



December 31, 2007

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

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

Dear Senator Haugen and Representative Clibborn:

Pursuant to statutory requirement and custom of long-standing, the Washington State County Road Administration Board is pleased to transmit herewith its annual report to the legislature upon the activities of this agency for the calendar year 2007. The accompanying document provides information relative to the accomplishments of the several counties of the State of Washington as this agency continues to promote the effective integration of engineering, information technology, and grants administration at the county level.

Those familiar with our report in years past will notice a change of the inclusion of the County Freight and Goods System Status Report. This report, formerly, has always been forwarded under separate cover. It is our hope that by its inclusion with our annual report, you will find it much more helpful to have all the information of both reports in one document.

The County Road Administration Board continues to regard seriously its role of oversight of the counties' road fund activity; it remains committed to its role of assistance and training in all aspects of county engineering and administration; and it is the belief of the board, as well as of its staff, that this report gives a clear and accurate indication of the success gained by the balance maintained between these two roles.

Respectfully submitted:

A handwritten signature in black ink, appearing to read "Dean D. Burton".

Commissioner Dean Burton, CRABoard Chairman

A handwritten signature in black ink, appearing to read "Jay P. Weber".

Jay P. Weber, Executive Director

County Road Administration Board

Chairman Dean Burton, Garfield County Commissioner	2010
Vice-Chairman Jim Whitbread, P.E., Stevens County Engineer	2010
Second Vice-Chair Doug Mattoon, Asotin County Commissioner	2009
David Carey, Walla Walla County Commissioner	2010
Ray Thayer, Klickitat County Commissioner	2008
Marc Boldt, Clark County Commissioner	2008
Andrew Woods, P.E., Columbia County Engineer	2008
Brian Stacy, P.E., Pierce County Engineer	2009
John Koster, Snohomish County Council Member	2009

County Road Administration Board Staff

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

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From the Executive Director

From ferry capital funding to maintenance management implementation; from on-site emergent project review to specialized training classes for engineers and their design and administrative staff personnel; and from grants administration to regulatory oversight, 2007 has been a full year for the Washington State County Road Administration Board.

The year saw the board report thirty-eight of the thirty-nine counties to be in compliance with all statutes and rules regarding the administration of county road fund expenditures. One county was found to be in compliance with all such requirements with the exception of the day labor construction program limit. A Conditional Certificate of Good Practice was issued on behalf of Ferry County and immediate remedial action was taken to achieve the soonest possible date of re-compliance. A corrective action plan was then adopted by the CRABoard to assure the county remains in compliance in the future. CRAB staff thanks the Board of Ferry County Commissioners for their cooperation in the effort to resolve this important issue.

The first week of December saw the greatest storm event ever recorded in the Pacific Northwest strike the Washington coast. It came ashore with the force of a Category 3 hurricane; water overtopped Interstate 5 in the Chehalis/Centralia area; it closed highways, roads and business; and it forced the evacuation of thousands of people from their homes. The damage to public infrastructure is still being evaluated, but as of this writing, the cost to county roads alone is in excess of sixty-five million dollars - and still climbing.

The storm and its aftermath have been extensively covered in the press and while there is no need to recount a great deal of it here, an aspect of the emergency response does need to be mentioned. This event plainly showed how important the county road system is to the surface transportation system as a whole. When the primary routes of the state were closed to preserve that system and to protect life, the county road system effectively operated as the means by which surface transportation could still function. In many cases, county roads were the only routes by which evacuation could be at all possible and by which emergency services could begin the great task of recovery.

The efforts by the county engineers and their crews to protect life and property during this terrible storm can only be called heroic. It was hard work and long hours under the worst of conditions imaginable, but they rose to each demand of the occasion with a professional response and personal resolve that were in the finest and highest tradition of public service. It will remain our task, in the weeks and months ahead, to assist each of the effected counties in restoration of its transportation system, and mitigate, to the extent possible, for future such events. The County Road Administration Board is ready to assist the legislature at any time in the discussion of how that may best be accomplished.

Engineering Services

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

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

CRAB acts as a clearinghouse for information requests, questions, and the exchange of ideas. With an emphasis on good communication, Engineering Services staff has worked with state transportation officials, resource agencies personnel, and public works departments as they strive to meet the transportation needs of their counties.

A final responsibility of the Engineering Services Division is the maintenance and updating of the County Engineers' and Public Works Directors' Manual and the provision of training to County Engineers and their staffs.

Areas the Engineering Staff worked on extensively in 2007:

- CRAB conducted County Engineer/Public Works Director training sessions this year totaling 500 person hours. These intense sessions review the engineers' manual and highlight the duties and responsibilities of the County Engineer.

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- The Engineering staff, in conjunction with the Information Services staff, has begun the process of constructing a Digital Reporting and Submittal System. This system will allow CRAB to enhance all the available data sets for inclusion in CRAB's Annual Report as well as be prepared to bring fresh data requests on line. By utilizing online submissions, CRAB now has standardized, error-free data sets from each county on an annual basis to draw upon and the credibility of the data will stand up to a higher level of scrutiny. Requests for specialized or customized reporting will be more readily available and reproducible. Archiving and filing of reports is automated, thus reducing the amount of time and space spent on archived records.

 - Engrossed Substitute House Bill 1094 passed by the Washington State Legislature on April 20, 2007, and signed by the governor on May 15, 2007, appropriated three requests for County Ferry Capital Improvement Programs (CFCIP) funds:
 1. Pierce County's request for reimbursement of construction costs for the M/V Steilacoom II of \$7,058,000 over 20 years or \$352,900 annually. The current Pierce County Public Works Trust Fund loan repayment for the M/V Christine Anderson ends in 2012, with \$1,035,272 left to pay.
 2. Wahkiakum County's request for reimbursement of construction costs for the Puget Island Ramp Replacement of \$500,000 in one payment made in 2007.
 3. Whatcom County's request for reimbursement of construction costs for a replacement vessel of the M/V Whatcom Chief of \$8,150,000 over 20 years or \$407,500 annually.The payments were deducted from the counties' portion of the Motor Vehicle Fuel Tax beginning July 1, 2007 and will continue until 2027.

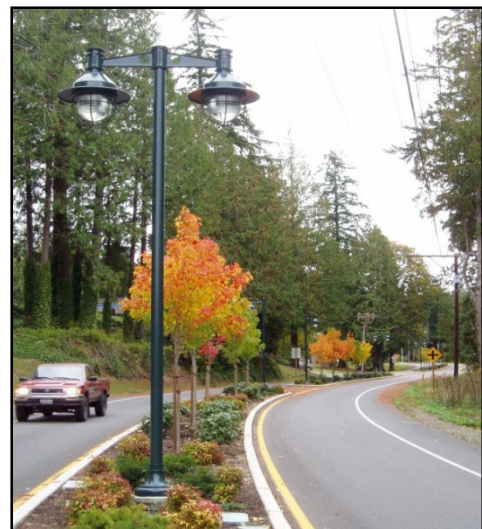
As required in RCW 36.78.121, CRAB established the Standard of Good Practice for Maintenance Management (WAC 136-11) and is assisting counties in meeting the December 31, 2007 implementation date. In passing the law, the legislature intended to create stronger accountability to ensure that cost-effective maintenance and preservation is provided for transportation facilities. Under the law, counties are to annually submit their maintenance plans to CRAB and CRAB is to compile county data regarding maintenance management.

Information Services

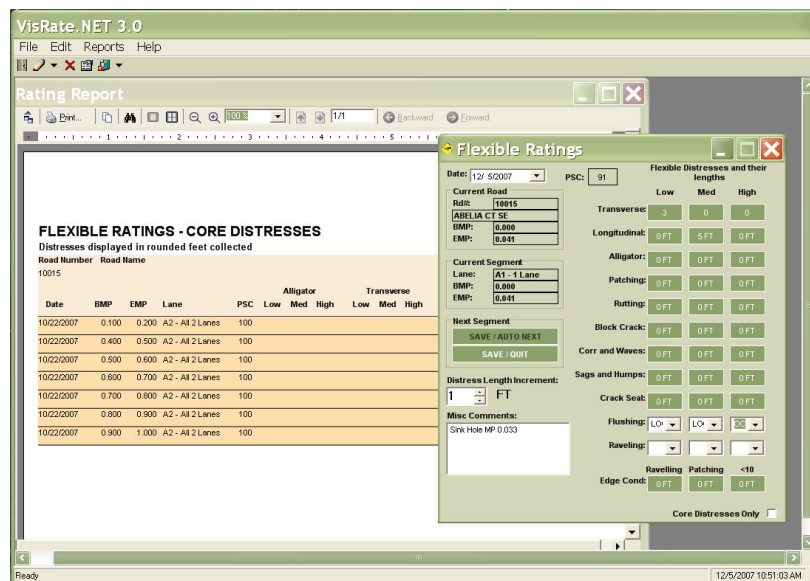
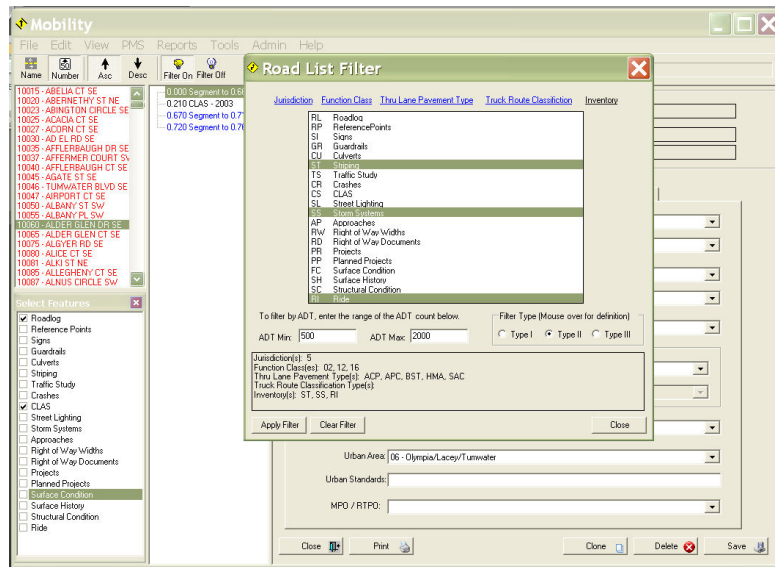
The Information Services Division at CRAB is a team of IT professionals dedicated to programs and initiatives, both at CRAB and in our counties, which improve and protect the public's investment in our transportation infrastructure. Two primary goals of the IT team are the continued smooth and efficient operation of this agency and ensuring that Washington's counties continue to effectively apply current and emerging technology. The first goal was accomplished by providing a progressive, stable and secure computing environment for agency staff. Developing and providing systems, training and consulting services specific to the needs of county road departments in Washington accomplished the second goal. In 2007 the Information Services team again made significant, unique and creative contributions to the initiatives of CRAB staff and to the design and management efforts of Washington counties.

Since 1985, the CRAB Design Systems Program has consistently provided Washington county personnel with state-of-the-art engineering road design software including support and training. This program has enabled county design staff to effectively collect, develop and manipulate the geometric information necessary for site design and construction planning, which has contained costs and improved productivity throughout the life of road projects. The current road design software provided by CRAB to Washington counties is *Eagle Point* out of Iowa. In addition to improved design and project savings, the savings to counties for user licensing, support, and training over the 12-year life of the contract with *Eagle Point* is well over two million dollars.

A recent road project designed using the CRAB-provided software received the American Public Works Association's national award for "Best Transportation Project" in the under \$2 million category. Paradise Bay Road in Jefferson County has evolved over the years from a logging road to a rural minor collector in the heart of Port Ludlow, a Master Planned Resort characterized by sub-urban levels of residential and commercial development. Jefferson County engineering staff developed a concept that could incorporate all of the project goals. Project features include wider shoulders, pedestrian crossings, landscaped medians, lighting, new storm water facilities, transit stops, guardrail, and of course new asphalt paving. County staff used *Eagle Point* design software, provided by CRAB, extensively on all phases of this project from development of the base map and TIN surface models to the contours from data supplied by the surveyor. The *Eagle Point* "RoadCalc" module was used for establishing the roadway centerline and designing multiple adjoining trail segments that paralleled the project. The design for this project called for maintaining the existing profile grades and adding widened shoulders at the existing cross-slopes. *Eagle Point* special alignments and profiles were used for extending the existing cross-slopes at each station out to the proposed width. Approximately 12 typical *Eagle Point* roadway sections were used to control the multiple combinations of standard roadway, sidewalks/no-sidewalks, widening for guardrail, stormwater bioswale and filter strip arrangements. Actual earthwork quantities were within 1% of the volumes estimated by the *Eagle Point* software.



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



Each year CRAB IT staff is able to enhance the functionality and usability of *Mobility* for the benefit of Washington county staff. A county favorite enhancement of 2007 was the addition of a data collection tool called VisRate. VisRate is now used to more easily collect enormous amounts of road condition data in the field. This data is then used by the *Mobility* Pavement Management System to predict pavement failure and suggest maintenance strategies. Recently a county engineer reported that while this tedious

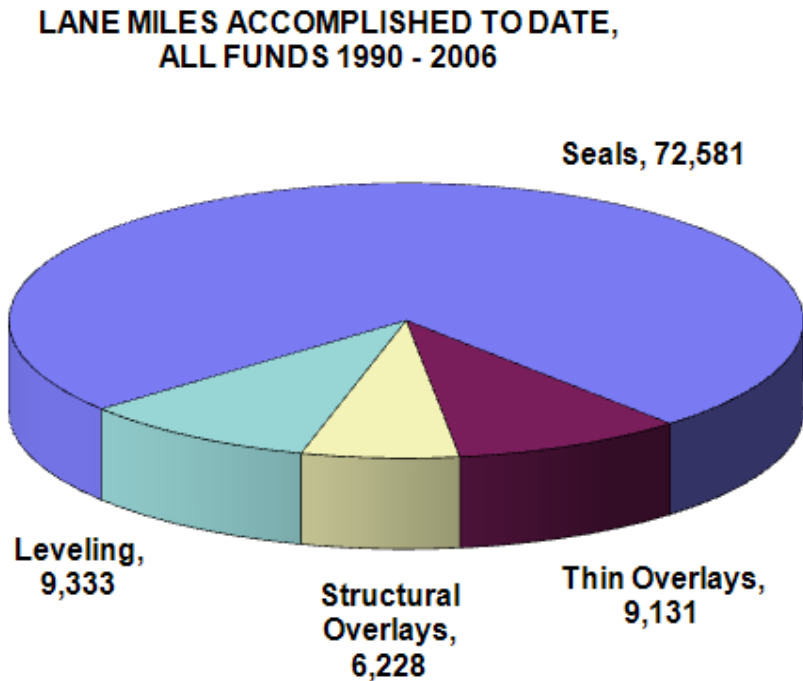
data collection used to take most of the summer, his county is now able to complete the same work in just over two weeks. The IT team is looking forward to adding a Maintenance Management System to *Mobility* in 2008.

Grant Programs

The County Arterial Preservation Program (CAPP) and the Rural Arterial Program (RAP) utilize 1.03 cents of the total 36 cents per gallon state gas tax (\$17 million and \$20 million per year respectively), and make large annual contributions to the health of county arterial roads. These programs provide funding that improves freight haul and access to agricultural markets in local areas. When projects are approved with these funds, mobility and safety needs are also addressed. The two programs complement each other with their unique focus on different road deficiencies.

County Arterial Preservation Program

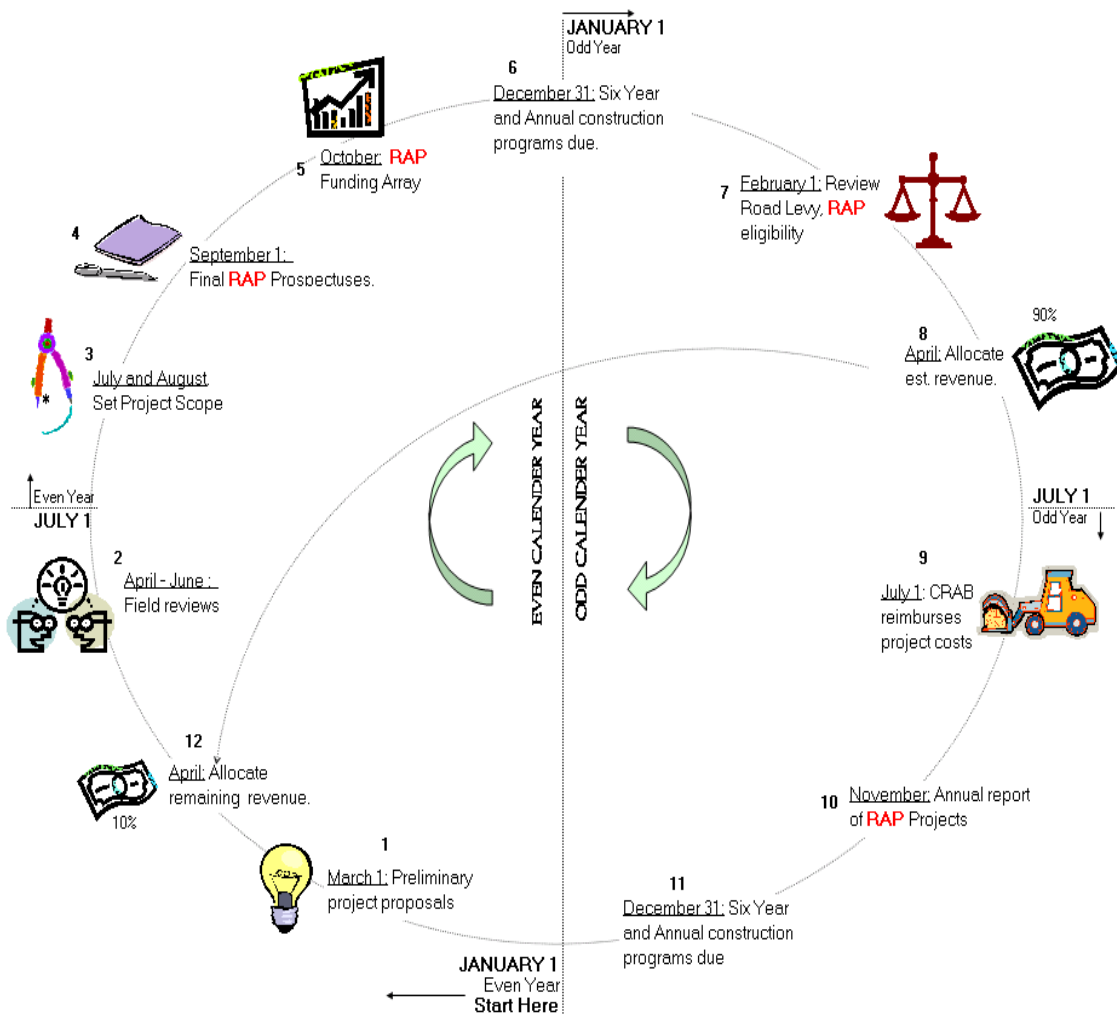
CAPP use is limited to preservation of the road structure, preventing costly surface and substructure failures later on. Road surfaces fail at predictable rates, and counties are required to monitor this through an automated pavement management system in order to be eligible to use CAPP funds. The system ensures that the funds are applied to the right roads at the right time, resulting in the greatest system-wide benefit and cost savings. CRAB uses less than 3% of the revenue to administer CAPP.



Rural Arterial Program

Sometimes a road's failings are more than structural, and safety and capacity needs are present. This is where the RAP comes in, focused on correcting adverse geometry, narrow widths, and safety hazards as well as major structural failure. Using less than 3% of the tax for administration, the CRABoard manages the RAP via a biennial cycle that includes: project submittal, rating, determining eligibility through six year program and road levy review, funding approval, reimbursement and field review of completed projects.

