		100.0		99.9		100.0	

Source: Survey of County Highway Officials, Spring 1986 and Fall 1987.

DISTRIBUTION OF MILES BY SURFACE TYPE

Population	Total Miles	Concrete or Paved PT 'J,K,L'	%	High Bituminous PT 'I,H'	%	Low Bituminous PT 'F'	%	Gravel PT 'E'	%	Less Than Gravel PT 'B,C'	%
250,000 or more	(5 Counties)										
Washington Average	1,962.199	18.169	0.9%	983.022	50.1%	630.954	32.2%	297.676	15.2%	32.378	1.7%
US Counties Average	1,589.500	149.900	9.4%	708.300	44.6%	477.300	30.0%	157.500	9.9%	96.500	6.1%
100,000 - 259,999	(5 Counties)										
Washington Average	1,108.899	5.813	0.5%	296.819	26.8%	577.096	52.0%	225.417	20.3%	3.754	0.3%
US Counties Average	1,001.300	66.200	6.6%	302.100	30.2%	292.000	29.2%	269.000	26.9%	72.000	7.2%
50,000 - 99,999	(9 Counties)										
Washington Average	906.544	4.800	0.5%	118.633	13.1%	553.778	61.1%	198.680	21.9%	30.654	3.4%
US Counties Average	889.800	33.000	3.7%	224.900	25.3%	221.100	24.8%	245.700	27.6%	165.100	18.6%
Less Than 50,000	(20 Counties)										
Washington Average	878.219	6.482	0.7%	47.168	5.4%	305.873	34.8%	418.994	47.7%	99.702	11.4%
US Counties Average	731.600	41.700	5.7%	110.400	15.1%	130.200	17.8%	322.400	44.1%	126.900	17.3%
All Counties											
Washington Average	1053.302	7.507	0.7%	215.648	20.5%	439.531	41.7%	327.781	31.1%	62.835	6.0%
US County Avg (86-87)	886.200	58.200	6.6%	213.200	24.1%	195.100	22.0%	295.800	33.4%	123.900	14.0%

Washington Milages from County Roadlog Certified 1/1/96, US Mileages from Survey of County Highway Officials, Spring 1986 adn Fall 1987

DISTRIBUTION OF MILES BY SURFACE TYPE

County	Total Miles	Concrete (PCC) PT 'J,K,L'	%	High Bituminous (ACP) PT 'I,H'	%	Low Bituminous (BST) PT 'F'	%	Gravel PT 'E'	%	Less Than Gravel PT 'B,C'	%
Adams	1,762.006		0.0%	8.11	0.5%	614.83	34.9%	1,083.936	61.5%	55.130	3.1%
Asotin	393.871		0.0%	17.29	4.4%	128.001	32.5%	191.260	48.6%	57.320	14.6%
Benton	877.251	0.110	0.0%	69.866	8.0%	502.35	57.3%	289.985	33.1%	14.940	1.7%
Chelan	658.450	2.470	0.4%	82.78	12.6%	436.28	66.3%	69.870	10.6%	67.050	10.2%
Clallam	487.780		0.0%	104.72	21.5%	340.22	69.7%	42.770	8.8%	0.070	0.0%
Clark	1,275.325	13.380	1.0%	602.065	47.2%	602.22	47.2%	57.660	4.5%		0.0%
Columbia	504.300	0.040	0.0%	5.26	1.0%	129.325	25.6%	280.405	55.6%	89.270	17.7%
Cowlitz	537.340	6.060	1.1%	131.82	24.5%	377.59	70.3%	21.870	4.1%		0.0%
Douglas	1,635.526		0.0%	22.35	1.4%	416.186	25.4%	652.090	39.9%	544.900	33.3%
Ferry	725.820	0.170	0.0%	10.37	1.4%	198.57	27.4%	314.387	43.3%	202.323	27.9%
Franklin	1,020.210		0.0%	43.3	4.2%	517.16	50.7%	445.770	43.7%	13.980	1.4%
Garfield	456.542		0.0%		0.0%	126.582	27.7%	261.990	57.4%	67.970	14.9%
Grant	2,500.150	0.020	0.0%	70.77	2.8%	1178.36	47.1%	1,097.120	43.9%	153.880	6.2%
Grays Harbor	561.446	5.824	1.0%	156.03	27.8%	326.219	58.1%	73.041	13.0%	0.332	0.1%
Island	591.704		0.0%	250.82	42.4%	321.104	54.3%	18.310	3.1%	1.470	0.2%
Jefferson	389.750		0.0%	68.71	17.6%	231.95	59.5%	85.500	21.9%	3.590	0.9%
King	2,206.980	36.108	1.6%	1495.853	67.8%	587.957	26.6%	87.062	3.9%		0.0%
Kitsap	972.923	0.333	0.0%	739.692	76.0%	174.639	17.9%	58.259	6.0%		0.0%
Kittitas	564.914	3.500	0.6%	11.407	2.0%	468.677	83.0%	62.160	11.0%	19.170	3.4%
Klickitat	1,079.633		0.0%	100.673	9.3%	305.39	28.3%	539.950	50.0%	133.620	12.4%
Lewis	1,055.996	1.814	0.2%	157.825	14.9%	826.408	78.3%	68.469	6.5%	1.480	0.1%
Lincoln	2,046.740	8.310	0.4%	88.06	4.3%	347.87	17.0%	1,433.640	70.0%	168.860	8.3%
Mason	619.190	4.400	0.7%	167.01	27.0%	358.99	58.0%	88.020	14.2%	0.770	0.1%
Okanogan	1,379.272	0.448	0.0%	2.86	0.2%	652.031	47.3%	583.158	42.3%	140.775	10.2%
Pacific	352.901	0.320	0.1%	153.091	43.4%	141.492	40.1%	57.091	16.2%	0.907	0.3%
Pend Oreille	545.588	0.430	0.1%	7.885	1.4%	244.058	44.7%	253.770	46.5%	39.445	7.2%
Pierce	1,767.140	23.340	1.3%	831.785	47.1%	870.04	49.2%	39.745	2.2%	2.230	0.1%
San Juan	271.891		0.0%	7.287	2.7%	198.114	72.9%	58.572	21.5%	7.918	2.9%
Skagit	803.890	11.920	1.5%	105.54	13.1%	628.93	78.2%	57.500	7.2%		0.0%
Skamania	246.710	102.080	41.4%	107.71	43.7%		0.0%	33.750	13.7%	3.170	1.3%
Snohomish	1,599.691	7.155	0.4%	1158.228	72.4%	337.305	21.1%	97.003	6.1%		0.0%
Spokane	2,961.860	10.860	0.4%	827.18	27.9%	757.25	25.6%	1,206.910	40.7%	159.660	5.4%
Stevens	1,497.640	0.050	0.0%	29.43	2.0%	578.47	38.6%	814.950	54.4%	74.740	5.0%
Thurston	1,000.328	4.823	0.5%	386.183	38.6%	549.99	55.0%	59.282	5.9%	0.050	0.0%
Wahkiakum	143.216		0.0%	70.446	49.2%	44.88	31.3%	23.950	16.7%	3.940	2.8%
Walla Walla	962.141	15.093	1.6%	7.391	0.8%	548.891	57.0%	339.166	35.3%	51.600	5.4%
Whatcom	957.320	17.600	1.8%	173.24	18.1%	703.17	73.5%	60.720	6.3%	2.590	0.3%
Whitman	1,928.666	9.900	0.5%	22.103	1.1%	414.886	21.5%	1,115.537	57.8%	366.240	19.0%
Yakima	1,736.675	6.200	0.4%	115.115	6.6%	955.33	55.0%	658.840	37.9%	1.190	0.1%
Total	41,078.776	292.758	0.7%	8,410.255	20.5%	17,141.715	41.7%	12,783.468	31.1%	2,450.580	6.0%
Average	1,053.302	7.507	0.7%	215.648	20.5%	439.531	41.7%	327.781	31.1%	62.835	6.0%
US County Avg (86-87)	886.200	58.200	6.6%	213.200	24.1%	195.100	22.0%	295.800	33.4%	123.900	14.0%

Mileages from County Roadlog Certified 1/1/96

Seattle Post-Intelligencer • Thursday, May 9, 1996

INSIDE: Judge rules evidence against ex-sheriff Murphy tainted. **B2**

■ Weather **B4**

■ Business **B7**

SEATTLE & THE NORTHWEST

SECTION B

Pollution may be killing us prematurely

Spokane, Yakima rank high in death rate

By SCOTT SUNDE
P-I REPORTER

Microscopic bits that spew from car tailpipes, woodstove chimneys and other sources may contribute to 1,400 premature deaths every year in Washington state cities and 500 in the Seattle area alone, according to a report released yesterday by an environmental group and endorsed by the American Lung Association.

Spokane's and Yakima's death rates from particulates rank in the top 30 of 239 U.S. urban areas. Seattle and Everett ranked 118th.

At greatest risk to so-called particulate pollution are the elderly and those with heart and lung problems, public health officials said. This form of air pollution might have cut their lives short by an average of two years and contributed to more deaths in the state's cities in one year than automobile accidents.

The American Lung Association nationally and physicians and public health officials locally said the data underscore the public-health need for the Environmental Protection Agency to adopt tougher standards to control particulate pollution.

"People can stop smoking," said Dr. Ken Casey, a Seattle physician and member of the Washington Thoracic Society. "But we're all forced to breathe the air in the community."

In fact, a Lung Association lawsuit has forced the EPA to reconsider its standards for particulate pollution and a tougher standard could be proposed by late November.

The National Resources Defense Council produced the report released nationally yesterday. The New York-based organization focuses on scientific studies, public education and legal action to protect the environment.

Its report is not an epidemiological stud Rather, it makes a statistical conclusion bas on pollution data combined with the results an American Cancer Society study in th 1980s. That study analyzed the health data 550,000 people and the pollution of the cities which they lived.

The Defense Fund estimated that partic late pollution might lead to 64,000 prematu deaths annually in U.S. cities.

See POLLUTION, Page I

Pollution: Particulates cause early deaths

From Page B1

Several health professionals talked about the report and the need for tighter pollution controls at a news conference sponsored by the Lung Association yesterday in Seattle.

They said particulates are so small they evade the usual defense mechanisms of the body, such as hairs in the nose, and lodge into lung tissue; they also penetrate homes and offices.

Spokane ranks eighth nationally in terms of particulate pollution and Yakima ranks 29th. By contrast, Tacoma ranks 61st and Seattle 93rd. Spokane sits in a basin and Yakima in a valley, aggravating pollution problems, said Tim Larson, a professor of environmental engineering at the University of Washington.

Wood stoves are to blame for much of Yakima's particulate pollution. Dust from agriculture and smoke from the burning of fields play a role in Spokane.

In Seattle, particulates come from various forms of combustion, including vehicles, boilers and particularly wood stoves and diesel engines.

Linking particulate pollution to deaths is not cause and effect but a strong correlation, said Dr. Jane Koenig of the UW School of Public Health and Community Medicine.

The report looks at deaths of adults and doesn't consider those who might get sick from pollution. "That looks at a tip of the iceberg," Casey said. "Much of the impact is not deaths but illness, loss of time from work and from school."

But one scientist is skeptical of links drawn to particulate pollution. Suresh Moolgavkar of the Fred Hutchison Cancer Research Center agrees air pollution can damage health, but questions whether particulates can be separated out as the culprit.

"Where I begin to have my doubts is when people try to partition the effects," Moolgavkar, a cancer researcher, said. He noted polluted air contains gases, which might cause damage or work in combination with particulates to harm health.

The EPA is considering a change in how it regulates particulates, moving its emphasis from particles 10 microns or smaller to 2.5 microns or smaller. (A micron is a millionth of a meter. A human hair is about 70 microns wide.)

If the EPA adopts that new focus, how its regulation will play out could vary, said Jim Nolan, director of compliance at the Puget Sound Pollution Control Agency.

The limits under consideration range from 20 to 65 micrograms per cubic meter of air. The larger would not be difficult for the region to meet, Nolan said, but the 20-microgram standard would be.

Reducing particulate pollution in Seattle would take changes in lifestyle, fewer car trips, more use of public transportation and switching from wood to natural gas as a source of heat, health professionals said.

The data also ranked American metropolitan areas according to the estimated per capita death rates attributable to airborne particulates:

■ Spokane may have 220 deaths annually, or a rate of 64 deaths for every 100,000 people. Ranking: 14th.

■ Yakima may have 94 deaths annually, a rate of 54 per 100,000 people. Ranking: 28th.

■ Tacoma may have 195 deaths annually, a rate of 40 per 100,000 people. Ranking: 66th.

■ The Seattle-Everett may have had 501 deaths and the Tri-Cities 45 annually, a rate of 31 per 100,000 people. Ranking: 118th.

■ Bellingham may have 22 deaths annually, a rate of 21 per 100,000 people. Ranking: 184th.

■ Olympia may have 26 deaths annually, a rate of 21 per 100,000 people. Ranking: 184th.

■ Bremerton may have 14 deaths annually, a rate of 10 per 100,000 people. Ranking: 227th.

Revision to Section 4.5 of the Washington State Implementation Plan for Air Quality

Spokane PM_{10} Attainment Plan

A Plan for Attaining and Maintaining the National Ambient Air Quality Standards for Particulate Matter (PM_{10}) in the Spokane PM_{10} Nonattainment Area

WASHINGTON STATE DEPARTMENT OF ECOLOGY

December 1994
#94-197

EXECUTIVE SUMMARY

PM_{10} STANDARDS

In accordance with the Federal Clean Air Act (FCAA), the U.S. Environmental Protection Agency (EPA) promulgated revised National Ambient Air Quality Standards (NAAQS) for particulate matter in July of 1987. At that time the standard was changed from one of total suspended particulate (TSP) to PM_{10}. The 24-hour standard for PM_{10} was set, and remains at 150 micrograms per cubic meter (ug/m^3), not to be exceeded, on the average, more than once per calendar year in any three year period. The level of the annual standard is 50 ug/m^3, on an annual average. Exposure to high levels of particulate matter are of concern because of adverse human health effects.

MONITORING NETWORK/RESULTS

A PM_{10} monitoring network was established in the Spokane area in 1985. Since then monitoring has occurred at eight different monitoring stations in the urban area and at one background monitoring station located south of Cheney at Turnbull Slough. Air quality measurements taken in the urban area have recorded 48 exceedances of the 24-hour standard from 1985 to 1993, and a maximum 24-hour PM_{10} concentration of 803 ug/m^3 was recorded on September 12, 1992 (this value was recorded during a dust storm). Exceedances of the 24-hour standard have been recorded every year since 1985, and the standard has been violated each year since 1987 (not 1985 because violations are based on three years of data). The area is therefore out of attainment of the 24-hour standard.

The area was also in violation of the annual standard in 1987 and 1988, but there have been no exceedances of the standard since that time. Therefore the area is in attainment of the annual standard. The highest annual mean PM_{10} concentrations for 1991, 1992, and 1993 were 44.4 ug/m^3, 45.5 ug/m^3, and 43.0 ug/m^3, respectively, as measured at the Crown Zellerbach monitoring station.

PLANNING BACKGROUND

The Spokane PM_{10} nonattainment area was designated, and classified as "Moderate", when the FCAA was amended in 1990. The legislation also required the state to revise its State Implementation Plan (SIP) for air quality, and submit its revision (in the form of an attainment plan for the area) to the EPA. The plan is required to demonstrate both attainment of the NAAQS for PM_{10} by December 31, 1994, and maintenance of the NAAQS until 1997.

To meet deadlines in the 1990 amendments, a revised Spokane PM_{10} attainment plan was submitted to the EPA in November of 1991. That SIP revision used rollback modelling to demonstrate attainment, but EPA subsequently requested that dispersion modelling be used. The attainment plan being submitted here relies on dispersion modelling to demonstrate attainment.

EMISSION INVENTORY

Characterizing PM_{10} emissions in the Spokane NAA has proven to be a complex task because of the variety of sources, the change in relative significance of sources, and the seasonality of exceedances. The air quality analysis provided in the attainment plan indicates that windblown dust from outside the Spokane PM_{10} NAA, and especially wind blown dust generated during dust storms, is a significant contributor to air quality problems in the area. The Department of Ecology, however, is proposing to deal with such emissions over a period of several years after conducting a thorough investigation of the problem. Therefore, with submittal of this attainment plan, Ecology is requesting a three year waiver of the December 31, 1994, attainment date for Spokane in accordance with EPA guidance.

An inventory of emissions from sources within the Spokane PM_{10} NAA conducted in 1990 indicates that area sources are the dominant category of emissions, accounting for 88 percent of the total annual emissions in the area, excluding windblown dust. Of these, the single most predominant area source is unpaved roads, at 44 percent of the inventory. The next largest sources are paved roads at 20 percent and residential wood combustion at 19 percent. Point sources make up 12 percent of the inventory. Total emissions were calculated at 7,806 tons of PM_{10} per year in 1990 (disregarding the effect of some residential wood combustion controls that were already implemented), and these emissions have been projected to 8,476 tons per year in 1994 and 8,800 tons per year in 1997.

With windblown dust emissions excluded, instead of one 24-hour worst-case emission inventory, Spokane actually has three different "worst-case" scenarios, each involving a different mix of sources and occurring at different times of the year under different conditions. During winter (between December and February) residential wood combustion emissions dominate, and in the spring (February and March) paved road emissions dominate. In the fall (between September and November) unpaved road emissions dominate, even when they are not the largest source of emissions, because they tend to be more concentrated.

CONTROL STRATEGY

To control emissions from unpaved roads, the City of Spokane and Spokane County have implemented a variety of reasonably available control measures (RACM). The City of Spokane has paved, or is in the process of paving, a total of 14.08 miles of unpaved roads at a total cost of over 6 million dollars, and it has begun, or will soon begin, regular dust control treatments on an additional 1.73 miles of unpaved roads. Spokane County is in the process of paving 2.4 miles of unpaved roads at a cost that is yet to be determined. In both cases, the additional paving and dust control treatments are being implemented through a new SCAPCA regulation to control particulate matter on unpaved surfaces, which was adopted on August 4, 1994. These efforts are expected to reduce the fugitive dust emissions from these roads by 90-100 percent.

To control emissions from paved roads, the SCAPCA, in cooperation with the City of Spokane, Spokane County, the Washington State Department of Transportation, and other agencies, has developed and adopted a new regulation which establishes standards for the control of particulate matter on paved surfaces, including trackout material and sanding materials used for winter traction. The regulation is designed to achieve and maintain at least a 70 percent reduction in the 24-hour PM_{10} emissions from paved surfaces experienced during the 1992-93 winter season.

To control emissions from residential wood combustion, the SCAPCA adopted a Solid Fuel Burning Device Standards regulation in 1987. The regulation established an effective program for the control of residential wood stove emissions. In its current form, the regulation bans the use of uncertified wood stoves when ambient PM_{10} levels reach 75 ug/m^3 and bans the use of all wood stoves when ambient PM_{10} levels reach 105 ug/m^3. It also includes an extensive education component, and it provides for aggressive enforcement of curtailments. The curtailment program itself has been determined to provide an 80 percent reduction in residential wood combustion emissions.

ATTAINMENT DEMONSTRATION

All of the above-listed control measures were evaluated through dispersion modelling to determine their effectiveness at attaining and maintaining the NAAQS for PM_{10} by 1994, and through 1997. In each case the emission reductions achieved were determined to be more than sufficient to attain and maintain the standard through these years. Nevertheless, in addition to the control measures described above, the attainment plan includes five contingency measures, which are already in effect, or will automatically become effective in the event that a violation of the NAAQS for PM_{10} occurs.

All of the above-listed control measures can be summarized as follows:

Pre-1994 Control Measures:	Control Efficiency
Unpaved Roads:	90-100%*
City Street Paving	
County Street Paving	
Paved Roads: (Traction Materials)	70%
City Resolution #90-93 Re: Street Sweeping	
City Resolution #90-43 Re: Reduced Use of Sanding Materials	
SCAPCA Paved Road Control Regulation	

Residential Wood Combustion: 80%

State Law and Regulations
SCAPCA Regulation/Curtailment Program

Additional Controls Needed for Attainment:

Unpaved Roads: 90-100%*

City Street Paving and Oiling
County Street Paving

Contingency Measures:

Unpaved Roads:

SCAPCA Unpaved Road Control Regulation
County Parking Lot Paving Regulation

Paved Roads:

Early Implementation in SCAPCA Paved Road Control Regulation
SCAPCA Trackout Regulation

Residential Wood Combustion:

SCAPCA Ban on Uncertified Stoves

* Depending upon the pre-control condition of the road being paved or oiled and the level of control applied.

TABLE 17

AVERAGE ANNUAL SURFACE MAINTENANCE & REHABILITATION COSTS

UNPAVED ROADS
(Dollars per lane-mile)

Traffic Volume	Gravel	Graded & Drained	Unimproved	Dirt (Combined)
250(+)	1,300	1,300	N/A	
	1,768	40		
	3,068	1,340		1,340
100-249	1,000	1,000	200	
	884	40	0	
	1,884	1,040	200	830
0-99	650	300	100	
	589	13	0	
	1,239	313	100	185

Note: The model will select the surface maintenance cost for unpaved roads by the surface type and traffic volume. If the inventory does not distinguish between graded and drained and unimproved, then the model will default to the cost for dirt roads. These costs are derived by the assumed split of surface types as shown in Table 11.

Table 2.8. Estimated Cost of Maintaining An Average Mile of County Road

Type of Surface	Population				
	Less than 50,000 $/mile (n)	50,000-99,999 $/mile (n)	100,000-249,999 $/mile (n)	250,000 or more $/mile (n)	U.S. Counties $/mile (n)
Loose Aggregate	1,670 (181)	2,162 (29)	1,792 (24)	3,295 (29)	1,890 (270)
Low Bituminous	2,791 (129)	4,368 (23)	3,605 (20)	5,243 (30)	3,351 (208)
High Bituminous	4,330 (121)	3,262 (25)	5,900 (28)	7,585 (34)	4,889 (213)
Concrete or Paved	4,518 (68)	2,674 (10)	3,195 (6)	8,458 (23)	5,109 (120)

Source: Survey of County Highway Officials, Fall 1987.

