

State Highway Log

Planning Report
2018

Southwest Region



Washington State Department of Transportation
Multimodal Planning Division

March 19, 2019

Highway Log Users

Re: 2018 State Highway Log

Dear User:

The 2018 edition of the State Highway Log is available in electronic format. The electronic version is in Acrobat Reader file format. The Acrobat Reader software can be accessed from most Microsoft operating systems. If you do not have Acrobat Reader, you can download this software free of charge from the Internet at:
<http://www.adobe.com/acrobat/readstep.html>.

The State Highway Log is divided into 7 separate data files; 1 comprehensive log and 6 regional logs. Each of these 7 files, once opened, contain indexing for highways listed in the left hand margin. By clicking on a specific highway within this indexing area, the highway log will then open for that particular highway.

The Roadway Branch of the GIS & Roadway Data Office (GRDO) is committed to provide you with quality products while staying within our budget. If you have any questions about our electronic version, please contact Lou Baker at (360) 570-2361, or bakerl@wsdot.wa.gov.

Sincerely,

Mark Finch
Manager, Transportation Data, GIS & Modeling Office
Multimodal Planning Division

MBF/lb
Enclosures

INTRODUCTION

The Washington State Department of Transportation is responsible for the administration of over 7000 miles of State Highways. This involves large expenditures for planning, design, construction, and maintenance which necessitate having reliable geometric data for the entire State Highway System.

The Roadway Data Section of the Multimodal Planning Division provides roadway geometrics in several reports. These include the STATE HIGHWAY LOG, the Road Life Report, the Horizontal and Vertical Alignment Report, and the Classification Log. Portions of these and other reports can be accessed on remote terminals through the TRIPS (TRansportation Information and Planning Support) system.

The STATE HIGHWAY LOG, which is published annually from TRIPS, contains roadway data and mileage statistics for all State Highways. This information is representative of data collected through the previous year. It is designed to provide a record of current highway system information and a source for computing distances between major points. Detailed explanations of all fields are included starting on page "I-1", titled "State Highway Log Reference."

The Roadway Geometrics Section is responsible for updating and maintaining the roadway portion of the TRIPS system. The information TRIPS contains is provided by numerous WSDOT Regional, Headquarters and other sources. If you can provide us with updated information, find an error in the STATE HIGHWAY LOG or TRIPS, or have any questions regarding roadway data, please contact the GIS & Roadway Data Office at (360) 570-2361 or fax (360) 570-2400. We are continuously looking for sources to provide us with quality information.

MARK FINCH
Manager
Transportation Data, GIS & Modeling
Office
Multimodal Planning Division

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| 1 | 2018 STATE HIGHWAY LOG |

STATE HIGHWAY LOG REFERENCE

The following information provides an overview on how the State Highway Log Planning Report is compiled; broken out in the order they appear in the headers of each page of the publication.

Washington State's Highways are defined by the following: State Route (SR) number, Related Roadway Type (RRT) and Related Roadway Qualifier (RRQ). These three descriptors uniquely identify each and every piece of the highway system in Washington State.

The SR is a road for which the State of Washington has some level of responsibility and is identified by a three-digit number (e.g., 004).

The RRT is a two-character abbreviation for a type of roadway. The following is a list of RRTs in the system. (Asterisk indicates RRT included in this publication).

| | | | |
|-----|-----------------------|---------|---------------------------------------|
| AR* | Alternate Route | CD | Collector Distributor Dec |
| CO* | Couplet | CI | Collector Distributor Inc |
| FD | Frontage Road Dec | LX | Crossroad within Interchange |
| FI | Frontage Road Inc | P1 - P9 | Off Ramp, Inc |
| FS | Ferry Ship (Boat) | Q1 - Q9 | On Ramp, Inc |
| FT | Ferry Terminal | R1 - R9 | Off Ramp, Dec |
| PR | Proposed Route | S1 - S9 | On Ramp, Dec |
| RL* | Reversible Lane | HD* | Grade-Separated HOV-Dec |
| SP* | Spur | HI* | Grade-Separated HOV-Inc |
| TB | Transitional Turnback | ML* | Mainline (Implied RRT—field is blank) |
| TR | Temporary Route | UC | Under Construction |

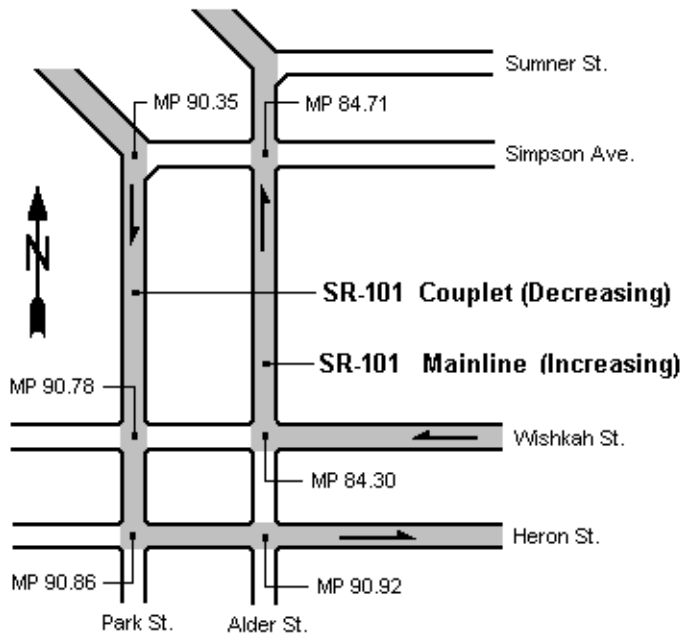
The RRQ is a maximum six-character field that uniquely identifies the RRT since there may be more than one of the same types of RRT for a route. The assigning of RRQ is done in one of three ways depending on the RRT.

1) The following RRTs use descriptive location names (i.e., city, street, or junction) for the RRQ and the begin SRMP of that RRT is relative to the Mainline SRMP where the RRT intersects with the Mainline.

| | | | |
|----|-------------------|----|-----------------------|
| AR | **Alternate Route | SP | Spur |
| CO | Couplet | TB | Transitional Turnback |
| PR | Proposed Route | TR | Temporary Route |
| RL | Reversible Lane | | |

** Alternate Route contains no RRQ

COUPLET EXAMPLE

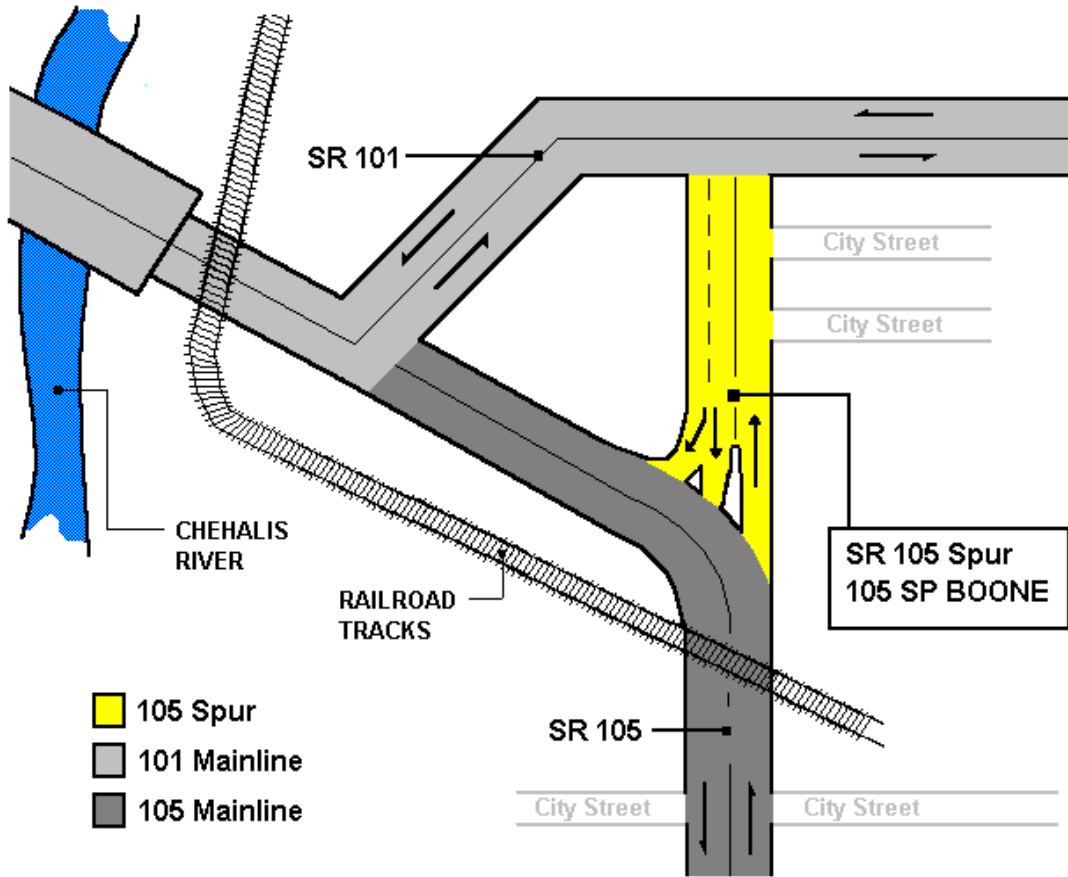


Grays Harbor County
Aberdeen
SR-101
SR-101 CO ABERDN

EXAMPLE: 101 CO ABERDN

Where: 101 = SR Number
CO = RRT for Couplet
ABERDN = Abbreviated name of city where RRT exists

SPUR EXAMPLE



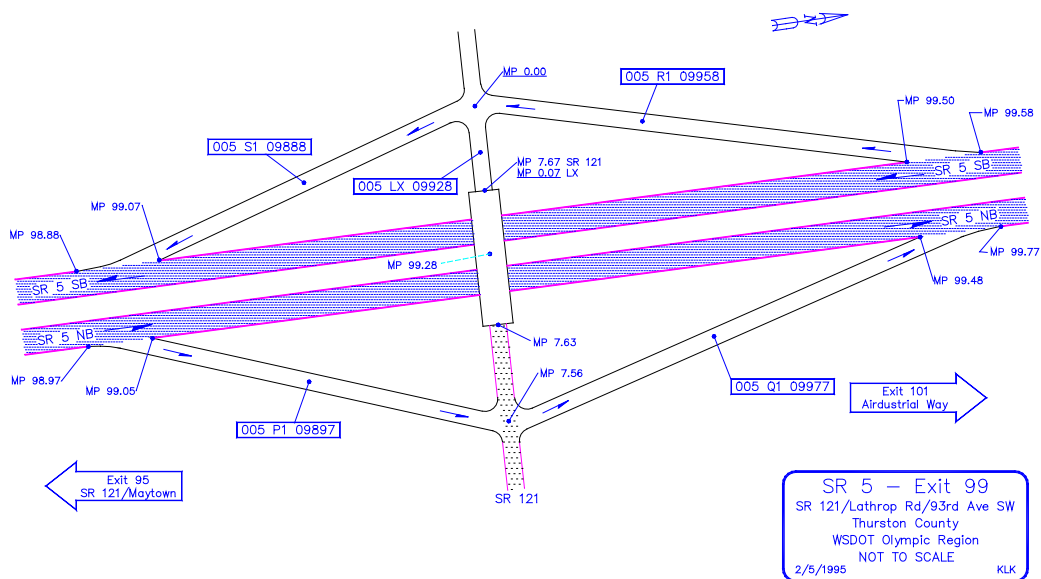
EXAMPLE: 105 SP BOONE

Where: 105 = SR Number
 SP = RRT for Spur
 BOONE = Name of street where RRT exists