RURAL ARTERIAL PROGRAM BIENNIUM CYCLE



RURAL ARTERIAL PROGRAM EXPENDITURES BY COUNTY
AND LEGISLATIVE DISTRICT IN 2006

<u>COUNTY</u>	<u>LEG. DIST.</u>	<u>RATA \$'s RECEIVED</u>	<u>COUNTY</u>	<u>LEG. DIST.</u>	<u>RATA \$'s RECEIVED</u>
ADAMS	9	18,094	KITTITAS	13	593,948
ASOTIN	9	204,745	KLICKITAT	15	200,228
ASOTIN	16	2,612,008	LINCOLN	7	224,044
BENTON	8	113,624	MASON	35	53,515
BENTON	15	243,384	OKANOGAN	7	890,805
BENTON	16	14,736	PEND OREILLE	7	701,006
CHELAN	12	896,384	PIERCE	26	98,445
CLALLAM	24	525,302	PIERCE	31	51,017
COLUMBIA	16	21,363	SKAGIT	40	500,000
COWLITZ	19	2,900	SNOHOMISH	39	170,879
DOUGLAS	12	307,256	SPOKANE	4	54,636
FERRY	7	1,322	SPOKANE	7	2,009,842
FRANKLIN	16	516,263	SPOKANE	9	88,680
GARFIELD	16	5,505	STEVENS	7	586,764
GRANT	13	1,213,464	THURSTON	20	11,613
GRAYS HARBOR	19	807,186	WALLA WALLA	16	5,188
ISLAND	10	1,432,158	WHATCOM	42	1,959
JEFFERSON	24	295,549	WHITMAN	9	1,229,523
KING	5	353,010	YAKIMA	13	168,662
KING	45	8,480	YAKIMA	14	15,558
KITSAP	35	3,022	YAKIMA	15	5,227
			TOTAL		17,257,293

History of RATA Funds 1983-2007

<u>COUNTY</u>	<u>TOTAL RATA APPROVED</u>	<u>TOTAL RATA SPENT</u>	<u>% SPENT</u>	<u>COUNTY</u>	<u>TOTAL RATA APPROVED</u>	<u>TOTAL RATA SPENT</u>	<u>% SPENT</u>
ADAMS	14,938,476	11,066,060	74%	LEWIS	7,060,605	4,157,502	59%
ASOTIN	9,928,911	8,099,359	82%	LINCOLN	19,321,720	13,792,278	71%
BENTON	13,962,553	8,166,013	58%	MASON	11,204,031	6,415,271	57%
CHELAN	18,072,474	9,169,035	51%	OKANOGAN	16,323,755	9,678,299	59%
CLALLAM	7,035,076	6,033,667	86%	PACIFIC	8,104,065	5,402,327	67%
CLARK	7,823,542	6,838,942	87%	PEND OREILLE	15,029,078	10,936,674	73%
COLUMBIA	9,993,271	7,195,812	72%	PIERCE	11,332,474	6,756,767	60%
COWLITZ	9,778,406	6,661,118	68%	SAN JUAN	3,416,508	2,611,423	76%
DOUGLAS	20,125,535	12,296,035	61%	SKAGIT	6,882,613	4,897,468	71%
FERRY	14,286,230	10,426,802	73%	SKAMANIA	1,658,784	1,465,223	88%
FRANKLIN	11,201,386	6,434,094	57%	SNOHOMISH	10,931,971	8,217,083	75%
GARFIELD	9,597,743	8,378,772	87%	SPOKANE	25,466,191	19,420,509	76%
GRANT	23,235,368	16,123,686	69%	STEVENS	21,043,585	14,200,896	67%
GRAYS HARBOR	11,066,498	8,911,127	81%	THURSTON	11,429,268	6,796,743	59%
ISLAND	9,906,254	6,701,216	68%	WAHKIAKUM	4,235,291	2,863,777	68%
JEFFERSON	4,282,088	2,721,700	64%	WALLA WALLA	12,514,474	10,444,613	83%
KING	10,359,705	7,984,124	77%	WHATCOM	10,182,182	7,284,141	72%
KITSAP	7,871,520	5,624,542	71%	WHITMAN	18,749,612	14,905,136	79%
KITTITAS	13,437,770	10,086,906	75%	YAKIMA	17,927,812	10,962,087	61%
KLICKITAT	15,714,953	10,834,651	69%				

2006/2007 Grant Program Projects

Grays Harbor County Removes Hazardous Curves on South Bank Road

South Bank Road is a major collector route that connects Oakville with Elma in east Grays Harbor County.



It serves as an alternate route between these communities and is used as a detour when SR 12 is blocked by serious accidents or land-slides. It is classified a T-3 Freight and Goods Road and is the primary access to 5,000 acres of farm land and 50,000 acres of timberland.

The project replaced three substandard 25 mph curves with one 50 mph curve, eliminating the need for 42 warning signs. This involved excavating approximately 26,000 cubic yards of gravel material and using it for structural fill and gravel base.

The new roadway section has a 24-foot travelled way and two 5-foot shoulders for a total paved width of 34-feet.

A 2350-foot radius horizontal curve was used to keep the affected wetland area under 0.5-acre to expedite the permitting process. A 20-foot wide low profile arch was used to replace two 3-foot diameter culverts that were fish passage barriers.



Prime Contractor:

Scarsella Bros., Inc. - Seattle

Engineering: Fred Becker, P.E.

Design Software: Eagle Point

Project Cost: \$1,281,706

RAP Funds: \$985,500

G. H. County Funds: \$296,206

Wahkiakum County uses Federal and RATA funds to repair Beaver Creek Road

Beaver Creek Road provides connectivity for a major block of State-managed County forest trust lands and also serves as the detour route when landslides close SR 4. Wahkiakum County was hit very hard by three federally declared disasters in 2006, the first of which resulted in a massive slope failure on the easterly end of Beaver Creek Road. Neighboring Cowlitz County barely escaped damage as the trouble spot fell just within Wahkiakum County borders.

The County Road Administration Board provided critical matching funds to the Federal Highway Administration's Emergency Relief grant funding. Without this funding package, Wahkiakum County would have been overwhelmed by the widespread damage resulting from the disaster. It was determined that one lane of traffic could remain open until the construction project began in early August. By September the slide had been stabilized and the road was back open to two-way traffic.



Prime Contractor:

L.L Lindberg Co. Vancouver, WA

Project Cost: \$434,488

RATA Emergency Funds: \$68,485

Asotin County Improves Another Deficient but Vital Section of Snake River Road

Snake River Road runs from the City of Asotin, Washington south for 32 miles to the Oregon border. It is the only access into Hells Canyon (recreation), and serves residential and commercial needs. It is truly a regionally significant route. Accidents and traffic have steadily increased.



Prior to construction, MP 17.55 to 19.00 was only twenty feet wide with a gravel surface, with Snake River on the east side and steep bluffs on the west. Drainage and alignment were sub-standard and in need of improvement. Three existing springs that ran water under the roadway and into the river required additional design features to mitigate.

Cultural resources approval and other environmental issues were major challenges. To avoid impacting the river and to minimize steep rock cuts into the bluffs, a gabion wall, eight hundred thirty feet long was constructed adjacent to the river. Seepage basins were installed to convey the water from the springs to the river. Due to the recreational nature of the roadway, vehicle pullouts were installed wherever possible. Curve realignment and guardrails were placed to improve safety.



As just one of many projects accomplished over the first twenty six miles of the road, the project was well received and supported by the public.

Contractor:

M.L. Albright & Sons, Inc. - Lewiston, Idaho

RATA Funding: \$1,327,500

County Funds: \$514,580

Hale Road Becomes a Preferred East-West Route in East Klickitat County

Hale Road was originally built in 1905 and has continued as a seasonal hauling route for local farms, ranches and vineyards located in the vicinity. With a rough gravel surface and widths varying from 14 feet to 20 feet, the road was often impassible during wet weather. These issues became pronounced as wind farms, food processing plants, and vineyards have recently moved in and fueled population growth in the Alderdale community. Since Hale Road is a direct route from the Alderdale area to Bickleton, all-weather improvements were critically needed.



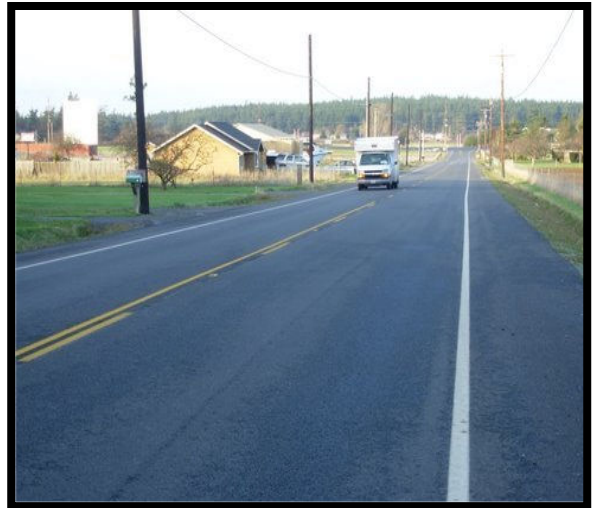
Thanks to \$ 1,013,002 in RAP funds, Klickitat County was able to upgrade 7.3 miles of this road. Sub-grade work was done by North Central Construction out of Moses Lake in 2005. The following spring, McNealy Excavating Inc. finished the project. Improvements included widening to 26 feet, horizontal and vertical realignment, BST surfacing and installing over 1640 feet of new culvert.



This new "preferred route" is now travelled year-round and cuts 16 miles off of school bus trips.

Island County Addresses Rural/Urban Mix on Monroe Landing Improvements

While much of Monroe Landing Road is adjoined by agricultural land, it also serves one of the county's last remaining drive-in movie theaters, a fire station, Oak Harbor Airport, Penn Cove waterfront access and an expanding residential area. These uses produce mixed modes of travel including biking, walking and motor vehicles. Cars needed space to pull off the road in emergency situations. Pedestrians and bicyclists needed a separate path to travel. Also, in anticipation of improvements on SR 20, Monroe Landing needed to provide right turn access.



Island County contracted with Krieg Construction, Inc. from Oak Harbor, WA to accomplish these improvements. The Engineers' estimate for the work was \$1,523,371. The original bid amount was \$1,508,663 and final bid cost was \$1,420,569. The RAP provided \$916,000 of the funding.

Work included storm drainage, a concrete block wall, improved vertical and intersection sight distance.

Major Pavement Failures in Skagit County Corrected with CAPP Funds

Skagit County used their CAPA funds to address serious pavement problems on Pioneer Highway and East Hickox Road in 2006.

Pioneer Highway – pavement repair and paving HMA on three miles of roadway: Pioneer Highway is the second highest volume roadway under Skagit County jurisdiction. This roadway is a vital link between Skagit County and Snohomish County carrying approximately 10,000 vehicles a day. The road was last surfaced with Asphalt Concrete Pavement, class “B”, in the early 1990’s and was deteriorating quickly.

East Hickox Road – pavement repair and paving HMA on 1.2 miles of roadway: East Hickox Road provides access to a major quarry within Skagit County with truck percentages nearing 20% of the traffic on the roadway. The roadway was showing severe distress in the west bound lanes as the trucks left loaded. Along with the heavy truck traffic this road also connects with numerous local access roads and neighborhoods.



These two projects were completed in June of 2006 with total combined project cost of \$546,152. The majority of this cost was covered with \$465,072 in CAPA funding.

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Table A

COUNTY BRIDGE DATA - NOVEMBER 2007

Washington State Bridge Inventory System

Bridges 20 Feet or Greater in Length on Federal Aid (FAR) and Non Federal Aid (NFAR) Routes

Posting Consideration Based on HS-20 Design Load, less than 28 Tons at Operating Rating

COUNTY	County Owned Bridges	Bridges Posted or May Consider Posting				Bridges With Posting Not Required				Deficient Bridges**
		FAR	Square Feet	NFAR	Square Feet	FAR	Square Feet	NFAR	Square Feet	
ADAMS	123	1	514	12	17,525	36	70,710	74	84,872	26
ASOTIN	18	0	0	0	0	14	143,738	4	4,321	2
BENTON	52	0	0	1	593	18	64,088	33	32,668	6
CHELAN	48	1	10,060	6	8,640	17	82,700	24	61,339	13
CLALLAM	31	2	12,412	3	7,436	9	51,790	17	48,828	7
CLARK	60	5	13,424	3	4,682	23	78,188	29	48,061	19
COLUMBIA	67	0	0	4	3,074	20	30,726	43	67,667	9
COWLITZ	63	3	9,400	6	24,649	20	83,414	34	75,663	18
DOUGLAS	26	1	9,240	5	3,245	12	21,039	8	7,919	3
FERRY	21	1	4,217	1	2,788	4	4,276	15	22,091	5
FRANKLIN	87	0	0	4	2,847	18	35,681	65	90,306	6
GARFIELD	35	2	2,563	0	0	14	12,486	19	18,963	6
GRANT	190	2	1,058	7	8,926	51	139,002	130	209,966	18
GRAYS HARBOR	150	3	2,480	4	10,850	59	301,514	84	207,173	31
ISLAND	0	0	0	0	0	0	0	0	0	0
JEFFERSON	26	1	1,078	0	0	7	15,092	18	60,512	4
KING	138	3	20,413	10	20,803	72	365,104	53	123,474	61
KITSAP	24	0	0	2	2,793	16	75,642	6	6,790	4
KITTITAS	114	5	5,130	15	12,408	26	79,857	68	137,683	7
KLICKITAT	57	1	522	7	10,822	12	36,001	37	72,524	16
LEWIS	195	7	10,044	6	7,103	39	146,623	143	265,460	25
LINCOLN	125	0	0	10	6,608	31	48,525	84	114,267	14
MASON	51	0	0	0	0	12	72,623	39	67,851	12
OKANOGAN	50	0	0	3	2,311	12	61,868	35	51,962	11
PACIFIC	61	1	936	3	4,357	8	28,008	49	127,024	12
PEND OREILLE	22	2	22,672	0	0	8	77,417	12	12,389	6
PIERCE	106	4	58,046	0	0	64	227,837	38	54,364	35
SAN JUAN	3	0	0	0	0	0	0	3	2,297	2
SKAGIT	101	0	0	11	14,776	42	193,617	48	99,020	26
SKAMANIA	25	0	0	1	1,980	5	30,218	19	53,272	6
SNOHOMISH	169	6	12,456	10	10,068	84	427,621	69	217,581	50
SPOKANE	101	11	40,728	12	13,984	24	162,768	54	118,663	29
STEVENS	49	1	4,915	1	1,277	6	16,114	41	71,126	10
THURSTON	91	0	0	0	0	25	120,613	66	182,306	24
WAHIAKUM	18	1	2,419	0	0	7	22,354	10	18,800	2
WALLA WALLA	103	1	1,350	1	886	45	119,611	56	115,426	14
WHATCOM	136	2	1,680	3	7,100	35	105,122	96	158,711	23
WHITMAN	247	6	15,359	15	15,294	46	86,898	180	396,226	59
YAKIMA	311	6	24,881	12	20,245	79	205,734	214	376,838	53
TOTAL	3,294	79	287,997	178	248,070	1,020	3,844,619	2,017	3,884,403	674
Total Replacement Cost* (\$ Million):			\$166		\$143		\$2,211		\$2,234	

*At \$575 per Square Foot

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

Table B ACTUAL COUNTY ROAD RELATED EXPENDITURES

Including RAP and CAPP

2006

(thousands of dollars)

COUNTY	CONST.	PRES.	MAINT.	ADMIN.	REIMB.	FERRY	BOND WARRANT RETT	OTHER ***	TRAFFIC POLICING **	TOTAL includes RAP & CAPP	RAP	CAPP
ADAMS	368	1,009	2,873	1,070	77	0	0	2,172	75	7,644	18	703
ASOTIN	3,105	6	1,649	612	0	0	0	14	0	5,386	2,817	126
BENTON	9,405	951	3,174	1,041	189	0	0	762	0 *	15,522	372	391
CHELAN	2,499	0	6,306	753	0	0	0	922	0	10,480	896	309
CLALLAM	4,402	2,160	4,049	1,679	1,185	0	0	833	292	14,600	525	168
CLARK	26,844	1,651	12,124	1,416	0	0	54	12,572	0 *	54,661	0	644
COLUMBIA	957	371	1,051	269	0	0	0	107	0	2,755	21	177
COWLITZ	8,430	0	7,907	1,492	0	0	0	420	0 *	18,249	3	289
DOUGLAS	5,471	1,143	3,295	726	141	0	295	1,317	0	12,388	307	382
FERRY	2,756	294	1,432	652	43	0	0	257	500	5,934	1	229
FRANKLIN	1,920	0	3,226	1,100	174	0	156	26	0	6,602	516	447
GARFIELD	75	231	1,004	491	73	0	0	66	0	1,940	6	163
GRANT	6,566	2,833	5,347	839	168	0	2	2,063	165	17,983	1,213	1,077
GRAYS HARBOR	6,994	828	4,637	1,136	526	0	0	1,793	237	16,151	807	289
ISLAND	5,283	1,901	4,048	1,863	168	0	266	2,900	416	16,845	1,432	278
JEFFERSON	1,768	0	3,513	683	0	0	42	1,283	0 *	7,289	296	167
KING	22,607	25,921	28,436	10,396	12,047	0	4,236	49,656	3,391	156,690	361	741
KITSAP	16,881	3,540	7,539	4,160	600	0	97	4,057	0 *	36,874	3	410
KITTITAS	4,946	673	2,675	616	63	0	197	447	0 *	9,617	594	396
KLICKITAT	4,255	0	4,743	611	54	0	1	38	0	9,702	200	426
LEWIS	4,646	985	8,954	954	0	0	3	2,953	718	19,213	0	371
LINCOLN	743	0	4,728	960	207	0	0	82	0 *	6,720	224	482
MASON	8,295	187	4,709	2,622	0	0	0	862	0 *	16,675	54	337
OKANOGAN	1,025	773	5,895	1,155	49	0	896	499	133	10,425	891	521
PACIFIC	1,291	471	2,913	232	63	0	0	292	278	5,540	0	154
PEND OREILLE	3,063	411	1,892	381	320	0	1,958	282	56	8,363	701	217
PIERCE	31,229	0	19,954	15,853	40	2,987	334	33,415	1,200	105,012	149	920
SAN JUAN	531	1,079	1,532	549	85	0	211	3,080	0 *	7,067	0	111
SKAGIT	7,493	0	6,549	4,053	316	1,493	0	3,202	940	24,046	500	465
SKAMANIA	615	551	2,205	454	0	0	0	122	0	3,947	0	112
SNOHOMISH	28,192	0	23,484	6,371	8,565	0	699	30,011	1,780	99,102	171	649
SPOKANE	17,613	0	16,737	4,779	2,463	0	200	5,838	0 *	47,630	2,153	930
STEVENS	3,703	598	4,905	682	14	0	0	500	0	10,402	587	600
THURSTON	7,999	0	10,082	3,841	0	0	0	3,931	1,000	26,853	12	461
WAHKIAKUM	831	0	1,050	233	17	701	0	216	0	3,048	0	102
WALLA WALLA	9,309	0	4,594	1,277	881	0	0	556	0	16,617	5	502
WHATCOM	8,248	0	9,449	4,746	291	181	0	352	0 *	23,267	2	469
WHITMAN	2,253	593	3,399	1,086	0	0	0	130	71	7,532	1,230	538
YAKIMA	10,208	1,210	7,504	3,813	154	0	1,041	99	152	24,181	189	965
TOTAL	282,819	50,370	249,563	85,646	28,973	5,362	10,688	168,127	11,404	892,952	17,257	16,715

% OF TOTAL 31.7% 5.6% 27.9% 9.6% 3.2% 0.6% 1.2% 18.8% 1.3%

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

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

*Traffic Policing funds paid from diverted road levy.