Analysis of Basic Revenues

County	Fuel Tax ($1,000)	Property Tax ($1,000)	% Prop. Tax/Fuel Tax
ADAMS	2,959	998	0.3
ASOTIN	1,096	363	0.3
BENTON	2,404	2,636	1.1
CHELAN	1,744	3,762	2.2
CLALLAM	1,480	3,000	2.0
CLARK	5,323	16,334	3.1
COLUMBIA	1,050	230	0.2
COWLITZ	1,654	5,989	3.6
DOUGLAS	2,625	1,775	0.7
FERRY	1,284	195	0.2
FRANKLIN	2,179	1,878	0.9
GARFIELD	984	196	0.2
GRANT	4,300	3,400	0.8
GRAYS HARBO	1,840	1,801	1.0
ISLAND	1,719	3,993	2.3
JEFFERSON	1,043	1,480	1.4
KING	14,595	44,188	3.0
KITSAP	4,197	10,175	2.4
KITTITAS	1,422	1,440	1.0
KLICKITAT	1,963	1,163	0.6
LEWIS	2,624	3,439	1.3
LINCOLN	3,202	806	0.3
MASON	1,690	3,978	2.4
OKANOGAN	2,574	1,696	0.7
PACIFIC	1,050	1,190	1.1
PEND OREILLE	1,097	1,200	1.1
PIERCE	9,649	27,458	2.8
SAN JUAN	761	1,519	2.0
SKAGIT	2,400	4,562	1.9
SKAMANIA	652	663	1.0
SNOHOMISH	7,498	20,515	2.7
SPOKANE	8,356	14,265	1.7
STEVENS	2,728	1,865	0.7
THURSTON	3,613	9,247	2.6
WAHKIAKUM	545	200	0.4
WALLA WALLA	2,230	2,300	1.0
WHATCOM	2,914	9,447	3.2
WHITMAN	3,173	1,250	0.4
YAKIMA	4,600	6,050	1.3
TOTALS	$117,217	$216,646	AVERAGE = 1.4

Information from the 1995 County Road Administration Board Annual Report

AGRICULTURE IN WASHINGTON

Washington's value of production for all agricultural commodities during 1994 was $5.08 billion. From 1988, the state's value of production has continued to increase, but the 1994 is only $3 million more than 1993. Field crops continued to dominate with a combined value of $1.60 billion, down 7 percent from the 1993 value of $1.71 billion. This category contributed 31 percent to the state's value of production. Our number four commodity, wheat, fell to $531 million as acreage, yield, and production were below 1993 levels. However, increased levels in the value of production were obtained from the following commodities: grain corn, silage corn, wrinkled seed peas, and peppermint. Potato producers harvested a record production of 88.9 million hundredweight from the largest acreage ever harvested in Washington State.

Fruit crops, at $1.02 billion reflects a 1 percent increase from last year. Apples recorded a 7 percent increase to $757 million and accounted for 74 percent of this category. Apple producers received a price of $270 per ton and harvested 2.8 million tons, which was 12 percent more than 1993. Grapes contributed $58 million, 36 percent less than last year as production was lower during 1994. Sweet cherries accounted for $89 million, down 6 percent from last year.

Value of production for vegetable crops at $303 million was a record and up 6 percent from last year as many growers received higher prices for their commodities. Storage onion growers received less for their onions at $13.10 per cwt. compared with $21.00 per cwt. last year. Non-storage onion growers also received a lower price at $17.70 per cwt. compared with $19.50 per cwt. the previous year. Production for both types were up 15 and 44 percent, respectively.

Livestock and livestock products established a new record high in 1994. Milk, the number one commodity in this category, had a value at $681 million, 7 percent more than 1993. Increases in value of production were also established for: sheep and lambs, mink, broilers, farm chickens, eggs, and honey.

Value of Production, Washington, 1980-94

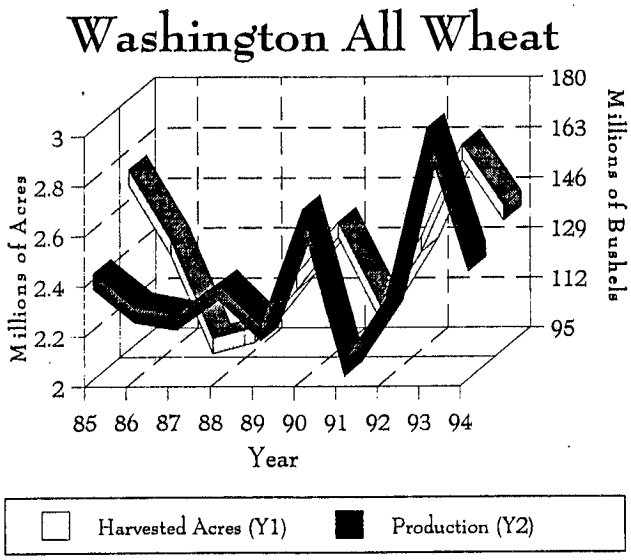
Year	Field Crops	Fruits & Nuts	Vegetables	Seed Crops 1/	Berry Crops	Total Crops	Specialty Products 2/	Livestock & Products 3/	State Total
	Thousand Dollars								
1980	1,432,130	369,823	117,977	20,409	17,175	1,957,514	160,400	811,819	2,929,733
1981	1,411,703	438,382	137,000	21,225	22,219	2,030,529	173,192	884,186	3,087,907
1982	1,356,088	388,978	144,915	NA	28,118	1,918,099	170,089	894,309	2,982,497
1983	1,482,916	501,516	138,770	NA	25,725	2,148,927	179,020	591,150	2,919,097
1984	1,508,748	461,494	149,682	NA	21,125	2,141,049	195,398	969,600	3,306,047
1985	1,229,633	490,021	155,947	25,195	27,369	1,928,165	215,693	885,151	3,029,009
1986	1,051,581	683,039	162,274	26,151	24,077	1,947,122	226,690	909,298	3,083,110
1987	987,515	555,487	171,064	35,618	31,106	1,780,790	274,326	948,730	3,003,846
1988	1,384,026	724,227	191,204	40,503	32,260	2,372,220	314,349	1,066,434	3,753,003
1989	1,385,494	732,004	219,615	32,062	36,129	2,405,304	374,958	1,151,560	3,931,822
1990	1,384,507	1,049,487	210,348	28,063	28,427	2,700,832	382,915	1,271,732	4,355,479
1991	1,308,055	1,191,123	240,150	24,058	33,269	2,796,655	375,747	1,234,966	4,407,368
1992	1,409,537	996,884	242,544	24,647	41,323	2,714,935	505,747	1,366,884	4,587,566
1993	1,710,278	1,015,090	285,169	30,069	44,882	3,085,488	577,919	1,413,019	5,076,426
1994	1,598,812	1,023,430	302,798	27,055	59,259	3,011,354	608,366	1,459,817	5,079,537

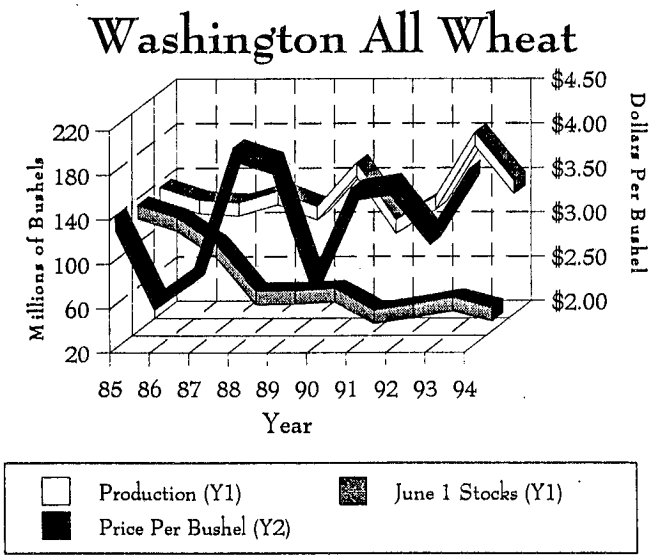
1/ Seed crops not available for 1982-84 due to program modifications.
2/ Includes forest products, nursery products, greenhouse products, other horticultural products, and mushrooms.
3/ Livestock and products includes aquaculture data carried forward from 1993.

WHEAT

All Wheat: Acreage, Yield, Production, Price, & Value, Washington, 1985-94

Year	Planted	Harvested	Yield Per Harvested Acre	Production	Marketing Year Average Price	Value of Production
	Acres		Bushels	1,000 Bushels	$ Per Bushel	1,000 Dollars
1985	2,850,000	2,690,000	47.7	128,250	3.41	437,333
1986	2,570,000	2,410,000	48.5	116,850	2.51	293,294
1987	2,100,000	2,015,000	56.7	114,285	2.82	322,284
1988	2,170,000	2,060,000	60.5	124,620	4.19	522,158
1989	3,100,000	2,270,000	48.7	110,610	4.04	446,864
1990	2,600,000	2,480,000	60.5	150,080	2.73	409,480
1991	3,700,000	2,150,000	45.9	98,600	3.73	367,198
1992	2,650,000	2,420,000	49.4	119,640	3.80	453,474
1993	2,900,000	2,790,000	63.6	177,580	3.24	573,802
1994	2,650,000	2,545,000	52.7	134,000	3.95	530,770





All Wheat Stocks, Washington, 1985-94

Crop Year	September 1			December 1			March 1*			June 1*		
	On- Farm	Off-Farm	Total	On-Farm	Off-Farm	Total	On-Farm	Off-Farm	Total	On-Farm	Off-Farm	Total
	1,000 Bushels											
1985 1/	43,605	158,583	202,188	38,475	132,436	170,911	29,498	111,776	141,274	25,650	102,031	127,681
1986 1/	65,089	159,588	224,677	41,000	135,518	176,518	28,000	113,021	141,021	19,000	97,511	116,511
1987	45,000	167,699	212,699	35,000	136,895	171,895	30,000	106,830	136,830	17,000	75,339	92,339
1988	40,000	130,930	170,930	32,000	87,913	119,913	21,000	55,130	76,130	12,000	38,191	50,191
1989	39,000	97,613	136,613	27,000	84,988	111,988	18,000	60,557	78,557	12,000	38,588	50,588
1990	40,000	125,129	165,129	27,000	98,422	125,422	18,000	64,808	82,808	8,000	44,380	52,380
1991	23,000	94,537	117,537	16,000	73,873	89,873	5,000	53,550	58,550	2,000	30,910	32,910
1992	33,000	91,193	124,193	19,000	70,690	89,690	11,000	56,673	67,673	3,500	34,528	38,028
1993	34,000	114,610	148,610	23,000	104,110	127,110	11,000	66,020	77,020	2,500	41,914	44,414
1994	27,000	108,581	135,581	18,000	74,350	92,350	8,000	54,649	62,649	1,500	33,543	35,043

*1/ Survey dates October 1, January 1, and April 1. * Following year.*

All Wheat: Acreage, Yield, & Production, By Counties, Washington, 1993-94

County and District	1993				1994			
	Planted	Harvested	Yield Per Harvested Acre	Production	Planted	Harvested	Yield Per Harvested Acre	Production
	Acres		Bushels		Acres		Bushels	
WEST								
Lewis	800	600	91.7	55,000	-	-	-	-
Skagit	3,700	3,600	83.6	301,000	-	-	-	-
Snohomish	800	700	72.9	51,000	-	-	-	-
Whatcom	1,700	1,600	65.6	105,000	-	-	-	-
Other Counties	2,000	2,000	72.0	144,000	8,000	8,000	83.8	670,000
TOTAL	**9,000**	**8,500**	**77.2**	**656,000**	8,000	8,000	83.8	670,000
CENTRAL								
Benton	164,800	162,000	38.8	6,283,000	146,700	143,700	37.7	5,420,000
Chelan	4,200	4,100	48.8	200,000	3,700	3,500	40.9	143,000
Kittitas	5,800	5,600	78.0	437,000	4,500	4,100	75.4	309,000
Klickitat	56,000	53,300	37.3	1,990,000	52,900	52,100	43.1	2,243,000
Okanogan	10,600	10,000	53.8	538,000	10,900	9,800	51.7	507,000
Yakima	37,600	36,000	64.4	2,318,000	34,300	33,300	55.8	1,858,000
TOTAL	**279,000**	**271,000**	**43.4**	**11,766,000**	253,000	246,500	42.5	10,480,000
NORTHEAST								
Ferry	900	500	40.0	20,000	-	-	-	-
Spokane	119,200	113,900	63.5	7,228,000	122,300	117,900	48.7	5,742,000
Stevens	13,800	12,500	49.4	618,000	11,900	10,900	55.3	603,000
Other Counties	100	100	80.0	8,000	800	700	41.4	29,000
TOTAL	**134,000**	**127,000**	**62.0**	**7,874,000**	135,000	129,500	49.2	6,374,000
EAST								
Adams	362,700	343,500	52.3	17,965,000	338,000	319,300	51.7	16,494,000
Douglas	244,300	235,000	50.3	11,830,000	219,900	209,100	41.7	8,714,000
Franklin	144,300	141,200	68.2	9,632,000	123,900	121,100	48.3	5,850,000
Grant	264,200	253,600	69.1	17,530,000	235,400	223,100	68.5	15,273,000
Lincoln	429,500	421,700	64.5	27,194,000	383,800	372,400	57.0	21,216,000
TOTAL	**1,445,000**	**1,395,000**	**60.3**	**84,151,000**	1,301,000	1,245,000	54.3	67,547,000
SOUTHEAST								
Asotin	26,400	25,300	64.9	1,642,000	25,300	24,400	49.0	1,196,000
Columbia	106,400	99,000	79.1	7,828,000	105,200	98,600	48.9	4,817,000
Garfield	100,400	93,500	65.0	6,080,000	87,600	84,900	43.1	3,658,000
Walla Walla	237,100	224,200	81.9	18,364,000	232,400	230,800	53.6	12,381,000
Whitman	562,700	546,500	71.8	39,219,000	502,500	477,300	56.3	26,877,000
TOTAL	**1,033,000**	**988,500**	**74.0**	**73,133,000**	953,000	916,000	53.4	48,929,000
STATE TOTAL	**2,900,000**	**2,790,000**	**63.6**	**177,580,000**	2,650,000	2,545,000	52.7	134,000,000

- Not applicable.

Potatoes: Acreage, Yield, & Production, By Counties, Washington, 1993-94

County and District	1993				1994			
	Planted	Harvested	Yield Per Harvested Acre	Production	Planted	Harvested	Yield Per Harvested Acre	Production
	Acres		Cwt.		Acres		Cwt.	
WEST								
Skagit	7,100	7,100	355	2,521,000	7,300	7,300	335	2,446,000
Whatcom	1,600	1,600	270	432,000	1,600	1,600	300	480,000
Other Counties	800	800	290	232,000	600	600	350	210,000
TOTAL	**9,500**	**9,500**	**335**	**3,185,000**	9,500	9,500	330	3,136,000
CENTRAL								
Benton	27,000	27,000	635	17,158,000	27,000	27,000	675	18,225,000
Kittitas	1,100	1,100	360	396,000	1,000	1,000	370	370,000
Klickitat	1,300	1,300	600	780,000	1,100	1,100	570	627,000
Yakima	2,600	2,600	450	1,171,000	2,400	2,400	460	1,104,000
TOTAL	**32,000**	**32,000**	**610**	**19,505,000**	31,500	31,500	645	20,326,000
NORTHEAST								
Spokane	700	700	400	280,000	700	700	360	252,000
Other Counties	300	300	400	120,000	300	300	310	93,000
TOTAL	**1,000**	**1,000**	**400**	**400,000**	1,000	1,000	345	345,000
E. CENTRAL								
Adams	17,500	17,500	655	11,470,000	15,500	15,500	615	9,533,000
Franklin	37,000	37,000	595	22,030,000	38,000	38,000	575	21,850,000
Grant	42,000	42,000	605	25,430,000	41,000	41,000	595	24,390,000
Lincoln	500	500	470	235,000	2,500	2,500	590	1,475,000
TOTAL	**97,000**	**97,000**	**610**	**59,165,000**	97,000	97,000	590	57,248,000
SOUTHEAST								
Walla Walla	10,500	10,500	595	6,245,000	13,000	13,000	605	7,865,000
TOTAL	**10,500**	**10,500**	**595**	**6,245,000**	13,000	13,000	605	7,865,000
STATE TOTAL	**150,000**	**150,000**	**590**	**88,500,000**	152,000	152,000	585	88,920,000

HIGH PRIORITY PROJECTS

One of the requirements of Section 201, ESHB 2343, is that a list of 'high priority projects' be included in the report.

Annually, each county prepares a Six Year Road Improvement Program and an Annual Construction Program. These programs consider the needs and priorities of their entire road system including the unpaved roads. The size of these programs is based on the estimated funds available for road improvements. The available grants and their associated county matching funds are utilized to maximize the leverage of county funds. If an unpaved road were deemed a 'high priority' or grant funding were available, the road is included in these programs for improvement. Unpaved roads are often included in these programs, and arterials and collectors are often included in the first phase of submitting projects for federal and RAP (Rural Arterial Program) grant funding, unfortunately, most are not selected due to traffic volumes and overall utility to the traveling public. Any list based upon existing funding strategies and the existing annual programs would not be inclusive of all the priority projects.

This report has identified three categories of unpaved roads that are recommended as 'high priority' in the event of increased funding, namely:

Freight and Goods Transportation System (FGTS) Routes
Arterial and Collector Routes
Urban Roads

Attached is a listing of all these roads in all the counties. These are the roads each county would first consider improving if funding were available. Each county would use its normal road improvement planning process and prioritization schemes to determine which of their roads would be included in any 'high priority project' list. Similarly, in competition for RAP funding, the roads would compete against other projects in the region per the regional priority arrays.

CRAB has not asked the counties to go to the time and effort to develop a 'high priority list' of grave road improvement projects at this time because of the funding and staffing limitations. If a dedicated or expanded funding source becomes available, the counties will gladly undertake this effort.

ADAMS COUNTY							
963.006	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
45564	0.000	1.730	1.730	BAUER RD	9	E	T5-4
75564	1.430	3.470	2.040	BAUER RD	9	E	T5-4
75574	0.000	1.760	1.760	BAUER RD BMP	8	E	
21844	0.540	1.580	1.040	BILLINGTON RD	8	E	T4
64004	0.000	5.020	5.020	CALLOWAY RD	8	E	T4
64004	5.020	7.020	2.000	CALLOWAY RD	8	E	T5-4
87241	3.000	5.970	2.970	CARICO HILLS RD	8	E	
42361	1.140	6.070	4.930	CUNNINGHAM RD	8	E	
12362	0.000	0.170	0.170	CUNNINGHAM RD BMP	7	E	
33664	0.000	6.060	6.060	DAMON RD	8	E	T4
11134	0.000	1.410	1.410	DANIELSON RD	7	E	
68001	7.990	13.600	5.610	DAVIS RD	8	E	
76124	14.110	14.200	0.090	DAVIS RD	9	E	T4
63364	0.000	1.790	1.790	DEAL RD	9	E	T4
75484	0.000	3.760	3.760	DEWALD RD BMP	8	E	
84422	0.980	1.030	0.050	GERING RD	8	E	
84422	1.030	2.090	1.060	GERING RD	8	E	T5-4
86004	0.000	6.060	6.060	GRIFFITH RD	9	E	T5-4
66024	0.000	4.080	4.080	GRIFFTH RD	9	E	T5-4
12164	0.000	2.370	2.370	HAMPTON RD	9	E	T4
64304	0.000	0.520	0.520	HARDER RD BMP	9	E	T5-4
11254	0.000	0.720	0.720	HART RD BMP	9	E	T5-4
22601	4.100	11.130	7.030	HERMAN RD	7	E	T4
32611	0.000	3.000	3.000	HERMAN RD	7	E	T4
32611	7.500	12.760	5.260	HERMAN RD	8	E	
72964	2.090	2.520	0.430	HILLER RD	8	E	
23124	2.000	8.030	6.030	IRBY RD	8	E	
75004	3.190	9.020	5.830	JANTZ RD	9	E	T5-4
85974	6.140	8.660	2.520	KLEIN RD	8	E	T5-4
63804	3.010	4.510	1.500	LAUER RD	8	E	T5-4
42444	0.000	4.230	4.230	LEE RD	8	E	
23004	1.980	4.030	2.050	LUCY RD	8	E	T4
23004	0.000	1.980	1.980	LUCY RD BMP	8	E	
87903	0.000	8.740	8.740	MCCALL RD	8	E	T4
63254	0.000	2.970	2.970	MOODY RD	8	E	
63244	0.000	2.000	2.000	MOODY RD BMP	9	E	T5-4
22724	0.060	4.250	4.190	PROVIDENCE RD	8	E	T5-4
22724	4.250	11.270	7.020	PROVIDENCE RD	9	E	T5-4
32724	0.000	7.730	7.730	PROVIDENCE RD	9	E	T5-4
42731	2.880	9.220	6.340	PROVIDENCE RD	8	E	T5-4
33491	0.000	2.060	2.060	ROXBORO RD	8	E	
63483	0.000	5.170	5.170	ROXBORO RD	7	E	T5-4
74144	0.070	0.710	0.640	SACKMAN RD	8	E	
64674	1.900	3.820	1.920	SNOWDEN RD	8	E	T5-4
22544	0.000	1.490	1.490	SUTTON RD BMP	9	E	T5-4
42554	0.000	3.060	3.060	SUTTON RD BMP	9	E	T5-4
64903	7.390	13.420	6.030	TOKIO RD	8	E	T5-4
74903	0.000	9.050	9.050	TOKIO RD	7	E	T5-4
74903	9.050	14.170	5.120	TOKIO RD	7	E	
84903	0.000	5.020	5.020	TOKIO RD BMP	7	E	T4
64364	0.000	2.000	2.000	URQUHART RD	9	E	T5-4
74394	0.000	2.120	2.120	URQUHART RD BMP	8	E	
74591	0.000	1.490	1.490	WEBER RD	8	E	
84561	8.440	15.410	6.970	WELLSANDT RD	9	E	T5-4
87363	0.000	3.510	3.510	WELLSANDT RD	7	E	
189.740	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
ASOTIN COUNTY							
165.810	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC

4170	0.000	0.050	0.050	16TH AVENUE	19	E	
1100	2.570	11.070	8.500	ASOTIN RD.	7	E	
1050	17.840	24.610	6.770	CLOVERLAND RD.	7	E	
2060	0.000	4.820	4.820	COUSE CREEK RD.	8	E	
1000	2.800	10.910	8.110	GRANDE RONDE RD.	7	E	
1110	1.200	3.180	1.980	GROUSE CREEK RD.	8	E	
1160	1.850	6.210	4.360	GROUSE FLAT RD.	8	E	
1160	6.210	7.220	1.010	GROUSE FLAT RD.	8	C	
3570	0.000	0.170	0.170	HIGHLINE DRIVE	19	E	
2090	25.720	31.770	6.050	JOSEPH CREEK RD.	7	E	
1810	0.000	4.380	4.380	LICKFORK RD.	8	E	
3780	0.000	0.120	0.120	MEADOWLARK TERRACE	19	C	
2060	7.900	14.480	6.580	MONTGOMERY RIDGE RD.	8	E	
5590	0.000	0.070	0.070	PARKVIEW COURT	19	E	
3600	0.000	0.080	0.080	ROAD #03600	19	E	
2060	4.820	7.900	3.080	SHERRY GRADE RD.	8	E	
3300	0.090	2.610	2.520	SILCOTT GRADE RD.	8	E	
3300	2.610	4.250	1.640	SILCOTT ROAD	8	E	
2090	14.300	25.720	11.420	SNAKE RIVER RD.	7	E	
1100	11.510	11.670	0.160	SOUTH FORK RD.	7	E	
1750	0.000	8.860	8.860	SOUTH FORK RD.	7	E	
2350	0.000	1.340	1.340	WEST MOUNTAIN RD.	7	E	
2350	1.340	5.680	4.340	WEST MOUNTAIN RD.	7	C	
86.410	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				BENTON COUNTY			
233.355	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
76500	0.000	0.060	0.060	10TH AVE, E	19	B	
72820	0.000	0.250	0.250	47TH AVE, E	19	E	
48700	0.000	1.520	1.520	ALBRIGHT RD	9	E	T5-4
19910	4.250	9.220	4.970	BADGER CANYON RD	8	E	
47700	1.810	7.260	5.450	BECK RD	9	E	T5-4
25660	0.000	1.010	1.010	BENNETT RD	9	E	T5-4
15650	0.000	6.000	6.000	BERT JAMES RD	8	E	
70310	0.000	0.010	0.010	BUNTIN ST, S	19	E	
44530	2.360	2.930	0.570	C WILLIAMS RD	8	E	
31550	4.410	5.450	1.040	CASE RD	8	E	T3
25600	0.000	4.050	4.050	CROOKS RD	9	E	T5-4
49550	0.000	2.640	2.640	FINLEY RD	9	E	T5-4
49550	2.640	7.240	4.600	FINLEY RD	8	E	T4
75300	2.500	3.020	0.520	GAME FARM RD	16	E	
45760	0.000	1.710	1.710	HILDEBRAND RD	19	E	
21850	4.890	5.090	0.200	HINZERLING RD	9	E	T4
13700	0.000	4.050	4.050	HORRIGAN RD	8	E	T5-3
13700	4.050	9.473	5.423	HORRIGAN RD	8	E	
69110	0.000	0.070	0.070	JOHNSON ST, N	19	E	
48400	0.000	3.680	3.680	KIRK RD	8	E	
15150	0.000	2.000	2.000	LINCOLN RD	9	E	T5-3
44800	0.000	2.000	2.000	LOCUST GROVE RD	8	E	
49770	0.000	0.970	0.970	MEALS RD	8	E	
25550	5.740	14.160	8.420	MISSIMER RD, N	9	E	T5-4
48910	1.949	7.501	5.552	NINE CANYON RD	8	E	T5-4
49770	0.970	2.310	1.340	PIERT RD	8	E	
77290	0.180	0.417	0.237	STRAIGHTBANK RD	19	E	
11190	0.000	3.040	3.040	TRAVIS RD	8	E	T5-4
19500	0.000	4.050	4.050	TYRELL RD	8	E	
50370	0.000	0.080	0.080	VIEW DR	19	E	
14850	0.100	4.770	4.670	WARD GAP RD	8	E	
75100	0.000	0.112	0.112	YEW ST, S	19	E	
80.294	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				CHELAN COUNTY			
135.000	Miles of Rural Local Access (09) non-FGTS unpaved roads						

Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
10430	0.680	1.000	0.320	BEUZER ST	19	E	
45230	0.820	1.310	0.490	CRESTVIEW ST	19	E	
23280	0.000	0.030	0.030	ELM ST	19	E	
14150	0.070	0.600	0.530	HEDGES RD (MALAGA)	19	E	
45570	0.280	0.330	0.050	LOVELL ROAD	19	E	
10080	4.140	4.540	0.400	MISSION RIDGE RD	8	E	
38020	0.000	0.100	0.100	WINTON SCHL RD	8	E	
1.920	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				CLALLAM COUNTY			
30.090	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
32500	0.000	0.070	0.070	ARTHUR AVE	19	E	
41770	5.040	5.600	0.560	BLUE MOUNTAIN RD.	9	E	T4
32170	0.050	0.070	0.020	CAYANUS RD.	19	E	
20650	0.400	4.540	4.140	COOPER RANCH RD.	9	E	T4
33320	0.000	0.120	0.120	DAVIS ST.	19	E	
40750	7.270	8.750	1.480	DEER PARK RD.	9	E	T4
32520	0.000	0.060	0.060	EDWARDS RD.	19	E	
33130	0.000	0.110	0.110	GAKIN RD.	19	E	
43910	2.340	2.590	0.250	HOOKER RD.	9	E	T4
32420	0.000	0.050	0.050	JACKSON ALLEY RD.	19	E	
31310	3.380	3.540	0.160	LOWER ELWHA RD.	9	E	T5-2
11050	1.000	3.310	2.310	MINA SMITH RD.	9	E	T4
53310	7.000	8.290	1.290	PALO ALTO RD.	9	E	T4
28000	5.650	5.770	0.120	PLACE RD.	9	E	T4
32410	0.000	0.160	0.160	TYLER RD.	19	E	
20550	0.160	0.380	0.220	WISEN CREEK RD.	9	E	T5-2
56950	0.160	1.660	1.500	WOODS RD.	9	E	T4
12.620	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				CLARK COUNTY			
54.870	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
33508	0.000	0.130	0.130	"P" ST	19	E	
15310	0.030	0.050	0.020	"W" ST	19	E	
10090	0.480	1.180	0.700	LA FRAMBOIS RD	19	E	
29610	0.290	0.370	0.080	NE 117TH AV	19	E	
25771	0.180	0.210	0.030	NE 16TH ST	19	E	
52950	0.000	0.130	0.130	NE 197TH AV	19	E	
53810	0.000	0.500	0.500	NE 232ND AV	8	E	
62700	0.780	0.910	0.130	NE 339TH ST	7	E	
22622	0.000	0.180	0.180	NE 58TH ST	19	E	
19890	0.290	0.430	0.140	NE 64TH AV	19	E	
29160	0.250	0.310	0.060	NE 7TH ST	19	E	
23714	0.080	0.120	0.040	NE 83RD ST	19	E	
10430	0.560	0.600	0.040	NE ALKI RD	19	E	
19830	0.160	0.310	0.150	NE MAITLAND RD	19	E	
14100	1.110	1.160	0.050	NW 98TH ST	19	E	
29500	0.480	0.690	0.210	SE 125TH AV	19	E	
29561	0.300	0.400	0.100	SE 19TH ST	19	E	
27010	0.000	0.020	0.020	SE 78TH AV	19	E	
29260	0.070	0.150	0.080	SE BELLA VISTA CRCL	19	E	
2.790	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				COLUMBIA COUNTY			
244.028	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
20700	0.000	2.030	2.030	BARGER RD	8	E	
20700	2.840	3.330	0.490	BARGER RD	9	E	T5-3
20840	0.000	2.630	2.630	BARGER RD	8	E	
92400	0.000	0.530	0.530	BLIND GRADE RD	8	E	
17560	4.050	5.140	1.090	BRUCE RD	9	E	T5-3
11160	0.100	3.620	3.520	BUNDY HOLLOW RD	8	E	T5-3

11170	0.000	2.640	2.640	DUSTIN HOLLOW RD	9	C	T5-3
26330	2.090	5.977	3.887	EAGAR RD	8	E	
91240	4.270	9.260	4.990	ECKLER MTN RD	7	E	T5-3
21920	0.000	4.100	4.100	FLETCHER RD	9	E	T5-3
19310	10.170	13.180	3.010	HARTSOCK GRADE	7	E	
14240	0.000	4.410	4.410	HATLEY GULCH RD	8	E	
14240	4.410	7.690	3.280	HATLEY GULCH RD	7	E	T5-3
17460	4.260	7.400	3.140	HIGHLAND RD	8	E	T5-3
11560	2.160	4.560	2.400	HOGEYE HOLLOW RD	9	E	T5-3
12350	3.125	9.360	6.235	JASPER MTN RD	8	E	T5-3
91410	2.630	5.730	3.100	JOHNSON HOLLOW RD	8	E	
19010	0.000	3.430	3.430	KING RD	8	E	T5-3
20100	0.000	3.160	3.160	LOWER WHETSTONE RD	8	E	T5-3
20100	3.650	4.340	0.690	LOWER WHETSTONE RD	9	E	T5-3
27160	0.000	1.698	1.698	MESSNER RD	9	E	T5-3
91240	2.830	4.270	1.440	MUSTARD HOLLOW RD	7	E	T5-3
17260	0.000	5.730	5.730	PATIT RD	7	E	
21250	0.000	1.930	1.930	POWERS RD	8	E	
21250	1.930	8.894	6.964	POWERS RD	9	E	T5-3
13370	0.000	8.170	8.170	ROBINETTE MTN RD	9	E	T5-3
13370	8.170	9.180	1.010	ROBINETTE MTN RD	9	C	T5-3
20700	3.330	5.780	2.450	SHEA RD	9	E	T5-3
14240	7.690	11.260	3.570	SKYLINE DRIVE	7	E	T5-3
26330	5.977	13.600	7.623	SMITH HOLLOW RD	8	E	T5-3
23810	0.000	4.610	4.610	SORGHUM HOLLOW RD	8	E	
21590	0.000	4.970	4.970	TULL RD	8	E	
91260	8.120	14.040	5.920	TURNER RD	8	E	
25860	0.000	2.330	2.330	UPPER WHETSTONE RD	8	E	
10530	0.020	2.950	2.930	WHISKEY CR RD	8	E	T5-3
28300	0.100	3.425	3.325	WILLOW CR RD	8	E	T5-3
28300	3.425	6.160	2.735	WILLOW CR RD	8	E	
126.167	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				COWLITZ COUNTY			
17.570	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
40110	13.960	18.260	4.300	ROSE VALLEY RD	7	E	T4
4.300	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				DOUGLAS COUNTY			
1,059.820	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
94410	1.950	5.890	3.940	"F" SE WHITEHALL RD	7	E	T5-4
94550	9.060	11.080	2.020	"J"SE	7	E	
98100	6.310	11.710	5.400	"P" NE	7	E	
87070	6.070	8.970	2.900	"V"NE	8	E	
16060	0.350	1.170	0.820	10TH ST NE	17	E	
19340	0.000	0.040	0.040	10TH ST NE	19	E	
16660	0.000	0.030	0.030	11TH ST NE	19	E	
23920	0.000	0.150	0.150	22ND ST NE	19	E	
26150	0.000	0.080	0.080	27TH ST NW	19	E	
25780	0.000	0.250	0.250	29TH ST NW	19	E	
25900	0.160	0.170	0.010	30TH ST NE	19	E	
25960	0.650	0.790	0.140	31ST ST NW	19	E	
26520	0.000	0.060	0.060	32ND PL NW	19	E	
26520	0.060	0.180	0.120	32ND PL NW	19	C	
26780	0.150	0.280	0.130	33RD ST NW	19	E	
26540	0.220	0.500	0.280	35TH ST NW	19	E	
27250	0.290	0.340	0.050	37TH ST NW	19	E	
43540	0.070	0.120	0.050	ALSTOWN RD.	8	E	
72790	0.000	4.180	4.180	ARMOUR RD	8	E	
44400	1.750	7.010	5.260	ARMSTRONG E RD	8	E	
94290	6.070	7.900	1.830	ARMSTRONG RD	9	B	T5-4
92250	19.570	22.050	2.480	BADGER MTN RD	7	E	T5-4

88950	9.900	15.770	5.870	BARKER CNYN RD	8	E	
27890	0.300	0.440	0.140	BLUE GRADE RD	19	E	
95188	0.000	6.280	6.280	BROWN'S CNYN RD	7	E	
25800	0.000	0.110	0.110	CHAUSSEE VICTORIA CT	19	E	
37440	0.000	0.930	0.930	CLARK RD	9	E	T5-4
98210	6.620	10.970	4.350	DEL RIO RD	8	E	
73420	0.000	4.170	4.170	DEZELLUM HILL RD	8	E	T5-4
94050	20.800	22.350	1.550	DOUGLAS-GRANT SHARED	7	E	T5-4
97100	6.610	7.020	0.410	DYER HILL RD	8	E	T5-4
97100	7.020	17.500	10.480	DYER HILL RD	8	E	
24440	0.000	0.030	0.030	ELMSHAVEN PL.	19	E	
71110	1.540	3.390	1.850	GALLAHER RD	8	E	
94050	22.350	22.570	0.220	GRANT CO. ROUTE	7	E	T5-4
94550	6.330	9.060	2.730	HIGHLAND SCHL RD	7	E	
60350	6.320	6.340	0.020	JAMESON LK RD	8	E	
12010	0.000	0.120	0.120	JARVIS AVE.	19	B	
18220	0.000	0.140	0.140	LINDEN LN	19	E	
53709	0.000	2.000	2.000	LOGAN RD	8	E	
77950	0.000	3.130	3.130	MANSFIELD NO RD	8	E	
96250	9.410	9.650	0.240	MANSFIELD SO	8	E	
24020	0.130	0.270	0.140	N RIVER DR	19	E	
85700	0.000	3.950	3.950	NILLES RD-27TH NE	7	E	
26370	0.000	0.060	0.060	NW ALAN AV	19	E	
26580	0.380	0.610	0.230	NW FIR AV	19	E	
26580	0.610	0.660	0.050	NW FIR AV	19	B	
94050	15.880	18.830	2.950	PALISADES RD	7	E	T4
94050	18.830	20.800	1.970	PALISADES RD	7	E	T5-2
73750	2.780	3.260	0.480	PATEROS FERRY RD	8	E	T4
27890	5.390	8.740	3.350	RAINEY DONEEN RD	9	E	T5-4
18120	0.000	0.050	0.050	RD # 18120	19	E	
24570	0.000	0.050	0.050	RD #24570	19	E	
47910	0.000	0.110	0.110	RD #47910	7	E	
17040	0.000	0.090	0.090	RD 17040	19	B	
88950	5.700	9.900	4.200	REX RD	8	E	
88600	0.000	2.010	2.010	RICE RD	8	E	
98210	4.560	6.620	2.060	RINKER LOOP	7	E	
94170	0.360	19.220	18.860	ROCK ISLAND GRADE	8	E	T5-4
16997	0.120	0.170	0.050	S KELLER AV	19	E	
17140	0.460	0.510	0.050	S MARY AV	17	E	
17210	0.000	0.110	0.110	S NEVADA (PVT)	19	B	
17590	0.000	0.250	0.250	S. NEVADA AVE.	19	E	
65770	0.000	13.070	13.070	SIX MILE	7	E	
87870	3.760	4.700	0.940	STRAHL RD	8	C	
87870	4.700	10.550	5.850	STRAHL RD	8	E	
58010	3.140	6.020	2.880	SUPPLEE RD	8	E	
26150	0.080	0.190	0.110	TWO RIVER AV	19	B	
50640	0.000	0.260	0.260	*	9	E	
139.170	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				FERRY COUNTY			
455.310	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
2540	0.000	0.120	0.120	BARRETT CR RD	8	E	
2540	0.120	0.880	0.760	BARRETT CR RD	8	C	
2540	0.880	3.930	3.050	BARRETT CR RD	8	E	
20	30.790	30.930	0.140	BRIDGE CR RD	9	E	T3
5300	0.000	8.750	8.750	E KETTLE RIV RD	8	E	T5-2
780	0.000	2.440	2.440	GOLD CR RD	8	E	
990	0.000	4.610	4.610	HALL CR RD	9	E	T4
990	4.610	6.850	2.240	HALL CR RD	9	C	T4
990	6.850	13.820	6.970	HALL CR RD	9	B	T4
990	13.820	19.690	5.870	HALL CR RD	9	C	T4
990	19.690	32.230	12.540	HALL CR RD	8	E	T4

2870	0.000	0.870	0.870	JACK MAYS PRIDE RD	8	E	T4
2010	3.530	5.140	1.610	KNOB HILL	8	E	T4
2800	3.200	8.050	4.850	OLD KETTLE FALLS RD	8	E	T4
2570	0.000	3.180	3.180	SWAMP CR RD	8	E	
630	1.790	3.690	1.900	TWIN LKS STR CR RD	8	E	
840	0.000	2.290	2.290	W FORK SANPOIL RD	8	E	
62.190	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				FRANKLIN COUNTY			
358.180	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
11260	0.000	0.060	0.060	66TH PLACE	19	E	
9160	3.760	6.460	2.700	ALDER ROAD	9	E	T5-4
5160	0.300	5.070	4.770	BELLEVUE ROAD NORTH	9	E	T5-4
4100	0.000	2.610	2.610	BELLFLOWER ROAD	9	E	T5-3
7200	0.000	4.300	4.300	BLACKMAN RIDGE ROAD EAST	9	E	T5-4
9440	0.000	1.980	1.980	CHERRY DRIVE NORTH	9	E	T5-4
10110	0.770	3.770	3.000	CLARK ROAD	8	B	
4160	0.000	2.000	2.000	COLUMBIA ROAD	9	E	T5-4
2870	0.000	1.320	1.320	COPP ROAD	9	E	T5-4
2000	0.000	0.040	0.040	COYAN ROAD	8	B	
2000	0.060	5.270	5.210	COYAN ROAD	8	E	
11930	0.000	0.370	0.370	CRESCENT ROAD	19	E	
8700	0.000	1.940	1.940	CRESTLOCH ROAD	8	E	T4
8700	3.890	4.810	0.920	CRESTLOCH ROAD	9	E	T4
9190	1.000	2.000	1.000	DAYTON ROAD	9	E	T5-4
9190	3.000	5.000	2.000	DAYTON ROAD	9	E	T5-4
7510	0.000	4.590	4.590	DELANEY ROAD	9	E	T5-4
9410	3.980	4.940	0.960	DOGWOOD ROAD	9	E	T5-4
9690	0.000	0.970	0.970	EVERETT ROAD	9	E	T5-4
4080	1.030	4.340	3.310	FILBERT ROAD	8	E	T5-3
9700	4.440	5.540	1.100	FIR ROAD WEST	9	E	T5-4
7250	0.000	5.900	5.900	FISHOOK-ELGIN ROAD	9	E	T5-3
8840	2.950	6.000	3.050	FOSTER WELLS ROAD EAST	7	B	
6150	0.250	3.190	2.940	GARFIELD ROAD	9	E	T5-4
6150	3.690	4.200	0.510	GARFIELD ROAD	9	E	T5-4
6150	4.700	5.200	0.500	GARFIELD ROAD	9	E	T5-4
6150	5.700	6.060	0.360	GARFIELD ROAD	9	E	T5-4
7150	0.000	3.040	3.040	GERTLER ROAD	9	E	T5-4
5200	2.030	5.160	3.130	GLENWOOD ROAD	9	E	T5-4
3700	9.060	10.390	1.330	HENDRICKS ROAD	7	E	T5-4
3700	10.390	16.000	5.610	HENDRICKS ROAD	7	B	
12090	2.000	2.130	0.130	HENRY STREET	19	E	
6170	1.070	3.400	2.330	HOOPER ROAD	9	E	T5-4
6130	1.000	3.020	2.020	HOPE VALLEY ROAD	9	E	T5-4
5840	0.000	0.970	0.970	KLAMATH ROAD WEST	9	E	T4
8370	0.000	2.020	2.020	KLUNDT ROAD	9	E	T5-4
11850	2.360	2.440	0.080	LIVINGSTON ROAD	19	E	
12080	0.000	0.050	0.050	MARGARET STREET	19	E	
8130	1.520	2.360	0.840	MARTINDALE ROAD	9	E	T5-4
8450	0.000	2.950	2.950	MCCLENNY ROAD	9	E	T5-3
2800	0.490	4.870	4.380	MILLER ROAD	9	E	T5-3
4990	0.000	0.480	0.480	MOUND ROAD	9	E	T5-4
8320	0.000	1.970	1.970	MURPHY ROAD	9	E	T5-3
4960	0.000	3.600	3.600	RANGEVIEW ROAD	9	E	T4
7400	0.000	5.720	5.720	REYNOLDS ROAD	9	E	T5-3
11820	0.750	1.250	0.500	RICHARDSON ROAD	19	E	
11630	0.200	0.350	0.150	ROAD 103	19	E	
11640	0.000	0.160	0.160	ROAD 104	19	E	
11690	0.000	0.110	0.110	ROAD 109	19	E	
11700	0.000	0.110	0.110	ROAD 110	19	E	
11710	0.110	0.310	0.200	ROAD 111	19	E	
12400	1.390	1.520	0.130	ROAD 40	19	E	