2) The following RRTs use the Mainline SRMP where the RRT attaches to the Mainline. The begin SRMP for that RRT will be 0.00.

| | | | |
|----|------------------------------|---------|-------------------------|
| CD | Collector Distributor Dec | P1 - P9 | Off Ramp, Inc |
| CI | Collector Distributor Inc | Q1 - Q9 | On Ramp, Inc |
| FD | Frontage Road Dec | R1 - R9 | Off Ramp, Dec |
| FI | Frontage Road Inc | S1 - S9 | On Ramp, Dec |
| LX | Crossroad within Interchange | HD | Grade-Separated HOV-Dec |
| HI | Grade-Separated HOV-Inc | | |

DIAMOND INTERCHANGE EXAMPLE



EXAMPLE: 005 R1 09958

Where: 005 = SR Number
R1 = RRT for decreasing MP direction off-ramp (R ramp)
09958 = Mainline SRMP at beginning of the R ramp where it leaves the mainline

3) The following RRTs use descriptive names such as a city or ship name for the RRQ. The begin SRMP is always a zero value (000.00).

| | |
|----|----------------|
| FS | Ferry Ship |
| FT | Ferry Terminal |

An SR number of 999 is used for Ferry Ships since they are not assigned to a specific route. The RRQ represents the name or abbreviated name of the ship.

An SR number of 999 is used for Ferry Terminals only if the terminal is not located on a route. The RRQ represents the name or abbreviated name of the city where the terminal is located.

STATE ROUTE MILEPOST (SRMP)

State Route Milepost (SRMP) is a linear referencing system used to assign a logical number to a given point along a route. The SRMP is carried to the hundredth of a mile (123.45). If realignment shortens or lengthens a section of an SR, the SRMP will adjust with an equation and the SRMP will not change through the rest of the route.

The SRMP identifies reference points and should **NOT** be used for computing distance.

STATE ROUTE MILEPOST BACK (B) INDICATOR

The State Route Milepost Back (B) indicator designates whether the milepost value is the 'back' duplicate of a milepost value 'ahead' on the route. Ahead values have an implied 'A' (blank).

A back SRMP occurs as a result of:

- A realignment that lengthens a section of an SR other than at the end of the route.
- Adding mileage to the beginning of an SR.

ACCUMULATED ROUTE MILE (ARM)

Accumulated Route Mileage (ARM) is an accrual of mileage from the beginning of a route to the end of the route. It accrues through coincident sections where two or more SR's share one physical alignment. The ARM is an important factor in the realignment of a State Route. It does **not** contain equations - it flows through them to give true mileage (see section on equations). The ARM is carried to the hundredth of a mile (123.45).

All length measurements are calculated using the ARM value.

LANE MILE

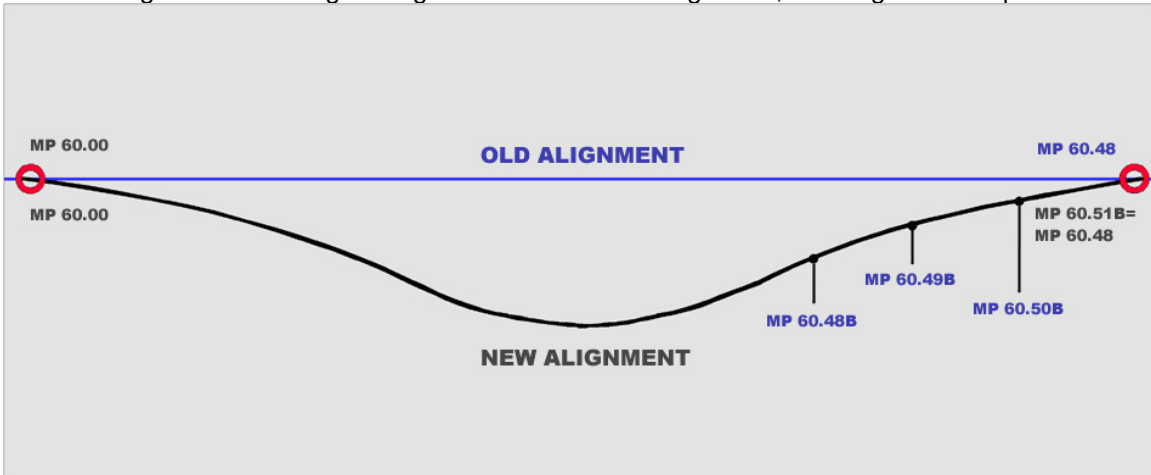
One lane of highway for one mile, i.e. – a section of highway one mile long with 5 lanes has the equivalent of 5 lane miles.

EQUATION (EQ)

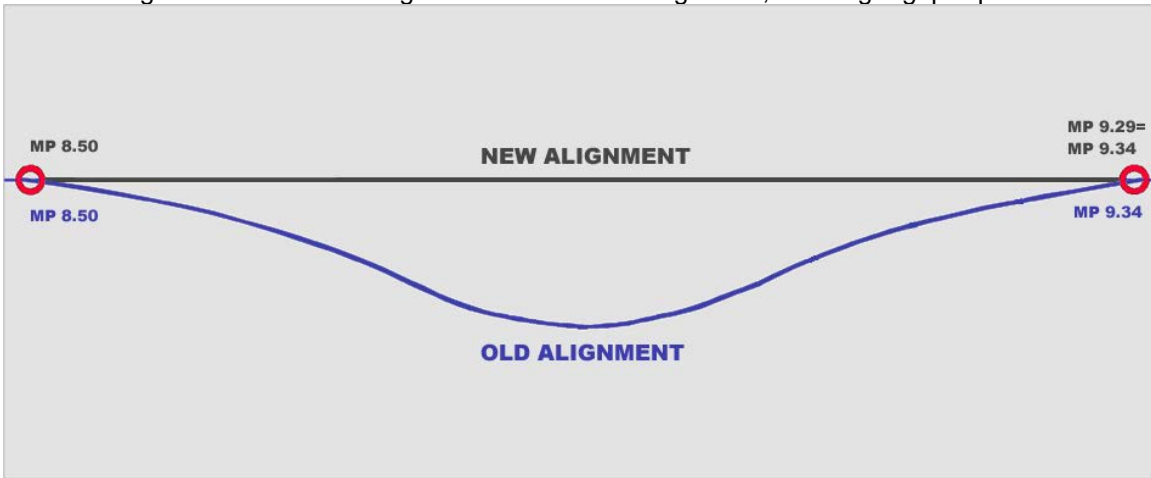
There are 3 kinds of Equations: Back, Gap & Physical Gap

The following page contains drawings of these three types of equations

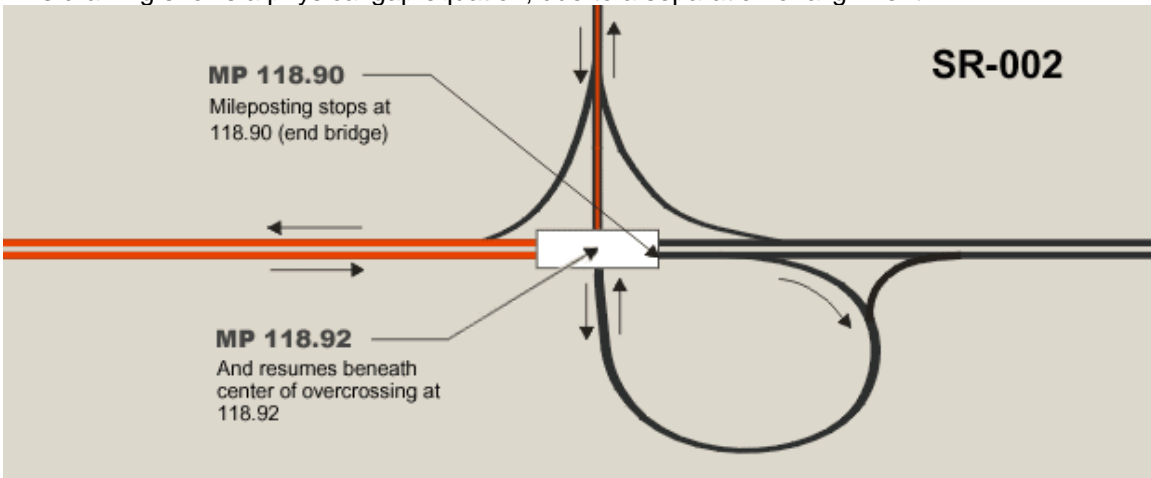
This drawing shows the lengthening of a route due to realignment, creating a back equation



This drawing shows the shortening of a route due to realignment, creating a gap equation



This drawing shows a physical gap equation, due to a separation of alignment



COINCIDENT (COINC)

This occurs when two (or more) State Routes share the same physical alignment. A Coincident location carries one Major State Route and up to three Minor Routes. The Major SR carries all the highway data. The Minor SR will only contain Region and County line breaks.

The assignment of Major or Minor is first based on functional classification of the involved routes. For example, a Principal Arterial would take precedence over a Minor Arterial and/or a Collector. A Minor Arterial would take precedence over a Collector. An Interstate takes precedence over all other routes. If more than one highway has the same functional classification, the route with the lowest SR number will take precedence. ARM accumulates through the coincident section of the Minor SR. This publication contains a listing of Coincident Routes by SR, SRMP & ARM.

FEATURE Following is a list of how some of the features are entered in the "feature" column:

| | | |
|------------|------------|------------|
| Beg Bridge | Beg Eq | On Ramp |
| End Bridge | Uxing | Off Ramp |
| Enter Co | Intersectn | RR Xing |
| Beg Street | Misc Featr | Border Sta |
| End Street | Beg Ctlsec | Weigh Sta |
| Beg Tunnel | Flyer Stop | Leave City |
| End Tunnel | Prk & Ride | Toll Booth |
| Enter Dist | Rest Area | Ferry Term |

DIRECTION TO INVENTORY

Features that get tagged with this code occur ON the main traveled way.

I = INCREASING - Milepost increases when traveling the roadway in the increasing direction. Usually odd numbered routes run south to north increasing and even numbered routes run west to east increasing. There are some exceptions to this rule.

D = DECREASING - Milepost decreases when traveling the roadway in the decreasing direction. Usually odd numbered routes run north to south decreasing and even numbered routes run east to west decreasing. There are some exceptions to this rule.