** Road Fund portion only

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

Table C

ANTICIPATED COUNTY ROAD FUND REVENUE 2007 BUDGETS

(thousands of dollars)

COUNTY	BEGIN. FUND BAL.	FED. PROG.	MOTOR VEHICLE FUEL TAX					TAXES				MISC.			TOTAL
			GAS		MVFT			PROP- ERTY	OTHER TIMBER	TOTAL TAXES	FED. LANDS	REIMB.	OTHER		
			TAX	TIB	RAP	CAPP	TOTAL								
ADAMS	2,100	1,693	4,154	0	557	704	5,415	1,250	0	8	1,258	0	13	498	10,977
ASOTIN	840	500	1,549	835	325	117	2,826	750	0	0	750	0	0	766	5,682
BENTON	661	3,767	3,363	3,350	1,442	358	8,513	4,422	0	90	4,512	0	150	4,469	22,072
CHELAN	5,515	2,712	2,437	0	1,295	279	4,011	4,646	26	44	4,716	1,102	3	971	19,030
CLALLAM	7,789	8,689	2,000	0	500	150	2,650	5,700	250	13	5,963	950	20	969	27,030
CLARK	8,837	8,161	7,045	3,116	0	575	10,736	30,686	97	145	30,928	0	0	12,867	71,529
COLUMBIA	442	2,131	1,483	0	182	40	1,705	545	20	3	568	0	0	55	4,901
COWLITZ	3,050	17,442	2,401	0	850	290	3,541	7,712	500	35	8,247	180	210	7,607	40,277
DOUGLAS	1,672	1,025	5,200	1,025	4,205	342	10,772	3,294	0	125	3,419	0	0	5,380	22,268
FERRY	600	1,025	1,560	0	0	200	1,760	300	0	0	300	0	4	1,195	4,884
FRANKLIN	195	2,412	2,882	0	3,640	408	6,930	2,227	0	10	2,237	1	50	1,828	13,653
GARFIELD	1,608	465	1,321	0	895	163	2,379	245	0	2	247	100	225	43	5,067
GRANT	12,698	4,558	6,403	65	528	982	7,978	6,308	0	95	6,403	0	50	223	31,910
GRAYS HARBOR	4,015	1,204	2,384	0	130	0	2,514	4,100	1,200	5	5,305	150	24	1,780	14,992
ISLAND	1,738	1,226	2,415	0	1,000	244	3,659	6,829	0	1	6,830	0	100	4,277	17,830
JEFFERSON	3,939	2,185	1,442	0	136	153	1,731	2,887	150	5	3,042	0	154	384	11,435
KING	29,632	31,833	15,707	2,841	2,800	735	22,083	76,925	225	0	77,150	907	13,993	56,110	231,708
KITSAP	18,575	5,530	5,716	1,041	0	374	7,131	22,824	0	50	22,874	0	25	11,019	65,154
KITTITAS	6,075	3,552	1,949	114	1,660	852	4,575	3,090	50	14	3,154	0	36	385	17,777
KLICKITAT	109	4,508	2,778	0	80	388	3,246	2,142	250	5	2,397	0	10	3,009	13,279
LEWIS	10,976	8,833	3,502	0	99	314	3,915	8,352	1,278	9	9,639	0	870	3,947	38,180
LINCOLN	365	1,127	4,336	0	3,600	488	8,424	1,121	0	19	1,140	0	120	3,057	14,233
MASON	4,399	1,751	2,300	0	17	309	2,626	8,044	400	20	8,464	310	874	852	19,276
OKANOGAN	4,158	1,742	3,479	35	1,140	481	5,135	2,620	20	9	2,649	0	0	2,203	15,887
PACIFIC	3,475	711	1,354	0	1,603	133	3,090	2,498	475	6	2,979	0	0	301	10,556
PEND OREILLE	1,870	1,180	1,649	0	0	217	1,866	1,160	200	1	1,361	0	20	285	6,582
PIERCE	30,718	714	11,407	9,308	496	837	22,048	42,705	1,040	0	43,745	0	4,234	28,861	130,320
SAN JUAN	2,500	170	966	0	0	102	1,068	3,298	0	3	3,301	0	50	2,730	9,819
SKAGIT	6,370	2,522	3,431	0	0	420	3,851	10,433	277	2,376	13,086	1,775	0	30	27,634
SKAMANIA	3,311	436	892	870	0	110	1,872	1,204	115	5	1,324	0	20	1,194	8,157
SNOHOMISH	6,065	11,749	11,271	606	627	610	13,114	47,119	200	170	47,489	31	9,552	32,708	120,708
SPOKANE	12,814	8,102	10,057	2,513	3,888	832	17,290	13,676	50	30	13,756	0	2,666	7,872	62,500
STEVENS	4,900	4,833	3,420	0	45	550	4,015	3,935	365	2	4,302	100	10	500	18,660
THURSTON	12,625	2,582	5,245	1,000	657	418	7,320	16,266	700	502	17,468	0	581	3,148	43,724
WAHKIAKUM	400	913	857	42	239	102	1,240	463	161	1	625	3	35	570	3,786
WALLA WALLA	4,400	5,470	3,000	4,500	990	450	8,940	4,025	0	40	4,065	0	0	4,580	27,455
WHATCOM	11,111	0	4,073	0	0	428	4,501	15,365	150	25	15,540	800	792	1,173	33,917
WHITMAN	2,376	3,008	4,270	0	309	492	5,071	1,860	0	20	1,880	0	55	7	12,397
YAKIMA	3,189	8,365	6,188	648	3,404	800	11,040	10,854	0	0	10,854	1,427	1,363	0	36,238
TOTAL	236,112	168,826	155,886	31,909	37,339	15,447	240,581	381,880	8,199	3,888	393,967	7,836	36,309	207,853	1,291,484

% OF TOTAL 18.3% 13.1% 12.1% 2.5% 2.9% 1.2% 18.6% 29.6% 0.6% 0.3% 30.5% 0.6% 2.8% 16.1%

Table D

ANTICIPATED COUNTY ROAD FUND EXPENDITURES 2007 BUDGETS

(thousands of dollars)

COUNTY	CONST.	MAINT.	PRES.	ADMIN. & OPER.	FACIL.	FERRY	REIMB.	BOND WARR. RET'T	OTHER	SUB TOTAL	END FUND BAL.	GRAND TOTAL
ADAMS	3,147	3,397	1,392	924	0	0	72	0	217	9,149	1,828	10,977
ASOTIN	2,433	1,932	0	915	0	0	0	0	0	5,280	402	5,682
BENTON	13,397	3,494	1,533	1,741	0	0	667	197	1,043	22,072	0	22,072
CHELAN	6,480	7,277	0	1,705	106	0	0	0	487	16,055	2,975	19,030
CLALLAM	12,437	3,908	1,620	2,336	24	0	188	0	826	21,339	5,691	27,030
CLARK	34,451	15,435	261	8,714	640	0	0	0	4,891	64,392	7,137	71,529
COLUMBIA	2,142	1,406	338	323	9	0	0	0	14	4,232	669	4,901
COWLITZ	18,202	8,781	0	2,078	509	0	0	5,067	2,750	37,387	2,890	40,277
DOUGLAS	13,596	3,573	1,418	1,783	162	0	34	552	410	21,528	740	22,268
FERRY	1,780	1,626	400	399	0	0	81	0	598	4,884	0	4,884
FRANKLIN	8,692	3,500	0	965	66	0	120	160	0	13,503	150	13,653
GARFIELD	1,602	1,077	324	490	0	0	30	0	11	3,534	1,533	5,067
GRANT	8,281	6,045	2,650	1,739	150	0	50	2	1,412	20,329	11,581	31,910
GRAYS HARBOR	6,388	4,785	2,220	942	7	0	500	0	150	14,992	0	14,992
ISLAND	6,240	4,069	2,327	2,225	125	0	100	310	2,434	17,830	0	17,830
JEFFERSON	2,176	3,613	0	1,430	0	0	154	42	1,022	8,437	2,998	11,435
KING	84,857	34,993	25,301	26,530	2,367	0	13,993	4,267	39,400	231,708	0	231,708
KITSAP	22,089	8,705	4,440	9,993	430	0	592	86	3,019	49,354	15,800	65,154
KITTITAS	8,078	3,273	820	1,171	0	0	71	0	297	13,710	4,067	17,777
Klickitat	8,604	3,800	0	600	47	0	10	16	202	13,279	0	13,279
LEWIS	11,781	10,286	610	2,698	250	0	0	3	1,546	27,174	11,006	38,180
LINCOLN	7,206	4,681	0	1,226	0	0	120	0	94	13,327	906	14,233
MASON	7,586	4,676	241	2,388	300	0	0	0	1,501	16,692	2,584	19,276
OKANOGAN	4,426	6,226	786	1,276	219	0	0	298	2,428	15,659	228	15,887
PACIFIC	2,899	3,409	870	693	0	0	24	0	611	8,506	2,050	10,556
PEND OREILLE	1,647	2,373	900	544	60	0	0	361	142	6,027	555	6,582
PIERCE	43,461	24,398	0	24,763	28,264	3,957	0	1,146	4,331	130,320	0	130,320
SAN JUAN	1,470	2,232	1,076	1,970	157	0	74	211	1,344	8,534	1,285	9,819
SKAGIT	7,675	7,091	0	5,997	1,024	1,503	113	0	1,347	24,750	2,884	27,634
SKAMANIA	1,880	2,294	441	349	0	0	0	0	0	4,964	3,193	8,157
SNOHOMISH	48,605	27,280	822	18,491	9,080	0	6,170	530	9,730	120,708	0	120,708
SPOKANE	26,794	15,949	0	7,416	41	0	2,221	368	2,551	55,340	7,160	62,500
STEVENS	5,680	4,435	1,554	906	4,050	0	35	0	0	16,660	2,000	18,660
THURSTON	8,960	12,572	3,203	5,671	975	0	0	0	2,250	33,631	10,093	43,724
WAHKIAKUM	1,523	873	0	207	25	691	22	0	24	3,365	421	3,786
WALLA WALLA	19,580	4,651	0	1,762	25	0	150	0	88	26,256	1,199	27,455
WHATCOM	9,558	12,739	0	5,821	0	0	230	0	1,973	30,321	3,596	33,917
WHITMAN	6,107	4,410	618	1,188	0	0	0	0	74	12,397	0	12,397
YAKIMA	20,555	7,455	1,175	3,771	0	0	0	0	1,095	34,051	2,187	36,238
TOTAL	502,465	282,719	57,340	154,140	49,112	6,151	25,821	13,616	90,312	1,181,676	109,808	1,291,484

% OF TOTAL	38.9%	21.9%	4.4%	11.9%	3.8%	0.5%	2.0%	1.1%	7.0%	91.5%	8.5%
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Table E
COUNTY ROAD LEVY SUMMARY
As shown in 2007 Budgets
(thousands of dollars)

COUNTY	VALUATION	Revenue Produced by Full Levy \$2.25/\$1,000	Actual Levy Revenue Produced	(RCW 36.33.220)			Revenue Remaining in Road Fund	
				Traffic Policing expense paid by:				County Road Property Tax Expenditures for Other Purposes
				Diversion	Payment for Services	Transfer Out		
ADAMS	789,112	1,776	1,203		75		1,128	
ASOTIN	706,119	1,589	766				766	
BENTON	2,584,363	5,815	4,835	412			4,423	
CHELAN	3,282,998	7,387	4,847				4,847	
CLALLAM	5,025,967	11,308	5,857		291		5,566	
CLARK	21,565,592	48,523	32,940	1,200			31,740	
COLUMBIA	271,387	611	589			Divert - S. Waste/Cur. Exp. 60	529	
COWLITZ	4,108,619	9,244	8,430	733			7,697	
DOUGLAS	1,621,399	3,648	3,495				3,495	
FERRY	386,149	869	869	569			300	
FRANKLIN	1,200,019	2,700	2,231				2,231	
GARFIELD	125,664	283	222				222	
GRANT	3,048,550	6,859	6,675		195		6,480	
GRAYS HARBOR	1,831,575	4,121	4,044		250		3,794	
ISLAND	10,291,547	23,156	6,844			416 Transfer -Trails/Pub. Wks. 1,178	5,250	
JEFFERSON	2,699,292	6,073	3,359	480			2,879	
KING	45,134,138	101,552	78,587		3,513		75,074	
KITSAP	18,308,938	41,195	22,829	1,414			21,415	
KITTITAS	2,781,960	6,259	3,487	85			3,402	
KLICKITAT	1,255,216	2,824	2,158				2,158	
LEWIS	4,032,416	9,073	8,586	362			8,225	
LINCOLN	658,614	1,482	1,438	250			1,188	
MASON	4,633,940	10,426	8,434	403			8,031	
OKANOGAN	1,981,173	4,458	2,975			133	2,842	
PACIFIC	1,417,802	3,190	2,518		290		2,228	
PEND OREILLE	777,946	1,750	1,342		56		1,286	
PIERCE	34,900,952	78,527	53,085		10,379 *		42,707	
SAN JUAN	5,709,739	12,847	3,308	529			2,779	
SKAGIT	6,870,934	15,460	11,149	1,125			10,024	
SKAMANIA	868,697	1,955	1,204				1,204	
SNOHOMISH	38,583,345	86,813	47,821			1,797	46,023	
SPOKANE	10,480,309	23,581	15,101	1,000			14,101	
STEVENS	2,207,156	4,966	3,935				3,935	
THURSTON	12,601,176	28,353	17,218	1,000			16,218	
WAHKIAKUM	309,826	697	485				485	
WALLA WALLA	1,849,049	4,160	4,160				4,160	
WHATCOM	10,421,100	23,447	15,794	707			15,088	
WHITMAN	866,497	1,950	1,839		74		1,765	
YAKIMA	5,311,749	11,951	11,453		159		11,294	
TOTALS	271,501,025	610,877	406,112	10,269	15,281	2,346	1,238	376,977

* Increased by voter approval (RCW 84.55.050)

Table F

COUNTY ROAD MILEAGE - 1/1/07

COUNTY	URBAN ROADS			RURAL ROADS			SYSTEM CENTERLINE TOTAL	PAVED ARTERIAL C/L MILES	PAVED ARTERIAL LANE-MILES	UNPAVED C/L MILES
	ACCESS	ARTERIAL	TOTAL	ACCESS	ARTERIAL	TOTAL				
ADAMS			0.00	1,105.80	668.96	1,774.76	1,774.76	545.77	1,092.29	1,125.30
ASOTIN	60.88	21.04	81.92	168.00	151.90	319.90	401.82	100.35	206.16	238.82
BENTON	95.09	39.39	134.48	429.77	313.31	743.08	877.56	305.08	610.16	262.32
CHELAN	36.84	18.95	55.79	391.46	218.39	609.85	665.64	236.84	475.57	124.07
CLALLAM	18.79	7.72	26.51	337.56	121.41	458.97	485.48	129.13	258.12	3.10
CLARK	390.66	195.65	586.31	282.46	262.93	545.39	1,131.70	458.58	991.30	22.70
COLUMBIA			0.00	273.47	229.87	503.34	503.34	141.17	282.35	356.81
COWLITZ	52.64	28.64	81.28	258.63	195.14	453.77	535.05	223.78	447.56	8.57
DOUGLAS	53.38	35.34	88.72	1,147.10	401.02	1,548.12	1,636.84	292.67	590.08	1,205.91
FERRY			0.00	507.68	231.26	738.94	738.94	187.15	374.68	527.13
FRANKLIN	21.88	12.38	34.26	612.35	341.64	953.99	988.25	345.42	694.63	426.03
GARFIELD			0.00	234.08	213.03	447.10	447.10	126.27	252.53	315.59
GRANT	26.46	17.90	44.35	1,583.14	901.60	2,484.74	2,529.09	835.23	1,681.39	1,121.22
GRAYS HARBOR	9.99	7.57	17.56	291.92	242.72	534.64	552.20	245.00	489.96	43.69
ISLAND	50.70	22.72	73.42	317.40	193.10	510.50	583.92	215.82	434.58	7.39
JEFFERSON	8.87	1.54	10.41	249.40	136.31	385.71	396.12	129.71	260.05	74.17
KING	900.19	270.80	1,170.99	404.34	273.42	677.76	1,848.75	544.21	1,161.40	54.20
KITSAP	359.56	148.93	508.48	260.07	164.75	424.82	933.30	313.68	635.38	11.03
KITTITAS	1.45	4.04	5.49	252.37	307.01	559.38	564.87	306.99	614.71	68.63
KLICKITAT			0.00	708.63	375.70	1,084.33	1,084.33	338.25	676.60	571.52
LEWIS	33.77	14.29	48.06	726.18	276.51	1,002.69	1,050.74	286.50	572.99	55.21
LINCOLN			0.00	1,333.99	658.44	1,992.43	1,992.43	379.18	758.37	1,551.94
MASON	3.34	2.54	5.88	345.16	271.36	616.52	622.40	264.44	529.09	47.16
OKANOGAN			0.00	873.28	514.89	1,388.18	1,388.18	408.35	816.81	707.65
PACIFIC			0.00	219.70	130.12	349.81	349.81	119.57	239.27	50.43
PEND OREILLE			0.00	369.50	180.53	550.03	550.03	167.18	334.36	252.43
PIERCE	617.35	428.97	1,046.32	252.76	251.58	504.34	1,550.66	676.70	1,423.19	38.33
SAN JUAN			0.00	184.14	86.71	270.85	270.85	86.71	173.42	56.23
SKAGIT	56.12	42.48	98.60	384.12	312.88	697.01	795.61	355.37	711.72	38.33
SKAMANIA			0.00	155.12	85.76	240.88	240.88	85.76	172.25	30.59
SNOHOMISH	729.20	193.30	922.50	450.38	284.29	734.67	1,657.17	474.53	1,000.87	14.87
SPOKANE	292.88	148.07	440.95	1,438.57	650.06	2,088.63	2,529.58	714.67	1,473.01	1,205.37
STEVENS			0.00	929.57	561.69	1,491.26	1,491.26	465.12	930.27	834.87
THURSTON	244.33	77.43	321.76	447.99	270.11	718.10	1,039.86	347.54	709.60	32.90
WAHIAKUM			0.00	58.39	85.18	143.57	143.57	78.90	157.80	16.92
WALLA WALLA	50.71	30.84	81.55	447.42	434.21	881.63	963.18	390.37	780.87	375.96
WHATCOM	81.30	43.23	124.53	511.04	318.96	830.00	954.53	362.19	726.92	37.63
WHITMAN			0.00	1,294.74	617.60	1,912.34	1,912.34	418.82	837.64	1,474.60
YAKIMA	90.19	89.35	179.54	819.66	670.89	1,490.55	1,670.09	735.45	1,484.13	577.32
STATEWIDE	4,286.57	1,903.08	6,189.65	21,057.34	12,605.23	33,662.56	39,852.21	12,838.42	26,062.06	13,966.92
EASTERN	729.76	417.29	1,147.05	14,920.59	8,641.99	23,562.58	24,709.63	7,440.32	14,966.60	13,323.46
WESTERN	3,556.81	1,485.79	5,042.60	6,136.75	3,963.24	10,099.98	15,142.59	5,398.10	11,095.46	643.46

Data from County Road Logs certified 1/1/07 by the County Road Administration Board