11300	0.000	0.040	0.040	ROAD 70	19	E	
11360	0.000	0.250	0.250	ROAD 76	19	E	
12240	1.640	1.760	0.120	WERNETT ROAD	17	E	
12240	1.760	2.000	0.240	WERNETT ROAD	17	B	
12240	2.000	2.500	0.500	WERNETT ROAD	17	E	
101.570	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				GARFIELD COUNTY			
237.280	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
1050	2.220	3.080	0.860	BARTELS RD	7	E	
1050	1.840	2.220	0.380	BARTELS SPUR RD	7	E	
4680	3.420	5.590	2.170	BEALE RD	8	E	
4030	4.310	11.740	7.430	BELL PLAIN RD	8	E	
1050	0.000	1.640	1.640	BLIND GRADE RD	8	E	
3950	3.730	6.280	2.550	BRATCHER GULCH ROAD	8	E	
1050	8.270	9.150	0.880	DUTCH FLAT RD	7	E	T5-3
4920	0.000	4.180	4.180	EAST LYNN GULCH RD	8	E	
4260	0.120	5.460	5.340	GOULD CITY MAYVIEW RD	8	E	
3730	2.650	5.380	2.730	HASTINGS HILL RD	8	E	
4550	0.000	4.580	4.580	HOWELL GRADE RD	8	E	
1750	8.030	8.780	0.750	IRON SPRINGS RD	7	E	
1910	0.000	2.520	2.520	IRON SPRINGS RD	7	E	T5-3
3000	2.560	8.860	6.300	KUHL RIDGE RD	8	E	T5-3
3080	0.000	3.130	3.130	LYNN GULCH RD	8	E	T5-3
3990	3.760	4.530	0.770	LYNN GULCH ROAD	8	E	
4680	0.000	3.420	3.420	MALONE HILL RD	8	E	
1050	3.080	5.690	2.610	NIEBEL GRADE RD	7	E	
4280	0.000	3.610	3.610	NORTH MEADOW CREEK RD	8	E	
4290	0.000	0.360	0.360	NORTH MEADOW CREEK RD	8	E	
1280	7.840	10.830	2.990	PEOLA RD.	7	E	
1280	10.830	13.450	2.620	PEOLA RD.	7	E	T5-3
1280	13.450	19.520	6.070	PEOLA RD.	7	E	
3100	0.000	8.110	8.110	PING GULCH ROAD	8	E	T5-3
2280	0.000	7.760	7.760	RICKMAN GULCH RD	8	E	
1050	6.340	8.270	1.930	SKYHOCK RD	7	E	
1050	5.690	6.340	0.650	TATMAN MTN RD	7	E	
4060	2.510	2.940	0.430	VALENTINE RIDGE RD	8	E	
3000	1.220	2.560	1.340	VANNATTON GRADE RD	8	E	
3030	7.480	12.050	4.570	WILD HORSE HILL ROAD	8	E	
92.680	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				GRANT COUNTY			
1,083.080	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
94040	0.000	4.250	4.250	10-NE	7	E	T5-4
14120	0.000	1.170	1.170	10.2-SW	9	E	T5-4
46451	0.000	0.560	0.560	11-NE	8	E	
94030	8.240	9.500	1.260	12-NE	8	E	
24400	0.000	4.250	4.250	12-SE	8	E	T5-4
20800	2.380	4.040	1.660	13-SE	9	E	T5-4
13100	2.180	3.240	1.060	13-SW	9	E	T5-4
46451	5.150	5.750	0.600	16-NE	8	E	
93048	0.000	3.990	3.990	24-NW	7	E	
10300	2.520	5.030	2.510	26-SW	9	E	T5-4
10290	6.020	6.580	0.560	28 SW	7	E	
10290	0.000	3.000	3.000	28-SW	8	E	T5-4
10290	3.000	6.020	3.020	28-SW	7	E	T5-4
93039	0.000	0.790	0.790	3-NW	9	E	T5-4
51600	3.980	7.990	4.010	31-NE	8	E	
50000	0.000	3.000	3.000	36-NE	8	E	
50000	3.000	4.010	1.010	36-NE	8	C	
43160	0.000	8.000	8.000	4-NE	9	E	T5-4
94010	4.000	5.000	1.000	6-NE	8	E	

42700	0.000	1.030	1.030	7-NE	8	E	T4
94020	0.980	2.980	2.000	8-NE	8	E	
36700	4.020	5.030	1.010	8-NW	9	E	T5-4
45200	3.010	5.020	2.010	9-NE	8	E	
39360	0.000	2.000	2.000	9-NW	8	E	
15190	9.130	11.350	2.220	9-SW	9	E	T5-4
15220	0.000	2.140	2.140	9-SW	9	E	T5-4
37950	1.060	4.720	3.660	A-NW	8	E	
32300	5.140	20.680	15.540	BAIRD SPRINGS RD	8	E	
21700	1.000	1.770	0.770	BASELINE-E	7	E	
21740	0.000	0.400	0.400	BASELINE-E	7	E	
46451	0.560	5.150	4.590	C-NE	8	E	
41390	0.000	0.260	0.260	CALVERT RD	19	E	
31790	2.720	2.860	0.140	CRESCENT BAR RD	8	E	
13100	1.120	2.180	1.060	D-SW	9	E	T5-4
18990	0.000	1.810	1.810	D-SW	9	E	T5-4
41520	0.050	0.100	0.050	DAHL RD	19	C	
41530	0.540	0.560	0.020	DAHL RD	19	E	
41582	0.000	0.190	0.190	DAVIS LN	19	E	
41583	0.000	0.040	0.040	DAVIS PL	19	E	
41210	0.000	0.350	0.350	DENTON RD	19	E	
20790	4.120	7.400	3.280	E-SE	8	E	T5-4
12990	0.500	2.330	1.830	E-SW	8	E	T4
41590	0.000	0.240	0.240	EVANS LN	19	E	
12710	3.370	3.940	0.570	G-SW	8	E	T4
41500	0.660	0.800	0.140	G.3-NE	19	E	
30430	3.190	3.700	0.510	H-NW	8	E	T4
41212	0.000	0.060	0.060	HARRINGTON LN	19	E	
41214	0.000	0.090	0.090	HARRINGTON LN	19	E	
16030	0.000	1.100	1.100	I-NW	9	E	T4
10550	0.000	1.570	1.570	I-SW	9	E	T5-4
10560	0.000	1.500	1.500	I-SW	9	E	T5-4
12410	1.000	2.230	1.230	I-SW	9	E	T5-3
16030	1.100	5.060	3.960	I-SW	9	E	T4
92010	0.000	0.070	0.070	J-SE	9	B	T4
30410	0.000	2.460	2.460	K-NW	8	E	T4
41500	0.410	0.660	0.250	KONISHI RD	17	E	
46225	0.200	1.250	1.050	LAKE VISTA DR	8	E	
91010	3.160	13.060	9.900	LOWER CRAB CREEK	8	E	
43525	0.000	0.260	0.260	M-NE	8	E	
43525	0.260	1.210	0.950	M-NE	8	C	
94030	5.950	8.240	2.290	M-NE	8	E	
10610	0.000	0.420	0.420	M-SW	9	E	T5-4
44750	4.420	5.110	0.690	N-NE	8	E	T5-4
44750	5.110	6.110	1.000	N-NE	9	E	T5-4
91043	7.190	9.440	2.250	O-SW	9	E	T5-4
32850	3.910	6.630	2.720	OVEREN RD	8	E	
43590	0.100	2.840	2.740	Q-NE	7	E	T4
43590	3.390	3.850	0.460	Q-NE	9	E	T5-4
52250	5.200	8.210	3.010	Q-NE	8	E	T5-4
32850	2.600	3.910	1.310	Q-NW	8	E	
41540	0.000	0.410	0.410	REDMOND RD	19	E	
15300	0.000	8.090	8.090	ROYAL SLOPE RD	8	E	T4
30690	3.900	4.460	0.560	T-NW	9	E	T5-4
40350	0.000	1.000	1.000	U-NE	8	E	T5-4
40350	1.000	6.060	5.060	U-NE	8	E	
10590	0.990	3.020	2.030	U-SW	8	E	T5-4
24800	0.000	0.150	0.150	U.6-SE	9	E	T4
24800	0.210	0.270	0.060	U.6-SE	9	E	T4
52950	8.040	14.130	6.090	W-NE	8	E	
52950	14.130	16.150	2.020	W-NE	8	C	
10620	0.000	6.430	6.430	WAHLUKE SLOPE RD	9	E	T5-4
95035	23.200	24.320	1.120	X-NE	9	E	T4

167.920	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				GRAYS HARBOR COUNTY			
53.423	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
73650	5.877	8.367	2.490	BOUNDARY RD	8	E	
68900	3.192	6.597	3.405	BROOKLYN RD	7	E	T4
68900	7.580	8.610	1.030	BROOKLYN RD	7	E	
54030	0.160	0.200	0.040	CARL WAY	19	E	
73700	0.846	2.961	2.115	COUGAR SMITH RD	8	E	T4
54223	1.777	1.836	0.059	CROSS RD E	19	E	
65790	2.550	3.800	1.250	DELEZENNE RD	9	E	T4
65790	3.866	4.500	0.634	DELEZENNE RD	9	E	T4
94450	3.883	4.716	0.833	EAST HOQUIAM RD ..	7	E	
53290	0.630	0.650	0.020	FAIRWAY DR	19	E	
52640	0.090	0.140	0.050	FRANKI ST	19	E	
52250	1.110	1.130	0.020	HAGARA ST	17	E	
56040	0.000	0.150	0.150	HUNLEY DR	19	E	
16980	5.002	5.400	0.398	JOHNS RIVER RD	9	E	T4
45990	1.010	1.040	0.030	PANHANDLE RD	19	E	
84500	2.891	3.020	0.129	PORTER CRK RD	9	E	T4
52070	4.440	9.000	4.560	WISHKAH RD (UPPER)	9	E	T4
51802	0.801	3.538	2.737	WYNOOCHE WISHKAH RD ..	7	E	T4
19.950	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				ISLAND COUNTY			
19.780	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
				No Roads in these categories			
				JEFFERSON COUNTY			
65.970	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
69321	0.000	0.130	0.130	BAYVIEW ST	19	E	
69321	0.130	0.260	0.130	BAYVIEW ST	19	C	
30570	0.000	1.910	1.910	BIG QUILCENE RIVER RD	9	E	T5-3
62901	0.000	0.130	0.130	COOK ST	19	E	
40390	14.640	14.970	0.330	COYLE RD	8	E	
67770	0.560	0.900	0.340	E MOORE ST	9	E	T3
32750	2.550	4.430	1.880	E QUILCENE RD	8	E	
62911	0.000	0.070	0.070	ELM ST	19	E	
69341	0.220	0.250	0.030	FREDERICKS ST	19	E	
40800	1.050	1.650	0.600	HAZEL POINT RD	8	E	
13430	0.310	0.400	0.090	OIL CITY RD	9	E	T3
13430	5.060	10.980	5.920	OIL CITY RD	9	E	T3
68831	0.440	0.490	0.050	OTTO ST	19	E	
30390	1.460	4.560	3.100	PENNY CREEK RD	8	E	
91160	0.000	4.110	4.110	QUINAULT-S SHORE RD	7	E	
69131	0.000	0.050	0.050	S 6TH ST	19	E	
35290	1.440	5.890	4.450	SNOW CREEK RD	9	E	T5-3
23.320	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				KING COUNTY			
78.897	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
12119	0.000	0.070	0.070	108 AVE SE	19	E	
23450	1.500	1.530	0.030	55 AVE S	19	E	
22040	0.760	0.870	0.110	56TH AV S	19	E	
63050	0.230	0.280	0.050	62 AVE NE	19	E	
63050	0.370	0.400	0.030	62 AVE NE	19	E	
61707	0.170	0.400	0.230	89TH PL NE	19	E	
61775	0.090	0.160	0.070	91 PL NE	19	E	
63710	0.030	0.060	0.030	CHIEFTAIN DR NE	19	E	
89940	1.170	2.450	1.280	FOSS RIVER RD NE	9	E	T4
61190	0.150	0.210	0.060	NE 132ND ST	19	E	
87150	3.330	4.310	0.980	NORTH FORK RD SE	9	E	T3

7650	1.100	1.140	0.040	S 128 ST	19	E	
7760	0.380	0.460	0.080	S 134 PL	19	E	
23520	0.300	0.370	0.070	S 280TH ST	19	E	
21330	0.000	0.020	0.020	S 348TH ST	19	E	
84041	0.010	0.125	0.115	SE 42 ST	19	E	
88810	1.410	6.310	4.900	STOSSEL CR RD	9	E	T4
8.165	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				KITSAP COUNTY			
44.730	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
1044	0.000	0.040	0.040		19	E	
1029	0.010	0.143	0.133	1ST AVE W	19	E	
5046	0.000	0.044	0.044	5TH AVE NE	19	E	
56100	0.127	0.247	0.120	64TH ST (NW)	19	E	
4004	0.000	0.105	0.105	AIKEN RD SE	19	E	
43050	0.411	0.447	0.036	AIKEN RD SE	19	E	
53975	0.000	0.309	0.309	ALMIRA DR NE	19	E	
47010	1.144	1.319	0.175	BABY DOLL RD E	19	E	
56580	0.000	0.290	0.290	BARKER CREEK RD (NW)	19	E	
5027	0.000	0.888	0.888	BAY RIDGE DR NW	19	E	
1041	0.562	1.572	1.010	BEAR CREEK RD (W)	8	E	
3016	0.000	0.250	0.250	BELLINGHAM AVE SE	19	E	
48600	0.100	0.130	0.030	BLAISDELL LN (E)	19	E	
4035	0.000	0.046	0.046	BUCHANNEN ST (SE)	19	E	
4029	0.000	0.185	0.185	BULMAN RD (SE)	19	E	
5011	0.000	0.208	0.208	CEDAR AVE NW	19	E	
34205	0.634	0.786	0.152	CEDAR RD E (SE)	19	E	
48350	0.180	0.203	0.023	CEDAR ST E	19	E	
26420	0.142	0.180	0.038	CLAIR RD (W)	19	E	
5004	0.042	0.065	0.023	COLORADO ST (NE)	19	E	
40268	0.048	0.073	0.025	COLVEA DR (SE)	19	E	
57750	0.000	0.099	0.099	DAHL RD NW	19	E	
55740	0.000	0.180	0.180	DAWN RD (NE)	19	E	
5025	0.000	0.172	0.172	DOUGLAS RD NW	19	E	
57450	0.194	0.257	0.063	ELM AVE NW	19	E	
5042	0.000	0.179	0.179	ENZO LOOP NE	19	E	
5071	0.000	0.035	0.035	FERN AVE NE	19	E	
5010	0.000	0.085	0.085	FIR AVE NW	19	E	
5036	0.000	0.122	0.122	GREGORY LN NW	19	E	
15530	0.105	0.140	0.035	HAMILTON RD W	19	E	
48800	0.067	0.127	0.060	HEMLOCK ST (E)	19	E	
46630	0.000	0.230	0.230	HENRY HANSON RD SE	19	E	
5041	0.000	0.279	0.279	HICKS AVE NE	19	E	
57160	0.115	0.176	0.061	HILSTAD RD (NE)	19	E	
4005	0.000	0.090	0.090	HOLMES AVE SE	19	E	
3015	0.000	0.041	0.041	HOQUIAM ST (SE)	19	E	
4044	0.000	0.090	0.090	HORSTMAN RD (SE)	19	E	
4045	0.000	0.055	0.055	INDIANA ST (E)	19	E	
7007	0.000	0.255	0.255	IRWIN AVE NE	19	E	
57945	0.132	0.343	0.211	IVY LN NW	19	E	
54080	0.131	0.251	0.120	IVY RD (NE)	19	E	
56320	0.250	0.370	0.120	JOHNSON RD NE	19	E	
57210	0.121	0.202	0.081	KELLY CT NE	19	E	
13860	0.137	0.168	0.031	KNUTE LN (NW)	19	E	
57507	0.047	0.180	0.133	LAKEVIEW AVE NW	19	E	
57507	0.190	0.308	0.118	LAKEVIEW AVE NW	19	E	
57485	0.066	0.117	0.051	LAKEVIEW WAY NW	19	E	
5045	0.000	0.066	0.066	LARS DR NE	19	E	
47080	0.125	0.190	0.065	LASALLE ST (E)	19	E	
18930	0.140	0.160	0.020	LEBERS LN NW	19	E	
46820	0.270	0.321	0.051	LOVELL ST (SE)	19	E	
54810	0.369	0.429	0.060	MADRONA AVE NE	19	E	

11725	0.398	0.615	0.217	MARKS RD (NW)	19	E	
48130	0.200	0.329	0.129	MARTIN AVE E	19	E	
5063	0.052	0.065	0.013	MARVIN ST (NW)	19	E	
4018	0.000	0.125	0.125	MCKINLEY ST (SE)	19	E	
4031	0.000	0.126	0.126	MICHIGAN ST (E)	19	E	
56770	0.000	0.087	0.087	MICKELBERRY RD NW	19	E	
49470	0.097	0.504	0.407	NEVADA AVE E	19	E	
1026	0.000	0.721	0.721	OLD SAWMILL PL NW	19	E	
54795	0.160	0.288	0.128	OLIVE AVE NE	19	E	
51810	0.752	0.830	0.078	OLYMPUS DR NE	19	E	
47910	0.450	0.628	0.178	OPDAL RD E	19	E	
4023	0.000	0.050	0.050	OREGON AVE E	19	E	
54880	0.052	0.067	0.015	OREGON ST (NE)	19	E	
56600	0.310	0.360	0.050	PALMER LN (NW)	19	E	
57200	1.640	1.832	0.192	PAULSON RD (NE)	19	E	
47260	0.000	0.277	0.277	POLK ST (E)	19	E	
1031	0.020	0.040	0.020	PROVOST RD NW UNNAMED RD	19	E	
5035	0.054	0.129	0.075	REST PL NE	19	E	
54790	0.370	0.448	0.078	REST PL NE	19	E	
2021	0.000	0.070	0.070	RIVERSIDE AVE W	19	E	
5072	0.000	0.023	0.023	ROYAL VALLEY RD NE	19	E	
47110	0.123	0.250	0.127	SADDLE CLUB RD SE	19	E	
4038	0.385	0.460	0.075	SALMONBERRY DR SE	19	E	
1018	0.000	0.381	0.381	SAND DOLLAR RD W	19	E	
17510	0.090	0.108	0.018	SKYLARK DR W	19	E	
71354	0.000	0.027	0.027	STORHOFF 'Y' CONN	19	E	
71350	0.000	0.101	0.101	STORHOFF RD NE	19	E	
4025	0.000	0.039	0.039	SUMMIT AVE (E)	19	E	
57820	0.417	0.556	0.139	SUNDE RD (NW)	19	E	
54315	0.180	0.271	0.091	SUNRISE TERR NE	19	E	
54475	0.000	0.346	0.346	SUNSET AVE NE	19	E	
3013	0.000	0.086	0.086	TAFT ST (SE)	19	E	
47285	0.123	0.200	0.077	TAYLOR ST (E)	19	E	
47280	0.425	0.488	0.063	TRUMAN ST (SE)	19	E	
17410	0.000	0.125	0.125	TWEED LN NW	19	E	
15730	0.385	0.511	0.126	VIKING ST W	19	E	
58850	0.543	0.980	0.437	VINCENT RD NW	19	E	
57340	0.245	0.384	0.139	WALKER RD (NW)	19	E	
1027	0.000	0.257	0.257	WINDJAMMER CT (NW)	19	E	
54465	0.000	0.182	0.182	WISE ST (NE)	19	E	
3014	0.000	0.246	0.246	YAKIMA AVE (SE)	19	E	
13.529	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				KITTITAS COUNTY			
75.890	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
35720	0.000	0.080	0.080	COLUMBIA AV	19	E	
38350	1.850	2.100	0.250	LIBERTY RD	8	E	
56760	5.220	9.030	3.810	UMPTANUM RD (2)	8	E	
22790	0.000	1.300	1.300	ZREBIEC RD	8	E	
5.440	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				KLICKITAT COUNTY			
605.260	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
34900	2.140	3.200	1.060	BOX CANYON RD.	8	E	
91110	22.000	22.050	0.050	CANYON RD	7	E	
27110	0.040	5.250	5.210	CEDAR VALLEY RD.	8	E	
14410	4.520	12.730	8.210	FISHER HILL RD.	8	E	
46140	1.970	2.800	0.830	HALE RD.	8	E	
46140	2.800	6.930	4.130	HALE RD.	8	C	
46140	6.930	14.070	7.140	HALE RD.	8	E	
46180	0.000	1.830	1.830	HEREFORD RD.	8	E	
93200	13.190	17.500	4.310	HOCTOR RD.	8	E	