B = BOTH - The feature affects both the increasing and decreasing direction of travel.

LEFT/RIGHT INDICATOR - Features that get tagged with this code occur ALONG SIDE the main traveled way. All Left Right Indicators are assigned based on the INCREASING direction of travel, starting from the left and working to the right.

L = LEFT Represents features located along side the decreasing traveled way.

LC = LEFT CENTER Represents features located along side the median side of the decreasing traveled way.

C = CENTER Represents a feature that occurs between the increasing and decreasing traveled way.

RC = RIGHT CENTER Represents features located along side the median side of the increasing traveled way.

R = RIGHT Represents features located along side the increasing traveled way.

B = BOTH The feature occurs along side both the increasing and decreasing traveled way.

DESCRIPTION – DESCRIPTION OF FEATURE

Bridge/UXing/XRoad - OW (Owner Code)

ST = State

FS = Forest Service

PV = Private

SO = State/County

CO = County

PK = Park Service

MY = Military

SI = State/City

CT = City

RS = Reservation

OT = Other

CC = County/City

Bridge/UXing/XRoad - TC (Traffic Control)

SS = Stop Sign

AF = Amber Flashing

OT = Other Traffic Control

SZ = School Zone

SG = Stop and Go

RF = Red Flashing

YS = Yield Sign

RS = Railroad Signal

NO = No Traffic Control

PC = Pedestrian Control

FS = Fire Signal

OF = Officer or Flagman

Bridge/UXing/XRoad - L (Illumination)

Y = Yes

N = No

WIDTH AND SURFACE INFORMATION

DECREAS/DIV (DECREASING/DIVIDED)

NBR LNS D = Number of lanes in decreasing direction of the roadway.

I = Number of lanes in increasing direction of the roadway.

LFT SHD W = Width of outside shoulder in decreasing direction of the roadway. No width will be shown when surface type = C or W.

S = Shoulder Surface Type

A = Asphalt

S = Soil

P = Portland Cement Concrete

B = Bituminous

C = Curb

G = Gravel

W = Wall

O = Other

RDY W = Width of roadway in decreasing direction of the roadway.

S = Roadway Surface Type

A = Asphalt

B = Bituminous

S = Soil

P = Portland Cement Concrete

G = Gravel

O = Other

RHT SHD W = Width of inside shoulder in decreasing direction of the roadway. No width will be entered when surface type = C or W.

S = Shoulder Surface Type (same as left shoulder surface types).

MEDIAN

WD Median Width

S Median Surface Type

| | |
|----------------|------------------------------|
| S = Soil | G = Gravel |
| O = Other | A = Asphalt |
| B = Bituminous | P = Portland Cement Concrete |

BR Median Barrier Type

| | |
|------------------|-----------------------------|
| DE = Depressed | CU = Curb |
| FB = Flex Beam | JE = Jersey Type Barrier |
| GP = Guide Post | RG = Rock Wall * Gabion |
| UP = Unprotected | IA = Impact Attenuator |
| WA = Wall | FE = Fence |
| SS = Snow Shed | BE = Bridge End Guard Rails |
| GR = Guard Rail | CA = Cable |

INCRES/UNDI (INCREASING/UNDIVIDED)

Will be used for divided multilane in the direction of inventory, and for the entire roadway for two lane or undivided highways.

LFT SHD W = Width of inside shoulder in increasing direction of the roadway.

S = Shoulder Surface Type

RDY W = Width of roadway in increasing direction of the roadway.

S = Roadway Surface Type

RHT SHD W = Width of outside shoulder in increasing direction of the roadway.

S = Shoulder Surface Type

SPC USE LNS WID - Width of Special Use Lane

Special Use Lane Types - (Appears in Description Field)

| | | |
|----------|----------------------|-------------------------|
| Climbing | Two Way Turn | High Occupancy Vehicle |
| Bicycle | Reversible | Slow Vehicle Turnout |
| Chain Up | Transit | Truck Climbing Shoulder |
| Holding | Weaving/Speed Change | |

TOT RDY WIDTH - Total roadway width includes decreasing roadway, increasing roadway and special use lane widths. This total does not include shoulder and median widths.

CLASSIFICATIONS

MTCE Maintenance

A = Maintenance Area Number
SE = Maintenance Section Number

CITY NBR City Number assigned to a city by the Census.

STFC State Functional Classification

| | |
|-------------------------------|-------------------------------|
| R1 = Rural-Principal Arterial | U1 = Urban-Principal Arterial |
| R2 = Rural-Minor Arterial | U2 = Urban-Minor Arterial |
| R3 = Rural-Collector | U3 = Urban-Collector |
| R4 = Rural-Unclassified | U4 = Urban-Unclassified |
| R5 = Rural-Interstate | U5 = Urban-Interstate |

Urban Area - An area designated by WSDOT in cooperation with the Transportation Improvement Board and Region transportation planning organizations, subject to the approval of the FHWA.

Legal Speed

D = Official speed limit as designated for decreasing direction of the roadway.
IB = Official speed limit as designated for increasing or both directions of the roadway.

TR Terrain - The contour of the roadway as it relates to the frequency and steepness of hills and the effect on truck speed.

L = Level - Trucks maintain speed.
R = Rolling - Trucks slow down frequently.
M = Mountainous - Trucks slow to a crawl frequently.

PK Parking Zone - Type of parking that is permitted on a State Route (cities only).

B = Both sides parking permitted
L = Left side parking only permitted
P = Parking prohibited on both sides
R = Right side parking only permitted
X = Prohibited during peak hours

ST Street Name Alias - The local name of a street assigned to a State Route as the State Route passes through a city.

* = A street name alias is assigned to a State Route (The street name will appear in the description field).

\$ Designates when the previous feature is no longer valid.

INTERSECTION DETAIL

| | |
|------|---|
| SRMP | State Route Milepost at intersection. |
| B | “Back” milepost indicator. |
| ARM | Accumulated route mile at intersection. |

TURN LANES

Entering an intersection in the increasing direction of travel would be “near approach.”

Entering an intersection in the decreasing direction of travel would be “far approach.”

| | |
|--------|--|
| LGT WD | Length (in miles) and width (in feet) will appear in each category of turn and acceleration lanes. |
| L NEAR | Left turn lane in near approach of intersection. |
| R NEAR | Right turn lane in near approach of intersection. |
| L FAR | Left turn lane in far approach of intersection. |
| R FAR | Right turn lane in far approach of intersection. |

ACCELERATION LANES

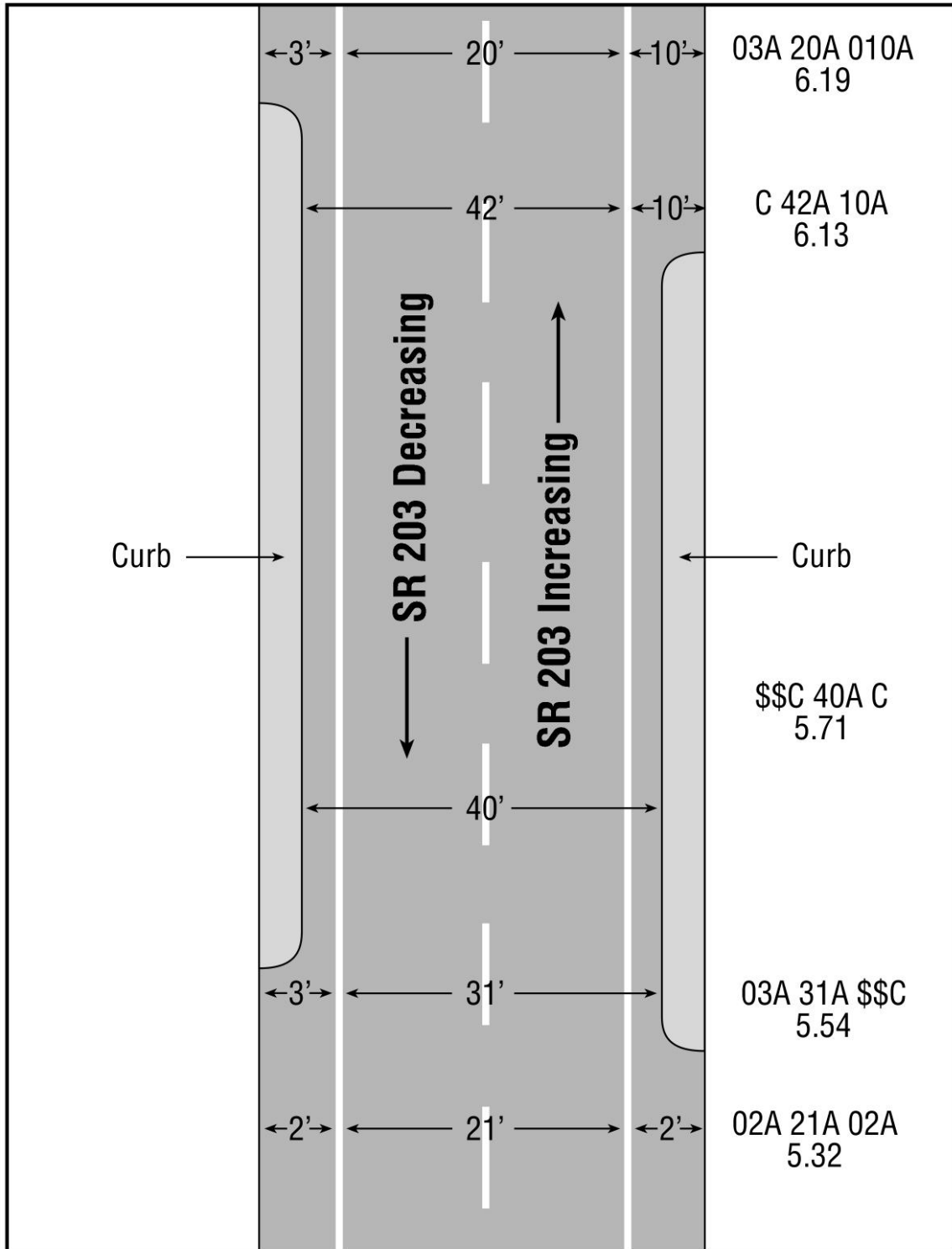
| | |
|--------|--|
| LEFT | Left acceleration lane in near approach of intersection. |
| L CNTR | Acceleration lane in near approach of intersection. |
| R CNTR | Acceleration lane in far approach of intersection. |
| RIGHT | Right acceleration lane in far approach of intersection. |

Vehicles traveling in the decreasing direction of the roadway use Left and Left Center acceleration lanes.