Table G

COUNTY ARTERIAL PRESERVATION PROGRAM 2006 ACCOMPLISHMENT SUMMARY

COUNTY	1/1/06 Eligible Arterial System C/Line (miles)	Total CAPP Rec'd (\$1,000)	Total CAPP Expended (\$1,000)	Total Eligible Expenses (\$1,000)	CAPP Contri- bution (%)	2006 Arterial Sealcoat (miles)	2006 Arterial Overlay (miles)	2006 Total Resurf. (miles)	2006 Percent System Resurf'd
ADAMS	545.5	702.8	632.5	632.5	100.0	41.1	0.0	41.1	7.5
ASOTIN	95.1	125.9	125.9	435.0	28.9	16.5	0.0	16.5	17.3
BENTON	303.4	390.8	283.9	283.9	100.0	29.3	0.0	29.3	9.7
CHELAN	238.9	308.7	308.7	1,639.0	18.8	0.0	0.0	0.0	0.0
CLALLAM	130.3	167.8	167.8	441.6	38.0	12.1	0.4	12.5	9.6
CLARK	459.8	643.9	643.9	4,251.5	15.1	24.4	26.5	50.9	11.1
COLUMBIA	137.7	177.2	239.0	242.0	98.8	12.8	0.0	12.8	9.3
COWLITZ	224.7	289.4	289.1	1,670.4	17.3	31.1	0.0	31.1	13.8
DOUGLAS	293.4	381.6	381.6	905.7	42.1	35.3	0.0	35.3	12.0
FERRY	177.9	229.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FRANKLIN	345.6	446.7	446.7	1,091.2	40.9	44.9	1.4	46.3	13.4
GARFIELD	126.3	162.6	162.6	229.1	71.0	6.0	0.5	6.5	5.1
GRANT	831.1	1076.9	1076.9	4,282.8	25.1	89.2	15.1	104.3	12.6
GRAYS HARBOR	224.3	288.9	288.9	1,201.0	24.1	0.0	0.8	0.8	0.4
ISLAND	213.7	277.6	277.6	807.7	34.4	4.7	5.8	10.4	4.9
JEFFERSON	129.7	167.0	167.0	167.0	100.0	7.2	0.5	7.6	5.9
KING	542.0	741.4	741.4	3,834.8	19.3	0.0	23.0	23.0	4.2
KITSAP	314.9	409.8	409.8	823.9	49.7	0.0	5.2	5.2	1.7
KITTITAS	306.1	395.5	0.0	957.4	0.0	53.8	0.0	53.8	17.6
KLICKITAT	330.6	425.6	425.6	1,294.8	32.9	29.1	3.3	32.4	9.8
LEWIS	288.0	370.7	370.7	743.2	49.9	36.4	2.2	38.6	13.4
LINCOLN	374.4	481.7	481.7	649.3	74.2	46.6	0.0	46.6	12.5
MASON	261.5	336.8	336.8	868.9	38.8	16.0	1.2	17.3	6.6
OKANOGAN	404.4	520.7	520.7	1,124.3	46.3	80.0	0.0	80.0	19.8
PACIFIC	119.6	154.0	438.2	1,176.8	37.2	3.7	4.2	7.9	6.6
PEND OREILLE	168.4	216.8	169.1	169.1	100.0	4.5	0.0	4.5	2.7
PIERCE	679.0	920.1	920.1	1,442.9	63.8	15.5	0.0	15.5	2.3
SAN JUAN	86.5	111.3	111.3	296.5	37.6	13.0	0.0	13.0	15.1
SKAGIT	360.8	465.1	465.1	744.3	62.5	24.0	0.0	24.0	6.7
SKAMANIA	86.2	111.6	0.0	84.5	0.0	0.0	0.9	0.9	1.0
SNOHOMISH	487.3	649.4	649.4	1,359.8	47.8	23.5	2.3	25.7	5.3
SPOKANE	703.5	930.1	930.1	4,729.4	19.7	58.2	10.0	68.2	9.7
STEVENS	466.2	599.9	218.1	219.4	99.4	0.0	158.4	158.4	34.0
THURSTON	350.7	460.9	460.9	1,224.3	37.7	50.5	4.2	54.7	15.6
WAHIAKUM	78.9	101.7	101.7	256.2	39.7	15.4	0.0	15.4	19.5
WALLA WALLA	390.3	502.2	502.2	941.3	53.3	10.9	0.0	10.9	2.8
WHATCOM	362.7	468.9	468.9	937.3	50.0	21.4	0.0	21.4	5.9
WHITMAN	418.0	538.0	538.0	911.2	59.0	29.7	2.5	32.3	7.7
YAKIMA	742.4	965.2	965.2	1,009.1	95.7	28.0	0.0	28.0	3.8
TOTAL	12,799.6	16,714.6	15,717.2	44,078.7	35.7%	914.6	268.2	1,182.7	
							AVERAGE		9.1

Table H
COUNTY FREIGHT AND GOODS SYSTEM

COUNTY	Freight and Goods System - Truck Route Class					Total	Total	%
	T-1	T-2	T-3	T-4	T-5	FGTS	Adequate	Adequate
ADAMS		0.53	31.58	346.75	204.49	583.35	177.02	30.3%
ASOTIN		0.15	23.00	19.98		43.13	38.05	88.2%
BENTON			116.75	126.87	84.16	327.78	84.38	25.7%
CHELAN			33.62	39.62	51.62	124.86	10.41	8.3%
CLALLAM			34.40	98.74	9.99	143.13		0.0%
CLARK	3.87	14.92	141.65	15.67		176.11	157.76	89.6%
COLUMBIA			10.30	49.06	147.07	206.44	11.20	5.4%
COWLITZ			79.73	57.57	3.00	140.30	112.20	80.0%
DOUGLAS			7.16	83.59	171.26	262.01	3.22	1.2%
FERRY			108.86	115.60		224.46	23.56	10.5%
FRANKLIN			103.74	162.11	252.20	518.05	246.81	47.6%
GARFIELD				10.13	125.75	135.88	116.96	86.1%
GRANT		10.46	273.68	263.24	310.00	857.38	58.38	6.8%
GRAYS HARBOR		1.03	211.60	7.13		219.76	192.30	87.5%
ISLAND			14.88	27.37	0.37	42.62	42.23	99.1%
JEFFERSON			40.81	33.16	65.75	139.72	108.23	77.5%
KING	23.78	30.36	291.88	114.21		460.23	424.73	92.3%
KITSAP	2.94	5.42	30.05	3.87		42.27	0.93	2.2%
KITTITAS		9.86	239.01	56.58	4.20	309.65	205.08	66.2%
KLICKITAT			174.68	111.37		286.05	7.63	2.7%
LEWIS			138.38	205.63	48.68	392.69	216.89	55.2%
LINCOLN			99.49	57.12	94.56	251.17	0.25	0.1%
MASON			40.12	81.91	1.46	123.49	2.06	1.7%
OKANOGAN			98.60	119.02	182.01	399.62	6.94	1.7%
PACIFIC				135.11		135.11	23.06	17.1%
PEND OREILLE			38.39	125.09	62.21	225.69	0.49	0.2%
PIERCE	6.56	16.90	236.95	29.22	7.70	297.33	40.24	13.5%
SAN JUAN			23.92	64.86		88.78	57.70	65.0%
SKAGIT		22.74	207.41	6.96		237.11	107.99	45.5%
SKAMANIA			22.92	58.73		81.65	79.81	97.8%
SNOHOMISH	4.64	7.75	350.23	113.01	58.47	534.10	342.50	64.1%
SPOKANE	5.69	32.72	455.15	106.90	109.28	709.74	601.72	84.8%
STEVENS			151.03	147.60	36.75	335.38	12.80	3.8%
THURSTON		1.14	168.28	33.51	4.13	207.06	23.28	11.2%
WAHIAKUM			12.00	2.67	10.83	25.50	12.80	50.2%
WALLA WALLA			71.81	287.64		359.45	4.32	1.2%
WHATCOM			109.80	93.99		203.79	73.23	35.9%
WHITMAN			3.29	37.97	252.71	293.97	37.44	12.7%
YAKIMA		8.66	391.30	139.46	69.64	609.06	598.60	98.3%
TOTAL	47.48	162.63	4,586.43	3,589.02	2,368.29	10,753.85	4,263.20	39.6%

County Road Log Certified 1/1/2007

Adequacy defined by Cost Responsibility Study - All Weather Roads

County Freight and Goods System 2007 Status Report

County Freight and Goods System Summary

The Washington State Legislature has recognized that Washington State is uniquely positioned as a gateway to the global economy. Washington, as one of the most trade-dependent states per capita in the nation, is highly dependent on an efficient multimodal transportation network in order to remain competitive. The vitality of the state's economy is placed at risk by growing traffic congestion that impedes the safe and efficient movement of goods. Freight corridors that serve international and domestic interstate and intrastate trade and those freight corridors that enhance the state's competitive position through regional and global gateways are strategically important. Ownership of the freight mobility network is fragmented and spread across various public jurisdictions, private companies, and state and national borders. Transportation projects have grown in complexity and size, requiring more resources and longer implementation time frames. State investments in projects that enhance or mitigate freight movements should pay special attention to solutions that utilize a corridor solution to address freight mobility issues with important transportation and economic impacts beyond any local area.

The County Freight and Goods System (CFGS) is made up of 10,754 centerline miles of county road, 26.9% of the 39,852 total miles of county road. 9,217 miles of the CFGS are classified as arterials and collectors. This represents 85.7% of the County Freight and Goods System.

The purpose of the County Freight and Goods System Status Report is:

1. To develop criteria for determining which roads should be included in the CFGS;
2. To obtain the field data necessary to determine which roads are CFGS routes;
3. To establish the CFGS network, statewide;
4. To develop criteria to evaluate deficiencies in the CFGS;
5. To obtain a needs assessment to determine the costs to improve the CFGS to all-weather standards; and
6. To provide information on County Roads Strategic Freight Corridors.

The counties will monitor changes in their truck routes and obtain truck classification and volume information on new and existing truck routes annually. This information is used by each County to develop their priority arrays, deficiency and needs analysis, six-year programs, and annual road improvement programs. This information will also be used to provide an updated annual status report on the County Freight and Goods System, and be provided to WSDOT to update the Freight and Goods Transportation System (FGTS) inventory and to the Freight Mobility Strategic Investments Board (FMSIB) to update their Strategic Corridors inventory.

Truck Route Classes

In order to be integrated with the statewide FGTS, the CFGS uses the same method of classification as the FGTS. The current FGTS classes are based on gross annual tons of freight and goods on the route. To determine gross annual tons on each road, every county must have accurate truck volumes and classification information on its road system. All counties are obtaining the needed information as part of their annual traffic counting and classification program.

TRUCK ROUTE CLASSES

<u>CFGS Class</u>	<u>FGTS Class</u>	Description
T-1	T-1	Over 10 million gross tons annually.
T-2	T-2	4 to 10 million gross tons annually.
T-3	T-3	300,000 to 4 million gross tons annually.
T-4	T-4	100,000 to 300,000 gross tons annually.
T-5	T-5	Seasonal – Over 100,000 gross tons in 60 days.
T-6		Cyclical – Over 100,000 gross tons annually, but not every year.
T-7		Missing Link – Over 100,000 gross tons annually if improved.
T-8		Over 100,000 gross tons annually if Snake River drawdown occurs.

Three additional truck route classes, T-6, T-7, and T-8 have been created for the purposes of this study to allow the counties to better classify County Freight and Goods System (CFGS) routes in the future. The inclusion of T-6, T-7, and T-8 will allow these routes to be identified and properly managed. The table above shows the Truck Route Classes. Class T-1 through T-5 are the same as the current Freight and Goods Transportation System (FGTS) truck route classes established by the Transportation Commission.

T-6 is a road that has over 100,000 gross annual tons, but not in every year. These are cyclical truck routes. An example is lowland logging. Certain roads will carry many loaded trucks during the year(s) that their tributary areas are being logged, but these areas are logged only once every 10 to 25 years. During the harvest years, these roads will likely meet the criteria for a FGTS/CFGS route, but only in those years. While there may be better ways to manage these routes than reconstruction to FGTS standards (e.g., haul road agreements), this classification will provide an inventory of these routes.

T-7 is a route that would be an FGTS route but there is some problem with the road that prevents truck traffic from using it. If these problems were eliminated, the roads would become preferred truck routes with a savings of time and/or distance over currently used routes. An example of such a route comes from Spokane County: There is a road, the use of which would save trucks both time and distance, but there is an inadequate railroad crossing that prevents use of the route. If the railroad crossing were improved, trucks would use the road. Using this classification will provide a list of road improvements that would benefit the movement of freight and goods.

T-8 was created for the Lower Snake River Drawdown Study (1999), to inventory those county roads that would become an FGTS route if barge traffic were removed from the Snake River. As grain is hauled from farm or storage to the Tri-Cities or beyond rather than to the barge loading facilities on the Snake River, truck travel patterns will change. Truck Route Class T-8 will identify those routes that will likely become FGTS/CFGS routes if this happens.

COUNTY DATA COLLECTION AND ANALYSIS

Counties conduct traffic counts on a portion of their road system annually. They annually conduct volume and classification studies on many roads that are existing and/or potential truck routes. To provide the best information possible, some counties work with trucking concerns (haulers, grain co-ops, and industry representatives) to develop tonnage data.

The field data obtained provides the number of truck-by-truck classifications. The methodology developed by WSDOT, described in “Instructions for FGTS Truck Tonnage Estimation”, is used to convert this information to Gross Annual Tons. The WSDOT methodology was used so that the designation of Truck Route Classes would be consistent between the state and the counties.

Counties submit an annual Roadlog Update to CRAB that includes all changes made to its road system during the year. The Roadlog contains road and usage information for all identified CFGS routes. CRAB extracts the information for each CFGS route. This information provides an inventory of the CFGS routes, and a deficiency elimination evaluation and maintenance needs evaluation for each county’s system. This is the basis for the CFGS Annual Status Report.

DEFICIENCY ELIMINATION EVALUATION

Roads

One of the tasks of the Cost Responsibility Study (CRS) was to define a set of “Minimum Tolerable Conditions” (MTC) that a FGTS route must meet to be deemed ‘adequate’. The MTCs were established for Roadway Width and Structural Adequacy.

1. Roadway Width is a measure of the safety and ease of operation of trucks. A narrower roadway provides operational impediments to safe and efficient operation of trucks. Pavement Width and Shoulder Width are required fields in the Roadlog, and are certified correct by the County Engineer.
2. Structural Adequacy is the ability of the pavement and base to adequately support the number of heavy loads on the road. Weeks of Weight Restriction (how many weeks in a typical average year the road is restricted to lighter loads) and Base Adequacy (an evaluation of the adequacy of the road base to support the volume of heavy trucks using the road) are not required fields. The counties were encouraged to enter correct data in these fields. However, due to data and staff limitations, some information may not be current.

A scenario approach was adopted by the CRS to produce estimates of needs under alternative sets of minimum tolerable conditions. This provides policy makers with a range of options and information on how the needs vary depending on the MTCs selected. Scenario 1 is "all weight restrictions addressed", and assumes that all FGTS segments with weight restrictions will be upgraded to all-weather roads. Scenario 2 is "some weight restrictions addressed", and assumes that minimal weight restrictions would be allowed in the lower truck route classes (T-3 thru T-5). Scenario 3 is "most severe weight restrictions addressed", and assumes moderate weight restrictions will be allowed in all truck route classes.

Deficiencies are determined by comparing the data in the Roadlog with the Minimum Tolerable Condition, established in the CRS. The total miles of the several identified improvements are determined, and cost factors used to determine the funding needed to remove the deficiencies.

The costs for improvements to ensure that minimum tolerable conditions exist were originally determined in the Road Jurisdiction Study (1988), reviewed and updated for the Cost Responsibility Study (1993), and adopted for use in the Needs Assessment Evaluation (1994). They represent standards of design and construction that existed at that time. These costs have been adjusted to 2007 dollars using WSDOT Planning and Programming Service Center, Economics Branch, implicit price deflators.

These cost estimates are conservative. The costs assume structural adequacy and adequate width. They do not include costs that are necessary for other safety improvements or upgrades to improve truck operational efficiencies, currently required environmental permitting, mitigation, and project delays or other potential restrictions. The emphasis on environmental concerns has dramatically escalated since these cost factors were developed.

Bridges

Bridge restrictions are a major impediment to truck traffic. Removing bridge restrictions can provide (1) alternate truck routes that save time and/or distance and (2) truck routes that can carry both legal and oversized/overweight permitted loads. Both result in more efficient truck travel.

Bridges are also evaluated by scenario. In Scenario 1 all bridge deficiencies will be removed (load postings, narrow widths, and vertical clearance problems). In Scenario 2, load limit and vertical clearance deficiencies will be removed. In Scenario 3, only load limit deficiencies will be removed.

The current WSDOT bridge inventory system provides counties with an automated inspection form. Each county inspects its bridges on a regular basis and submits the data to WSDOT. Analysis and management functions are performed by WSDOT.

Railroad Crossings

Railroad crossing deficiencies can impede truck traffic in several ways:

1. Steep approach grades to the crossing;
2. Sight distance restrictions;
3. Narrow and/or height restricted under crossings that constrict the free flow of traffic;
4. Lack of warning lights, gates, and other safety devices.

Washington Utilities and Transportation Commission (WUTC) and WSDOT cooperate to improve railroad crossings on a priority basis. CRAB does not have the ability to segregate the railroad crossings on the CFGS to develop an inventory, deficiency listing or a needs analysis.

MAINTENANCE NEEDS EVALUATION

The Road Jurisdiction Study (RJS) included an evaluation of annual maintenance needs. It identified a reasonable standard for road maintenance for a typical local agency and determined costs required to achieve that standard. The Cost Responsibility Study used those standards and costs to determine annual maintenance needs for the FGTS. For the Needs Assessment Study, CRAB used the RJS and CRS standards and costs to develop a maintenance needs assessment routine applicable to county roads.

This evaluation was used (with costs updated to reflect 2007 costs) to determine the estimated annual maintenance needs on the County Freight and Goods system. It must be noted that these costs are 'not unreasonable' estimates of the total statewide annual maintenance needs for counties, based on the criteria established by the RJS and CRS.

STRATEGIC FREIGHT CORRIDORS

RCW 47.06A.010 (6) defines Strategic Freight Corridors as:

“... a transportation corridor of great economic importance within an integrated freight system that:

- (a) Serves international and domestic interstate and intrastate trade;
- (b) Enhances the state’s competitive position through regional and global gateways;
- (c) Carries freight tonnages of at least:
 - (i) Four million gross tons annually on state highways, city streets, and county roads;
 - (ii) Five million gross tons annually on railroads; or
 - (iii) Two and one-half million net tons on waterways; and
- (d) Has been designated a strategic corridor by the board under RCW 47.06A.020 (3). However, new alignments to, realignments of, and new links to strategic corridors that enhance freight movement may qualify, even though no tonnage data exists for facilities to be built in the future.”

Two hundred ten (210) miles of county roads, in 14 counties, have been classified as Strategic Freight Corridors. These are the routes that are classified Truck Route Class T-1 and T-2.

Strategic Freight Corridors are eligible for Freight Mobility Strategic Investment Board (FMSIB) funding. However, the FMSIB funding rating method is based on reduction of congestion, measured by delay. A review of the “Freight Mobility Strategic Investment Board – 2006 Activities and Recommendations Report” indicates that their current priorities are improvements at railroad crossings, which reduce congestion and delay of both trucks and trains.