22140	1.070	6.650	5.580	HORSESHOE BEND RD.	8	E	
13860	0.060	4.660	4.600	KLICKITAT-APPLETON RD	8	E	
19270	0.000	0.250	0.250	LAKESIDE RD	8	E	
91570	0.000	4.040	4.040	LAKESIDE RD	8	E	
47650	4.820	7.340	2.520	MATSEN RD.	8	E	
14290	0.000	4.540	4.540	O'NEAL RD.	8	E	
93200	18.700	20.620	1.920	OLD HWY 8	8	E	
40240	0.540	0.700	0.160	RAILROAD AVE.	8	E	
11270	0.070	0.140	0.070	RD #11270	9	E	T4
49170	0.000	2.600	2.600	SAND RIDGE RD.	8	E	T5-4
49170	2.600	2.850	0.250	SAND RIDGE RD.	8	E	
45400	0.070	1.110	1.040	SIX PRONG RD.	8	E	T5-4
45400	1.200	2.090	0.890	SIX PRONG RD.	8	E	T5-4
91110	12.770	19.110	6.340	SLEEPY HOLLOW RD.	8	E	
34320	3.950	4.390	0.440	WOODLAND RD.	8	E	
91570	4.110	4.410	0.300	No Name Found	8	E	
68.310	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				LEWIS COUNTY			
59.293	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
52410	0.000	2.210	2.210	DUE RD	9	E	T5-3
37501	2.710	3.280	0.570	JONES RD	9	E	T4
24017	8.414	10.554	2.140	KING RD	8	E	
38329	5.530	8.414	2.884	KING RD	8	E	
10005	0.500	1.357	0.857	LEPISTO RD	9	E	T4
46005	4.000	5.664	1.664	LUCAS CREEK RD	9	E	T4
16930	0.000	0.116	0.116	LUNDBERG RD	19	E	
60070	4.540	4.755	0.215	SALMON CREEK RD	9	E	T4
10.656	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				LINCOLN COUNTY			
1,315.880	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
26380	2.390	5.130	2.740	ANDERSON ROAD #26380	7	E	
63170	0.000	1.530	1.530	ANDERSON ROAD #63170	9	E	T4
67570	0.000	2.020	2.020	BALD RIDGE ROAD #67570	7	E	
96310	4.360	8.430	4.070	BALD RIDGE ROAD #96310	7	E	
35290	3.920	7.500	3.580	BLY ROAD #35290	8	E	
68740	3.280	4.290	1.010	CARSTENS ROAD #68740	8	E	
53880	0.000	4.250	4.250	COTTONWOOD CREEK ROAD #538	8	E	
68420	0.000	1.270	1.270	COUNTY ROAD #68420	7	E	
94750	0.000	3.380	3.380	CRESTON SOUTH ROAD #94750	7	E	
94590	0.000	3.230	3.230	CRESTON-LINCOLN ROAD #9459	7	E	
94590	5.140	6.830	1.690	CRESTON-LINCOLN ROAD #9459	7	E	
41250	0.000	2.010	2.010	D. WHITE ROAD #41250	9	E	T4
10000	8.040	13.600	5.560	DAVIS ROAD #10000	8	E	
62240	0.000	5.850	5.850	DENNY STATION ROAD #62240	8	E	
62240	5.850	10.820	4.970	DENNY STATION ROAD #62240	8	E	T4
62440	0.000	3.030	3.030	DETOUR ROAD #62440	8	E	
63060	0.000	1.000	1.000	DETOUR ROAD #63060	8	E	
63060	1.000	1.310	0.310	DETOUR ROAD #63060	8	E	T4
68120	0.000	1.000	1.000	DIETRICH ROAD #68120	7	E	
25350	0.000	1.310	1.310	DOGGETT ROAD #25350	7	E	T5-3
25350	1.310	2.050	0.740	DOGGETT ROAD #25350	7	E	
41100	0.000	1.740	1.740	DOUGLAS ROAD #41100	8	E	
41100	3.760	7.450	3.690	DOUGLAS ROAD #41100	8	E	T4
45440	0.000	8.090	8.090	DREGER ROAD #45440	8	E	
25170	0.320	6.860	6.540	DUCK LAKE-LAMONA ROAD #251	8	E	
25170	7.060	8.910	1.850	DUCK LAKE-LAMONA ROAD #251	8	E	
27340	1.040	5.210	4.170	EAGLE SPRINGS ROAD #27340	8	E	
25440	0.000	3.890	3.890	ENGEL ROAD #25440	8	E	
16130	0.000	5.040	5.040	GOVAN SOUTH ROAD #16130	8	E	
45230	0.000	3.370	3.370	GRAIN GROWERS ROAD #45230	8	E	

63370	0.000	6.820	6.820	GRAVELLE ROAD #63370	8	E	
63370	6.820	7.820	1.000	GRAVELLE ROAD #63370	8	E	T4
54710	2.580	6.750	4.170	GUNNING ROAD #54710	8	E	
48410	0.000	11.850	11.850	HANSEN HARBOR ROAD #48410	8	E	
27870	13.410	14.380	0.970	HATTON ROAD #27870	8	E	
55540	2.090	10.660	8.570	HAWK CREEK ROAD #55540	8	E	
57860	10.230	11.410	1.180	INDIAN CREEK ROAD #57860	8	E	
11750	8.050	16.070	8.020	IRBY ROAD #11750	8	E	
62750	2.950	3.470	0.520	JANETT ROAD #62750	8	E	
93050	0.000	5.210	5.210	LAKE ROAD #93050	7	E	
28410	0.000	4.120	4.120	LAMP ROAD #28410	8	E	
21040	2.560	12.200	9.640	LANEY ROAD #21040	8	E	
57400	1.150	2.010	0.860	LARENE ROAD #57400	8	E	
96190	0.000	0.080	0.080	LIMESTONE ROAD #96190	7	E	
96190	0.080	4.870	4.790	LIMESTONE ROAD #96190	7	E	T5-3
92200	0.000	4.980	4.980	MANN ROAD #92200	8	E	
27870	8.090	13.410	5.320	MARQUETE ROAD 27870	8	E	
49630	6.760	10.010	3.250	MARTIN CANYON ROAD #49630	8	E	
49630	10.010	10.280	0.270	MARTIN CANYON ROAD #49630	8	C	
35290	0.000	3.920	3.920	MECKLENBURG ROAD #35290	8	E	
22250	9.600	13.070	3.470	MOHLER ROAD #22250	8	E	
23150	0.000	3.020	3.020	MOHLER SOUTH ROAD #23150	8	E	
96310	2.360	4.360	2.000	MONDOVI ROAD #96310	7	E	
68050	8.240	8.600	0.360	MOORE ROAD #68050	8	E	
68050	8.600	8.730	0.130	MOORE ROAD #68050	7	E	
48950	2.500	6.000	3.500	MOUNTVIEW ROAD #48950	8	E	
96190	4.870	8.760	3.890	OLSON ROAD #96190	7	E	
96190	8.760	9.520	0.760	OMANS ROAD #96190	7	E	
21580	5.060	7.080	2.020	PARR ROAD #21580	8	E	
68310	5.810	10.310	4.500	RIFE ROAD #68310	8	E	
21580	0.000	5.060	5.060	RING ROAD #21580	8	E	
49220	0.000	3.030	3.030	ROBERTSON ROAD #49220	8	E	
22610	0.000	9.200	9.200	ROCKY FORD ROAD #22610	7	E	
27870	8.000	8.090	0.090	SCHLIMMER ROAD #28780	8	E	
44780	0.000	8.120	8.120	SCHUSTER ROAD #44780	8	E	T5-3
28560	0.000	11.950	11.950	SEVEN SPRINGS DAIRY ROAD #	7	E	
28560	11.950	12.890	0.940	SEVEN SPRINGS DAIRY ROAD #	8	E	
42670	4.340	8.530	4.190	SHEFFELS ROAD #42670	8	E	
46170	3.510	7.340	3.830	SHERMAN DRAW ROAD #46170	8	E	T4
49630	3.410	4.030	0.620	SHERMAN DRAW ROAD #49630	7	E	
49630	4.030	6.760	2.730	SHERMAN DRAW ROAD #49630	8	E	
94450	9.040	9.770	0.730	SHERMAN ROAD #94450	7	E	
61060	0.000	4.080	4.080	SPINNING ROAD #61060	8	E	
61940	0.000	3.300	3.300	STACK ROAD #61940	8	E	
27240	6.110	9.150	3.040	STEAR ROAD #27240	8	E	
36450	3.330	6.830	3.500	STOLP ROAD #36450	8	E	
36450	6.830	12.110	5.280	STOLP ROAD #36450	8	E	T5-3
27870	14.380	15.410	1.030	SWANSON SCHLHSE ROAD #2787	8	E	
68200	0.000	3.380	3.380	TAMARACK GRADE ROAD #68200	7	E	
29110	1.320	2.660	1.340	VALLEY ROAD #29110	7	E	
68740	1.340	3.280	1.940	WATER PUMP ROAD #68740	8	E	
12760	4.990	5.990	1.000	WIESHAAR ROAD #12760	7	E	
23140	0.000	4.140	4.140	ZUNDEL ROAD #23140	8	E	
284.640	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				MASON COUNTY			
72.360	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
NOTE: Mason County did not enter Truck Route Class in Roadlog							
13110	0.230	0.280	0.050	ALDER RD	19	E	
13250	0.000	0.100	0.100	ALDER ROAD NORTH	19	E	
79800	0.000	1.870	1.870	BEAR CREEK-DEWATTO RD	8	E	
50380	0.240	0.320	0.080	BURNS AVE	19	E	

9020	1.390	1.440	0.050	FRANKLIN STREET	19	E	
50460	0.000	0.060	0.060	MOORE'S ALLEY	19	E	
70390	16.170	22.610	6.440	NORTH SHORE RD	8	E	
13300	0.000	0.160	0.160	PARK DRIVE	19	E	
12490	0.160	0.230	0.070	RIDGE ROAD SOUTH	19	E	
50450	0.000	0.060	0.060	SECOND STREET	19	C	
5930	2.820	3.850	1.030	SHELTON VALLEY RD	8	E	
70670	0.000	5.640	5.640	TAHUYA BLACKSMITH RD	8	E	
70670	6.660	7.220	0.560	TAHUYA BLACKSMITH RD	8	E	
12200	0.000	0.200	0.200	VIC KING RD	19	E	
50420	0.000	0.060	0.060	WALNUT STREET	19	C	
16.430	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				OKANOGAN COUNTY			
581.957	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
94550	13.957	18.633	4.676	AENEAS VALLEY RD	8	E	T5-4
16310	1.770	5.612	3.842	BEAR CR RD	8	E	
48830	0.000	3.530	3.530	BOLSTER RD	8	E	
18820	0.980	8.742	7.762	CHILIWIST RD	9	E	T5-4
32550	0.000	7.230	7.230	COLD SPRINGS RD	8	E	
32550	7.230	9.020	1.790	COLD SPRINGS RD	8	C	
32550	9.020	11.520	2.500	COLD SPRINGS RD	8	B	
32550	11.520	19.700	8.180	COLD SPRINGS RD	8	C	
12510	2.020	2.790	0.770	CUB CR RD	9	E	T5-4
10970	0.000	5.063	5.063	ELBOW COULEE RD	7	E	
42900	0.000	0.950	0.950	FISH LK RD	7	E	T5-4
43530	0.000	2.474	2.474	HENRY RD	8	E	
37850	0.000	20.250	20.250	LYMAN LK-MOSES MDWS RD	9	E	T5-3
18030	0.970	3.350	2.380	MONSE-SOUTH RD	8	E	
94100	5.204	11.726	6.522	PINE CR RD	7	E	
92210	6.925	15.344	8.419	SALMON CR RD	8	E	
40150	1.450	6.750	5.300	SINLAHEKIN RD	7	E	
40150	6.750	16.820	10.070	SINLAHEKIN RD	8	E	T5-4
15430	12.800	15.707	2.907	TEXAS CR-FRENCH CR RD	8	E	
32420	0.000	5.670	5.670	TIMENTWA RD	8	E	
93200	16.011	19.975	3.964	TUNK CR RD	8	E	T5-4
10900	0.220	1.050	0.830	W. FORK BUTTERMILK CR RD	9	E	T5-3
93090	9.350	27.620	18.270	WAKEFIELD-CAMERON LK RD	7	E	T5-4
16570	0.460	9.087	8.627	WATSON DRAW RD	8	E	T5-4
141.976	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				PACIFIC COUNTY			
42.568	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
23420	0.140	0.200	0.060	225 TH ST	8	C	
28620	0.330	0.340	0.010	274 TH PL	8	E	
25840	0.280	0.330	0.050	BAY AVE	7	C	
14200	1.600	1.670	0.070	CRANBERRY BCH APPR RD	8	C	
60620	0.320	0.940	0.620	ELKHORN RD	9	E	T4
60620	1.150	1.170	0.020	ELKHORN RD	9	E	T4
61510	2.330	3.370	1.040	G.H. CO.	7	E	
50860	0.530	0.630	0.100	MIDWAY BCH RD	8	E	
69800	4.170	4.350	0.180	MILL CREEK RD	9	E	T4
69800	4.450	5.600	1.150	MILL CREEK RD	9	E	T4
69800	5.700	5.910	0.210	MILL CREEK RD	9	E	T4
69800	6.020	6.180	0.160	MILL CREEK RD	9	E	T4
69800	6.380	6.780	0.400	MILL CREEK RD	9	E	T4
69800	6.850	7.000	0.150	MILL CREEK RD	9	E	T4
69800	7.060	7.270	0.210	MILL CREEK RD	9	E	T4
61510	3.370	4.330	0.960	OAKVILLE RD	7	E	
61510	0.140	2.330	2.190	OAKVILLE RD.	7	E	T4
37700	1.020	1.090	0.070	OYSTERVILLE ROAD	8	C	
11240	0.480	0.570	0.090	SEAVIEW BCH APPR	8	E	

96300	6.840	7.450	0.610	SMITH CR RD	7	E	T4
96300	7.700	14.720	7.020	SMITH CR RD	7	E	T4
52460	0.680	0.710	0.030	WARRENTON CANNERY RD	8	E	
16180	0.450	0.480	0.030	WATER ST	7	E	
15.430	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				PEND OREILLE COUNTY			
261.663	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
18890	5.366	8.178	2.812	COYOTE TRL	8	E	T4
21100	2.490	7.800	5.310	FLOWERY TRL RD	7	E	T4
21100	7.800	10.280	2.480	FLOWERY TRL RD	7	E	
10030	0.000	1.050	1.050	HORSESHOE LK RD	8	E	
21000	1.520	1.670	0.150	JARED RD	9	C	T4
18750	0.000	3.190	3.190	MCCLOUD CREEK RD	8	E	
26950	0.000	7.210	7.210	MEADOW RD	7	E	T4
20220	0.000	1.220	1.220	MIDDLE FORK RD	9	E	T4
27140	0.750	2.620	1.870	SMACKOUT PASS RD	7	E	T4
27140	2.620	8.880	6.260	SMACKOUT PASS RD	9	E	T4
31.552	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				PIERCE COUNTY			
36.220	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
54270	0.000	0.070	0.070	011 AV E	19	E	
63231	0.000	0.080	0.080	012 AV E	19	E	
63510	0.000	0.030	0.030	013 AV E	19	E	
85160	0.000	0.260	0.260	013 ST E (NO R-O-W; EDGEWO	19	E	
63930	0.790	0.810	0.020	020 AV E	19	E	
87510	0.000	0.020	0.020	022 ST CT E	19	E	
87550	0.000	0.020	0.020	022 ST CT E	19	E	
64530	0.170	0.200	0.030	026 AV E	19	E	
621	0.000	0.040	0.040	049 AV SW (LAKEWOOD)	19	E	
95550	12.790	12.920	0.130	054 AV E (CO PRIMITIVE RD)	19	B	
83200	0.040	0.070	0.030	054 ST E	19	E	
49724	0.290	0.300	0.010	074 AV E (UNMAINT CO ROW)	19	E	
9072	0.070	0.130	0.060	079 ST W (LAKEWOOD)	19	E	
9080	0.350	0.400	0.050	079 ST W (LAKEWOOD)	19	B	
78940	0.750	0.780	0.030	080 ST E	19	E	
63800	0.000	0.150	0.150	083 ST E (CO PRIMITIVE RD)	19	E	
59650	0.060	0.240	0.180	093 AV E	19	C	
63440	0.220	0.260	0.040	095 ST E	19	E	
67830	1.310	1.380	0.070	096 ST E (C-L PUYALLUP 30'	19	E	
60600	0.000	0.090	0.090	097 ST S	19	E	
61540	0.000	0.090	0.090	099 ST S (CO PRIMITIVE RD)	19	E	
63220	0.000	0.130	0.130	101 ST E	19	E	
61800	0.110	0.130	0.020	104 ST S	19	E	
50620	0.250	0.280	0.030	109 ST S	19	E	
59650	0.000	0.060	0.060	113 ST E	19	E	
52500	1.920	1.940	0.020	113 ST S	19	E	
79592	0.260	0.275	0.015	117 ST E	19	E	
59360	0.000	0.050	0.050	122 ST CT E	19	E	
76930	0.120	0.140	0.020	124 ST E	19	E	
55640	0.170	0.190	0.020	126 ST E	19	E	
51580	0.120	0.150	0.030	126 ST S	19	E	
58820	0.370	0.480	0.110	136 ST E	19	E	
51060	0.250	0.300	0.050	136 ST S	19	E	
50780	0.000	0.120	0.120	141 ST S	19	E	
77321	0.480	0.500	0.020	142 AV E	19	E	
74350	1.530	1.540	0.010	144 AV E	19	E	
78660	1.000	1.040	0.040	148 AV E	19	E	
24762	0.000	0.240	0.240	150 ST NW	19	B	
49964	0.000	0.070	0.070	157 ST E (NO DEEDS)	19	E	
86590	0.570	0.720	0.150	166 AV E	19	E	

43880	0.610	0.640	0.030	166 ST E	19	E	
43720	1.950	1.960	0.010	169 ST E	19	E	
79300	0.420	0.730	0.310	170 AV E	19	E	
79270	0.000	0.190	0.190	170 AV E? (PVT RD)	19	E	
48460	0.000	0.050	0.050	170 ST E	19	E	
48460	0.070	0.090	0.020	170 ST E	19	E	
43260	0.260	0.330	0.070	174 ST E	19	E	
49760	0.100	0.130	0.030	185 ST CT E	19	E	
23200	1.440	2.000	0.560	186 AV KPN	7	E	
88930	0.000	0.060	0.060	213 AV CT E	19	E	
46940	0.200	0.380	0.180	228 ST E	19	E	
42870	0.380	0.510	0.130	A ST S	19	E	
54080	0.440	0.450	0.010	CHERRY ST E	19	E	
17960	0.080	0.090	0.010	CLARA BLVD SW (LAKEWOOD)	19	E	
73730	0.000	0.330	0.330	EUSTIS HUNT RD E (CO PRIMI	19	E	
49670	0.900	1.260	0.360	EUSTIS-HUNT RD E	19	E	
74250	1.280	1.390	0.110	GRAHAM RD E	19	E	
9072	0.020	0.070	0.050	GRANGE ST W (LAKEWOOD)	19	E	
69610	0.000	0.110	0.110	HAWTHORNE TERR NE	19	E	
28450	0.400	0.430	0.030	LUCILLE PKWY NW	19	E	
68910	1.730	2.030	0.300	NORTH LEVEE RD E	19	E	
51312	0.000	0.070	0.070	PARK AV S	19	E	
57610	2.260	2.290	0.030	VICKERY AV E	19	E	
5.755	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				SAN JUAN COUNTY			
66.490	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
	NOTE: San Juan County has no FGTS Routes						
				SKAGIT COUNTY			
55.920	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
97950	5.300	6.710	1.410	CASCADE RIVER ROAD	8	E	
63110	2.620	2.720	0.100	GARDNER ROAD	19	E	
16300	0.000	0.070	0.070	SMITH LANE	19	E	
1.580	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				SKAMANIA COUNTY			
35.700	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
20040	5.920	7.140	1.220	CURLY CREEK ROAD	8	E	T3
1.220	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				SNOHOMISH COUNTY			
82.128	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
67662	0.000	0.070	0.070	102ND ST NE	19	E	
67662	0.070	0.130	0.060	102ND ST NE	19	E	
44450	0.070	0.080	0.010	109TH AV NE	19	E	
68410	0.245	0.260	0.015	120TH ST NE	19	E	
68412	0.000	0.100	0.100	120TH ST NE	19	E	
68410	0.320	0.400	0.080	121ST ST NE	19	E	
43640	0.150	0.290	0.140	12TH ST NE	19	E	
38050	0.990	1.560	0.570	12TH ST SE	19	E	
43200	0.000	0.130	0.130	12TH ST SE	19	E	
21445	0.000	0.240	0.240	164TH ST SE	19	E	
32750	0.000	0.150	0.150	21ST AV SE	19	E	
60252	0.025	0.150	0.125	23RD AV NE	19	E	
42350	0.190	0.220	0.030	24TH ST NE	19	E	
34650	0.000	0.020	0.020	25TH AV SE	19	E	
42260	0.000	0.150	0.150	33RD ST NE	19	E	
37700	0.000	0.520	0.520	38TH ST SE	19	E	
37613	0.100	0.280	0.180	41ST AVE SE	19	E	
37613	0.000	0.020	0.020	43RD AV SE	19	E	
68410	0.260	0.320	0.060	44TH DR NE	19	E	

37620	0.080	0.520	0.440	45TH AV SE	19	E	
37900	0.070	0.180	0.110	49TH AV SE	19	E	
37613	0.020	0.100	0.080	52ND PL SE	19	E	
37620	0.000	0.080	0.080	52ND PL SE	19	E	
37600	0.000	0.280	0.280	52ND ST SE	19	E	
38050	0.000	0.990	0.990	55TH AV SE	19	E	
22800	1.780	2.010	0.230	57TH AV SE	19	E	
22830	0.000	0.080	0.080	59TH AV SE	19	E	
38940	0.000	0.300	0.300	60TH ST SE	19	E	
38150	0.000	0.160	0.160	61ST AV SE	19	E	
36150	0.790	0.930	0.140	69TH AV SE	19	E	
40430	0.044	0.160	0.116	71ST AV SE	19	E	
40530	0.000	0.060	0.060	72ND DR SE	19	E	
68655	0.000	0.196	0.196	79TH AV NE	19	E	
35750	0.000	0.200	0.200	87TH AV SE	19	E	
39500	0.820	0.980	0.160	91ST AV SE	19	E	
68630	0.062	0.780	0.718	HILLTOP RD	19	E	
41815	0.330	0.530	0.200	LAKE DR	19	E	
44080	0.000	0.050	0.050	MAPLE LN	19	E	
48330	0.000	2.860	2.860	MONROE LOG RD	9	E	T3
11600	0.270	0.320	0.050	OAK RD	19	E	
25630	2.900	3.010	0.110	OLD TESTER RD	9	E	T3
60255	0.000	0.155	0.155	OLD TULALIP RD	19	E	
12002	0.760	0.770	0.010	PUGET SOUND BLVD	19	E	
46790	0.000	0.080	0.080	RIVER PARK PL	19	E	
35800	2.650	2.930	0.280	RIVERSHORE RD	19	E	
37900	0.000	0.070	0.070	RIVERSIDE AVE	19	E	
95791	9.360	9.410	0.050	SULTAN BASIN RD	8	E	T3
95791	9.410	13.360	3.950	SULTAN BASIN RD	8	E	T4
14.875	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				SPOKANE COUNTY			
1,145.200	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
5879	0.610	0.730	0.120	10TH AV	19	E	
5883	0.540	0.570	0.030	10TH AV	19	E	
5879	0.000	0.110	0.110	10TH AV (START)	19	C	
5880	0.000	0.020	0.020	10TH AV (START)	19	E	
5884	0.050	0.110	0.060	10TH AVE (START)	19	E	
5890	0.000	0.030	0.030	11TH AV (START)	19	C	
6079	0.130	0.210	0.080	12TH AV	19	C	
6079	0.210	0.260	0.050	12TH AV	19	E	
5892	0.000	0.040	0.040	12TH AV (START)	19	E	
6079	0.000	0.130	0.130	12TH AV (START)	19	B	
5897	0.000	0.090	0.090	13TH AV (START)	19	E	
6118	0.000	0.030	0.030	13TH AV (START)	19	E	
6142	0.020	0.040	0.020	13TH AV (START)	19	E	
5908	0.000	0.100	0.100	15TH AV (END)	19	E	
6089	0.000	0.080	0.080	15TH AV (START)	19	E	
6195	0.090	0.140	0.050	15TH AVE (END)	19	E	
5911	0.000	0.080	0.080	16TH AV (START)	19	E	
5917	0.000	0.040	0.040	17TH AV (START)	19	E	
5811	0.000	0.030	0.030	1ST AV (MEAD) (START)	9	E	T4
5801	0.000	0.050	0.050	1ST AV (START)	19	E	
5803	0.090	0.130	0.040	1ST AV (START)	19	E	
5936	0.870	1.110	0.240	21ST AV (END)	19	E	
6050	0.000	0.260	0.260	21ST AV (END)	19	E	
5937	0.000	0.150	0.150	21ST AV (START)	19	E	
6196	0.000	0.060	0.060	24TH AVE (START)	19	E	
5952	0.000	0.120	0.120	25TH AV (START)	19	B	
5953	0.000	0.200	0.200	25TH AV (START)	19	E	
5953	0.200	0.420	0.220	25TH AV (START)	19	C	
5960	0.000	0.360	0.360	27TH AV (START)	19	E	