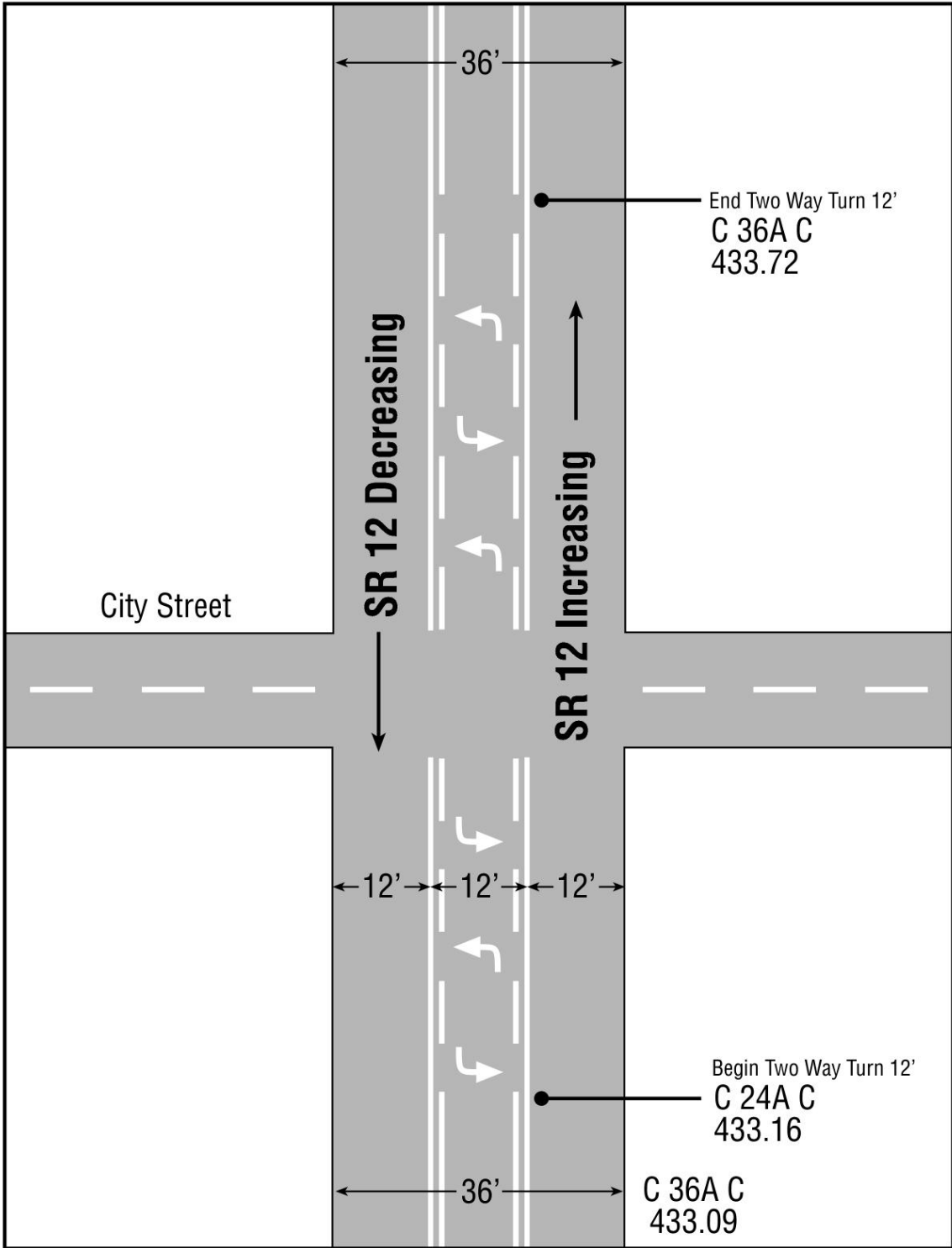
Vehicles traveling in the increasing direction of the roadway use Right and Right Center acceleration lanes.

If you have any questions regarding the State Highway Log or the roadway data, or you can provide us with updated information, please contact the Roadway Data Office at (360) 570-2361 or fax (360) 570-2400. We are continuously looking for sources to provide us with quality information.

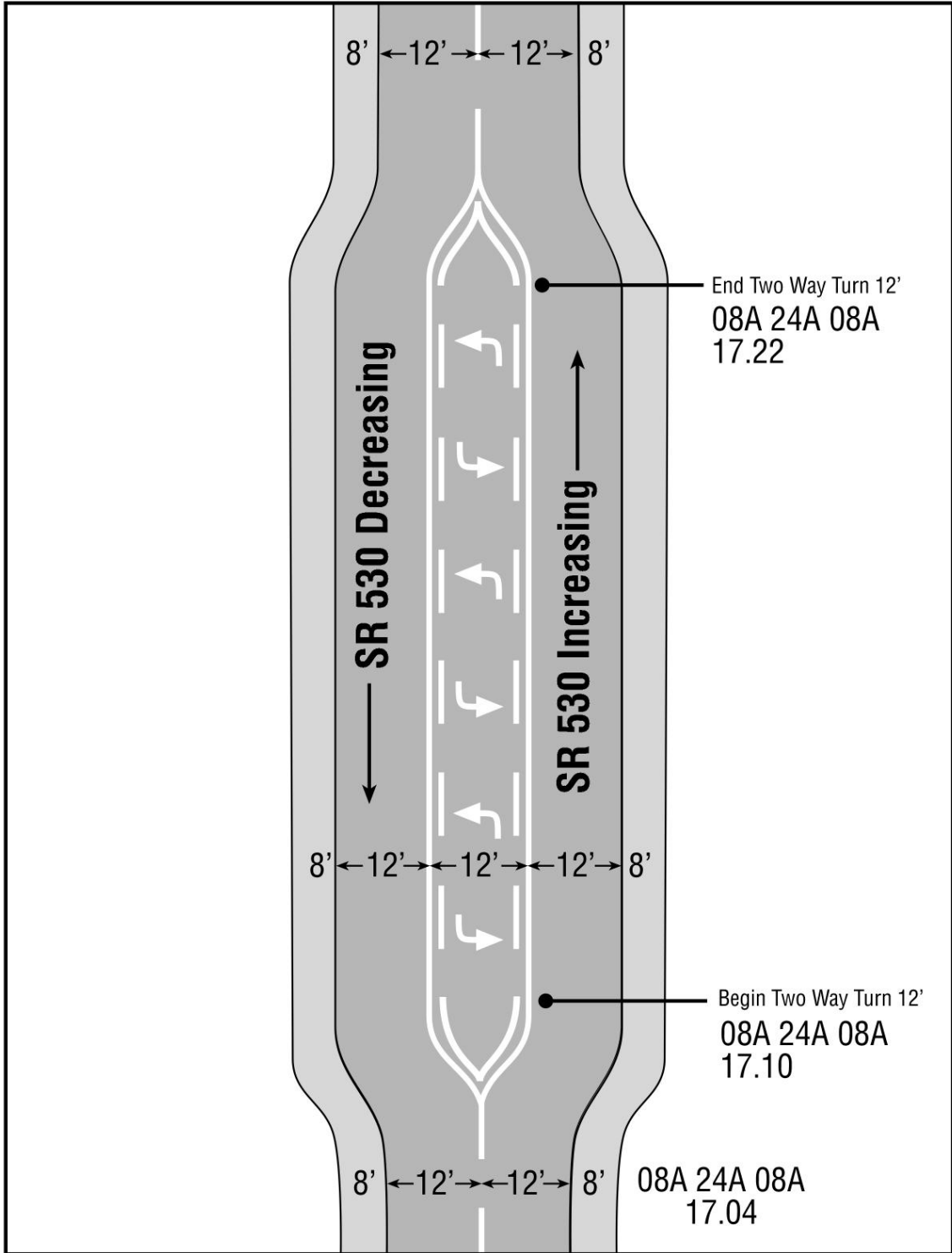
The following pages contain sketches to better explain how the State Highway Log Planning Report is compiled.



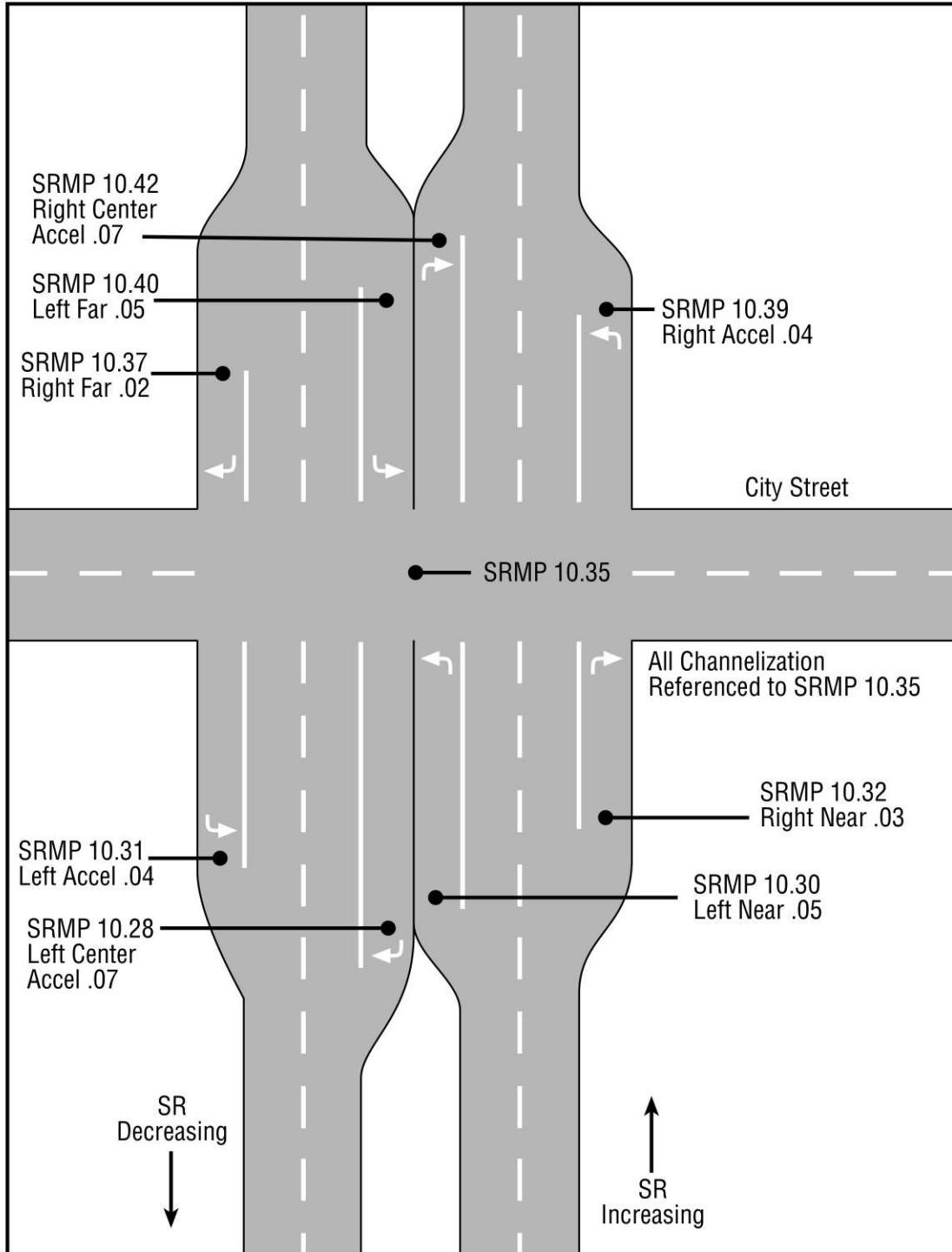
Roadway Measurements with and without curbs - Asphalt Surface
Refer to SR 203 SRMP 5.32 - 6.19