County Freight and Goods System
2007 Status Report

Appendix 1: CFGS Mileages by County

County Freight and Goods System

Mileage Summaries

County	County Name	Total Miles			Percent of System		Function Class - FGTS			Rural/Urban - FGTS		County
		All Roads	CFGS	FGTS	CFGS	FGTS	Arterial	Collector	Access	Rural	Urban	
1	Adams	1,774.76	583.35	583.35	32.9%	32.9%	0.00	495.83	87.52	583.35	0.00	495.83
2	Asootin	401.82	57.47	43.13	14.3%	10.7%	9.55	33.58	0.00	32.32	10.81	43.13
3	Benton	877.56	327.78	327.78	37.4%	37.4%	0.00	282.13	45.65	311.31	16.47	282.13
4	Chelan	665.64	124.86	124.86	18.8%	18.8%	7.54	99.41	17.91	112.94	11.92	106.95
5	Clallam	485.48	143.13	143.13	29.5%	29.5%	3.54	87.58	52.01	139.01	4.12	91.12
6	Clark	1,131.70	176.11	176.11	15.6%	15.6%	58.95	114.90	2.26	86.99	89.12	173.85
7	Columbia	503.34	206.44	206.44	41.0%	41.0%	0.00	184.91	21.52	206.44	0.00	184.91
8	Cowlitz	535.05	140.30	140.30	26.2%	26.2%	3.60	118.82	17.88	130.08	10.22	122.42
9	Douglas	1,636.84	262.01	262.01	16.0%	16.0%	8.59	238.02	15.40	246.87	15.14	246.61
10	Ferry	738.94	239.74	224.46	32.4%	30.4%	0.00	194.36	30.10	224.46	0.00	194.36
11	Franklin	988.25	518.05	518.05	52.4%	52.4%	2.08	330.39	185.58	515.15	2.90	332.47
12	Garfield	447.10	135.88	135.88	30.4%	30.4%	0.00	134.52	1.36	135.88	0.00	134.52
13	Grant	2,529.09	857.37	857.37	33.9%	33.9%	13.18	655.11	189.08	845.51	11.86	668.29
14	Grays Harbor	552.20	219.76	219.76	39.8%	39.8%	0.57	184.72	34.47	219.19	0.57	185.29
15	Island	583.92	42.62	42.62	7.3%	7.3%	4.35	34.96	3.31	37.87	4.75	39.31
16	Jefferson	396.12	151.69	139.72	38.3%	35.3%	0.00	113.84	25.88	136.24	3.48	113.84
17	King	1,848.75	460.23	460.23	24.9%	24.9%	178.48	250.04	31.71	227.00	233.23	428.52
18	Kitsap	933.30	42.27	42.27	4.5%	4.5%	17.39	21.09	3.79	21.23	21.04	38.48
19	Kittitas	564.87	309.64	309.64	54.8%	54.8%	1.39	295.73	12.52	305.61	4.04	297.12
20	Klickitat	1,084.33	310.89	286.05	28.7%	26.4%	0.00	270.44	15.61	286.05	0.00	270.44
21	Lewis	1,050.74	421.21	392.69	40.1%	37.4%	10.79	234.36	147.54	373.72	18.98	245.15
22	Lincoln	1,992.44	253.26	251.17	12.7%	12.6%	0.00	239.90	11.26	251.17	0.00	239.90
23	Mason	622.40	131.42	123.49	21.1%	19.8%	1.24	119.75	2.50	122.21	1.28	120.99
24	Okanogan	1,388.18	399.62	399.62	28.8%	28.8%	0.00	337.96	61.66	399.62	0.00	337.96
25	Pacific	349.81	135.11	135.11	38.6%	38.6%	0.00	85.70	49.41	135.11	0.00	85.70
26	Pend Oreille	550.03	235.91	225.69	42.9%	41.0%	0.00	173.11	52.57	225.69	0.00	173.11
27	Pierce	1,550.66	307.16	297.33	19.8%	19.2%	224.37	58.98	13.98	99.63	197.70	283.35
28	San Juan	270.85	88.78	88.78	32.8%	32.8%	0.00	74.07	14.72	88.78	0.00	74.07
29	Skagit	795.61	237.10	237.10	29.8%	29.8%	24.56	207.76	4.78	204.12	32.98	232.32
30	Skamania	240.88	84.16	81.64	34.9%	33.9%	0.00	74.81	6.83	81.64	0.00	74.81
31	Snohomish	1,657.17	534.60	534.09	32.3%	32.2%	87.67	328.97	117.45	287.05	247.04	416.64
32	Spokane	2,529.58	709.74	709.74	28.1%	28.1%	71.50	524.49	113.75	627.30	82.44	595.99
33	Stevens	1,491.26	335.38	335.38	22.5%	22.5%	0.00	324.20	11.18	335.38	0.00	324.20
34	Thurston	1,039.86	207.11	207.07	19.9%	19.9%	48.94	141.04	17.09	164.57	42.50	189.98
35	Wahkiakum	143.57	25.50	25.50	17.8%	17.8%	0.00	25.50	0.00	25.50	0.00	25.50
36	Walla Walla	963.18	359.45	359.45	37.3%	37.3%	10.90	346.83	1.72	343.64	15.81	357.73
37	Whitcom	954.53	203.79	203.79	21.3%	21.3%	21.28	166.03	16.48	174.25	29.54	187.31
38	Whitman	1,912.34	299.71	293.97	15.7%	15.4%	0.00	280.73	13.24	293.97	0.00	280.73
39	Yakima	1,670.09	609.06	609.06	36.5%	36.5%	41.26	480.60	87.20	549.19	59.87	521.86
	Total Miles	39,852.21	10,887.64	10,753.81	27.3%	27.0%	851.71	8,365.17	1,536.93	9,586.02	1,167.79	9,216.88

County Roadlog Certified 1/1/2007

Centerline Miles of Road

County Freight and Goods System

Mileage by Truck Route Class

County	County Name	Total Miles		Truck Route Class										
		CFGS	FGTS	T-1	T-2	T-3	T-4	T-5	T-6	T-7	T-8			
1	Adams	583.35	583.35	0.00	0.53	31.58	346.75	204.49	0.00	0.00	0.00	0.00	0.00	
2	Asootin	57.47	43.13	0.00	0.15	23.00	19.98	0.00	14.34	0.00	0.00	0.00	0.00	
3	Benton	327.78	327.78	0.00	0.00	116.75	126.87	84.16	0.00	0.00	0.00	0.00	0.00	
4	Chelan	124.86	124.86	0.00	0.00	33.62	39.62	51.62	0.00	0.00	0.00	0.00	0.00	
5	Clallam	143.13	143.13	0.00	0.00	34.40	98.74	9.99	0.00	0.00	0.00	0.00	0.00	
6	Clark	176.11	176.11	3.87	14.92	141.65	15.67	0.00	0.00	0.00	0.00	0.00	0.00	
7	Columbia	206.44	206.44	0.00	0.00	10.30	49.06	147.07	0.00	0.00	0.00	0.00	0.00	
8	Cowlitz	140.30	140.30	0.00	0.00	79.73	57.57	3.00	0.00	0.00	0.00	0.00	0.00	
9	Douglas	262.01	262.01	0.00	0.00	7.16	83.59	171.26	0.00	0.00	0.00	0.00	0.00	
10	Ferry	239.74	224.46	0.00	0.00	108.86	115.60	0.00	0.00	15.28	0.00	0.00	0.00	
11	Franklin	518.05	518.05	0.00	0.00	103.74	162.11	252.20	0.00	0.00	0.00	0.00	0.00	
12	Garfield	135.88	135.88	0.00	0.00	0.00	10.13	125.75	0.00	0.00	0.00	0.00	0.00	
13	Grant	857.37	857.37	0.00	10.46	273.68	263.24	310.00	0.00	0.00	0.00	0.00	0.00	
14	Grays Harbor	219.76	219.76	0.00	1.03	211.60	7.13	0.00	0.00	0.00	0.00	0.00	0.00	
15	Island	42.62	42.62	0.00	0.00	14.88	27.37	0.37	0.00	0.00	0.00	0.00	0.00	
16	Jefferson	151.69	139.72	0.00	0.00	40.81	33.16	65.75	11.97	0.00	0.00	0.00	0.00	
17	King	460.23	460.23	23.78	30.36	291.88	114.21	0.00	0.00	0.00	0.00	0.00	0.00	
18	Kitsap	42.27	42.27	2.94	5.42	30.05	3.87	0.00	0.00	0.00	0.00	0.00	0.00	
19	Kittitas	309.64	309.64	0.00	9.86	239.01	56.58	4.20	0.00	0.00	0.00	0.00	0.00	
20	Klickitat	310.89	286.05	0.00	0.00	174.68	111.37	0.00	24.84	0.00	0.00	0.00	0.00	
21	Lewis	421.21	392.69	0.00	0.00	138.38	205.63	48.68	28.51	0.00	0.00	0.00	0.00	
22	Lincoln	253.26	251.17	0.00	0.00	99.49	57.12	94.56	0.00	2.09	0.00	0.00	0.00	
23	Mason	131.42	123.49	0.00	0.00	40.12	81.91	1.46	7.93	0.00	0.00	0.00	0.00	
24	Okanogan	399.62	399.62	0.00	0.00	98.60	119.02	182.01	0.00	0.00	0.00	0.00	0.00	
25	Pacific	135.11	135.11	0.00	0.00	0.00	135.11	0.00	0.00	0.00	0.00	0.00	0.00	
26	Pend Oreille	235.91	225.69	0.00	0.00	38.39	125.09	62.21	9.44	0.79	0.00	0.00	0.00	
27	Pierce	307.16	297.33	6.56	16.90	236.95	29.22	7.70	0.00	9.83	0.00	0.00	0.00	
28	San Juan	88.78	88.78	0.00	0.00	23.92	64.86	0.00	0.00	0.00	0.00	0.00	0.00	
29	Skagit	237.10	237.10	0.00	22.74	207.41	6.96	0.00	0.00	0.00	0.00	0.00	0.00	
30	Skamania	84.16	81.64	0.00	0.00	22.92	58.73	0.00	0.00	2.52	0.00	0.00	0.00	
31	Snohomish	534.60	534.09	4.64	7.75	350.23	113.01	58.47	0.51	0.00	0.00	0.00	0.00	
32	Spokane	709.74	709.74	5.69	32.72	455.15	106.90	109.28	0.00	0.00	0.00	0.00	0.00	
33	Stevens	335.38	335.38	0.00	0.00	151.03	147.60	36.75	0.00	0.00	0.00	0.00	0.00	
34	Thurston	207.11	207.07	0.00	1.14	168.28	33.51	4.13	0.00	0.04	0.00	0.00	0.00	
35	Wahkiakum	25.50	25.50	0.00	0.00	12.00	2.67	10.83	0.00	0.00	0.00	0.00	0.00	
36	Walla Walla	359.45	359.45	0.00	0.00	71.81	287.64	0.00	0.00	0.00	0.00	0.00	0.00	
37	Whatcom	203.79	203.79	0.00	0.00	109.80	93.99	0.00	0.00	0.00	0.00	0.00	0.00	
38	Whitman	299.71	293.97	0.00	0.00	3.29	37.97	252.71	0.00	0.00	0.00	0.00	5.74	
39	Yakima	609.06	609.06	0.00	8.66	391.30	139.46	69.64	0.00	0.00	0.00	0.00	0.00	
	Total Miles	10,887.64	10,753.81	47.47	162.64	4,586.43	3,589.00	2,368.28	97.54	30.55	0.00	0.00	5.74	

Centerline Miles of Road

County Roadlog Certified 1/1/2007

County Freight and Goods System		FGTS Mileage by Functional Class									
County	County Name	Total Miles		Arterial Miles		Collector Miles		Access Miles		Total Miles	
		FGTS	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban
1	Adams	583.35	0.00	0.00	0.00	495.83	0.00	87.52	0.00	583.35	0.00
2	Asotin	43.13	0.00	9.55	1.26	32.32	0.00	0.00	0.00	32.32	10.81
3	Benton	327.78	0.00	0.00	16.47	265.66	0.00	45.65	0.00	311.31	16.47
4	Chelan	124.86	0.00	7.54	3.65	95.76	0.00	17.18	0.73	112.94	11.92
5	Clallam	143.13	0.00	3.54	0.00	87.58	0.00	51.43	0.58	139.01	4.12
6	Clark	176.11	0.00	58.95	30.17	84.73	0.00	2.26	0.00	86.99	89.12
7	Columbia	206.44	0.00	0.00	0.00	184.91	0.00	21.52	0.00	206.44	0.00
8	Cowlitz	140.30	0.20	3.40	5.68	113.14	0.00	16.74	1.14	130.08	10.22
9	Douglas	262.01	0.00	8.59	6.38	231.64	0.00	15.23	0.17	246.87	15.14
10	Ferry	224.46	0.00	0.00	0.00	194.36	0.00	30.10	0.00	224.46	0.00
11	Franklin	518.05	0.00	2.08	0.82	329.57	0.00	185.58	0.00	515.15	2.90
12	Garfield	135.88	0.00	0.00	0.00	134.52	0.00	1.36	0.00	135.88	0.00
13	Grant	857.37	4.37	8.81	1.92	653.19	0.00	187.95	1.13	845.51	11.86
14	Grays Harbor	219.76	0.00	0.57	0.00	184.72	0.00	34.47	0.00	219.19	0.57
15	Island	42.62	0.00	4.35	0.00	34.96	0.00	2.91	0.40	37.87	4.75
16	Jefferson	139.72	0.00	0.00	0.42	113.42	0.00	22.82	3.06	136.24	3.48
17	King	460.23	36.80	141.68	78.93	171.11	0.00	19.09	12.62	227.00	233.23
18	Kitsap	42.27	0.00	17.39	1.32	19.77	0.00	1.46	2.33	21.23	21.04
19	Kittitas	309.64	0.25	1.14	2.90	292.84	0.00	12.52	0.00	305.61	4.04
20	Klickitat	286.05	0.00	0.00	0.00	270.44	0.00	15.61	0.00	286.05	0.00
21	Lewis	392.69	0.00	10.79	2.03	232.33	0.00	141.38	6.16	373.72	18.98
22	Lincoln	251.17	0.00	0.00	0.00	239.90	0.00	11.26	0.00	251.17	0.00
23	Mason	123.49	0.00	1.24	0.00	119.75	0.00	2.46	0.04	122.21	1.28
24	Okanogan	399.62	0.00	0.00	0.00	337.96	0.00	61.66	0.00	399.62	0.00
25	Pacific	135.11	0.00	0.00	0.00	85.70	0.00	49.41	0.00	135.11	0.00
26	Pend Oreille	225.69	0.00	0.00	0.00	173.11	0.00	52.57	0.00	225.69	0.00
27	Pierce	297.33	50.26	174.11	19.95	39.03	0.00	10.34	3.64	99.63	197.70
28	San Juan	88.78	0.00	0.00	0.00	74.07	0.00	14.72	0.00	88.78	0.00
29	Skagit	237.10	0.00	24.56	6.66	201.10	0.00	3.02	1.76	204.12	32.98
30	Skamania	81.64	0.00	0.00	0.00	74.81	0.00	6.83	0.00	81.64	0.00
31	Snohomish	534.09	0.00	87.67	88.33	240.64	0.00	46.41	71.04	287.05	247.04
32	Spokane	709.74	6.90	64.60	13.74	510.75	0.00	109.65	4.10	627.30	82.44
33	Stevens	335.38	0.00	0.00	0.00	324.20	0.00	11.18	0.00	335.38	0.00
34	Thurston	207.07	8.90	40.04	1.96	139.08	0.00	16.59	0.50	164.57	42.50
35	Wahkiakum	25.50	0.00	0.00	0.00	25.50	0.00	0.00	0.00	25.50	0.00
36	Walla Walla	359.45	0.00	10.90	3.19	343.64	0.00	0.00	1.72	343.64	15.81
37	Whatcom	203.79	0.00	21.28	8.26	157.77	0.00	16.48	0.00	174.25	29.54
38	Whitman	293.97	0.00	0.00	0.00	280.73	0.00	13.24	0.00	293.97	0.00
39	Yakima	609.06	0.00	41.26	14.93	465.67	0.00	83.52	3.68	549.19	59.87
	Total Miles	10,753.81	107.68	744.03	308.96	8,056.21	0.00	1,422.13	114.80	9,586.02	1,167.79

Centerline Miles of Road

County Freight and Goods System 2007 Status Report

Appendix 2: System Deficiencies

Deficient Miles and Costs to Correct Deficiencies – Arranged by County

Scenario 1 – All Weather Road

Scenario 2 – Minimal Road Restrictions

Scenario 3 – Moderate Road Restrictions

COUNTY FREIGHT AND GOODS SYSTEM 2007 STATUS REPORT

Freight and Goods Transportation System (FGTS) Deficiency Summary

Deficient Mileage Summary

CRS Scenario		Total C/ L Miles		Deficient Centerline Miles						
		FGTS	Adequate	Improve Gravel	Pave Unpaved	Minor Widening	Shoulder Improv.	Improve Base	Total Mi. Inadequate	% Adequate
1	All Weather	10,753.81	3,368.97	714.75	44.46	142.10	1,214.82	5,268.70	7,384.84	31.0%
2	Minimal Rest.	10,753.81	4,172.53	714.75	44.46	189.26	1,499.53	4,133.27	6,581.28	39.0%
3	Moderate Rest.	10,753.81	4,586.42	714.75	44.46	198.53	1,842.98	3,366.67	6,167.40	44.0%

County Roadlog Certified 1/1/2007

Centerline Miles of Road

Cost Estimate to Remove CRS Deficiencies

CRS Scenario		Total C/ L Miles		Costs To Improve/Remove Deficiencies						Total Costs
		FGTS	Adequate	Improve Gravel	Pave Unpaved	Minor Widening	Shoulder Improv.	Improve Base	Bridge Restrictions	
1	All Weather	10,753.81	3,368.97	391,170	24,350	46,009	366,350	3,062,733	22,362	3,912,974
2	Minimal Rest.	10,753.81	4,172.53	391,170	24,350	60,545	443,330	2,369,480	10,373	3,299,248
3	Moderate Rest.	10,753.81	4,586.42	391,170	24,350	63,501	534,220	1,915,371	10,323	2,938,935

County Roadlog Certified 1/1/2007

All Costs in 2007 \$1,000's

Total Estimated Needs to Correct Deficiencies

All Weather FGTS	\$3,912,974,000	\$3.920 Billion
Minimal Restrictions	\$3,299,248,000	\$3.300 Billion
Moderate Restrictions	\$2,938,935,000	\$2.940 Billion

Cost Responsibility Study Improvement Descriptions

Improvement Strategy "J" - Improve Gravel Road Base

If an unpaved road with ADT less than 250 has inadequate base, width, or surface type, the road will be reconstructed to a gravel road with adequate base and current design standard width.

Improvement Strategy "K" - Base Improvement to Existing Paved Road

If a road is not structurally adequate (base inadequate or too many weeks of weight restrictions), the road is reconstructed to a paved all weather road meeting current design standards.

Improvement Strategy "M" - Resurfacing with Minor Widening

If the lane width is less than the MTC, the existing lanes will be widened to current design standards, adequate shoulders installed, and the existing pavement resurfaced.

Improvement Strategy "N" - Resurfacing with Shoulder Improvements

If the pavement width is adequate but the shoulders are too narrow, the shoulders are improved to current design standards, and resurfacing the existing pavement

Improvement Strategy "V" - Paving an Unpaved Road

If an unpaved road has an ADT greater than 250, it will be reconstructed to a paved road with an adequate base and current design standard width lanes and shoulders.

All projects undertaken will comply with current road improvement requirements and practices and include:

- Identifying and mitigating safety concerns
- Identifying and mitigating environmental concerns
- Minor alignment improvements (horizontal and vertical)
- Truck operational enhancements (e.g.: turning lanes, adequate turning radii)

**WASHINGTON COUNTIES
COUNTY FREIGHT AND GOODS SYSTEM
NEEDS ANALYSIS**

Cost Responsibility Study Improvement Descriptions

IMPROVEMENT CATEGORIES

J	Improve Gravel	If an unpaved road with ADT less than 250 is deficient, the road will be reconstructed to an adequate gravel road.
K	Improve Base	If a road is not structurally adequate, the road is reconstructed to an all weather road.
M	Minor Widening	If the lane width is less than the MTC, the existing lanes will be widened and adequate shoulders installed.
N	Improve Shoulders	If the lane width is adequate but the shoulders are inadequate, adequate shoulders will be installed.
V	Pave Unpaved	If an unpaved road has an ADT greater than 250 is inadequate, it will be reconstructed to an adequate paved road.