6060	0.000	0.510	0.510	27TH AVE (START)	19	C	
5964	0.000	0.250	0.250	28TH AV (START)	19	B	
5966	0.000	0.130	0.130	29TH AV (START)	19	E	
5818	0.000	0.080	0.080	2ND AV (START)	19	E	
6081	0.000	0.190	0.190	2ND AV (START)	19	E	
5972	1.520	2.120	0.600	32ND AV	8	E	
5973	0.000	0.240	0.240	34TH AV (START)	19	E	
5974	0.000	0.030	0.030	36TH AV (START)	19	E	
5975	0.000	0.500	0.500	36TH AVE (START)	19	E	
5976	0.000	0.130	0.130	37TH AV (START)	19	E	
6062	0.000	0.040	0.040	37TH AV (START)	19	B	
6063	0.000	0.050	0.050	39TH AVE (START)	19	E	
6093	0.000	0.030	0.030	3RD AV (START)	19	E	
5827	0.000	0.210	0.210	3RD AVE (START)	19	E	
6082	0.000	0.100	0.100	40TH AV (START)	19	E	
5981	0.000	0.120	0.120	42ND AV (START)	19	E	
6064	0.000	0.120	0.120	42ND AV (START)	19	E	
5983	0.000	0.180	0.180	44TH AV (START)	19	E	
6065	0.000	0.250	0.250	47TH AV (START)	19	E	
5986	0.000	0.220	0.220	48TH AV (START)	19	C	
6066	0.000	0.200	0.200	48TH AV (START)	19	E	
5989	0.000	0.120	0.120	49TH AV (START)	19	E	
6067	0.000	0.100	0.100	49TH AV (START)	19	B	
5834	0.000	0.130	0.130	4TH AV (START)	19	E	
6068	0.000	0.350	0.350	50TH AV (START)	19	B	
6030	0.000	0.180	0.180	51ST AV (START)	19	E	
5995	0.000	0.770	0.770	53RD AV (START)	19	E	
6031	0.000	0.120	0.120	53RD AV (START)	19	E	
5998	0.000	1.160	1.160	55TH AV (START)	19	E	
6071	0.000	0.260	0.260	55TH AV (START)	19	E	
6073	0.020	0.160	0.140	56TH AV (START)	19	E	
6000	0.000	0.250	0.250	57TH AV (START)	19	E	
6001	0.190	0.370	0.180	57TH AV (START)	19	E	
6006	0.000	0.240	0.240	59TH AV (START)	19	E	
5845	0.000	0.120	0.120	5TH AV (START)	19	E	
6183	0.000	1.000	1.000	5TH AV (START)	9	E	T4
6234	0.000	0.030	0.030	5TH AV (START)	19	E	
6069	0.000	0.120	0.120	61ST AV (START)	19	B	
6010	0.110	0.160	0.050	63RD AV	17	E	
6011	0.000	0.240	0.240	65TH AV (START)	19	E	
5854	0.000	0.060	0.060	6TH AV (START)	19	E	
5856	0.000	0.120	0.120	6TH AV (START)	19	E	
6177	0.000	0.150	0.150	6TH AVE (START)	19	E	
5860	0.240	0.290	0.050	7TH AV	19	E	
5868	0.000	0.450	0.450	8TH AV (START)	19	E	
5872	0.090	0.330	0.240	9TH AV	19	E	
5870	0.000	0.120	0.120	9TH AVE (START)	19	E	
2	0.000	1.700	1.700	ABBOTT RD (START)	19	E	
4	2.760	2.930	0.170	ADAMS RD	16	E	
3	0.000	1.840	1.840	ADAMS RD (START)	9	E	T5-3
4	0.000	0.250	0.250	ADAMS RD (START)	19	E	
10	0.000	0.330	0.330	ALKI AV (START)	19	E	T4
42	0.000	1.000	1.000	ASHTON RD (START)	19	E	
62	0.000	0.190	0.190	ASPEN RD (START)	19	E	
201	0.000	0.090	0.090	B ST (TYLER) (START)	8	E	
203	5.180	5.290	0.110	BABB RD	9	E	T4
406	0.000	0.050	0.050	BALDWIN AV (START)	19	E	
229	0.300	0.500	0.200	BANNEN RD	19	E	
231	0.360	0.390	0.030	BARNES RD	19	E	
396	0.000	0.060	0.060	BATES RD (START)	19	E	
439	0.000	0.020	0.020	BATES RD (START)	19	E	
242	0.000	0.080	0.080	BEMIS ST (START)	19	E	
359	0.000	0.190	0.190	BERRIDAE RD (START)	19	E	

377	0.000	0.020	0.020	BESSIE RD (START)	19	E	
256	0.000	0.070	0.070	BEST RD (START)	19	E	
452	0.000	0.100	0.100	BEST RD (START)	19	E	
266	0.000	0.340	0.340	BIG SPRINGS RD (START)	19	E	
459	0.000	0.120	0.120	BILLY JACK ST (START)	19	E	
415	0.310	0.500	0.190	BLAKE RD	19	B	
415	0.000	0.310	0.310	BLAKE RD (START)	19	E	
493	0.000	0.180	0.180	BLUFF RD (START)	19	E	
282	0.000	0.120	0.120	BOLIVAR RD (START)	19	E	
287	0.000	0.040	0.040	BOONE AV (START)	19	E	
290	0.000	0.500	0.500	BOONE AV (START)	19	E	
364	0.000	0.250	0.250	BOONE AV (START)	19	E	
374	0.000	0.080	0.080	BOONE AV (START)	19	E	T4
297	3.720	3.850	0.130	BOWDISH RD	19	E	
298	0.000	0.120	0.120	BOWDISH RD (START)	19	E	
305	0.000	0.070	0.070	BOWMAN RD (START)	19	E	
308	0.100	0.190	0.090	BRADLEY RD	19	E	
312	4.870	6.230	1.360	BRADSHAW RD	8	E	T5-2
405	0.000	0.030	0.030	BROADVIEW DR (START)	19	C	
324	8.560	8.810	0.250	BROADWAY AV (END)	16	E	
417	0.000	0.130	0.130	BROADWAY AVE	16	E	
334	0.400	0.520	0.120	BRUCE AV	19	E	
340	0.000	0.320	0.320	BRYSON AV (START)	19	E	
342	0.000	0.560	0.560	BUCKEYE AV (START)	19	E	
344	0.000	0.120	0.120	BUCKEYE AV (START)	19	E	
348	0.000	0.180	0.180	BURCHWOOD AV (START)	19	E	
378	0.500	0.540	0.040	BURNS RD	19	E	
354	0.000	0.110	0.110	BURNS RD (START)	19	E	
501	1.620	3.900	2.280	CAHILL RD	9	E	T5-3
690	0.000	0.020	0.020	CALISPEL ST (START)	19	E	
695	0.000	0.060	0.060	CALVIN RD (START)	19	E	
519	0.000	0.040	0.040	CANAL RD (START)	19	E	
687	0.000	0.300	0.300	CANAL RD (START)	19	E	
520	0.000	0.100	0.100	CANNERY RD (START)	19	E	
704	0.000	0.130	0.130	CARLISLE AV (START)	19	E	
529	0.000	0.130	0.130	CARNAHAN RD (START)	19	E	
714	0.000	0.120	0.120	CARNINE RD (START)	19	E	
530	0.000	0.070	0.070	CAROLINA WY (START)	19	E	
707	0.000	0.180	0.180	CATALDO AV (START)	19	E	
715	0.000	0.010	0.010	CATALDO AVE	19	E	
706	0.000	0.240	0.240	CENTER DR (START)	19	E	
554	0.000	0.410	0.410	CENTER RD (START)	19	E	
721	0.000	0.130	0.130	CENTRAL AV (START)	19	E	
567	0.000	0.250	0.250	CHAPMAN RD (START)	8	E	
570	0.250	1.100	0.850	CHASE RD	8	E	
571	0.800	0.930	0.130	CHASE RD	19	E	
570	0.000	0.250	0.250	CHASE RD (START)	8	E	T5-2
572	0.000	4.190	4.190	CHATCOLET RD (START)	8	E	T5-2
701	0.080	0.150	0.070	CHATHAM AV	19	E	
574	2.210	3.160	0.950	CHATTAROY RD	9	E	T4
575	0.000	0.560	0.560	CHEATHAM RD (START)	19	E	
693	0.000	0.090	0.090	CHEATHAM RD (START)	19	E	
583	0.000	0.030	0.030	CHILTON AV (START)	19	E	
585	0.000	0.250	0.250	CHRIS CT (START)	19	E	
586	1.510	3.850	2.340	CHRISTENSEN RD	9	E	T5-2
588	0.000	0.060	0.060	CHRONICLE RD (START)	19	E	
591	0.000	0.200	0.200	CHRONICLE RD (START)	19	E	
601	0.000	0.130	0.130	CLINTON RD (START)	19	E	
724	0.000	0.040	0.040	CLINTON ST (START)	19	E	T4
755	0.000	0.110	0.110	CLOVERDALE CT (START)	19	E	
609	0.130	0.210	0.080	COLEMAN RD	19	E	
610	0.000	0.040	0.040	COLEMAN RD (START)	19	E	
618	0.000	0.060	0.060	COLLINS RD (START)	19	E	

749	0.000	0.220	0.220	COLONIAL DR (START)	19	E	
759	0.000	0.230	0.230	CONNAUGHT DR (START)	19	E	
634	0.000	0.380	0.380	COPLEN AV (START)	19	E	
666	0.000	4.150	4.150	CURTIS RD (START)	8	E	
671	0.000	0.200	0.200	CUSTER RD (START)	19	E	
894	0.000	0.050	0.050	DALE RD (START)	19	E	
945	0.000	0.630	0.630	DALKE AV (START)	19	E	
808	0.000	0.240	0.240	DALTON AV (START)	19	E	
843	0.000	0.330	0.330	DEAN AV (START)	19	E	T4
5935	0.000	0.060	0.060	DEAN RD (START)	19	E	
847	0.000	0.230	0.230	DEARBORN RD (START)	19	E	
850	0.000	0.060	0.060	DEARBORN RD (START)	19	E	
857	1.620	2.620	1.000	DENO RD	8	E	
862	0.000	0.330	0.330	DESMET AV (START)	19	E	T4
867	0.000	0.100	0.100	DESMET AV (START)	19	E	
896	0.000	0.050	0.050	DESMET AVE (START)	19	E	
876	0.000	0.090	0.090	DICKEY ST (START)	19	E	
947	0.000	0.070	0.070	DISHMAN-MICA FRONTAGE RD	19	E	
883	0.000	2.340	2.340	DIVISION RD (START)	8	E	
886	0.160	0.400	0.240	DOGWOOD AV	19	E	
889	0.050	0.070	0.020	DOLLAR RD	19	E	T4
889	0.000	0.050	0.050	DOLLAR RD (START)	19	E	
931	0.000	0.490	0.490	DORSET RD (START)	19	E	
939	0.000	0.120	0.120	DORSET RD (START)	19	E	
897	0.000	0.070	0.070	DOTY AV (START)	19	E	
915	0.000	0.670	0.670	DUNN RD (START)	9	E	T5-3
1104	0.580	0.900	0.320	EASTERN RD	19	E	
1107	0.100	0.310	0.210	EASTERN RD	19	E	
1107	0.000	0.100	0.100	EASTERN RD (START)	19	E	T4
1183	0.000	0.270	0.270	EDNA ST (START)	19	E	
1182	0.210	0.280	0.070	ELCLIFF DR	19	C	
1121	0.000	8.970	8.970	ELDER RD (START)	8	E	T5-3
1201	0.000	0.240	0.240	ELECTRIC AV (STARTS)	19	E	T3
1130	2.020	2.490	0.470	ELKINS RD	8	E	
1206	0.000	0.120	0.120	ELLA RD (START)	19	E	
1137	0.000	0.120	0.120	ELLEN RD (START)	19	E	
1221	0.970	2.160	1.190	ELOIKA RD	9	E	T4
1211	0.100	0.130	0.030	ERMINA AV	19	E	
1208	0.000	0.140	0.140	ESTEP RD (START)	19	E	
1167	4.060	5.150	1.090	EUCLID RD	9	E	T5-3
1204	3.210	3.260	0.050	EUCLID RD	9	E	T4
1167	0.000	4.060	4.060	EUCLID RD (START)	8	E	T5-3
1175	0.000	0.090	0.090	EXCELSIOR RD (START)	9	E	T5-2
1302	0.000	0.620	0.620	FAIRVIEW AV (START)	19	E	
1308	0.000	0.030	0.030	FAIRVIEW RD (START)	19	E	T4
1308	0.030	1.830	1.800	FAIRVIEW RD (START)	9	E	T4
1310	0.000	0.760	0.760	FALK RD (START)	9	E	T5-2
1415	0.000	0.170	0.170	FAN RD (START)	19	E	
1312	0.370	0.420	0.050	FANCHER RD	19	E	
1311	0.000	4.590	4.590	FANCHER RD (START)	7	E	T5-2
1416	0.000	0.100	0.100	FANCHER RD (START)	19	C	
1413	0.000	0.020	0.020	FARR RD (START)	19	E	
1321	0.510	1.520	1.010	FARWELL RD (START)	8	E	
1323	0.000	0.070	0.070	FARWELL RD (START)	9	E	T2
1409	0.000	0.260	0.260	FARWELL RD (START)	19	E	
1326	0.370	0.410	0.040	FAWN DR	19	E	
1332	0.000	0.100	0.100	FELTS RD (START)	19	E	
1430	0.000	0.120	0.120	FELTS ST (START)	19	E	
1423	0.000	0.240	0.240	FORREST AV (START)	19	E	
1356	0.000	0.230	0.230	FOUNTAIN ST	19	E	
1361	0.000	0.060	0.060	FOX RD (START)	19	E	
1429	0.000	0.350	0.350	FRANCIS AV (START)	19	E	
1382	0.000	0.060	0.060	FRONT RD (START)	19	E	

1384	0.850	1.850	1.000	FRUIT HILL RD (START)	19	E	
5380	0.000	0.080	0.080	GARDEN SPRINGS EXT (START)	19	E	
1511	0.000	0.250	0.250	GARLAND AV (START)	19	E	
1512	0.000	0.750	0.750	GARLAND AV (START)	19	E	
1620	0.000	0.130	0.130	GARLAND AVE (START)	19	E	
1517	0.000	2.530	2.530	GIBBS RD (START)	9	E	T5-2
1521	0.390	0.520	0.130	GILBERT RD	17	E	
1521	0.000	0.260	0.260	GILBERT RD (START)	17	E	
1605	0.060	0.210	0.150	GIRARD RD	19	E	
1589	0.000	0.050	0.050	GIRARD RD (START)	19	E	
1613	0.000	0.080	0.080	GLENARVON RD (MOAB)(START)	19	E	
1591	0.000	0.140	0.140	GLENARVON RD (START)	19	E	
1611	0.000	0.340	0.340	GLENBROOK ST (START)	19	E	
1530	1.000	1.070	0.070	GLENN RD	19	E	
1544	0.000	0.340	0.340	GRACE AV (START)	19	E	
1592	0.000	0.150	0.150	GRACE AV (START)	19	E	
1587	0.000	0.130	0.130	GRAVES RD	19	E	
1578	0.000	0.220	0.220	GUNTHERS RD (START)	19	E	
1579	0.050	0.090	0.040	GUTHRIE DR (START)	19	E	T4
1718	0.000	0.020	0.020	H ST (START)	19	C	
1729	0.170	1.420	1.250	HARRIS RD	8	E	
1734	0.100	0.130	0.030	HARRISON RD	19	B	
1734	0.000	0.100	0.100	HARRISON RD (START)	19	E	
1745	0.000	0.140	0.140	HARWOOD ST (START)	19	E	
1890	0.180	0.700	0.520	HATCH RD (START)	9	E	T5-2
1876	0.090	0.150	0.060	HATHERLY CL	19	C	
1876	0.000	0.090	0.090	HATHERLY CL (START)	19	E	
1757	0.000	0.070	0.070	HAVANA ST (START)	19	E	
1763	0.000	0.480	0.480	HAVANA ST (START)	19	E	
1866	0.270	0.490	0.220	HAWTHORNE RD	19	E	
1866	0.000	0.270	0.270	HAWTHORNE RD (START)	19	B	
1775	0.000	0.500	0.500	HAZELWOOD RD (START)	19	E	
1788	1.080	4.320	3.240	HENRY RD	8	E	
1793	0.000	0.060	0.060	HERALD RD (START)	19	E	
1796	0.000	0.240	0.240	HERALD RD (START)	19	E	
1811	0.250	0.500	0.250	HODGES RD	19	C	
1819	0.000	0.740	0.740	HOLLY RD (START)	19	E	
1820	0.000	0.190	0.190	HOLLY RD (START)	19	E	
1815	0.000	0.150	0.150	HOPE RD (START)	19	E	
1831	0.120	0.250	0.130	HOUK RD	19	E	
1897	0.000	0.180	0.180	HUXLEY DR (START)	19	E	
2015	0.000	0.130	0.130	INDIANA AV (START)	19	E	
2018	0.000	0.230	0.230	INDIANA AV (START)	19	E	
2035	0.000	0.490	0.490	INLAND RD	9	E	T4
2103	0.000	4.420	4.420	JACKSON RD (START)	8	E	T5-3
2109	0.000	2.240	2.240	JACKSON RD (START)	8	E	
2115	0.000	0.080	0.080	JEFFERSON DR (START)	19	C	
2115	0.080	0.180	0.100	JEFFERSON DR (START)	19	E	
2115	0.180	0.290	0.110	JEFFERSON DR (START)	19	C	
2115	0.290	0.340	0.050	JEFFERSON DR (START)	19	E	
2116	0.000	1.000	1.000	JEFFERSON RD (START)	8	E	
2131	0.060	0.130	0.070	JOHNSON RD (START)	19	E	
2133	0.490	1.390	0.900	JOSEPH AV	17	E	
2138	0.340	0.730	0.390	JULIA ST	19	E	
2139	0.000	0.030	0.030	JULIANN DR (START)	19	E	
2139	0.030	0.060	0.030	JULIANN DR (START)	19	C	
2342	0.000	0.110	0.110	KAREN RD (START)	19	E	
2312	0.360	0.410	0.050	KELLER RD (START)	19	E	
2350	0.000	0.090	0.090	KELLER RD (START)	19	E	
2329	0.000	0.110	0.110	KNOX AV (START)	19	E	
2327	0.000	0.240	0.240	KNOX AVE (START)	19	E	T4
2623	0.000	0.020	0.020	LACROSSE AV (START)	19	E	
2503	0.000	1.870	1.870	LADD RD (START)	8	E	T5-3