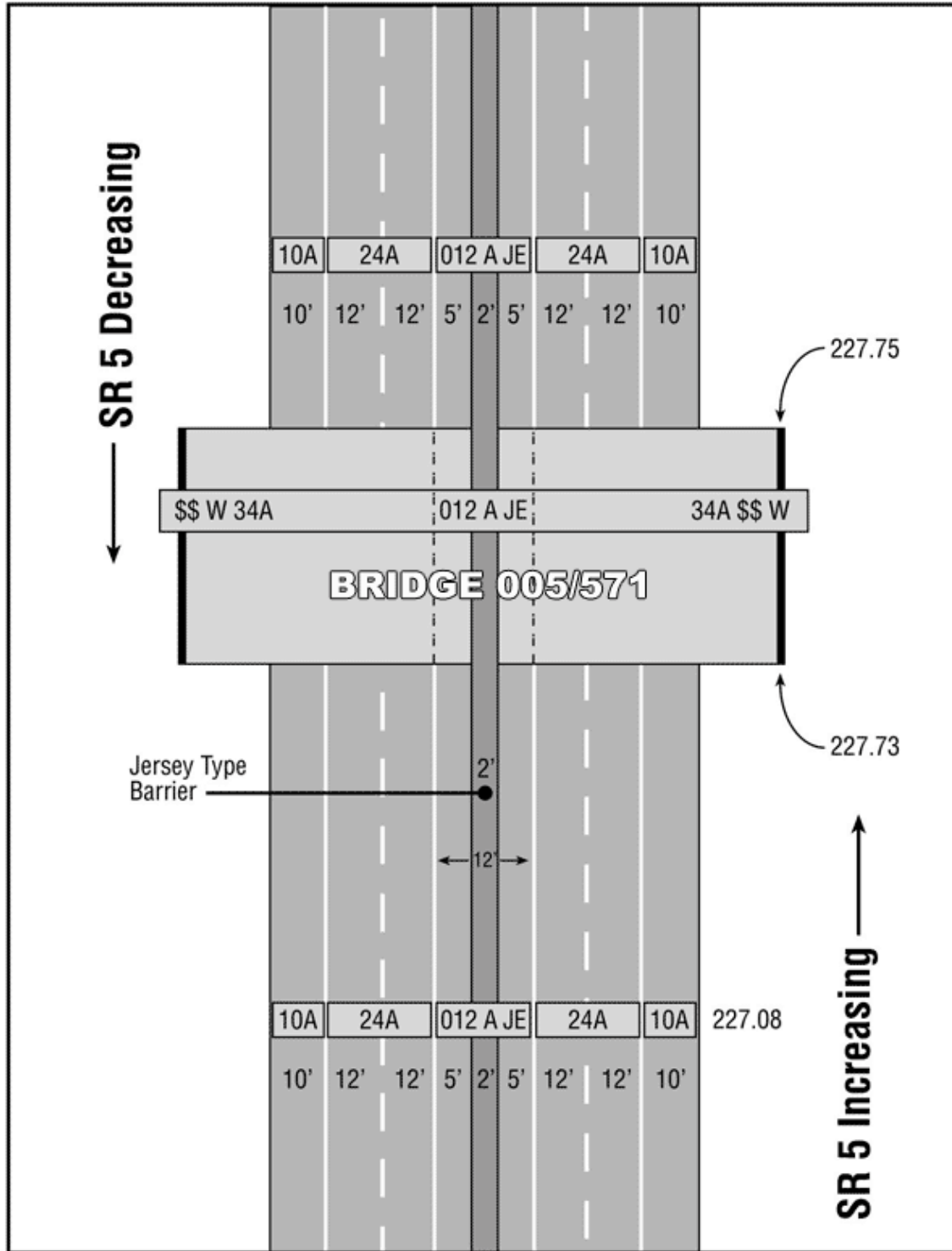
Two Way Turn (Curb to Curb) Asphalt Surface
 Refer to SR 12 SRMP 433.09 - 433.72



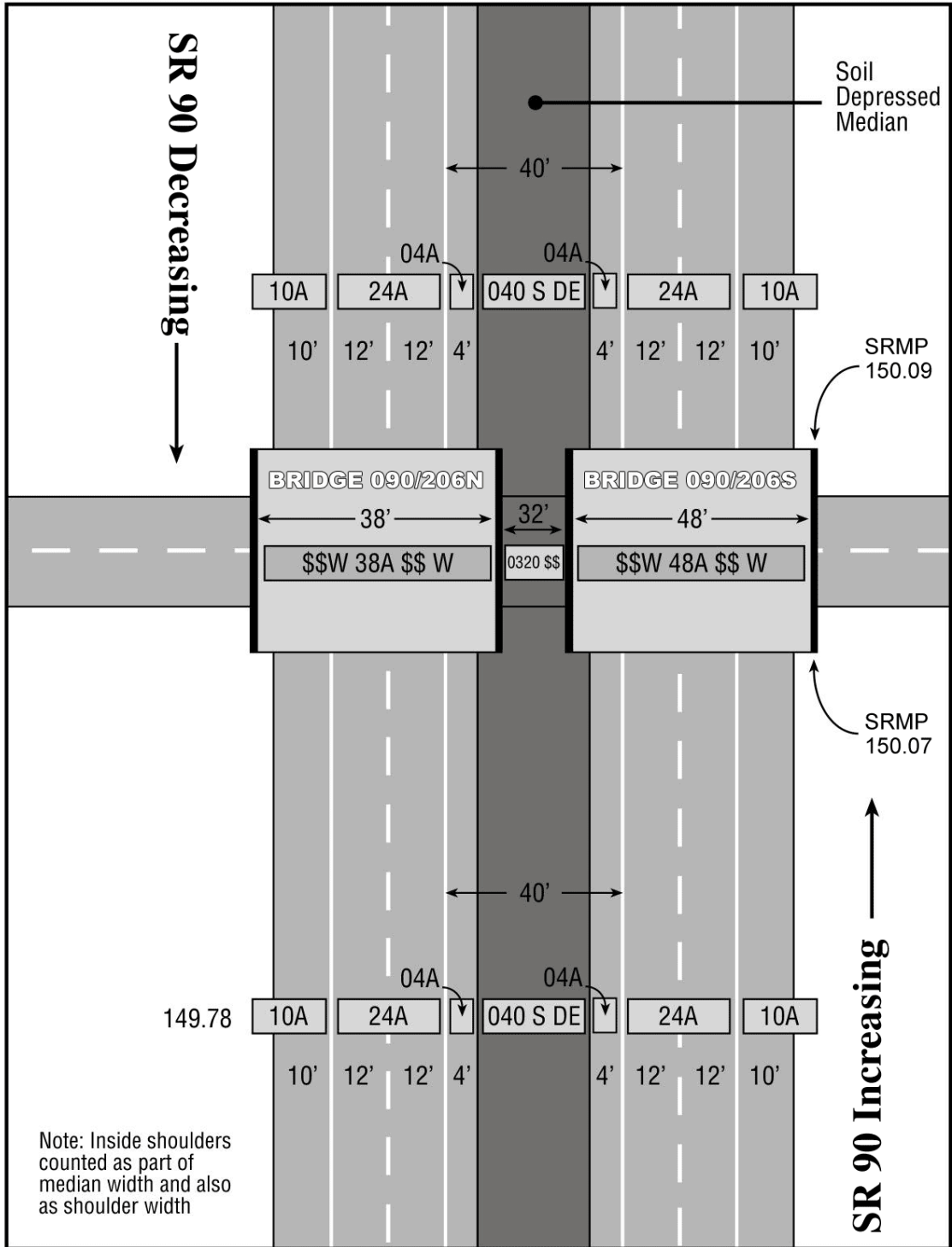
Two Way Turn (with Shoulders) Asphalt Surface
 Refer to SR 530 SRMP 17.04 - 17.30



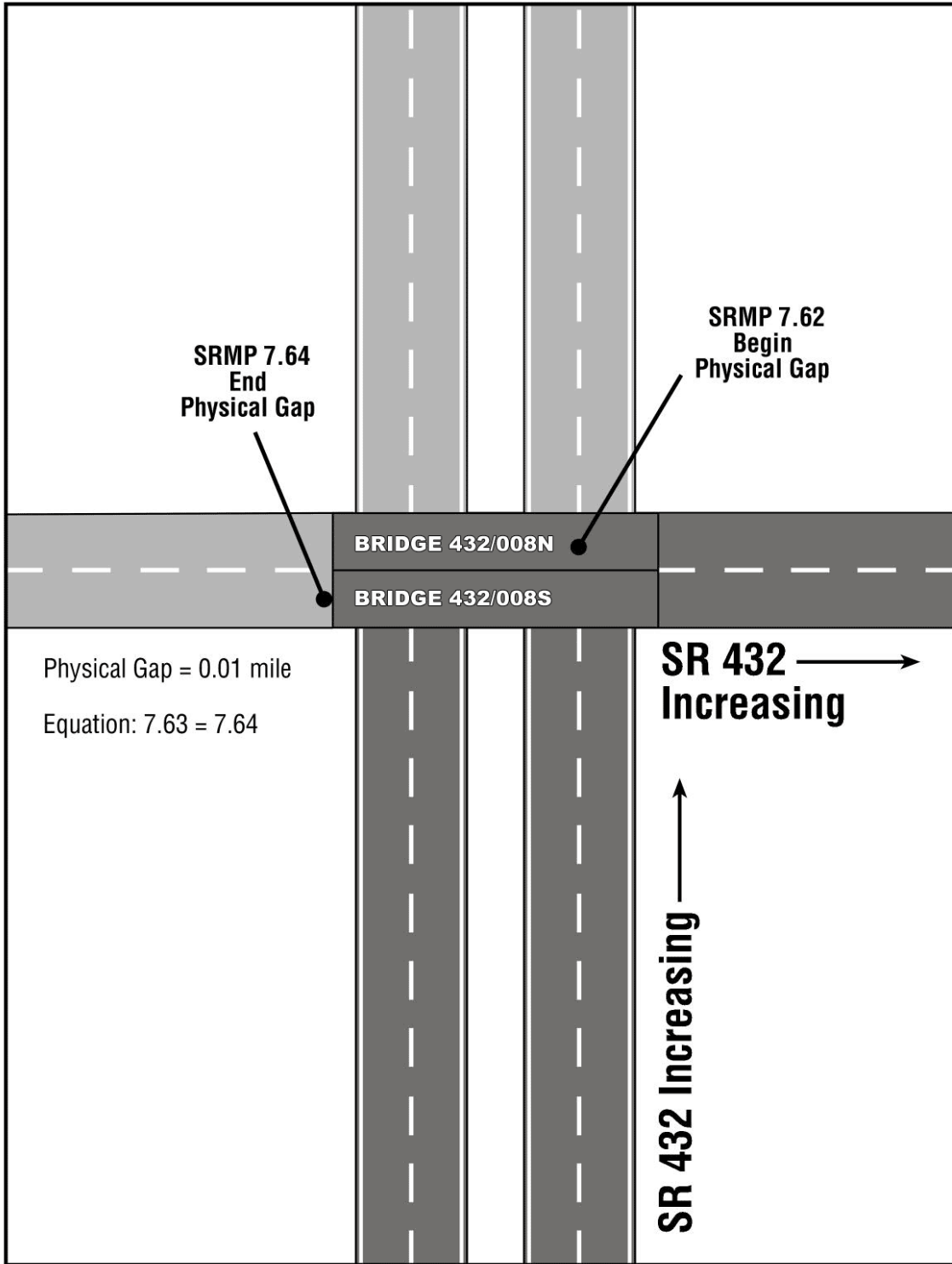
Intersection Channelization (Turn/Accel Lanes)
Examples of Turn/Acceleration Lanes Located at the Bottom of
State Highway Log Pages