All projects undertaken will comply with current road improvement requirements and practices and include:
 Identifying and mitigating safety concerns
 Identifying and mitigating environmental concerns
 Include minor alignment improvements (horizontal and vertical)
 Include truck operational enhancements (e.g.: turning lanes, adequate turning radii)

2007 IMPROVEMENT PROJECT COSTS (in \$1,000 per centerline mile)

Function Class	J	K	M	N	V
02	608	1,065	691	579	652
06	608	740	460	387	652
07	608	564	321	265	652
08	608	554	297	241	648
09	486	394	175	138	467
12	886	1,581	1,070	865	976
14	886	1,394	846	594	976
16	886	1,168	640	483	976
17	886	864	476	376	976
19	810	832	316	237	811

All costs in 2007 \$1,000's

GENERAL NOTES:

- Cost data and Improvement Categories obtained from the 1999 Washington Transportation Needs Assessment Program (WTNAP) and 1994 Cost Responsibility Study (CRS), Task B, Appendix A, Pages 24-46 (based on 1988 Road Jurisdiction Study (RJS)).
- Washington Transportation Needs Assessment Program (WTNAP) was derived from data based on '94 CRS and '88 RJS.
- FGTS Classes, mileages, and conditions from County Roadlog Certified 1/1/07.
- Costs Updated to 2007 by WSDOT Implicit Price Deflate (RF0706).
- Two lane road with average width deficiency of 3.5 feet used to estimate widening costs, from Rural Arterial Width Deficiency Analysis, 1998.
- Cost Estimates are estimates based on criteria established in the RJS and CRS, and do not reflect current design standards, environmental requirements, right-of-way costs, and political realities.

County Freight and Goods System Study
Summary of Centerline Miles of Deficiencies - FGTS Routes
CRS Scenario 1 - All Weather Roads

County Name	Total C/L Miles		C/L Miles of Deficiency						Total Inadequate	% Adeq.
	FGTS	Adequate	Improve	Pave	Minor	Shoulder	Improve			
			Gravel	Unpaved	Widening	Improv.	Base			
1 Adams	583.35	164.05	118.44	0.00	0.00	13.09	287.77	419.30	28%	
2 Asotin	43.13	23.24	0.00	4.33	0.01	15.41	0.14	19.89	54%	
3 Benton	327.78	60.88	43.41	0.01	0.00	23.50	199.98	266.90	19%	
4 Chelan	124.86	9.23	0.00	0.00	0.00	1.18	114.45	115.63	7%	
5 Clallam	143.13	0.00	0.00	0.00	0.00	0.00	143.13	143.13	0%	
6 Clark	176.11	115.54	0.00	0.00	3.80	56.77	0.00	60.57	66%	
7 Columbia	206.44	5.09	76.18	0.00	0.00	6.11	119.05	201.35	2%	
8 Cowlitz	140.30	76.72	0.00	0.00	8.40	55.18	0.00	63.58	55%	
9 Douglas	262.01	4.77	35.40	3.86	0.00	0.69	217.29	257.24	2%	
10 Ferry	224.46	10.36	41.19	0.00	0.00	2.20	170.71	214.10	5%	
11 Franklin	518.05	178.90	68.18	1.32	0.00	1.80	267.85	339.15	35%	
12 Garfield	135.88	67.93	8.57	0.00	0.29	59.09	0.00	67.95	50%	
13 Grant	857.37	10.01	57.98	2.18	0.00	28.39	758.81	847.36	1%	
14 Grays Harbor	219.76	187.98	1.37	1.07	17.99	11.35	0.00	31.78	86%	
15 Island	42.62	23.93	0.00	0.00	0.00	18.70	0.00	18.70	56%	
16 Jefferson	139.72	106.70	3.35	0.00	4.58	1.46	23.63	33.02	76%	
17 King	460.23	328.03	0.00	7.16	4.22	120.72	0.11	132.20	71%	
18 Kitsap	42.27	0.93	0.00	0.00	0.00	0.00	41.35	41.35	2%	
19 Kittitas	309.64	107.03	0.08	0.00	8.85	193.68	0.00	202.61	35%	
20 Klickitat	286.05	14.39	0.00	3.72	0.00	3.08	264.86	271.66	5%	
21 Lewis	392.69	119.97	0.00	1.75	0.89	106.84	163.24	272.72	31%	
22 Lincoln	251.17	0.19	46.37	0.00	0.00	0.25	204.36	250.98	0%	
23 Mason	123.49	2.06	0.00	0.00	0.00	0.00	121.43	121.43	2%	
24 Okanogan	399.62	10.95	71.43	0.00	0.00	0.00	317.25	388.68	3%	
25 Pacific	135.11	34.41	13.27	1.66	3.25	3.28	79.24	100.70	25%	
26 Pend Oreille	225.69	12.90	8.97	1.85	0.00	0.00	201.97	212.79	6%	
27 Pierce	297.33	31.74	0.00	0.00	9.03	4.85	251.71	265.59	11%	
28 San Juan	88.78	34.16	0.00	0.23	0.89	53.51	0.00	54.63	38%	
29 Skagit	237.10	107.68	0.00	0.00	0.68	1.42	127.33	129.43	45%	
30 Skamania	81.64	66.91	0.00	0.53	0.00	14.20	0.00	14.73	82%	
31 Snohomish	534.09	298.34	0.00	0.06	28.57	207.12	0.00	235.75	56%	
32 Spokane	709.74	440.38	46.10	5.99	39.43	177.84	0.00	269.36	62%	
33 Stevens	335.38	10.93	3.50	0.00	0.00	8.93	312.02	324.45	3%	
34 Thurston	207.07	22.43	2.76	0.00	0.00	0.86	181.02	184.64	11%	
35 Wahkiakum	25.50	9.87	0.00	1.92	0.00	13.71	0.00	15.63	39%	
36 Walla Walla	359.45	4.42	28.47	0.00	0.17	0.00	326.38	355.03	1%	
37 Whatcom	203.79	71.82	0.00	0.11	0.00	1.46	130.40	131.97	35%	
38 Whitman	293.97	36.60	14.13	0.00	0.00	0.00	243.24	257.37	12%	
39 Yakima	609.06	557.52	25.60	6.72	11.06	8.16	0.00	51.54	92%	
Total	10,753.81	3,368.97	714.75	44.46	142.10	1,214.82	5,268.70	7,384.84	31%	

County Freight and Goods System Study
Summary of Costs to Eliminate Deficiencies - FGTS Routes
CRS Scenario 1 - All Weather Roads

County Name		Total C/L Miles		Cost to Improve Deficiency					Total Cost
		FGTS	Adequate	Improve Gravel	Pave Unpaved	Minor Widening	Shoulder Improv.	Improve Base	
1	Adams	583.35	164.05	747	0	0	3,376	156,073	160,196
2	Asotin	43.13	23.24	0	2,823	3	5,530	119	8,475
3	Benton	327.78	60.88	24,984	6	0	6,294	111,063	142,346
4	Chelan	124.86	9.23	0	0	0	481	65,445	65,926
5	Clallam	143.13	0.00	0	0	0	0	73,895	73,895
6	Clark	176.11	115.54	0	0	1,391	23,503	0	24,894
7	Columbia	206.44	5.09	43,802	0	0	1,619	66,658	112,080
8	Cowlitz	140.30	76.72	0	0	2,504	14,780	0	17,284
9	Douglas	262.01	4.77	20,778	2,510	0	166	127,772	151,226
10	Ferry	224.46	10.36	21,401	0	0	530	95,658	117,589
11	Franklin	518.05	178.90	33,135	616	0	568	148,822	183,142
12	Garfield	135.88	67.93	5,211	0	93	15,545	0	20,848
13	Grant	857.37	10.01	29,186	1,143	0	9,357	406,102	445,787
14	Grays Harbor	219.76	187.98	667	621	4,642	2,834	0	8,764
15	Island	42.62	23.93	0	0	0	5,233	0	5,233
16	Jefferson	139.72	106.70	1,628	0	849	355	12,283	15,115
17	King	460.23	328.03	0	3,344	2,319	47,534	92	53,288
18	Kitsap	42.27	0.93	0	0	0	0	35,811	35,811
19	Kittitas	309.64	107.03	39	0	2,412	47,438	0	49,888
20	Klickitat	286.05	14.39	0	1,737	0	791	146,806	149,334
21	Lewis	392.69	119.97	0	817	156	29,304	78,036	108,314
22	Lincoln	251.17	0.19	27,050	0	0	66	114,474	141,590
23	Mason	123.49	2.06	0	0	0	0	68,516	68,516
24	Okanogan	399.62	10.95	40,050	0	0	0	173,192	213,243
25	Pacific	135.11	34.41	7,556	775	660	856	40,583	50,431
26	Pend Oreille	225.69	12.90	5,238	1,206	0	0	106,771	113,215
27	Pierce	297.33	31.74	0	0	2,505	1,927	259,129	263,560
28	San Juan	88.78	34.16	0	107	209	13,667	0	13,984
29	Skagit	237.10	107.68	0	0	403	534	77,218	78,155
30	Skamania	81.64	66.91	0	248	0	3,595	0	3,842
31	Snohomish	534.09	298.34	0	39	10,035	66,871	0	76,945
32	Spokane	709.74	440.38	24,310	3,162	13,952	53,011	0	94,435
33	Stevens	335.38	10.93	2,077	0	0	2,366	174,582	179,025
34	Thurston	207.07	22.43	1,342	0	0	508	119,977	121,827
35	Wahkiakum	25.50	9.87	0	1,244	0	3,592	0	4,836
36	Walla Walla	359.45	4.42	17,312	0	50	0	191,501	208,863
37	Whatcom	203.79	71.82	0	51	0	694	75,707	76,453
38	Whitman	293.97	36.60	7,474	0	0	0	136,449	143,922
39	Yakima	609.06	557.52	12,933	3,898	3,824	3,426	0	24,082
	Total	10,753.81	3,368.97	326,919	24,350	46,009	366,350	3,062,733	3,826,362

County Freight and Goods System Study

Summary of Centerline Miles of Deficiencies - FGTS Routes

CRS Scenario 2 - Minimal Road Restrictions

County Name	Total C/L Miles		C/L Miles of Deficiency							Total Inadequate	% Adeq.
	FGTS	Adequate	Improve	Pave	Minor	Shoulder	Improve				
			Gravel	Unpaved	Widening	Improv.	Base				
1 Adams	583.35	164.05	118.44	0.00	0.00	13.09	287.77	419.30	28%		
2 Asotin	43.13	23.24	0.00	4.33	0.01	15.41	0.14	19.89	54%		
3 Benton	327.78	69.60	43.41	0.01	0.00	30.88	183.89	258.18	21%		
4 Chelan	124.86	28.20	0.00	0.00	15.67	3.38	77.61	96.66	23%		
5 Clallam	143.13	65.78	0.00	0.00	10.55	45.74	21.06	77.35	46%		
6 Clark	176.11	115.54	0.00	0.00	3.80	56.77	0.00	60.57	66%		
7 Columbia	206.44	35.52	76.18	0.00	0.00	7.34	87.40	170.92	17%		
8 Cowlitz	140.30	76.72	0.00	0.00	8.40	55.18	0.00	63.58	55%		
9 Douglas	262.01	137.61	35.40	3.86	0.00	7.36	77.78	124.40	53%		
10 Ferry	224.46	10.36	41.19	0.00	0.00	2.20	170.71	214.10	5%		
11 Franklin	518.05	257.53	68.18	1.32	5.43	4.98	180.61	260.52	50%		
12 Garfield	135.88	67.93	8.57	0.00	0.29	59.09	0.00	67.95	50%		
13 Grant	857.37	18.19	57.98	2.18	0.00	74.35	704.67	839.18	2%		
14 Grays Hart	219.76	187.98	1.37	1.07	17.99	11.35	0.00	31.78	86%		
15 Island	42.62	23.93	0.00	0.00	0.00	18.70	0.00	18.70	56%		
16 Jefferson	139.72	119.26	3.35	0.00	6.07	2.07	8.97	20.46	85%		
17 King	460.23	328.03	0.00	7.16	4.22	120.72	0.11	132.20	71%		
18 Kitsap	42.27	31.04	0.00	0.00	0.32	2.56	8.35	11.23	73%		
19 Kittitas	309.64	107.03	0.08	0.00	8.85	193.68	0.00	202.61	35%		
20 Klickitat	286.05	23.19	0.00	3.72	0.00	71.24	187.90	262.86	8%		
21 Lewis	392.69	219.42	0.00	1.75	2.56	144.64	24.33	173.27	56%		
22 Lincoln	251.17	6.21	46.37	0.00	0.00	43.48	155.11	244.96	2%		
23 Mason	123.49	9.52	0.00	0.00	0.00	0.00	113.97	113.97	8%		
24 Okanogan	399.62	74.97	71.43	0.00	1.25	0.00	251.97	324.66	19%		
25 Pacific	135.11	36.94	13.27	1.66	4.48	6.45	72.31	98.17	27%		
26 Pend Oreil	225.69	12.90	8.97	1.85	0.00	0.00	201.97	212.79	6%		
27 Pierce	297.33	143.67	0.00	0.00	17.34	15.97	120.35	153.66	48%		
28 San Juan	88.78	34.16	0.00	0.23	0.89	53.51	0.00	54.63	38%		
29 Skagit	237.10	107.68	0.00	0.00	0.68	1.42	127.33	129.43	45%		
30 Skamania	81.64	66.91	0.00	0.53	0.00	14.20	0.00	14.73	82%		
31 Snohomish	534.09	298.34	0.00	0.06	28.57	207.12	0.00	235.75	56%		
32 Spokane	709.74	440.38	46.10	5.99	39.43	177.84	0.00	269.36	62%		
33 Stevens	335.38	38.09	3.50	0.00	0.00	13.39	280.40	297.29	11%		
34 Thurston	207.07	23.82	2.76	0.00	0.00	0.86	179.63	183.24	12%		
35 Wahkiakur	25.50	9.87	0.00	1.92	0.00	13.71	0.00	15.63	39%		
36 Walla Wall	359.45	93.00	28.47	0.00	1.41	1.25	235.31	266.45	26%		
37 Whatcom	203.79	71.82	0.00	0.11	0.00	1.46	130.40	131.97	35%		
38 Whitman	293.97	36.60	14.13	0.00	0.00	0.00	243.24	257.37	12%		
39 Yakima	609.06	557.52	25.60	6.72	11.06	8.16	0.00	51.54	92%		
Total	10,753.81	4,172.53	714.75	44.46	189.26	1,499.53	4,133.27	6,581.28	39%		

County Freight and Goods System Study

Summary of Costs to Eliminate Deficiencies - FGTS Routes

CRS Scenario 2 - Minimal Road Restrictions

County Name	Total C/L Miles		Cost to Improve Deficiency						Total Cost
	FGTS	Adequate	Improve Gravel	Pave Unpaved	Minor Widening	Shoulder Improv.	Improve Base		
	1	Adams	583.35	164.05	64,998	0	0	3,376	
2	Asotin	43.13	23.24	0	2,823	3	5,530	119	8,475
3	Benton	327.78	69.60	24,984	6	0	8,171	102,126	135,287
4	Chelan	124.86	28.20	0	0	4,003	1,117	44,847	49,967
5	Clallam	143.13	65.78	0	0	2,242	12,354	11,878	26,474
6	Clark	176.11	115.54	0	0	1,391	23,503	0	24,894
7	Columbia	206.44	35.52	43,802	0	0	1,927	48,972	94,701
8	Cowlitz	140.30	76.72	0	0	2,504	14,780	0	17,284
9	Douglas	262.01	137.61	20,778	2,510	0	1,895	48,547	73,730
10	Ferry	224.46	10.36	21,401	0	0	530	95,658	117,589
11	Franklin	518.05	257.53	33,135	616	1,677	1,357	100,961	137,747
12	Garfield	135.88	67.93	5,211	0	93	15,545	0	20,848
13	Grant	857.37	18.19	29,186	1,143	0	20,742	377,042	428,112
14	Grays Harbor	219.76	187.98	667	621	4,642	2,834	0	8,764
15	Island	42.62	23.93	0	0	0	5,233	0	5,233
16	Jefferson	139.72	119.26	1,628	0	1,267	502	5,059	8,456
17	King	460.23	328.03	0	3,344	2,319	47,534	92	53,288
18	Kitsap	42.27	31.04	0	0	101	1,066	10,727	11,894
19	Kittitas	309.64	107.03	39	0	2,412	47,438	0	49,888
20	Klickitat	286.05	23.19	0	1,737	0	18,568	103,774	124,079
21	Lewis	392.69	219.42	0	817	448	38,592	13,022	52,879
22	Lincoln	251.17	6.21	27,050	0	0	11,330	86,810	125,190
23	Mason	123.49	9.52	0	0	0	0	64,308	64,308
24	Okanogan	399.62	74.97	40,050	0	219	0	139,588	179,857
25	Pacific	135.11	36.94	7,556	775	876	1,680	37,020	47,906
26	Pend Oreille	225.69	12.90	5,238	1,206	0	0	106,771	113,215
27	Pierce	297.33	143.67	0	0	7,484	7,949	117,349	132,782
28	San Juan	88.78	34.16	0	107	209	13,667	0	13,984
29	Skagit	237.10	107.68	0	0	403	534	77,218	78,155
30	Skamania	81.64	66.91	0	248	0	3,595	0	3,842
31	Snohomish	534.09	298.34	0	39	10,035	66,871	0	76,945
32	Spokane	709.74	440.38	24,310	3,162	13,952	53,011	0	94,435
33	Stevens	335.38	38.09	2,077	0	0	3,548	156,795	162,420
34	Thurston	207.07	23.82	1,342	0	0	508	118,580	120,430
35	Wahkiakum	25.50	9.87	0	1,244	0	3,592	0	4,836
36	Walla Walla	359.45	93.00	17,312	0	441	332	133,986	152,072
37	Whatcom	203.79	71.82	0	51	0	694	75,707	76,453
38	Whitman	293.97	36.60	7,474	0	0	0	136,449	143,922
39	Yakima	609.06	557.52	12,933	3,898	3,824	3,426	0	24,082
	Total	10,753.81	4,172.53	391,170	24,350	60,545	443,330	2,369,480	3,288,874

County Freight and Goods System Study
 Summary of Centerline Miles of Deficiencies - FGTS Routes
 CRS Scenario 3 - Moderate Road Restrictions