2504	0.000	0.500	0.500	LADD RD (START)	9	E	T5-3
2505	0.000	0.500	0.500	LADD RD (START)	9	E	T5-2
2510	0.000	0.220	0.220	LAKE RD (START)	19	E	
2516	0.000	6.210	6.210	LANCE HILL RD (START)	9	E	T4
2541	0.000	0.220	0.220	LEMON LANE (START)	19	E	
2542	0.000	0.420	0.420	LEONA DR (START)	19	E	
2608	0.050	0.080	0.030	LEWIS RD (START)	19	E	
2553	0.000	0.030	0.030	LILY RD (START)	19	E	
2557	0.500	1.660	1.160	LINCOLN RD	8	E	T4
2568	0.000	3.140	3.140	LINKE RD (START)	8	E	
2576	0.270	0.370	0.100	LOCUST RD	19	E	
2619	0.000	0.070	0.070	LOLA LN (START)	19	E	
2579	0.000	0.150	0.150	LONG RD (START)	19	E	
2592	0.000	0.130	0.130	LOWELL AV (START)	19	E	
2644	0.000	0.060	0.060	LUCILLE ST (START)	19	E	
2595	0.990	1.500	0.510	LYNDEN RD	19	E	
2603	0.160	0.300	0.140	LYONS AV	19	E	
2928	0.100	2.270	2.170	MADISON RD	8	E	
3147	0.000	0.160	0.160	MAIN AV (START)	19	C	
3147	0.160	0.240	0.080	MAIN AV (START)	19	B	
2949	0.000	0.280	0.280	MALLON AV (START)	19	E	T4
3190	0.000	0.070	0.070	MALTA RD	19	E	
2955	0.890	0.980	0.090	MALVERN RD	19	B	
2955	0.000	0.890	0.890	MALVERN RD (START)	19	E	
3115	0.000	0.370	0.370	MALVERN RD (START)	19	E	
2959	0.000	0.120	0.120	MANIFOLD RD (START)	19	E	
2960	0.000	0.810	0.810	MANILA RD (START)	9	E	T5-3
2962	0.040	0.200	0.160	MANSFIELD AV (START)	19	E	
2966	0.000	0.120	0.120	MANSFIELD AV (START)	19	E	
3176	0.000	0.060	0.060	MARCUS RD (START)	19	E	
2973	0.000	0.060	0.060	MARIGOLD RD (START)	19	E	
2976	0.000	0.200	0.200	MARSH RD (START)	9	E	T5-3
2984	0.000	1.530	1.530	MARSHALL RD (START)	19	E	
3188	0.000	0.120	0.120	MARTIN ST (START)	19	E	
3005	0.000	0.260	0.260	MAYFAIR RD (START)	19	E	
3008	0.000	0.410	0.410	MAYHEW RD (START)	19	E	
2908	0.740	0.870	0.130	MCDONALD RD	19	E	
2913	0.000	1.000	1.000	MCFARLANE RD (END)	9	E	T3
3024	0.000	0.250	0.250	MERRYWEATHER RD (START)	19	E	
3045	2.210	3.290	1.080	MISSION AV	8	E	
3045	0.000	0.300	0.300	MISSION AV (START)	19	E	
3053	1.760	3.840	2.080	MOFFAT RD (START)	8	E	
3137	0.000	0.150	0.150	MOUNTAIN VIEW DR (START)	19	E	
3097	0.100	0.250	0.150	MT VERNON RD	19	E	
3189	0.000	0.060	0.060	MYERS RD (START)	19	E	
3371	0.000	0.060	0.060	NAPA ST (START)	19	E	
3305	2.610	3.620	1.010	NELSON RD	8	E	
3306	0.230	0.310	0.080	NELSON ST	19	E	
3317	0.000	0.040	0.040	NIXON AV (START)	19	E	
3333	2.440	2.470	0.030	NORTH PINE CREEK RD	8	E	T5-2
3333	2.470	6.300	3.830	NORTH PINE CREEK RD	8	E	T5-3
3333	6.300	6.920	0.620	NORTH PINE CREEK RD	8	E	T5-2
3333	0.000	2.440	2.440	NORTH PINE CREEK RD (START	8	E	
3339	0.000	0.230	0.230	NORTH SPANGLE RD (START)	9	E	T5-2
3503	0.000	0.590	0.590	OAKLAND RD (START)	19	E	
3522	0.100	2.810	2.710	OLD TRAILS RD (START)	9	E	T4
3523	0.000	0.080	0.080	OLIVE AV (START)	19	E	T4
3524	0.000	0.110	0.110	OLIVE AV (START)	19	E	
3545	0.000	0.030	0.030	OLIVE AV (START)	19	E	
3551	0.140	0.150	0.010	OLIVE AV (START)	19	E	
3533	1.770	2.300	0.530	OREGON RD	8	E	
3534	0.000	0.620	0.620	ORMOND RD (START)	19	E	
3714	0.000	0.180	0.180	PARK RD (START)	19	E	

3738	0.000	0.050	0.050	PHOEBE RD (START)	19	E	
3790	0.020	0.560	0.540	PINE MEADOWS RD (START)	19	E	
3754	2.700	7.160	4.460	PINE SPRING RD	8	E	
3754	7.160	11.940	4.780	PINE SPRING RD	8	E	T5-2
3827	0.000	0.230	0.230	PINEBROOK CT (START)	19	E	
3798	0.000	0.130	0.130	PINEWOOD RD (START)	19	E	
3814	0.000	1.690	1.690	PLAZA RD (START)	9	E	T5-3
3770	0.000	0.290	0.290	POLK RD (START)	19	E	
3830	0.310	0.420	0.110	PONDRA DR	19	E	
3821	0.000	0.120	0.120	POWELL RD (START)	19	E	
3800	0.000	0.240	0.240	PRESCOTT DR (START)	19	E	
3782	0.000	0.420	0.420	PRESCOTT RD (START)	19	E	
3783	0.000	2.520	2.520	PREWETT RD (START)	8	E	
3787	0.000	0.320	0.320	PROGRESS RD (START)	19	E	
4100	0.000	0.250	0.250	RAILROAD AV	19	E	
4109	3.810	4.190	0.380	RAMBO RD	8	E	T3
4109	4.190	6.710	2.520	RAMBO RD	8	E	T4
4121	0.000	0.130	0.130	RAYMOND CL (START)	19	E	
4259	0.000	0.060	0.060	RAYMOND CT (START)	19	E	
4235	0.000	0.070	0.070	REBECCA ST (START)	19	C	
4235	0.070	0.120	0.050	REBECCA ST (START)	19	E	
4130	0.000	0.060	0.060	REES RD (START)	19	E	
4232	0.000	0.500	0.500	RHOADES RD	19	E	
4170	0.000	0.050	0.050	RIVERSIDE AV (START)	19	E	
4171	0.000	0.050	0.050	RIVERSIDE AV (START)	19	E	
4172	0.000	0.130	0.130	RIVERSIDE AV (START)	19	E	
4188	0.000	0.070	0.070	RIVERSIDE AV (START)	19	E	
4223	0.000	0.170	0.170	RIVERSIDE AV (START)	19	E	T4
4241	0.000	0.020	0.020	RIVERSIDE AV (START)	19	E	
4238	0.000	0.100	0.100	RIVISTA DR (START)	19	E	
4184	0.000	0.070	0.070	ROCKAWAY DR (START)	19	E	
4191	0.210	0.340	0.130	ROCKWELL AV	19	E	
4193	0.000	0.100	0.100	ROCKWELL AV (START)	19	E	
4237	0.000	0.070	0.070	ROCKWELL AV (START)	19	E	
4277	0.000	0.050	0.050	ROCKWELL AV (START)	19	E	
4210	0.000	0.250	0.250	RUBY ST (START)	19	E	
4163	0.000	0.080	0.080	RUSTLE RD (START)	19	E	
4214	0.000	0.080	0.080	RUSTLE RD (START)	19	B	
4214	0.080	0.250	0.170	RUSTLE RD (START)	19	E	
4409	0.000	3.340	3.340	SALTESE LAKE RD	8	E	
4414	0.040	0.280	0.240	SAN DIEGO RD	19	E	
4423	0.000	0.500	0.500	SANSON AV (START)	19	E	
4424	0.050	0.140	0.090	SARGENT RD	19	E	
4424	0.000	0.050	0.050	SARGENT RD (START)	19	C	
4427	0.280	0.310	0.030	SCHAFER BRANCH RD (START)	19	E	
4439	0.000	3.580	3.580	SCROGGIE RD (START)	8	E	
4442	0.000	0.100	0.100	SEEHORN RD (START)	19	E	
4476	0.000	0.110	0.110	SILAS RD (START)	19	E	
4704	0.000	0.030	0.030	SILAS RD (START)	19	E	
4477	0.050	0.490	0.440	SILLMAN RD (START)	8	E	T4
4489	0.000	0.150	0.150	SINTO AV (START)	19	C	
4671	0.000	0.030	0.030	SINTO AV (START)	19	E	
4515	0.090	0.150	0.060	SKIPWORTH RD	19	E	
4509	0.000	0.050	0.050	SKIPWORTH RD (START)	19	E	
4501	0.300	0.340	0.040	SKYLINE DR (END)	19	E	
4507	0.000	0.060	0.060	SKYLINE PL (START)	19	E	
4510	0.000	0.450	0.450	SNYDER RD (START)	19	E	
4512	0.000	0.360	0.360	SODA RD (START)	19	E	
4612	0.000	0.300	0.300	SODA RD (START)	19	E	
4513	0.000	0.240	0.240	SOMMER RD (START)	19	E	
4523	0.000	0.320	0.320	SOUTH OVAL RD (START)	19	E	
4527	0.000	2.950	2.950	SPANGLE CREEK RD (START)	9	E	T4
4543	0.000	0.070	0.070	SPRING LN (START)	19	E	

4611	0.000	0.160	0.160	SPRING RD (START)	19	E	
4410	0.000	0.120	0.120	SPRINGFIELD AV (START)	19	E	
4544	0.000	0.170	0.170	SPRINGFIELD AV (START)	19	E	T4
4547	0.000	0.080	0.080	SPRINGFIELD AV (START)	19	E	
4646	0.000	0.090	0.090	ST CHARLES RD (START)	19	E	
4618	0.750	0.800	0.050	STALEY RD (START)	8	E	T4
4563	1.010	2.020	1.010	STARR RD	8	E	T5-3
4563	2.020	3.030	1.010	STARR RD	8	E	T5-2
4560	0.000	0.900	0.900	STARR RD (START)	9	E	T5-3
4561	0.000	1.290	1.290	STARR RD (START)	9	E	T5-3
4571	0.000	0.390	0.390	STEEN RD (START)	19	E	
4580	0.000	0.190	0.190	STEVENS ST (START)	19	E	
4582	0.000	0.890	0.890	STEVENSON RD (START)	19	E	
4589	0.160	0.240	0.080	STOUT RD	19	E	
4589	0.000	0.160	0.160	STOUT RD (START)	19	E	
4590	3.660	4.950	1.290	STRINGHAM RD	9	E	T5-3
4686	0.000	0.030	0.030	STUB ST (START)	19	E	
4597	0.000	0.370	0.370	SULLIVAN RD (START)	19	E	
4600	0.170	0.180	0.010	SUNDERLAND RD (END)	19	E	
4599	0.000	0.100	0.100	SUNDERLAND RD (START)	19	E	
4602	0.000	0.050	0.050	SUNDERLAND RD (START)	19	E	
4605	0.000	0.070	0.070	SUNDERLAND RD (START)	19	E	
4801	0.130	2.010	1.880	TALLMAN RD	8	E	
4864	0.000	0.140	0.140	TERRA VERDE DR (START)	19	E	
4819	0.000	0.120	0.120	THIERMAN ST (START)	19	E	
4821	0.000	0.060	0.060	THIERMAN ST (START)	16	E	T3
4827	1.030	2.870	1.840	THORPE RD	8	E	
4853	2.560	2.710	0.150	TUCKER PRAIRIE RD	9	E	T4
5002	0.000	0.120	0.120	ULTRA RD (START)	19	E	
5021	0.000	0.090	0.090	UNION RD (START)	19	E	
5012	3.260	3.320	0.060	UNIVERSITY RD	19	E	
5012	3.400	3.410	0.010	UNIVERSITY RD (END)	19	E	
5151	0.000	0.130	0.130	VAN MARTER RD (START)	19	E	
5141	0.000	0.420	0.420	VANDERLIN RD (START)	19	E	
5119	0.360	0.390	0.030	VERCLER RD	19	E	
5143	0.000	0.130	0.130	VERCLER RD (START)	19	C	
5127	0.220	0.500	0.280	VINCENT RD	19	E	
5132	0.000	0.180	0.180	VISTA RD (START)	19	E	
5361	0.000	0.060	0.060	WALL ST (START)	19	E	
5208	0.000	0.120	0.120	WALNUT RD (START)	19	E	
5215	0.000	0.150	0.150	WARREN RD (START)	19	E	
5376	0.000	0.120	0.120	WARREN RD (START)	19	E	
5436	0.000	0.030	0.030	WARSINSKE AV (START)	19	E	
5228	2.510	3.480	0.970	WATT RD	9	E	T5-2
5341	0.000	1.060	1.060	WAVERLY-PLAZA RD (START)	9	E	T5-3
5341	1.060	4.780	3.720	WAVERLY-PLAZA RD (START)	9	E	T5-2
5342	0.000	0.130	0.130	WENGER RD (START)	19	E	
5257	1.780	5.360	3.580	WEST BRADSHAW RD	8	E	T5-3
5257	0.000	1.610	1.610	WEST BRADSHAW RD (START)	8	E	T5-3
5365	0.000	0.060	0.060	WHITNEY RD (START)	19	E	
5425	0.000	0.120	0.120	WILBUR RD (START)	19	E	
5298	1.710	4.230	2.520	WILD ROSE RD	8	E	T4
5298	5.210	6.710	1.500	WILD ROSE RD	9	E	T4
5297	0.000	0.120	0.120	WILDING AV (START)	19	E	
5305	0.000	0.100	0.100	WILLOW RD (START)	19	E	
5366	0.000	0.070	0.070	WILLOW RD (START)	19	E	
5312	0.000	0.440	0.440	WINDSOR RD (START)	19	E	
5321	0.120	0.250	0.130	WOODLAWN RD	19	E	
5322	0.000	0.120	0.120	WOODLAWN RD (START)	19	E	
5350	0.000	0.040	0.040	WOODWARD RD (START)	19	E	
5337	2.000	3.160	1.160	WOOLARD RD	9	E	T4
5602	0.000	3.790	3.790	YALE RD (START)	9	E	T5-3
5671	0.000	0.190	0.190	YALE RD (START)	19	E	

5609	0.300	0.330	0.030	YARDLEY RD	17	E	
409	0.000	0.050	0.050	No Name Found	19	C	
1353	0.000	0.080	0.080	No Name Found	19	E	
5637	0.000	0.050	0.050	No Name Found	19	E	
5994	0.000	0.020	0.020	No Name Found	19	E	
221.490	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				STEVENS COUNTY			
777.210	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
39270	0.020	7.130	7.110	BEAR CR	8	E	T5-3
29780	4.740	7.990	3.250	BURNT VLY	8	E	
10530	0.000	2.080	2.080	CAMP-NA-BOR-LEE	8	E	
28500	5.720	10.670	4.950	COTTONWOOD CR	8	E	
22900	3.650	7.080	3.430	DEER CR	8	E	
25310	1.780	4.710	2.930	DRY CR	8	E	
10260	3.150	5.430	2.280	ENTERPRISE	8	E	
28570	1.800	9.800	8.000	GROUSE CR	8	E	
36300	1.170	4.190	3.020	IMMEL	8	E	
40130	0.000	7.830	7.830	KETTLE RIVER	8	E	
47020	0.000	3.660	3.660	MEADOW CR	7	E	
40050	1.160	8.640	7.480	NORTHPORT-FLAT CR	7	E	T5-3
41340	0.080	3.430	3.350	ORIENT CUTOFF	8	E	
15110	0.020	6.510	6.490	RAIL CANYON	7	E	
24280	1.570	5.820	4.250	RED MARBLE	8	E	
41410	0.000	3.710	3.710	ROCKCUT	8	E	
49540	0.250	13.000	12.750	S FORK MILL CR	8	E	
18840	0.740	2.320	1.580	S LOON LAKE	8	E	
29980	8.600	13.450	4.850	SAND CNYN	8	E	
40170	0.000	3.690	3.690	SAND CREEK	8	E	
15200	0.090	3.470	3.380	SCOTTS VALLEY	7	E	
26510	0.000	1.980	1.980	SHERMAN	8	E	
24610	0.320	1.230	0.910	SMOLA	8	E	
27520	1.710	2.100	0.390	SOWOOD SHORES	8	E	
17210	0.000	2.270	2.270	SWENSON N	8	E	
17030	8.490	10.520	2.030	SWENSON S	8	E	
34730	1.090	5.270	4.180	SWISS VLY	8	E	
111.830	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				THURSTON COUNTY			
56.249	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
16267	13.250	13.350	0.100	25TH AVE NW	19	E	
16300	12.780	12.910	0.130	31ST AVE NW	19	E	
16400	12.620	12.730	0.110	44TH AVE NW	19	E	
16636	17.780	17.879	0.099	67TH AVE SE	19	E	
16695	15.010	15.160	0.150	71ST AVE SE	19	E	
16850	14.790	15.030	0.240	85TH AVE SE	19	E	
10118	0.000	0.108	0.108	ANN ST NE	19	E	
10530	0.330	1.510	1.180	BRENNER RD NW	19	E	
10980	0.000	0.200	0.200	COUNTRYSIDE BCH DR NW	19	E	
11111	0.260	0.310	0.050	DAYTON ST SE	19	B	
11194	1.720	1.790	0.070	DIVISION ST NW	19	E	
12245	0.000	0.244	0.244	HOUSTON DR NW	19	E	
12620	0.000	0.050	0.050	KIRSOP EXT RD SW	19	E	
12907	0.040	0.070	0.030	LIBERTY ST SW	19	E	
13890	0.000	0.060	0.060	PARROT ST SE	19	E	
14860	0.000	0.062	0.062	SULLIVAN ST NE	19	E	
14892	0.000	0.040	0.040	SUMNER ST NW	19	E	
15020	0.000	0.160	0.160	THORNBURG ST SW	19	E	
3.083	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				WAHKIAKUM COUNTY			
20.460	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC

91050	2.350	4.670	2.320	DEEP RIVER VALLEY RD	8	E	
92080	6.000	6.630	0.630	EAST VALLEY RD	8	E	T5-3
11180	3.250	6.140	2.890	EDEN VALLEY RD	8	E	
92130	2.610	4.200	1.590	MIDDLE VALLEY RD	8	E	T5-3
7.430	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				WALLA WALLA COUNTY			
310.563	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
52570	0.000	0.070	0.070	4TH AVENUE S (WW2)	19	E	
94450	0.000	4.000	4.000	BABCOCK RD	8	E	
94450	5.450	9.380	3.930	BABCOCK RD	8	E	
33990	0.000	1.276	1.276	BARNEY RD	7	E	T4
17080	0.925	2.873	1.948	BYRNES RD	8	E	T4
26170	0.097	0.127	0.030	DAVIS AVENUE NW	19	E	
13000	6.700	14.900	8.200	DODD RD	7	E	
29810	0.000	0.280	0.280	DUNCAN LANE	19	E	
14280	4.340	4.430	0.090	HUMORIST RD	8	E	T4
64770	0.050	1.200	1.150	KIBLER RD	19	E	
35900	0.000	2.860	2.860	LEGROW RD	8	E	
97590	1.000	9.730	8.730	LEWIS PEAK RD	8	E	T4
97590	9.730	10.810	1.080	LEWIS PEAK RD	8	C	T4
68010	1.090	2.850	1.760	LEWISTON RD	8	E	
32850	0.380	1.250	0.870	LOVERS LANE	8	E	
36630	0.000	3.230	3.230	MCFALL RD	8	E	
97470	0.000	1.670	1.670	MEINER RD	8	E	
30970	0.000	1.370	1.370	NELSON RD	8	E	
17070	0.000	5.650	5.650	NINE MILE RD	8	E	
53240	0.000	0.130	0.130	REYNOLDS ST	19	E	
58360	0.000	0.118	0.118	RUTH ST	19	E	
97200	2.000	4.540	2.540	SCENIC LOOP RD	8	E	
43300	0.000	0.960	0.960	SIMMONS RD (4)	8	E	T4
36060	0.645	4.535	3.890	SIMS RD	8	E	
97450	5.530	5.760	0.230	SPRING CREEK RD	8	E	
97450	5.960	6.450	0.490	SPRING CREEK RD	8	E	
68100	3.250	3.750	0.500	STONECIPHER RD	8	E	T4
37380	0.010	2.130	2.120	THIEL RD	8	E	T4
72200	0.000	0.710	0.710	TRACY RD	8	E	
96400	2.716	4.401	1.685	VALLEY GROVE RD	8	E	
41200	3.160	3.940	0.780	VAN HOLLEBEKE RD	8	E	
43560	0.000	2.350	2.350	WALKER PIT RD	8	E	
41530	0.000	0.320	0.320	WALKER SCHOOL RD	8	E	
20100	0.000	2.190	2.190	WHETSTONE HOLLOW RD	8	E	
43700	0.000	8.295	8.295	WOODEN RD	8	E	T4
37150	4.811	9.512	4.701	WOODWARD CANYON RD	8	E	T4
80.203	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				WHATCOM COUNTY			
60.280	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
40900	0.000	0.110	0.110	BENNETT RD	19	E	
41050	0.000	0.060	0.060	BLOOR ST	19	E	
41040	0.000	0.120	0.120	DEMOCRAT ST	19	E	
45801	0.000	0.060	0.060	FIR TREE WY (W OF GENEVA S	19	E	
70570	0.000	0.020	0.020	FT BELLINGHAM RD	19	E	
46510	0.000	0.400	0.400	HAGGIN RD	19	E	
70370	0.000	0.050	0.050	HOWARD AV	19	E	
2030	0.000	0.180	0.180	JOHNSON RD	8	E	
45810	0.000	0.030	0.030	LAKEWOOD LN	19	E	
45590	0.290	0.330	0.040	LOWE AV	19	E	
89510	2.420	2.530	0.110	N FORK RD	9	E	T4
40330	0.000	0.230	0.230	RD #40330 (NE OFF SR 11)	19	E	
71370	0.000	0.020	0.020	RD #71370 (SW OFF MARINE D	19	E	
40940	0.000	0.050	0.050	REVIELLE RD	19	E	