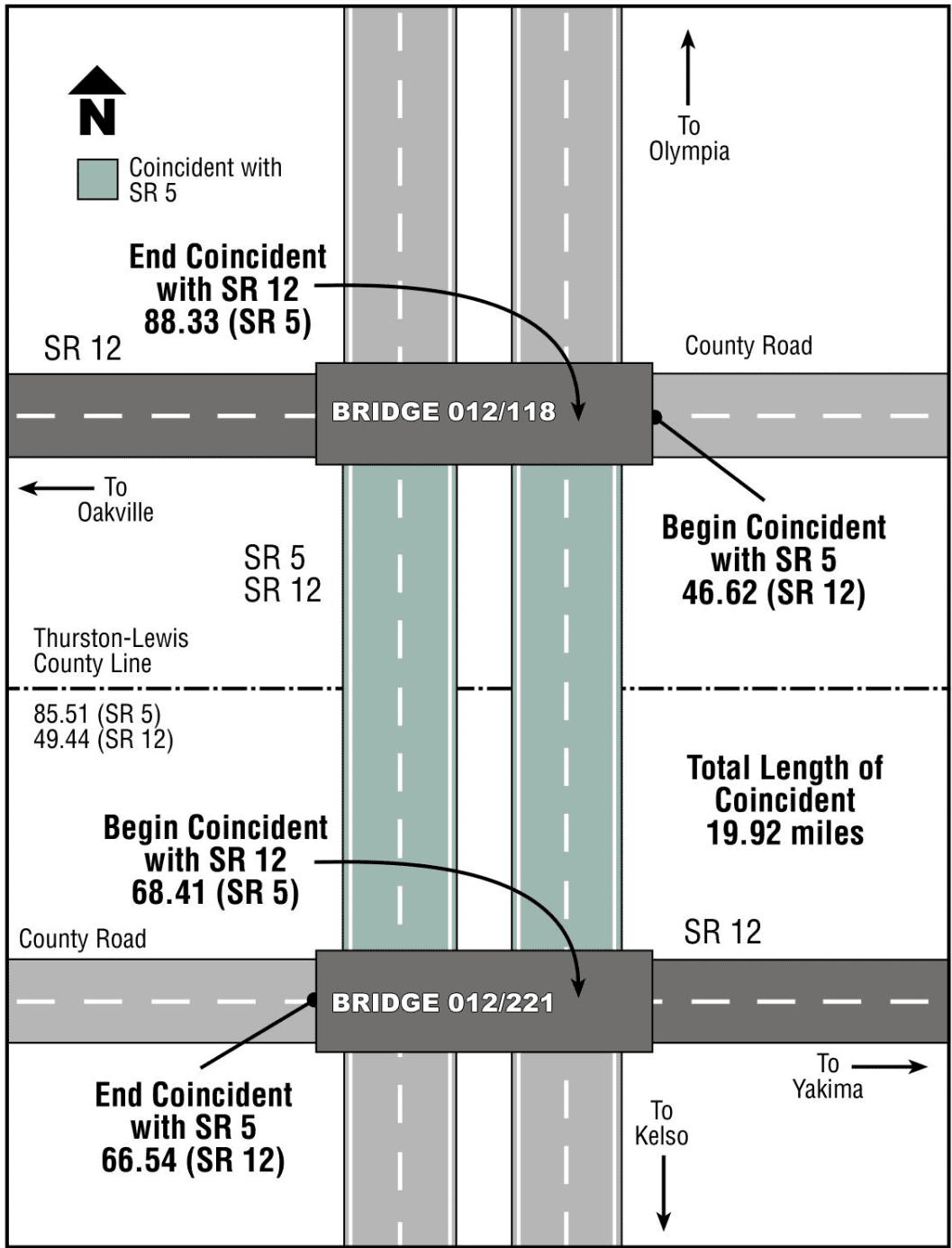
Divided Highway Measurements (Asphalt Surface w/Paved Median)
 Refer to SR 5 SRMP 227.08 - 227.75



Divided Highway Measurements (Asphalt Surface w/Soil Median)
 Refer to SR 90 SRMP 149.78 - 150.07