County	County Name	C/L Miles of Deficiency								
		Total C/L Miles		Improve Gravel	Pave Unpaved	Minor Widening	Shoulder Improv.	Improve Base	Total Inadequate	% Adeq.
		FGTS	Adequate							
1	Adams	583.35	164.05	118.44	0.00	0.00	13.09	287.77	419.30	28%
2	Asotin	43.13	23.24	0.00	4.33	0.01	15.41	0.14	19.89	54%
3	Benton	327.78	69.60	43.41	0.01	0.00	31.23	183.54	258.18	21%
4	Chelan	124.86	42.98	0.00	0.00	16.17	18.22	47.49	81.88	34%
5	Clallam	143.13	76.20	0.00	0.00	10.55	56.38	0.00	66.93	53%
6	Clark	176.11	115.54	0.00	0.00	3.80	56.77	0.00	60.57	66%
7	Columbia	206.44	35.52	76.18	0.00	0.00	7.34	87.40	170.92	17%
8	Cowlitz	140.30	76.72	0.00	0.00	8.40	55.18	0.00	63.58	55%
9	Douglas	262.01	186.32	35.40	3.86	0.00	32.75	3.68	75.69	71%
10	Ferry	224.46	10.36	41.19	0.00	0.00	2.20	170.71	214.10	5%
11	Franklin	518.05	343.33	68.18	1.32	5.43	26.95	72.84	174.72	66%
12	Garfield	135.88	67.93	8.57	0.00	0.29	59.09	0.00	67.95	50%
13	Grant	857.37	18.57	57.98	2.18	0.00	134.64	644.00	838.80	2%
14	Grays Harbor	219.76	187.98	1.37	1.07	17.99	11.35	0.00	31.78	86%
15	Island	42.62	23.93	0.00	0.00	0.00	18.70	0.00	18.70	56%
16	Jefferson	139.72	119.26	3.35	0.00	6.07	2.07	8.97	20.46	85%
17	King	460.23	328.03	0.00	7.16	4.22	120.72	0.11	132.20	71%
18	Kitsap	42.27	36.71	0.00	0.00	0.32	5.25	0.00	5.57	87%
19	Kittitas	309.64	107.03	0.08	0.00	8.85	193.68	0.00	202.61	35%
20	Klickitat	286.05	52.19	0.00	3.72	4.07	145.99	80.08	233.86	18%
21	Lewis	392.69	224.43	0.00	1.75	6.78	159.73	0.00	168.26	57%
22	Lincoln	251.17	7.64	46.37	0.00	0.00	85.40	111.76	243.53	3%
23	Mason	123.49	15.59	0.00	0.00	0.00	0.07	107.83	107.90	13%
24	Okanogan	399.62	85.94	71.43	0.00	1.25	0.00	241.00	313.68	22%
25	Pacific	135.11	36.94	13.27	1.66	4.48	6.45	72.31	98.17	27%
26	Pend Oreille	225.69	63.85	8.97	1.85	0.00	0.90	150.13	161.84	28%
27	Pierce	297.33	176.69	0.00	0.00	17.56	18.11	84.97	120.64	59%
28	San Juan	88.78	34.16	0.00	0.23	0.89	53.51	0.00	54.63	38%
29	Skagit	237.10	119.58	0.00	0.00	0.68	1.42	115.43	117.53	50%
30	Skamania	81.64	66.91	0.00	0.53	0.00	14.20	0.00	14.73	82%
31	Snohomish	534.09	298.34	0.00	0.06	28.57	207.12	0.00	235.75	56%
32	Spokane	709.74	440.38	46.10	5.99	39.43	177.84	0.00	269.36	62%
33	Stevens	335.38	111.62	3.50	0.00	0.26	85.80	134.20	223.76	33%
34	Thurston	207.07	23.82	2.76	0.00	0.00	0.86	179.63	183.24	12%
35	Wahkiakum	25.50	9.87	0.00	1.92	0.00	13.71	0.00	15.63	39%
36	Walla Walla	359.45	119.24	28.47	0.00	1.41	1.25	209.06	240.20	33%
37	Whatcom	203.79	71.82	0.00	0.11	0.00	1.46	130.40	131.97	35%
38	Whitman	293.97	36.60	14.13	0.00	0.00	0.00	243.24	257.37	12%
39	Yakima	609.06	557.52	25.60	6.72	11.06	8.16	0.00	51.54	92%
	Total	10,753.81	4,586.42	714.75	44.46	198.53	1,842.98	3,366.67	6,167.40	44%

County Freight and Goods System Study

Summary of Costs to Eliminate Deficiencies - FGTS Routes

CRS Scenario 3 - Moderate Road Restrictions

				Cost to Improve Deficiency					
County Name	Total C/L Miles		Improve Gravel	Pave Unpaved	Minor Widening	Shoulder Improv.	Improve Base	Total Cost	
	FGTS	Adequate							
1 Adams	583.35	164.05	64,998	0	0	3,376	156,073	224,447	
2 Asotin	43.13	23.24	0	2,823	3	5,530	119	8,475	
3 Benton	327.78	69.60	24,984	6	0	8,265	101,927	135,182	
4 Chelan	124.86	42.98	0	0	4,090	4,849	26,762	35,702	
5 Clallam	143.13	76.20	0	0	2,242	15,174	0	17,415	
6 Clark	176.11	115.54	0	0	1,391	23,503	0	24,894	
7 Columbia	206.44	35.52	43,802	0	0	1,927	48,972	94,701	
8 Cowlitz	140.30	76.72	0	0	2,504	14,780	0	17,284	
9 Douglas	262.01	186.32	20,778	2,510	0	9,173	3,741	36,203	
10 Ferry	224.46	10.36	21,401	0	0	530	95,658	117,589	
11 Franklin	518.05	343.33	33,135	616	1,677	6,740	41,003	83,171	
12 Garfield	135.88	67.93	5,211	0	93	15,545	0	20,848	
13 Grant	857.37	18.57	29,186	1,143	0	36,135	343,069	409,533	
14 Grays Hart	219.76	187.98	667	621	4,642	2,834	0	8,764	
15 Island	42.62	23.93	0	0	0	5,233	0	5,233	
16 Jefferson	139.72	119.26	1,628	0	1,267	502	5,059	8,456	
17 King	460.23	328.03	0	3,344	2,319	47,534	92	53,288	
18 Kitsap	42.27	36.71	0	0	101	2,553	0	2,654	
19 Kittitas	309.64	107.03	39	0	2,412	47,438	0	49,888	
20 Klickitat	286.05	52.19	0	1,737	1,306	37,937	45,024	86,004	
21 Lewis	392.69	224.43	0	817	1,803	42,586	0	45,206	
22 Lincoln	251.17	7.64	27,050	0	0	22,170	62,716	111,936	
23 Mason	123.49	15.59	0	0	0	19	60,845	60,864	
24 Okanogan	399.62	85.94	40,050	0	219	0	133,414	173,683	
25 Pacific	135.11	36.94	7,556	775	876	1,680	37,020	47,906	
26 Pend Oreil	225.69	63.85	5,238	1,206	0	216	82,185	88,844	
27 Pierce	297.33	176.69	0	0	7,645	9,208	76,434	93,288	
28 San Juan	88.78	34.16	0	107	209	13,667	0	13,984	
29 Skagit	237.10	119.58	0	0	403	534	70,506	71,444	
30 Skamania	81.64	66.91	0	248	0	3,595	0	3,842	
31 Snohomish	534.09	298.34	0	39	10,035	66,871	0	76,945	
32 Spokane	709.74	440.38	24,310	3,162	13,952	53,011	0	94,435	
33 Stevens	335.38	111.62	2,077	0	46	22,555	75,385	100,062	
34 Thurston	207.07	23.82	1,342	0	0	508	118,580	120,430	
35 Wahkiakur	25.50	9.87	0	1,244	0	3,592	0	4,836	
36 Walla Wall	359.45	119.24	17,312	0	441	332	118,630	136,716	
37 Whatcom	203.79	71.82	0	51	0	694	75,707	76,453	
38 Whitman	293.97	36.60	7,474	0	0	0	136,449	143,922	
39 Yakima	609.06	557.52	12,933	3,898	3,824	3,426	0	24,082	
Total	10,753.81	4,586.42	391,170	24,350	63,501	534,220	1,915,371	2,928,611	

County Roadlog Certified 1-1-2007

All Costs in 2007 \$1,000's

County Freight and Goods System
2007 Status Report

Appendix 3: Maintenance Needs

Estimate of FGTS Idealized Annual Maintenance Needs				
General Roadway Maintenance				General Maintenance
Drainage	Traffic	Roadside	Winter	Total
\$9,860,852	\$23,856,916	\$23,693,654	\$15,788,935	\$73,200,357
Paved Surfaces - Pavement				Paved Surfaces
BST	ACP	PCC	Shoulders	Total
\$13,479,121	\$31,900,948	\$344,250	\$544,957	\$46,269,276
Unpaved Surfaces - Gravel/Unimproved				Unpaved Surfaces
Unpaved		Shoulders		Total
\$12,537,482		\$994,448		\$13,531,930
Pavement Preservation				Preservation
BST	ACP	PCC		Total
\$18,414,207	\$12,286,872	\$486,861		\$31,187,940
				Administration
				Total
				\$14,775,572
Total Estimate of FGTS Idealized Annual Maintenance Needs				\$178,965,075
<u>GENERAL NOTES</u>				
FGTS and Road Information from County Roadlog Certifies 1/1/2007.				
Maintenance Needs Assessment methodology developed by the RJS and CRS studies.				
Cost Factors from 1988 Road Jurisdiction Study, adjusted to 2007 by WSDOT IPD factors.				
Cost Factors are idealized statewide estimated costs for optimal road maintenance.				
Estimated costs shown can not be applied to any specific county.				
Estimated costs do not reflect any county's actual maintenance program, due to:				
- maintenance and political priorities, available resources, and budgetary constraints.				

County Freight and Goods System 2007 Status Report

Appendix 4: Strategic Freight Corridors

Deficient Miles and Costs to Correct Deficiencies – Arranged by County

Scenario 1 – All Weather Road

Scenario 2 – Minimal Road Restrictions

Scenario 3 – Moderate Road Restrictions

COUNTY FREIGHT AND GOODS SYSTEM 2007 STATUS REPORT
Strategic Freight Corridors (SFC) Deficiency Summary

Deficient Mileage Summary

		Deficient Centerline Miles								
	CRS Scenario	Total C/ L Miles		Improve Gravel	Paved Unpaved	Minor Widening	Shoulder Improv.	Improve Base	Total Mi. Inadequate	% Adequate
		FGTS	Adequate							
1	All Weather	210.11	104.58	0.00	0.00	4.97	58.57	41.99	105.53	49.8%
2	Minimal Rest.	210.11	104.58	0.00	0.00	4.97	58.57	41.99	105.53	49.8%
3	Moderate Rest.	210.11	120.26	0.00	0.00	5.19	63.40	21.26	89.85	57.2%

County Roadlog Certified 1/1/2007

Centerline Miles of Road

Cost Estimate to Remove CRS Deficiencies

		Costs To Improve/Remove Deficiencies								
	CRS Scenario	Total C/ L Miles		Improve Gravel	Paved Unpaved	Minor Widening	Shoulder Improv.	Improve Base	Total \$ Inadequate	Total Miles Inadequate
		FGTS	Adequate							
1	All Weather	210.11	104.58	0	0	2,698	31,938	49,254	83,890	105.53
2	Minimal Rest.	210.11	104.58	0	0	2,645	31,293	48,230	82,168	105.53
3	Moderate Rest.	210.11	120.26	0	0	2,860	34,683	21,617	59,160	89.85

County Roadlog Certified 1/1/2007

All Costs in 2007 \$1,000's

Total Estimated Needs to Correct Deficiencies

All Weather SFC	\$83,890,000	\$83.900 Million
Minimal Restrictions	\$82,168,000	\$82.200 Million
Moderate Restrictions	\$59,160,000	\$59.200 Million

Cost Responsibility Study Improvement Descriptions

Improvement Strategy "J" - Improve Gravel Road Base

If an unpaved road with ADT less than 250 has inadequate base, width, or surface type, the road will be reconstructed to a gravel road with adequate base and current design standard width.

Improvement Strategy "K" - Base Improvement to Existing Paved Road

If a road is not structurally adequate (base inadequate or too many weeks of weight restrictions), the road is reconstructed to a paved all weather road meeting current design standards.

Improvement Strategy "M" - Resurfacing with Minor Widening

If the lane width is less than the MTC, the existing lanes will be widened to current design standards, adequate shoulders installed, and the existing pavement resurfaced.

Improvement Strategy "N" - Resurfacing with Shoulder Improvements

If the pavement width is adequate but the shoulders are too narrow, the shoulders are improved to current design standards, and resurfacing the existing pavement

Improvement Strategy "V" - Paving an Unpaved Road

If an unpaved road has an ADT greater than 250, it will be reconstructed to a paved road with an adequate base and current design standard width lanes and shoulders.

All projects undertaken will comply with current road improvement requirements and practices and include:

- Identifying and mitigating safety concerns
- Identifying and mitigating environmental concerns
- Minor alignment improvements (horizontal and vertical)
- Truck operational enhancements (e.g.: turning lanes, adequate turning radii)

County Freight and Goods System STRATEGIC FREIGHT CORRIDORS FGTS Mileage by Functional Class

County	County Name	Total Miles		Arterial				Collector				Access				Total Miles	
		SFC	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban
1	Adams	0.53	0.00	0.00	0.00	0.53	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.00	0.00	0.53	0.00
2	Asotin	0.15	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15
3	Benton	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4	Chelan	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	Ciallam	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6	Clark	18.79	18.79	0.00	18.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18.79
7	Columbia	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8	Cowlitz	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
9	Douglas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10	Ferry	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11	Franklin	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
12	Garfield	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13	Grant	10.46	10.46	1.00	2.29	7.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.29
14	Grays Harbor	1.03	1.03	0.00	0.00	1.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15	Island	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16	Jefferson	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17	King	54.14	54.14	10.88	43.15	54.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	43.26
18	Kitsap	8.35	8.35	0.00	8.35	8.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.35
19	Kittitas	9.86	9.86	0.25	0.88	1.13	8.28	0.45	8.73	0.00	0.00	0.00	0.00	0.00	0.00	8.53	1.33
20	Klickitat	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21	Lewis	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22	Lincoln	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23	Mason	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24	Okanogan	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	Pacific	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
26	Pend Oreille	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27	Pierce	23.46	23.46	0.00	22.48	22.48	0.00	0.98	0.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	23.46
28	San Juan	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
29	Skagit	22.74	22.74	0.00	8.11	8.11	14.27	0.36	14.63	0.00	0.00	0.00	0.00	0.00	0.00	14.27	8.47
30	Skamania	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	Snohomish	12.39	12.39	0.00	8.41	8.41	3.68	0.24	3.92	0.00	0.00	0.00	0.00	0.00	0.00	3.68	8.71
32	Spokane	38.41	38.41	6.90	24.53	31.43	6.00	0.98	6.98	0.00	0.00	0.00	0.00	0.00	0.00	12.90	25.51
33	Stevens	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
34	Thurston	1.14	1.14	0.00	1.14	1.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.14
35	Wahkiakum	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
36	Walla Walla	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
37	Whatcom	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
38	Whitman	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
39	Yakima	8.66	8.66	0.00	5.21	5.21	3.45	0.00	3.45	0.00	0.00	0.00	0.00	0.00	0.00	3.45	5.21
	Total Miles	210.11	210.11	19.03	143.49	162.52	44.41	3.01	47.42	0.00	0.00	0.00	0.00	0.00	0.00	63.44	146.67

County Freight and Goods System		STRATEGIC FREIGHT CORRIDORS										Centerline Miles	
County	County Name	Miles		Truck Route Class		Function Class			Location		Total		
		SFC		T-1	T-2	Arterial	Collector	Access	Rural	Urban	FGTS	C/L Miles	Total
1	Adams	0.53		0.00	0.53	0.00	0.53	0.00	0.53	0.00	0.00	583.35	1,774.76
2	Asotin	0.15		0.00	0.15	0.15	0.00	0.00	0.00	0.00	0.15	43.13	401.82
3	Benton	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	327.78	877.56
4	Chelan	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	124.86	665.64
5	Columbia	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	143.13	485.48
6	Clark	18.79		3.87	14.92	18.79	0.00	0.00	0.00	0.00	18.79	176.11	1,131.70
7	Columbia	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	206.44	503.34
8	Cowlitz	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	140.30	535.05
9	Douglas	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	262.01	1,636.84
10	Ferry	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	224.46	738.94
11	Franklin	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	518.05	988.25
12	Garfield	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	135.88	447.10
13	Grant	10.46		0.00	10.46	3.29	7.17	0.00	0.00	0.00	2.29	857.37	2,529.09
14	Grays Harbor	1.03		0.00	1.03	0.00	1.03	0.00	0.00	0.00	0.00	219.78	552.20
15	Island	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	42.62	583.92
16	Jefferson	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	139.72	396.12
17	King	54.14		23.78	30.36	54.03	0.00	0.11	10.88	43.26	0.00	460.23	1,848.75
18	Kitsap	8.35		2.94	5.42	8.35	0.00	0.00	0.00	8.35	0.00	42.27	933.30
19	Kittitas	9.86		0.00	9.86	1.13	8.73	0.00	8.53	1.33	0.00	309.64	564.87
20	Klickitat	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	286.05	1,084.33
21	Lewis	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	392.69	1,050.74
22	Lincoln	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	251.17	1,992.44
23	Mason	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	123.49	622.40
24	Okanogan	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	399.62	1,388.18
25	Pacific	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	135.11	349.81
26	Pend Oreille	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	225.69	550.03
27	Pierce	23.46		6.56	16.90	22.48	0.98	0.00	0.00	23.46	0.00	297.33	1,550.66
28	San Juan	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	88.78	270.85
29	Skagit	22.74		0.00	22.74	8.11	14.63	0.00	14.27	8.47	0.00	237.10	795.61
30	Skamania	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	81.64	240.88
31	Snohomish	12.39		4.64	7.75	8.41	3.92	0.06	3.68	8.71	0.00	534.09	1,657.17
32	Spokane	38.41		5.69	32.72	31.43	6.98	0.00	12.90	25.51	0.00	709.74	2,529.58
33	Stevens	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	335.38	1,491.26
34	Thurston	1.14		0.00	1.14	1.14	0.00	0.00	0.00	1.14	0.00	207.07	1,039.86
35	Wahkiakum	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.50	143.57
36	Walla Walla	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	359.45	963.18
37	Whatcom	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	203.79	954.53
38	Whitman	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	293.97	1,912.34
39	Yakima	8.66		0.00	8.66	5.21	3.45	0.00	3.45	5.21	0.00	609.06	1,670.09
Total Miles		210.11		47.47	162.64	162.52	47.42	0.17	63.44	146.67	0.00	10,753.81	39,852.21
County Roadlog Certified 1/1/2007													Centerline Miles of Road