88980	2.070	3.400	1.330	SAXON RD	9	E	T4
45430	0.000	0.120	0.120	SCENIC AV (S OFF LAKEWAY D	19	E	
41140	0.070	0.170	0.100	ST ANDREWS WY (E OF WOODBI	19	E	
3.030	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				WHITMAN COUNTY			
1,268.557	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
24200	0.000	2.960	2.960	ALTERGOTT RD	8	E	
54900	0.000	0.730	0.730	ARMSTRONG RD	8	E	
54900	0.810	1.110	0.300	ARMSTRONG RD	8	E	
25300	0.000	3.890	3.890	BROWN RD	8	E	
90500	4.090	7.220	3.130	BUSBY-JOHNSON RD	8	E	
35000	0.000	2.720	2.720	CASHUP FLAT RD	7	E	
41500	0.000	9.240	9.240	CHERRY CREEK RD	8	E	T5-3
52900	0.000	1.890	1.890	COLLINS RD	8	E	
90400	1.740	3.430	1.690	COUNTRY CLUB RD	8	E	T5-3
55000	11.790	14.220	2.430	DAVID RD	8	E	
30500	0.000	10.010	10.010	DEWEY RD	8	E	
80200	0.000	1.730	1.730	DUNCAN SPRINGS RD	9	E	T5-3
24000	0.000	2.560	2.560	ELBERTON RD	8	E	
62500	0.000	3.070	3.070	ENDICOTT SW RD	7	E	T5-3
1600	0.000	1.060	1.060	FAIRBANKS RD	8	E	T4
1600	3.300	7.640	4.340	FAIRBANKS RD	8	E	
13200	0.120	0.240	0.120	FARMINGTON EAST ROAD	7	E	
80200	1.730	1.970	0.240	FILAN RD	9	E	T5-3
80600	2.460	4.210	1.750	FILAN RD	9	E	T5-3
95300	0.000	1.500	1.500	FLAT RD	9	E	T5-3
70600	0.000	8.400	8.400	FLEMMING RD	8	E	
70600	8.550	8.710	0.160	FLEMMING RD	8	E	
24500	1.100	4.080	2.980	GLENWOOD RD	8	E	
44000	0.000	3.340	3.340	GREEN HOLLOW RD	8	E	T5-3
62200	0.000	4.590	4.590	HUNTLEY RD	7	E	
91000	0.000	1.800	1.800	JENNINGS RD	8	E	
90500	7.990	9.240	1.250	JOHNSON-COLTON RD	8	E	
42700	0.570	3.460	2.890	JONES RD	8	E	
35000	2.720	6.100	3.380	K MILLER RD	7	E	
57100	0.850	1.050	0.200	KAMIAK BUTTE PARK RD	8	E	
80700	0.000	1.810	1.810	KAMMERZELL RD	9	E	T5-3
15000	0.000	3.630	3.630	LADOW BUTTE RD	7	E	
40700	0.000	1.890	1.890	LAMONT RD	8	E	T5-3
94300	0.000	1.630	1.630	LEON RD	8	E	T5-3
70100	13.910	15.900	1.990	LITTLE GOOSE DAM RD	8	E	
70100	0.000	13.910	13.910	LONG HOLLOW RD	8	E	
60200	0.000	5.110	5.110	LONG JOHN-MORASCH RD	7	E	T5-3
70200	13.150	13.260	0.110	MCGREGOR RD	8	E	
40900	0.000	0.180	0.180	MULLEN RD	8	E	
52500	0.000	5.080	5.080	OLD ALBION RD	7	E	
54200	0.490	2.910	2.420	OLD ALBION RD	7	E	
90700	2.210	6.280	4.070	OLD MOSCOW RD	8	E	T5-3
50000	3.320	12.630	9.310	PARVIN RD	8	E	
81000	6.430	9.910	3.480	PENAWAWA RD	8	E	
82800	0.000	3.940	3.940	PRUNE ORCHARDS RD	9	E	T5-3
42700	0.080	0.570	0.490	REPP RD	8	E	
40100	14.020	14.980	0.960	REVERE RD	8	E	
40200	0.000	8.460	8.460	REVERE RD	8	E	
72600	0.000	0.940	0.940	RIPARIA RD	8	E	
55100	0.890	4.180	3.290	RIVER RD	8	E	
51900	0.000	4.340	4.340	SAND RD	7	E	
90600	0.000	6.570	6.570	SAND RD	8	E	
70700	6.050	6.100	0.050	SELBU CHURCH RD	9	E	T5-3
45000	0.000	7.330	7.330	SHIELDS RD	8	E	
90140	0.000	0.240	0.240	SMITH RD	19	E	

90300	0.000	2.470	2.470	STALEY RD	8	E	
91200	0.000	1.050	1.050	STALEY RD	8	E	
90800	0.000	2.510	2.510	SUNSHINE RD	8	E	
60100	0.000	2.090	2.090	UNION FLAT CREEK RD	7	E	
60100	6.680	10.480	3.800	UNION FLAT CREEK RD	8	E	
60100	11.150	18.910	7.760	UNION FLAT CREEK RD	8	E	
82500	0.540	2.890	2.350	UNION FLAT RD	8	E	
85300	0.000	2.850	2.850	UNION FLAT RD	8	E	
41100	0.000	5.710	5.710	WAGNER RD	8	E	
90000	3.180	8.100	4.920	WAWAWAI RD	7	E	T5-3
55000	9.660	11.790	2.130	WHELAN RD	8	E	
213.220	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
				YAKIMA COUNTY			
591.230	Miles of Rural Local Access (09) non-FGTS unpaved roads						
Road No.	BMP	EMP	Length	Road Name	FC	PT	TRC
36210	0.000	0.070	0.070	11TH AVE.,S.	19	E	
45150	0.000	0.060	0.060	15TH ST.,N.	19	E	
62510	0.000	0.140	0.140	17TH ST.	19	E	
21850	0.000	0.130	0.130	18TH AVE.,N.	19	E	
22090	0.000	0.030	0.030	18TH AVE.,N.	19	E	
22090	0.060	0.120	0.060	18TH AVE.,N.	19	E	
22430	0.000	0.120	0.120	19TH AVE.,N.	19	E	
21730	0.000	0.120	0.120	21ST AVE.,N.	19	E	
21710	0.000	0.120	0.120	22ND AVE.,N.	19	E	
22370	0.220	0.350	0.130	24TH AVE.,N.	19	E	
22370	0.030	0.220	0.190	24TH AVE.,N.	19	E	
23190	0.000	0.160	0.160	28TH AVE.,N.	19	E	
45530	0.000	0.110	0.110	28TH ST.,N.	19	E	
23270	0.000	0.140	0.140	30TH AVE.,N.	19	E	
23260	0.000	0.020	0.020	30TH AVE.,N.	19	E	
45630	0.000	0.130	0.130	31ST ST.,N.	19	E	
23310	0.000	0.120	0.120	32ND AVE.,N.	19	E	
35430	0.000	0.030	0.030	33RD AVE.,S.	19	E	
45750	0.000	0.250	0.250	34TH ST.,N.	19	E	
35640	0.000	0.410	0.410	36TH AVE.,S.	19	E	
45930	0.000	0.230	0.230	37TH ST.,N.	19	E	
43010	0.040	0.120	0.080	39TH ST.,S.	19	E	
22550	0.000	0.290	0.290	3RD ST.,N.	19	E	
35550	0.000	0.250	0.250	40TH AVE.,S.	19	E	
44470	0.000	0.190	0.190	40TH ST.,N.	19	E	
35530	0.000	0.250	0.250	41ST AVE.,S.	19	E	
35210	0.000	0.080	0.080	42ND AVE.,S.	19	E	
35570	0.490	0.500	0.010	42ND AVE.,S.	19	E	
35150	0.370	0.420	0.050	44TH AVE.,S.	19	E	
35150	0.190	0.250	0.060	44TH AVE.,S.(CITY)	19	E	
44750	0.450	1.040	0.590	57TH ST.,N.	19	E	
35890	0.000	0.120	0.120	5TH AVE.,S.	9	E	
34070	0.000	0.250	0.250	66TH AVE.,S.	19	E	
34100	0.000	0.050	0.050	68TH AVE.,N.	19	E	
34290	0.000	0.130	0.130	68TH AVE.,S.	19	E	
34330	0.000	0.130	0.130	69TH AVE.,S.	19	E	
34200	0.000	0.050	0.050	70TH AVE.,N.	19	E	
33720	0.000	0.080	0.080	73RD AVE.,S.	19	E	
33850	0.000	0.090	0.090	74TH AVE.,N.	19	E	
33670	0.000	0.080	0.080	74TH AVE.,S.	19	E	
20950	0.000	0.100	0.100	76TH AVE.,N.	19	E	
36850	0.380	0.400	0.020	7TH AVE.,S.	19	E	
20670	0.000	0.150	0.150	80TH AVE.,N.	19	E	
20770	0.020	0.130	0.110	80TH AVE.,N.	19	E	
22020	0.250	0.340	0.090	80TH AVE.,N.	19	E	
20630	0.000	0.050	0.050	81ST AVE.,N.	19	E	
33950	0.000	0.230	0.230	83RD AVE.,S.	19	E	

20530	0.000	0.440	0.440	84TH AVE.,N.	19	E	
33330	0.390	0.400	0.010	86TH AVE.,S.	9	E	T4
33830	0.000	0.250	0.250	90TH AVE.,N.	19	E	
32330	0.000	0.110	0.110	94TH PL	19	E	
45450	0.000	0.180	0.180	ADAMSVIEW RD.	19	E	
30010	3.510	3.820	0.310	AHTANUM RD.,S FORK	8	E	
62380	2.020	2.520	0.500	ALEXANDER RD.	8	E	
61920	0.300	2.000	1.700	ALLEN RD.,E.	9	E	T4
40370	0.000	0.210	0.210	ALMO ROAD	9	E	
30230	0.000	1.240	1.240	AMERICAN FRUIT RD.	9	E	T5-4
64810	0.000	0.330	0.330	BAGLEY DR	19	E	
33820	0.000	0.180	0.180	BARGE ST., W.	19	E	
64690	0.180	0.370	0.190	BECKNER RD	19	E	
20680	0.000	0.030	0.030	BLUE HILLS PL	19	E	
34280	0.000	0.130	0.130	BORELY LANE	19	E	
41900	0.000	0.130	0.130	BRIDLE LANE	19	E	
41890	0.000	0.260	0.260	BRIDLE WAY	19	E	
63630	0.000	0.250	0.250	BRIEN RD.	9	E	
10830	0.000	0.260	0.260	BRIGIT RD.	19	E	
20620	0.000	0.060	0.060	BROWNE AV	19	E	
51750	5.530	5.550	0.020	CAMPBELL RD.	9	E	T4
43750	0.000	0.690	0.690	CANYON RD.	19	E	
45500	0.000	0.320	0.320	CASCADE RD	19	E	
45510	0.000	0.150	0.150	CASCADIA PK DR	19	E	
42900	0.000	0.060	0.060	CAVANAUGH RD	19	E	
60400	0.000	4.000	4.000	CHAFFEE RD.	8	E	
66300	0.000	1.290	1.290	CHAPELLE RD.	8	E	
41000	0.000	0.900	0.900	CHARRON RD.,E.	9	E	T5-4
33800	0.000	0.180	0.180	CHESTNUT AVE.,W.	19	E	
34060	0.050	0.070	0.020	CHESTNUT AVE.,W.	19	E	
34140	0.000	0.180	0.180	CHESTNUT AVE.,W.	19	E	
23730	0.000	0.310	0.310	CITY RESERVOIR RD	19	E	
70140	0.270	0.310	0.040	COLWASH RD.	8	E	
33750	0.000	0.170	0.170	CONOVER DR	19	E	
35520	0.000	0.070	0.070	COOLIDGE RD.	19	E	
70700	0.000	3.120	3.120	COUNTY LINE RD.	8	E	T5-3
23990	0.000	0.010	0.010	COWICHE CNYN LN	19	E	
63100	0.810	1.090	0.280	CRESENT AVE.,N.W.	19	E	
23760	0.000	0.050	0.050	CREST ACRES LN	19	E	
23750	0.000	0.210	0.210	CREST ACRES PL	19	E	
22030	0.000	0.140	0.140	CREST DR.	19	E	
45370	0.000	0.190	0.190	CUTOFF RD	19	E	
43720	0.000	0.070	0.070	CYNTHIA CT	19	E	
13140	0.000	0.070	0.070	DENNY AVE.	9	E	
40100	3.200	7.390	4.190	DESMARAIS RD.	8	E	
62700	2.200	3.230	1.030	EDISON RD.,E.	8	E	
63140	0.000	0.400	0.400	EDISON RD.,W.	19	E	
43150	0.000	0.120	0.120	EGLIN ST	19	E	
20650	0.240	0.630	0.390	ENGLEWOOD CREST DR	19	E	
22650	0.020	0.050	0.030	ENGLEWOOD PL	19	E	
21080	0.000	0.110	0.110	ENGLEWOOD TERR	19	E	
43710	0.000	0.040	0.040	FRAYNE PL	19	E	
36500	0.020	0.040	0.020	FREMONT AV	19	E	
36500	0.060	0.250	0.190	FREMONT AV	19	E	
45140	0.000	0.060	0.060	H ST.,E.	19	E	
45100	0.580	0.680	0.100	HARTFORD RD	19	E	
20610	0.000	0.260	0.260	HAWTHORN DR	19	E	
11620	0.000	0.040	0.040	HERLOU PL	19	E	
67540	0.000	0.760	0.760	HIGHLAND DR.	8	E	T5-4
64860	0.000	0.120	0.120	HILL AVE.	19	E	
62860	1.890	2.060	0.170	HILL RD.,S.	19	E	
45060	0.000	0.150	0.150	HILLCREST DR.	19	E	
44400	0.000	0.230	0.230	HILLCREST DR.,E.	19	E	

45970	0.000	0.090	0.090	HILLCROFT WY	19	E	
60420	1.790	2.780	0.990	HOUGHTON RD.	8	E	
53850	1.990	3.990	2.000	ISLAND RD.	8	E	
23280	0.000	0.070	0.070	J ST., W.	19	E	
51320	2.650	2.690	0.040	JENSEN RD.	8	E	
20560	0.000	0.080	0.080	JUANITA DR	19	E	
20600	0.000	0.200	0.200	KAIL DR	19	E	
43570	0.000	0.080	0.080	KILGARY WAY	19	E	
36120	0.070	0.100	0.030	KING ST.(CITY)	19	E	
11840	0.000	0.350	0.350	KINNE LN	19	E	
52850	0.000	0.470	0.470	KNIGHT LN	9	E	T4
43400	0.190	0.250	0.060	KROUM RD.	19	E	
11890	0.560	1.400	0.840	LANCASTER RD.	19	E	
35580	0.000	0.500	0.500	LARCH AV	9	E	
50380	11.850	12.530	0.680	LATERAL A RD.	8	E	
20960	0.000	0.240	0.240	LINCOLN AVE.,W.	19	E	
13460	0.000	0.130	0.130	LINK ROAD	9	E	
10780	0.500	0.760	0.260	LOOKOUT POINT RD.	19	E	
11640	0.000	0.090	0.090	LYLE AVE.	19	E	
35000	0.000	0.480	0.480	LYON'S LOOP	19	E	
23620	0.000	0.120	0.120	MADERA WAY	19	E	
62520	0.000	0.070	0.070	MADISON AVE.	19	E	
44050	0.390	0.610	0.220	MAPLE AVE.	19	E	
45300	0.660	0.830	0.170	MARSH RD	19	E	
64850	0.250	0.500	0.250	MCCLAIN DR.	19	E	
52310	0.000	0.280	0.280	MCCREDY LANE	9	E	
50420	4.920	5.920	1.000	MCDONALD RD.	8	E	
12000	1.100	1.650	0.550	MCGONAGLE RD.	19	E	
12100	0.000	0.380	0.380	MCKEE RD.	19	E	
21840	0.000	0.110	0.110	MCKINLEY AVE.	19	E	
21880	0.000	0.100	0.100	MCKINLEY AVE.	19	E	
35320	0.000	0.120	0.120	MCLEAN DR	19	E	
40300	4.590	4.630	0.040	MIERAS RD.	8	E	
11680	0.000	0.140	0.140	MISSOURI AV	19	E	
44800	0.000	0.060	0.060	MORNINGSIDE DR	19	E	
45020	0.000	0.130	0.130	MOUNTAINVIEW AVE.	19	E	
23430	0.080	0.190	0.110	MUOTH WAY	19	E	
63350	1.120	1.520	0.400	NASS RD.	8	E	
63310	0.000	0.460	0.460	NASS RD.,SOUTH BRANCH	8	E	
43330	0.000	0.170	0.170	NUGENT ST.	19	E	
22560	0.000	0.130	0.130	O ST.,E.	19	E	
41990	0.000	0.300	0.300	OLIVER DR	19	E	
60190	4.610	5.800	1.190	OUTLOOK RD.,N.	8	E	
22580	0.000	0.120	0.120	P ST.,E.	19	E	
44350	0.000	0.130	0.130	PANORAMA DR	19	E	
52260	0.000	0.240	0.240	PANSY LANE	9	E	
45520	0.000	0.070	0.070	PATNODE ST	19	E	
61980	0.000	0.360	0.360	PENN AVE.	19	E	
33700	0.000	0.100	0.100	PERRY ST.	19	E	
36170	0.000	0.040	0.040	PLEASANT AV	19	E	
20970	0.000	0.330	0.330	POPLARVIEW WAY	19	E	
40780	0.000	1.270	1.270	POSTMA RD	9	E	T5-4
34340	0.120	0.240	0.120	PRASCH AVE.,W.	19	E	
50720	0.960	1.000	0.040	PUMPHOUSE RD.	8	E	
50720	1.000	2.990	1.990	PUMPHOUSE RD.	8	E	
22600	0.000	0.250	0.250	Q ST.,E.	19	E	
22620	0.000	0.130	0.130	R ST.,E.	19	E	
45600	0.480	1.120	0.640	REST HAVEN RD.	19	E	
45600	1.120	2.310	1.190	REST HAVEN RD.	19	B	
45600	2.310	3.270	0.960	REST HAVEN RD.	19	E	
44850	0.000	0.130	0.130	RIDGEWAY DR.	19	E	
63060	0.410	0.790	0.380	RIVERSIDE AVE.,W.	19	E	
21800	0.000	0.170	0.170	ROOSEVELT AVE.	19	E	

64590	0.120	0.180	0.060	ROUSE RD.	19	E	
64590	0.250	0.500	0.250	ROUSE RD.	19	E	
11450	0.000	0.220	0.220	RUSHMORE RD.,N.	19	E	
11460	0.050	0.270	0.220	RUSHMORE RD.,S.	19	E	
11460	0.400	0.520	0.120	RUSHMORE RD.,S.	19	E	
22640	0.000	0.120	0.120	S ST.,E.	19	E	
42750	0.000	0.290	0.290	SCENIC CREST RD.	19	E	
23770	0.000	0.470	0.470	SCENIC DR.,N.	19	E	
22080	0.050	0.090	0.040	SCENIC TERRACE RD.	19	E	
64750	4.120	4.550	0.430	SCOON RD.	8	E	
20980	0.000	0.060	0.060	SKYLINE WY	19	E	
10820	0.000	0.760	0.760	SLADE RD	19	E	
35540	0.000	0.130	0.130	SORENSON RD.	19	E	
62530	0.000	0.070	0.070	SOUTH AVE.	19	E	
11000	0.460	0.850	0.390	SOUTHERN AVE.	19	E	
33740	0.000	0.190	0.190	SPOKANE ST	19	E	
36260	0.000	0.060	0.060	SPOKANE ST	19	E	
36540	0.000	0.190	0.190	SPOKANE ST.	19	E	
33890	0.000	0.120	0.120	SUN VALLEY WY	19	E	
20920	0.000	0.100	0.100	SUNSET AV	19	E	
22480	0.000	0.200	0.200	SWAN AV	19	E	
22460	0.000	0.120	0.120	SWAN AV	19	E	
50150	2.000	4.000	2.000	TECUMSEH RD.	8	E	
24500	0.490	0.540	0.050	THOMPSON RD	8	E	
13130	0.000	0.150	0.150	URBAN AVE	9	E	
22070	0.000	0.240	0.240	VERTNER RD.	19	E	
42950	0.000	0.170	0.170	VICTORY LN	19	E	
20910	0.020	0.050	0.030	VIEWCREST PL	19	E	
20810	0.020	0.110	0.090	VIEWCREST WAY	19	E	
20800	0.000	0.140	0.140	VIEWCREST WY	19	E	
20820	0.000	0.350	0.350	VIEWMONT DR.	19	E	
20830	0.000	0.270	0.270	VIEWMONT DR.	19	E	
20840	0.000	0.080	0.080	VIEWMONT PL	19	E	
20860	0.000	0.040	0.040	VIEWMONT PL	19	E	
11700	0.250	0.320	0.070	WEEMS WAY	19	E	
55350	0.000	0.770	0.770	WESLEY RD.	9	E	T5-4
55350	1.980	3.540	1.560	WESLEY RD.	8	E	
22180	0.680	0.750	0.070	WILLOW ST.	19	E	
64620	0.000	0.630	0.630	WOODIN RD.,E.	19	E	
36280	0.000	0.130	0.130	WOODLAND AV	19	E	
33780	0.000	0.150	0.150	YAKIMA AV	19	E	
34080	0.000	0.160	0.160	YAKIMA AVE.,W.	19	E	
68.670	Total Miles - Unpaved - Arterials, Urban, and FGTS Routes						
Legend							
BMP	Beginning Milepost of Segment						
EMP	Ending Milepost of Segment						
FC	Function Class						
16	Urban Minor Arterial		PT	Pavement Type			
17	Urban Collector		E	Gravel			
19	Urban Local Access		B	Graded and Drained			
7	Rural Major Collector		C	Unimproved			
8	Rural Minor Collector						
9	Rural Local Access						
TRC	Truck Route Class						
	T-1	Over 10,000,0900 Annual Gross Tons			T5-1	Winter	
	T-2	5,000,000 to 10,000,000 Annual Gross Tons			T5-2	Spring	
	T-3	300,000 to 5,000,000 Annual Gross Tons			T5-3	Summer	
	T-4	100,000 to 300,000 Annual Gross Tons			T5-4	Fall	
	T-5	Over 20,000 Gross Tons in 60 Days					

GLOSSARY

AADT	Average Annual Daily Traffic
ADT	Annual Daily Traffic
AASHTO	American Association of State Highway Officials
AWC	Association of Washington Cities
CAPP	County Arterial Preservation Program
CRAB	County Road Administration Board
CRS	Cost Responsibility Study
DOE	Department of Ecology, State of Washington
EPA	Environmental Protection Agency, U. S.
EWITS	Eastern Washington Intermodal Transportation Study
FCAA	Federal Clean Air Act
FGTS	Freight and Goods Transportation System
FHWA	Federal Highway Administration
HPMS	Highway Performance Monitoring System
LOS	Level of Service
RAP	Rural Arterial Program
RID	Road Improvement District
RJS	Road Jurisdiction Study
TBD	Transportation Benefit District
UGMA	Urban Growth Management Area
WSACE	Washington State Association of County Engineers
WSDOT	Washington State Department of Transportation