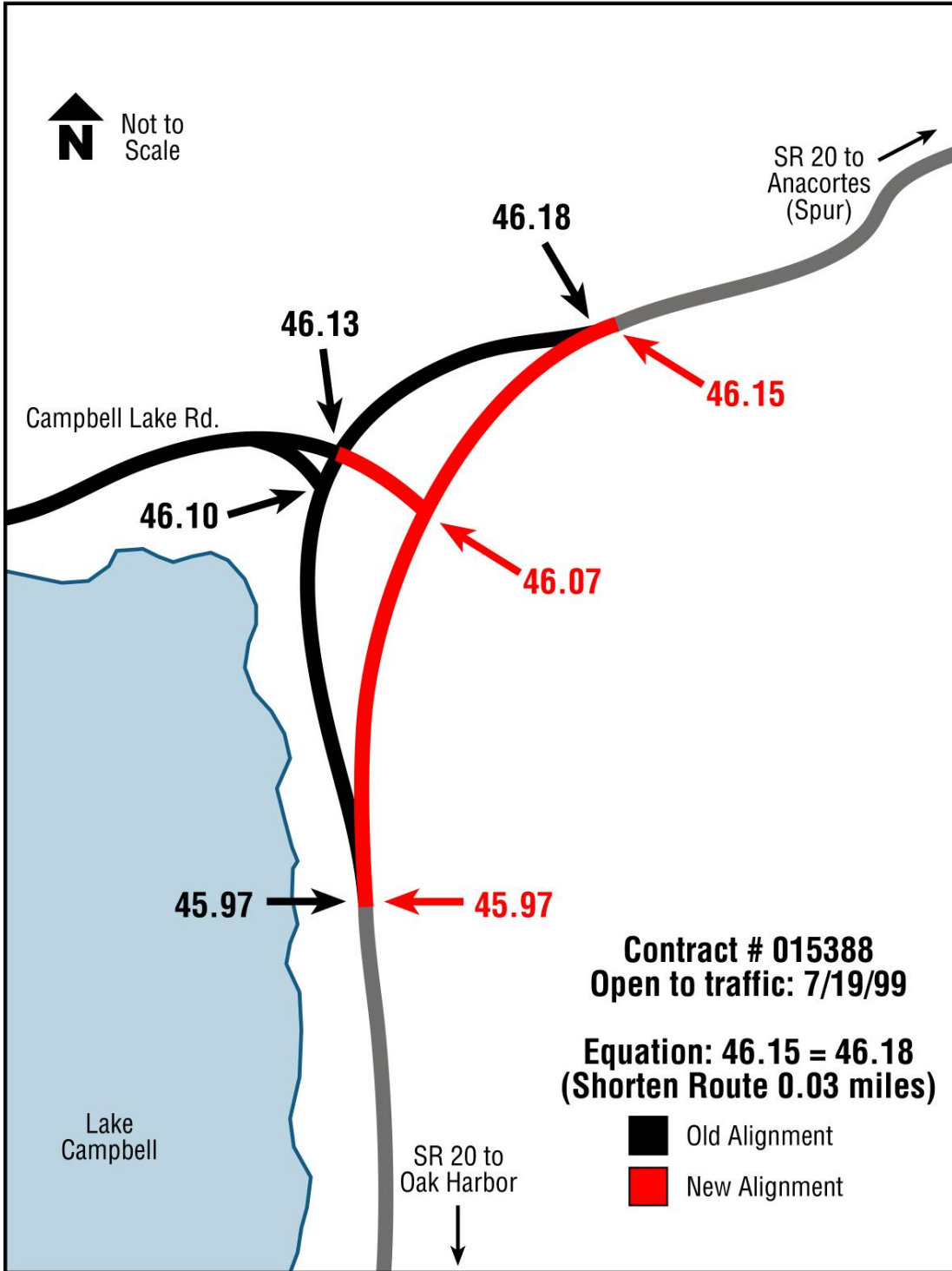


Physical Gap (Roadway Discontinuity)
Refer to SR 432 SRMP 7.62 - Vicinity



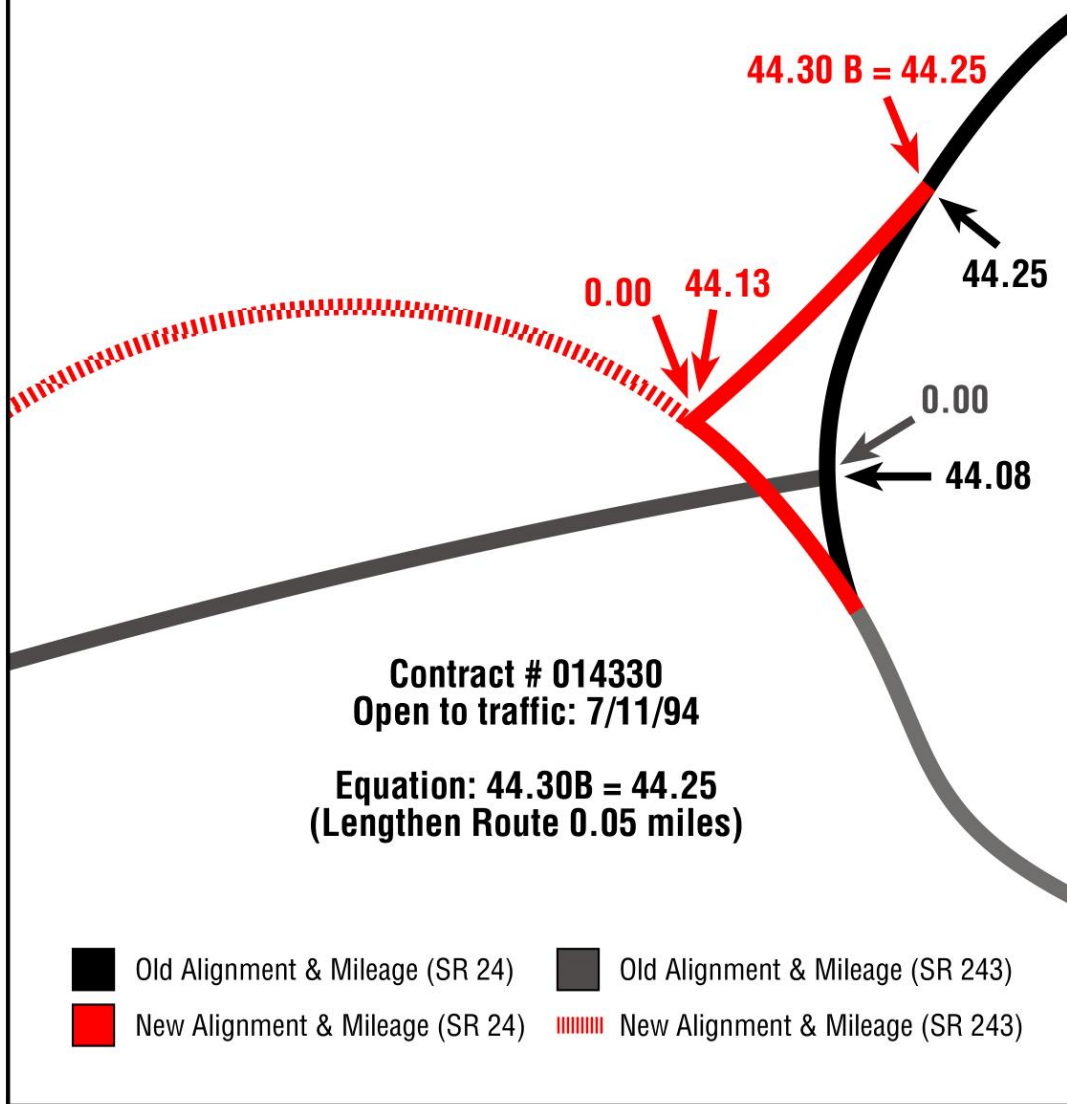
Coincident Route

Refer to SR 5 SRMP 68.41 - 88.33 and SR 12 46.62 - 66.54



Realignment - Shorten Route
 Refer to SR 20 SRMP 45.97 - Vicinity

N Not to Scale



Realignment - Lengthen Route
Refer to SR 24 SRMP 44.08 - Vicinity

Washington State Department of Transportation
Southwest Region State Route List

| State Route | RRT/RRQ Identifier | Begin SRMP B | End SRMP B | Length |
|--------------------|---------------------------|---------------------|-------------------|---------------|
| 004 | | 0.00 | 62.28 | 62.27 |
| 004 | COKELSO | 61.72 | 61.92 | 0.20 |
| 005 | | 0.00 | 85.51 | 85.58 |
| 006 | | 0.00 | 51.37 | 51.37 |
| 007 | | 0.00 | 16.82 | 16.82 |
| 012 | | 66.54 | 138.60 | 72.10 |
| 014 | | 0.00 | 101.02 | 100.91 |
| 014 | | 101.44 | 152.24 | 50.80 |
| 014 | SPMARYHL | 100.66 | 101.05 | 0.39 |
| 097 | | 0.00 B | 33.52 | 33.22 |
| 097 | COMARYHL | 2.59 | 2.68 | 0.09 |
| 100 | | 0.00 | 4.68 | 4.68 |
| 100 | SPCANBY | 2.95 | 3.03 | 0.08 |
| 101 | | 0.00 | 67.18 | 66.91 |
| 101 | AR | 9.41 | 10.04 | 0.63 |
| 103 | | 0.00 | 19.95 | 19.97 |
| 105 | | 0.00 | 25.72 | 25.60 |
| 122 | | 0.00 | 7.88 | 7.88 |
| 123 | | 0.00 B | 7.50 | 7.52 |
| 131 | | 0.00 | 2.07 | 2.07 |
| 141 | | 0.00 | 29.25 | 29.25 |
| 141 | SPUNDRWD | 4.69 | 6.85 | 2.16 |
| 142 | | 0.00 | 35.29 | 35.24 |
| 197 | | 0.42 | 3.18 | 2.76 |
| 205 | | 26.59 | 37.16 | 10.57 |
| 401 | | 0.00 | 12.13 | 12.13 |
| 409 | | 0.00 | 3.84 | 3.84 |
| 411 | | 0.00 | 13.48 | 13.48 |
| 432 | | 0.00 | 7.62 | 7.62 |
| 432 | | 7.64 | 10.33 | 2.69 |
| 433 | | 0.00 | 0.94 | 0.94 |
| 500 | | 0.00 | 20.83 | 22.64 |
| 501 | | 0.00 | 10.13 | 9.72 |
| 501 | | 16.91 | 19.88 | 2.97 |
| 501 | COVANCVR | 0.61 | 1.16 | 0.55 |
| 502 | | 0.00 | 6.12 | 6.12 |
| 503 | | 1.02 | 54.38 | 53.09 |
| 503 | SPCOUGAR | 31.31 | 39.73 | 8.42 |
| 504 | | 0.00 | 51.81 | 51.76 |
| 504 | SPOLD504 | 21.08 | 21.95 | 0.87 |
| 505 | | 0.00 | 19.29 | 19.29 |
| 506 | | 0.00 | 11.53 | 11.53 |
| 507 | | 0.00 B | 5.44 | 5.76 |
| 507 | COPEARL | 2.26 | 3.49 | 1.23 |

Washington State Department of Transportation
Southwest Region State Route List

| State Route | RRT/RRQ Identifier | Begin SRMP B | End SRMP B | Length |
|------------------------|-------------------------------|-------------------------|-----------------------|---------------|
| 508 | | 0.00 | 32.84 | 32.84 |

Washington State Department of Transportation

Southwest Region SRMP Equation List

| State Route | RRT/RRQ Identifier | SRMP | B | ARM | Equation |
|-------------|--------------------|--------|---|--------|----------------|
| 004 | | 15.06 | | 15.05 | 015.05 =015.06 |
| 005 | | 40.37 | B | 40.37 | BEGIN BACK |
| 005 | | 40.37 | | 40.44 | 040.44B=040.37 |
| 012 | | 85.36 | B | 85.09 | BEGIN BACK |
| 012 | | 85.36 | | 85.10 | 085.37B=085.36 |
| 012 | | 135.86 | B | 135.60 | BEGIN BACK |
| 012 | | 135.86 | | 135.63 | 135.89B=135.86 |
| 014 | | 0.52 | B | 0.52 | BEGIN BACK |
| 014 | | 0.52 | | 0.53 | 000.53B=000.52 |
| 014 | | 19.63 | | 19.38 | 019.37 =019.63 |
| 014 | | 22.94 | | 22.67 | 022.92 =022.94 |
| 014 | | 40.62 | B | 40.35 | BEGIN BACK |
| 014 | | 40.62 | | 40.53 | 040.80B=040.62 |
| 014 | | 63.60 | | 63.49 | 063.58 =063.60 |
| 097 | | 0.00 | B | 0.00 | BEGIN BACK |
| 097 | | 0.00 | | 0.24 | 000.24B=000.00 |
| 097 | | 14.22 | | 13.92 | 013.68 =014.22 |
| 101 | | 59.66 | | 59.39 | 059.39 =059.66 |
| 103 | | 4.41 | B | 4.41 | BEGIN BACK |
| 103 | | 4.41 | | 4.43 | 004.43B=004.41 |
| 105 | | 10.74 | B | 10.74 | BEGIN BACK |
| 105 | | 10.74 | | 10.75 | 010.75B=010.74 |
| 105 | | 22.08 | | 21.96 | 021.95 =022.08 |
| 123 | | 0.00 | B | 0.00 | BEGIN BACK |
| 123 | | 0.00 | | 0.02 | 000.02B=000.00 |
| 142 | | 18.99 | | 18.96 | 018.96 =018.99 |
| 142 | | 25.92 | | 25.87 | 025.90 =025.92 |
| 432 | | 7.64 | | 7.63 | 007.63 =007.64 |
| 500 | | 8.30 | B | 8.30 | BEGIN BACK |
| 500 | | 8.30 | | 10.13 | 010.13B=008.30 |
| 500 | | 20.24 | | 22.05 | 020.22 =020.24 |
| 501 | | 2.03 | | 1.73 | 001.73 =002.03 |
| 501 | | 5.65 | | 5.24 | 005.54 =005.65 |
| 501 | | 16.91 | | 9.73 | 010.14 =016.91 |
| 503 | | 6.08 | | 5.86 | 005.86 =006.08 |
| 503 | | 26.56 | | 26.29 | 026.51 =026.56 |
| 504 | | 5.22 | | 5.19 | 005.19 =005.22 |
| 504 | | 19.14 | | 19.09 | 019.12 =019.14 |
| 507 | | 0.00 | B | 0.00 | BEGIN BACK |
| 507 | | 0.00 | | 0.36 | 000.36B=000.00 |
| 507 | | 4.80 | | 5.12 | 004.76 =004.80 |

Washington State Department of Transportation
Southwest Region Coincident Route List

| State Route | RRT/RRQ Identifier | SRMP | B | MA | | BEG | Coinc State Route | RRT/RRQ Identifier | Coinc | | Coincident Description |
|-------------|--------------------|--------|---|--------|----|------|-------------------|--------------------|--------|---|------------------------|
| | | | | ARM | MI | END | | | SRMP | B | |
| 005 | | 68.41 | | 68.48 | MA | BEG | 012 | | 66.54 | | 1ST COINCIDENT RT |
| 005 | | 85.51 | | 85.58 | MA | *** | 012 | | 49.44 | | 1ST COINCIDENT RT |
| 012 | | 49.44 | | 49.17 | MI | **** | 005 | | 85.51 | | 1ST COINCIDENT RT |
| 012 | | 66.54 | | 66.27 | MI | END | 005 | | 68.41 | | 1ST COINCIDENT RT |
| 014 | | 101.02 | | 100.91 | MI | BEG | 097 | | 2.31 | | 1ST COINCIDENT RT |
| 014 | | 101.44 | | 101.33 | MI | END | 097 | | 1.89 | | 1ST COINCIDENT RT |
| 097 | | 1.89 | | 2.13 | MA | BEG | 014 | | 101.44 | | 1ST COINCIDENT RT |
| 097 | | 2.31 | | 2.55 | MA | END | 014 | | 101.02 | | 1ST COINCIDENT RT |
| 500 | | 5.96 | | 5.96 | MA | BEG | 503 | | 0.00 | | 1ST COINCIDENT RT |
| 500 | | 6.98 | | 6.98 | MA | END | 503 | | 1.02 | | 1ST COINCIDENT RT |
| 503 | | 0.00 | | 0.00 | MI | BEG | 500 | | 5.96 | | 1ST COINCIDENT RT |
| 503 | | 1.02 | | 1.02 | MI | END | 500 | | 6.98 | | 1ST COINCIDENT RT |