County Freight and Goods System										STRATEGIC FREIGHT CORRIDORS										Mileage Summary		
County	County Name	All Roads		Total Miles		Percent of System		Truck Route Class		Function Class		Rural/Urban		County Arterials								
		County	County	FGTS	SFC	FGTS	SFC	T-1	T-2	Arterial	Collector	Access	Rural		Urban							
1	Adams	1,774.76	583.35	0.53	32.9%	0.0%	0.53	0.00	0.53	0.00	0.53	0.00	0.53	0.00	0.53							
2	Asootin	401.82	43.13	0.15	10.7%	0.0%	0.15	0.00	0.15	0.15	0.00	0.00	0.00	0.15	0.15							
3	Benton	877.56	327.78	0.00	37.4%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00							
4	Chelan	665.64	124.86	0.00	18.8%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00							
5	Ciallam	485.48	143.13	0.00	29.5%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00							
6	Clark	1,131.70	176.11	18.79	15.6%	1.7%	14.92	3.87	14.92	18.79	0.00	0.00	0.00	18.79	18.79							
7	Columbia	503.34	206.44	0.00	41.0%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00							
8	Cowlitz	535.05	140.30	0.00	26.2%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00							
9	Douglas	1,636.84	262.01	0.00	16.0%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00							
10	Ferry	738.94	224.46	0.00	30.4%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00							
11	Franklin	988.25	518.05	0.00	52.4%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00							
12	Garfield	447.10	135.88	0.00	30.4%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00							
13	Grant	2,529.09	857.37	10.46	33.9%	0.4%	10.46	0.00	10.46	3.29	7.17	0.00	8.17	2.29	10.46							
14	Grays Harbor	552.20	219.76	1.03	39.8%	0.2%	1.03	0.00	1.03	0.00	1.03	0.00	1.03	0.00	1.03							
15	Island	583.92	42.62	0.00	7.3%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00							
16	Jefferson	396.12	139.72	0.00	35.3%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00							
17	King	1,848.75	460.23	54.14	24.9%	2.9%	30.36	23.78	30.36	54.03	0.00	0.11	10.88	43.26	54.03							
18	Kitsap	933.30	42.27	8.35	4.5%	0.9%	5.42	2.94	5.42	8.35	0.00	0.00	0.00	8.35	8.35							
19	Kittitas	564.87	309.64	9.86	54.8%	1.7%	9.86	0.00	9.86	1.13	8.73	0.00	8.53	1.33	9.86							
20	Klickitat	1,084.33	286.05	0.00	26.4%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00							
21	Lewis	1,050.74	392.69	0.00	37.4%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00							
22	Lincoln	1,992.44	251.17	0.00	12.6%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00							
23	Mason	622.40	123.49	0.00	19.8%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00							
24	Okanogan	1,388.18	399.62	0.00	28.8%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00							
25	Pacific	349.81	135.11	0.00	38.6%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00							
26	Pend Oreille	550.03	225.69	0.00	41.0%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00							
27	Pierce	1,550.66	297.33	23.46	19.2%	1.5%	16.90	6.56	16.90	22.48	0.98	0.00	0.00	23.46	23.46							
28	San Juan	270.85	88.78	0.00	32.8%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00							
29	Skaqit	795.61	237.10	22.74	29.8%	2.9%	22.74	0.00	22.74	8.11	14.63	0.00	14.27	8.47	22.74							
30	Skamania	240.88	81.64	0.00	33.9%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00							
31	Snohomish	1,657.17	534.09	12.39	32.2%	0.7%	7.75	4.64	7.75	8.41	3.92	0.06	3.68	8.71	12.33							
32	Spokane	2,529.58	709.74	38.41	28.1%	1.5%	32.72	5.69	32.72	31.43	6.98	0.00	12.90	25.51	38.41							
33	Stevens	1,491.26	335.38	0.00	22.5%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00							
34	Thurston	1,039.86	207.07	1.14	19.9%	0.1%	1.14	0.00	1.14	1.14	0.00	0.00	0.00	1.14	1.14							
35	Wahkiakum	143.57	25.50	0.00	17.8%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00							
36	Walla Walla	963.18	359.45	0.00	37.3%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00							
37	Whatcom	954.53	203.79	0.00	21.3%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00							
38	Whitman	1,912.34	293.97	0.00	15.4%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00							
39	Yakima	1,670.09	609.06	8.66	36.5%	0.5%	8.66	0.00	8.66	5.21	3.45	0.00	3.45	5.21	8.66							
	Total Miles	39,852.21	10,753.81	210.11	27.0%	0.5%	162.64	47.47	162.64	162.52	47.42	0.17	63.44	146.67	209.94							

County Roadlog Certified 1/1/2007 Centerline Miles of Road

County Freight and Goods System Study
 Summary of Centerline Miles of Deficiencies
 CRS Scenario 1 - All Weather Roads

STRATEGIC FREIGHT CORRIDORS

County #	County Name	Total C/L Miles		C/L Miles of Deficiency					Total Inadequate	% Adeq.
		S F C	Adequate	Improve	Pave	Minor	Shoulder	Improve		
				Gravel	Unpaved	Widening	Improv.	Base		
1	Adams	0.53	0.53	0.00	0.00	0.00	0.00	0.00	0.00	100%
2	Asotin	0.15	0.00	0.00	0.00	0.00	0.15	0.00	0.15	0%
3	Benton	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
4	Chelan	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
5	Clallam	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
6	Clark	18.79	11.11	0.00	0.00	0.00	7.68	0.00	7.68	59%
7	Columbia	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
8	Cowlitz	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
9	Douglas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
10	Ferry	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
11	Franklin	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
12	Garfield	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
13	Grant	10.46	0.00	0.00	0.00	0.00	3.29	7.17	10.46	0%
14	Grays Harbor	1.03	1.03	0.00	0.00	0.00	0.00	0.00	0.00	100%
15	Island	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
16	Jefferson	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
17	King	54.14	32.09	0.00	0.00	1.22	20.71	0.11	22.05	59%
18	Kitsap	8.35	0.00	0.00	0.00	0.00	0.00	8.35	8.35	0%
19	Kittitas	9.86	9.54	0.00	0.00	0.00	0.32	0.00	0.32	97%
20	Klickitat	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
21	Lewis	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
22	Lincoln	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
23	Mason	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
24	Okanogan	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
25	Pacific	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
26	Pend Oreille	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
27	Pierce	23.46	0.03	0.00	0.00	0.00	0.00	23.43	23.43	0%
28	San Juan	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
29	Skagit	22.74	20.90	0.00	0.00	0.05	0.00	1.79	1.84	92%
30	Skamania	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
31	Snohomish	12.39	5.51	0.00	0.00	0.00	6.88	0.00	6.88	45%
32	Spokane	38.41	16.68	0.00	0.00	3.70	18.03	0.00	21.73	43%
33	Stevens	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
34	Thurston	1.14	0.00	0.00	0.00	0.00	0.00	1.14	1.14	0%
35	Wahkiakum	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
36	Walla Walla	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
37	Whatcom	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
38	Whitman	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
39	Yakima	8.66	7.15	0.00	0.00	0.00	1.51	0.00	1.51	83%
	Total	210.11	104.58	0.00	0.00	4.97	58.57	41.99	105.53	50%

County Freight and Goods System Study
 Summary of Costs to Eliminate Deficiencies
 CRS Scenario 1 - All Weather Roads

STRATEGIC FREIGHT CORRIDORS

County #	County Name	Total C/L Miles		Cost to Improve Deficiency					Total Cost
		S F C	Adequate	Improve Gravel	Pave Unpaved	Minor Widening	Shoulder Improv.	Improve Base	
1	Adams	0.53	0.53	0	0	0	0	0	0
2	Asotin	0.15	0.00	0	0	0	89	0	89
3	Benton	0.00	0.00	0	0	0	0	0	0
4	Chelan	0.00	0.00	0	0	0	0	0	0
5	Clallam	0.00	0.00	0	0	0	0	0	0
6	Clark	18.79	11.11	0	0	0	4,348	0	4,348
7	Columbia	0.00	0.00	0	0	0	0	0	0
8	Cowlitz	0.00	0.00	0	0	0	0	0	0
9	Douglas	0.00	0.00	0	0	0	0	0	0
10	Ferry	0.00	0.00	0	0	0	0	0	0
11	Franklin	0.00	0.00	0	0	0	0	0	0
12	Garfield	0.00	0.00	0	0	0	0	0	0
13	Grant	10.46	0.00	0	0	0	1,747	4,044	5,791
14	Grays Harbor	1.03	1.03	0	0	0	0	0	0
15	Island	0.00	0.00	0	0	0	0	0	0
16	Jefferson	0.00	0.00	0	0	0	0	0	0
17	King	54.14	32.09	0	0	980	12,231	92	13,302
18	Kitsap	8.35	0.00	0	0	0	0	10,727	10,727
19	Kittitas	9.86	9.54	0	0	0	155	0	155
20	Klickitat	0.00	0.00	0	0	0	0	0	0
21	Lewis	0.00	0.00	0	0	0	0	0	0
22	Lincoln	0.00	0.00	0	0	0	0	0	0
23	Mason	0.00	0.00	0	0	0	0	0	0
24	Okanogan	0.00	0.00	0	0	0	0	0	0
25	Pacific	0.00	0.00	0	0	0	0	0	0
26	Pend Oreille	0.00	0.00	0	0	0	0	0	0
27	Pierce	23.46	0.03	0	0	0	0	30,992	30,992
28	San Juan	0.00	0.00	0	0	0	0	0	0
29	Skagit	22.74	20.90	0	0	16	0	1,809	1,825
30	Skamania	0.00	0.00	0	0	0	0	0	0
31	Snohomish	12.39	5.51	0	0	0	3,794	0	3,794
32	Spokane	38.41	16.68	0	0	1,702	8,678	0	10,380
33	Stevens	0.00	0.00	0	0	0	0	0	0
34	Thurston	1.14	0.00	0	0	0	0	1,591	1,591
35	Wahkiakum	0.00	0.00	0	0	0	0	0	0
36	Walla Walla	0.00	0.00	0	0	0	0	0	0
37	Whatcom	0.00	0.00	0	0	0	0	0	0
38	Whitman	0.00	0.00	0	0	0	0	0	0
39	Yakima	8.66	7.15	0	0	0	897	0	897
	Total	210.11	104.58	0	0	2,698	31,938	49,254	83,890

County Freight and Goods System Study
 Summary of Centerline Miles of Deficiencies
 CRS Scenario 2 - Minimal Road Restrictions

STRATEGIC FREIGHT CORRIDORS

County #	County Name	Total C/L Miles		C/L Miles of Deficiency					Total Inadequate	% Adeq.
		S F C	Adequate	Improve	Pave	Minor	Shoulder	Improve		
				Gravel	Unpaved	Widening	Improv.	Base		
1	Adams	0.53	0.53	0.00	0.00	0.00	0.00	0.00	0.00	100%
2	Asotin	0.15	0.00	0.00	0.00	0.00	0.15	0.00	0.15	0%
3	Benton	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
4	Chelan	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
5	Clallam	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
6	Clark	18.79	11.11	0.00	0.00	0.00	7.68	0.00	7.68	59%
7	Columbia	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
8	Cowlitz	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
9	Douglas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
10	Ferry	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
11	Franklin	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
12	Garfield	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
13	Grant	10.46	0.00	0.00	0.00	0.00	3.29	7.17	10.46	0%
14	Grays Harbor	1.03	1.03	0.00	0.00	0.00	0.00	0.00	0.00	100%
15	Island	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
16	Jefferson	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
17	King	54.14	32.09	0.00	0.00	1.22	20.71	0.11	22.05	59%
18	Kitsap	8.35	0.00	0.00	0.00	0.00	0.00	8.35	8.35	0%
19	Kittitas	9.86	9.54	0.00	0.00	0.00	0.32	0.00	0.32	97%
20	Klickitat	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
21	Lewis	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
22	Lincoln	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
23	Mason	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
24	Okanogan	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
25	Pacific	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
26	Pend Oreille	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
27	Pierce	23.46	0.03	0.00	0.00	0.00	0.00	23.43	23.43	0%
28	San Juan	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
29	Skagit	22.74	20.90	0.00	0.00	0.05	0.00	1.79	1.84	92%
30	Skamania	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
31	Snohomish	12.39	5.51	0.00	0.00	0.00	6.88	0.00	6.88	45%
32	Spokane	38.41	16.68	0.00	0.00	3.70	18.03	0.00	21.73	43%
33	Stevens	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
34	Thurston	1.14	0.00	0.00	0.00	0.00	0.00	1.14	1.14	0%
35	Wahkiakum	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
36	Walla Walla	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
37	Whatcom	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
38	Whitman	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
39	Yakima	8.66	7.15	0.00	0.00	0.00	1.51	0.00	1.51	83%
	Total	210.11	104.58	0.00	0.00	4.97	58.57	41.99	105.53	50%

County Freight and Goods System Study
 Summary of Costs to Eliminate Deficiencies
 CRS Scenario 2 - Minimal Road Restrictions

STRATEGIC FREIGHT CORRIDORS

County #	County Name	Total C/L Miles		Cost to Improve Deficiency					Total Cost
		S F C	Adequate	Improve Gravel	Pave Unpaved	Minor Widening	Shoulder Improv.	Improve Base	
1	Adams	0.53	0.53	0	0	0	0	0	0
2	Asotin	0.15	0.00	0	0	0	87	0	87
3	Benton	0.00	0.00	0	0	0	0	0	0
4	Chelan	0.00	0.00	0	0	0	0	0	0
5	Clallam	0.00	0.00	0	0	0	0	0	0
6	Clark	18.79	11.11	0	0	0	4,259	0	4,259
7	Columbia	0.00	0.00	0	0	0	0	0	0
8	Cowlitz	0.00	0.00	0	0	0	0	0	0
9	Douglas	0.00	0.00	0	0	0	0	0	0
10	Ferry	0.00	0.00	0	0	0	0	0	0
11	Franklin	0.00	0.00	0	0	0	0	0	0
12	Garfield	0.00	0.00	0	0	0	0	0	0
13	Grant	10.46	0.00	0	0	0	1,712	3,958	5,670
14	Grays Harbor	1.03	1.03	0	0	0	0	0	0
15	Island	0.00	0.00	0	0	0	0	0	0
16	Jefferson	0.00	0.00	0	0	0	0	0	0
17	King	54.14	32.09	0	0	961	11,983	90	13,034
18	Kitsap	8.35	0.00	0	0	0	0	10,505	10,505
19	Kittitas	9.86	9.54	0	0	0	151	0	151
20	Klickitat	0.00	0.00	0	0	0	0	0	0
21	Lewis	0.00	0.00	0	0	0	0	0	0
22	Lincoln	0.00	0.00	0	0	0	0	0	0
23	Mason	0.00	0.00	0	0	0	0	0	0
24	Okanogan	0.00	0.00	0	0	0	0	0	0
25	Pacific	0.00	0.00	0	0	0	0	0	0
26	Pend Oreille	0.00	0.00	0	0	0	0	0	0
27	Pierce	23.46	0.03	0	0	0	0	30,348	30,348
28	San Juan	0.00	0.00	0	0	0	0	0	0
29	Skagit	22.74	20.90	0	0	16	0	1,772	1,788
30	Skamania	0.00	0.00	0	0	0	0	0	0
31	Snohomish	12.39	5.51	0	0	0	3,717	0	3,717
32	Spokane	38.41	16.68	0	0	1,669	8,504	0	10,173
33	Stevens	0.00	0.00	0	0	0	0	0	0
34	Thurston	1.14	0.00	0	0	0	0	1,557	1,557
35	Wahkiakum	0.00	0.00	0	0	0	0	0	0
36	Walla Walla	0.00	0.00	0	0	0	0	0	0
37	Whatcom	0.00	0.00	0	0	0	0	0	0
38	Whitman	0.00	0.00	0	0	0	0	0	0
39	Yakima	8.66	7.15	0	0	0	879	0	879
	Total	210.11	104.58	0	0	2,645	31,293	48,230	82,168

County Freight and Goods System Study

Summary of Centerline Miles of Deficiencies

STRATEGIC FREIGHT CORRIDORS

CRS Scenario 3 - Moderate Road Restrictions

County #	County Name	Total C/L Miles		C/L Miles of Deficiency					Total Inadequate	% Adeq.
		S F C	Adequate	Improve	Pave	Minor	Shoulder	Improve		
				Gravel	Unpaved	Widening	Improv.	Base		
1	Adams	0.53	0.53	0.00	0.00	0.00	0.00	0.00	0.00	100%
2	Asotin	0.15	0.00	0.00	0.00	0.00	0.15	0.00	0.15	0%
3	Benton	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
4	Chelan	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
5	Clallam	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
6	Clark	18.79	11.11	0.00	0.00	0.00	7.68	0.00	7.68	59%
7	Columbia	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
8	Cowlitz	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
9	Douglas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
10	Ferry	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
11	Franklin	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
12	Garfield	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
13	Grant	10.46	0.00	0.00	0.00	0.00	3.29	7.17	10.46	0%
14	Grays Harbor	1.03	1.03	0.00	0.00	0.00	0.00	0.00	0.00	100%
15	Island	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
16	Jefferson	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
17	King	54.14	32.09	0.00	0.00	1.22	20.71	0.11	22.05	59%
18	Kitsap	8.35	5.66	0.00	0.00	0.00	2.69	0.00	2.69	68%
19	Kittitas	9.86	9.54	0.00	0.00	0.00	0.32	0.00	0.32	97%
20	Klickitat	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
21	Lewis	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
22	Lincoln	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
23	Mason	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
24	Okanogan	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
25	Pacific	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
26	Pend Oreille	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
27	Pierce	23.46	10.05	0.00	0.00	0.22	2.14	11.05	13.41	43%
28	San Juan	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
29	Skagit	22.74	20.90	0.00	0.00	0.05	0.00	1.79	1.84	92%
30	Skamania	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
31	Snohomish	12.39	5.51	0.00	0.00	0.00	6.88	0.00	6.88	45%
32	Spokane	38.41	16.68	0.00	0.00	3.70	18.03	0.00	21.73	43%
33	Stevens	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
34	Thurston	1.14	0.00	0.00	0.00	0.00	0.00	1.14	1.14	0%
35	Wahkiakum	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
36	Walla Walla	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
37	Whatcom	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
38	Whitman	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
39	Yakima	8.66	7.15	0.00	0.00	0.00	1.51	0.00	1.51	83%
	Total	210.11	120.26	0.00	0.00	5.19	63.40	21.26	89.85	57%

County Freight and Goods System Study
 Summary of Costs to Eliminate Deficiencies
 CRS Scenario 3 - Moderate Road Restrictions

STRATEGIC FREIGHT CORRIDORS

County #	County Name	Total C/L Miles		Cost to Improve Deficiency					Total Cost
		S F C	Adequate	Improve Gravel	Pave Unpaved	Minor Widening	Shoulder Improv.	Improve Base	
1	Adams	0.53	0.53	0	0	0	0	0	0
2	Asotin	0.15	0.00	0	0	0	89	0	89
3	Benton	0.00	0.00	0	0	0	0	0	0
4	Chelan	0.00	0.00	0	0	0	0	0	0
5	Clallam	0.00	0.00	0	0	0	0	0	0
6	Clark	18.79	11.11	0	0	0	4,348	0	4,348
7	Columbia	0.00	0.00	0	0	0	0	0	0
8	Cowlitz	0.00	0.00	0	0	0	0	0	0
9	Douglas	0.00	0.00	0	0	0	0	0	0
10	Ferry	0.00	0.00	0	0	0	0	0	0
11	Franklin	0.00	0.00	0	0	0	0	0	0
12	Garfield	0.00	0.00	0	0	0	0	0	0
13	Grant	10.46	0.00	0	0	0	1,747	4,044	5,791
14	Grays Harbor	1.03	1.03	0	0	0	0	0	0
15	Island	0.00	0.00	0	0	0	0	0	0
16	Jefferson	0.00	0.00	0	0	0	0	0	0
17	King	54.14	32.09	0	0	980	12,231	92	13,302
18	Kitsap	8.35	5.66	0	0	0	1,486	0	1,486
19	Kittitas	9.86	9.54	0	0	0	155	0	155
20	Klickitat	0.00	0.00	0	0	0	0	0	0
21	Lewis	0.00	0.00	0	0	0	0	0	0
22	Lincoln	0.00	0.00	0	0	0	0	0	0
23	Mason	0.00	0.00	0	0	0	0	0	0
24	Okanogan	0.00	0.00	0	0	0	0	0	0
25	Pacific	0.00	0.00	0	0	0	0	0	0
26	Pend Oreille	0.00	0.00	0	0	0	0	0	0
27	Pierce	23.46	10.05	0	0	161	1,259	14,082	15,502
28	San Juan	0.00	0.00	0	0	0	0	0	0
29	Skagit	22.74	20.90	0	0	16	0	1,809	1,825
30	Skamania	0.00	0.00	0	0	0	0	0	0
31	Snohomish	12.39	5.51	0	0	0	3,794	0	3,794
32	Spokane	38.41	16.68	0	0	1,702	8,678	0	10,380
33	Stevens	0.00	0.00	0	0	0	0	0	0
34	Thurston	1.14	0.00	0	0	0	0	1,591	1,591
35	Wahkiakum	0.00	0.00	0	0	0	0	0	0
36	Walla Walla	0.00	0.00	0	0	0	0	0	0
37	Whatcom	0.00	0.00	0	0	0	0	0	0
38	Whitman	0.00	0.00	0	0	0	0	0	0
39	Yakima	8.66	7.15	0	0	0	897	0	897
	Total	210.11	120.26	0	0	2,860	34,683	21,617	59,160

County Roadlog Certified 1-1-2007

All Costs in 2007 \$1,000's