*** End of Region but not end of coincident mileage

**** Begin of Region but not begin of coincident mileage

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 STATE HIGHWAY MILES AND GENERAL PURPOSE LANE MILES
 BY DISTRICT, FUNCTION CLASS, AND RURAL, URBAN, OR URBANIZED LOCATION

SELECTION: DISTRICT 4
 MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV
 SPECIAL USE LANES: (NON RAMP)-HOV, CLIMBING

| DIST | FUNCT CLASS | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|---------------------|---------------|---------------------------|------------------------|---------------------------|------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|---------------------------|------------------------|
| 4 | PRIN ARTERIAL | 295.29 | 624.41 | .85 | 1.70 | 64.52 | 231.59 | 65.37 | 233.29 | 360.66 | 857.70 |
| 4 | MINR ARTERIAL | 279.73 | 567.69 | 8.34 | 17.06 | 14.78 | 30.67 | 23.12 | 47.73 | 302.85 | 615.42 |
| 4 | COLLECTOR | 194.97 | 390.53 | .19 | .38 | 1.74 | 3.48 | 1.93 | 3.86 | 196.90 | 394.39 |
| 4 | UNCLASSIFIED | | | | | | | | | | |
| 4 | INTERSTATE | 47.89 | 259.40 | 17.35 | 87.64 | 30.91 | 177.78 | 48.26 | 265.42 | 96.15 | 524.82 |
| DISTRICT SUBTOTAL | | 817.88 | 1,842.03 | 26.73 | 106.78 | 111.95 | 443.52 | 138.68 | 550.30 | 956.56 | 2,392.33 |
| STATE PRIN ARTERIAL | | 295.29 | 624.41 | .85 | 1.70 | 64.52 | 231.59 | 65.37 | 233.29 | 360.66 | 857.70 |
| STATE MINR ARTERIAL | | 279.73 | 567.69 | 8.34 | 17.06 | 14.78 | 30.67 | 23.12 | 47.73 | 302.85 | 615.42 |
| STATE COLLECTOR | | 194.97 | 390.53 | .19 | .38 | 1.74 | 3.48 | 1.93 | 3.86 | 196.90 | 394.39 |
| STATE UNCLASSIFIED | | | | | | | | | | | |
| STATE INTERSTATE | | 47.89 | 259.40 | 17.35 | 87.64 | 30.91 | 177.78 | 48.26 | 265.42 | 96.15 | 524.82 |
| STATE TOTAL | | 817.88 | 1,842.03 | 26.73 | 106.78 | 111.95 | 443.52 | 138.68 | 550.30 | 956.56 | 2,392.33 |

T R I P S S Y S T E M

STATE HIGHWAY SPECIAL USE LANE/RAMP MILES

BY DISTRICT, FUNCTION CLASS, AND RURAL, URBAN, OR URBANIZED LOCATION

0SELECTION: DISTRICT 4

ALL RAMPS, COLLECTORS I/D

SPEC USE LN: HOV, CHAIN UP, HOLDING, SLOW VEH, TWO WAY TURN, WEAVING/SPEED CHANGE, BICYCLE, TRANSIT, TRUCK CLIMBING, TURN/ACCEL

| DIST | FUNCT CLASS | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|---------------------|---------------|---------------------------|------------------------|---------------------------|------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|---------------------------|------------------------|
| 4 | PRIN ARTERIAL | | 11.64 | | 1.40 | | 70.64 | | 72.04 | | 83.68 |
| 4 | MINR ARTERIAL | | 6.86 | | 5.56 | | 16.95 | | 22.51 | | 29.37 |
| 4 | COLLECTOR | | 7.88 | | | | 1.16 | | 1.16 | | 9.04 |
| 4 | UNCLASSIFIED | | | | | | .24 | | .24 | | .24 |
| 4 | INTERSTATE | | 27.04 | | 18.27 | | 65.54 | | 83.81 | | 110.85 |
| DISTRICT SUBTOTAL | | | 53.42 | | 25.23 | | 154.53 | | 179.76 | | 233.18 |
| STATE PRIN ARTERIAL | | | 11.64 | | 1.40 | | 70.64 | | 72.04 | | 83.68 |
| STATE MINR ARTERIAL | | | 6.86 | | 5.56 | | 16.95 | | 22.51 | | 29.37 |
| STATE COLLECTOR | | | 7.88 | | | | 1.16 | | 1.16 | | 9.04 |
| STATE UNCLASSIFIED | | | | | | | .24 | | .24 | | .24 |
| STATE INTERSTATE | | | 27.04 | | 18.27 | | 65.54 | | 83.81 | | 110.85 |
| STATE TOTAL | | | 53.42 | | 25.23 | | 154.53 | | 179.76 | | 233.18 |

T R I P S S Y S T E M

STATE HIGHWAY TOTAL LANE/RAMP MILES

BY DISTRICT, FUNCTION CLASS, AND RURAL, URBAN, OR URBANIZED LOCATION

SELECTION: DISTRICT 4

MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV, ALL RAMPS, COLLECTORS I/D

SPEC USE LN: HOV, CHAIN UP, HOLDING, SLOW VEH, TWO WAY TURN, WEAVING/SPEED CHANGE, BICYCLE, TRANSIT, TRUCK CLIMBING, TURN/ACCEL

| DIST | FUNCT CLASS | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|---------------------|---------------|---------------------------|------------------------|---------------------------|------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|---------------------------|------------------------|
| 4 | PRIN ARTERIAL | 295.29 | 636.05 | .85 | 3.10 | 64.52 | 302.23 | 65.37 | 305.33 | 360.66 | 941.38 |
| 4 | MINR ARTERIAL | 279.73 | 574.55 | 8.34 | 22.62 | 14.78 | 47.62 | 23.12 | 70.24 | 302.85 | 644.79 |
| 4 | COLLECTOR | 194.97 | 398.41 | .19 | .38 | 1.74 | 4.64 | 1.93 | 5.02 | 196.90 | 403.43 |
| 4 | UNCLASSIFIED | | | | | | .24 | | .24 | | .24 |
| 4 | INTERSTATE | 47.89 | 286.44 | 17.35 | 105.91 | 30.91 | 243.32 | 48.26 | 349.23 | 96.15 | 635.67 |
| DISTRICT SUBTOTAL | | 817.88 | 1,895.45 | 26.73 | 132.01 | 111.95 | 598.05 | 138.68 | 730.06 | 956.56 | 2,625.51 |
| STATE PRIN ARTERIAL | | 295.29 | 636.05 | .85 | 3.10 | 64.52 | 302.23 | 65.37 | 305.33 | 360.66 | 941.38 |
| STATE MINR ARTERIAL | | 279.73 | 574.55 | 8.34 | 22.62 | 14.78 | 47.62 | 23.12 | 70.24 | 302.85 | 644.79 |
| STATE COLLECTOR | | 194.97 | 398.41 | .19 | .38 | 1.74 | 4.64 | 1.93 | 5.02 | 196.90 | 403.43 |
| STATE UNCLASSIFIED | | | | | | | .24 | | .24 | | .24 |
| STATE INTERSTATE | | 47.89 | 286.44 | 17.35 | 105.91 | 30.91 | 243.32 | 48.26 | 349.23 | 96.15 | 635.67 |
| STATE TOTAL | | 817.88 | 1,895.45 | 26.73 | 132.01 | 111.95 | 598.05 | 138.68 | 730.06 | 956.56 | 2,625.51 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 STATE HIGHWAY MILES AND GENERAL PURPOSE LANE MILES
 BY DISTRICT, FUNCTION CLASS, AND SURFACE TYPE

SELECTION: DISTRICT 4
 MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV
 SPECIAL USE LANES: (NON RAMP)-HOV, CLIMBING

| DIST | FUNCT CLASS | HIGHWAY MILES OTHER | LANE MILES OTHER | HIGHWAY MILES GRAVEL | LANE MILES GRAVEL | HIGHWAY MILES BITUM | LANE MILES BITUM | HIGHWAY MILES ASPHALT | LANE MILES ASPHALT | HIGHWAY MILES CONCRETE | LANE MILES CONCRETE | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|---------------------|-------------|---------------------|------------------|----------------------|-------------------|---------------------|------------------|-----------------------|--------------------|------------------------|---------------------|---------------------|------------------|
| 4 | R1 | | | | | 123.56 | 249.65 | 168.70 | 368.70 | 3.03 | 6.06 | 295.29 | 624.41 |
| 4 | R2 | | | | | 161.51 | 323.82 | 114.89 | 237.21 | 3.33 | 6.66 | 279.73 | 567.69 |
| 4 | R3 | | | | | 137.47 | 274.94 | 56.11 | 112.71 | 1.39 | 2.88 | 194.97 | 390.53 |
| 4 | R4 | | | | | | | | | | | | |
| 4 | R5 | | | | | | | 46.94 | 241.31 | .95 | 19.91 | 47.89 | 261.22 |
| 4 | U1 | | | | | 4.40 | 9.85 | 58.63 | 215.03 | 2.34 | 8.42 | 65.37 | 233.30 |
| 4 | U2 | | | | | 2.57 | 5.14 | 18.72 | 38.71 | 1.83 | 3.87 | 23.12 | 47.72 |
| 4 | U3 | | | | | .89 | 1.78 | 1.03 | 2.06 | .01 | .02 | 1.93 | 3.86 |
| 4 | U4 | | | | | | | | | | | | |
| 4 | U5 | | | | | | | 37.34 | 195.30 | 10.92 | 68.30 | 48.26 | 263.60 |
| DIST RURAL SUBTOTAL | | | | | | 422.54 | 848.41 | 386.64 | 959.93 | 8.70 | 35.51 | 817.88 | 1,843.85 |
| DIST URBAN SUBTOTAL | | | | | | 7.86 | 16.77 | 115.72 | 451.10 | 15.10 | 80.61 | 138.68 | 548.48 |
| DISTRICT TOTAL | | | | | | 430.40 | 865.18 | 502.36 | 1,411.03 | 23.80 | 116.12 | 956.56 | 2,392.33 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 STATE HIGHWAY SPECIAL USE LANE/RAMP MILES
 BY DISTRICT, FUNCTION CLASS, AND SURFACE TYPE

SELECTION: DISTRICT 4
 ALL RAMPS, COLLECTORS I/D
 SPEC USE LN: HOV, CHAIN UP, HOLDING, SLOW VEH, TWO WAY TURN, WEAVING/SPEED CHANGE, BICYCLE, TRANSIT, TRUCK CLIMBING, TURN/ACCEL

| DIST | FUNCT CLASS | HIGHWAY MILES OTHER | LANE MILES OTHER | HIGHWAY MILES GRAVEL | LANE MILES GRAVEL | HIGHWAY MILES BITUM | LANE MILES BITUM | HIGHWAY MILES ASPHALT | LANE MILES ASPHALT | HIGHWAY MILES CONCRETE | LANE MILES CONCRETE | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|---------------------|-------------|---------------------|------------------|----------------------|-------------------|---------------------|------------------|-----------------------|--------------------|------------------------|---------------------|---------------------|------------------|
| 4 | R1 | | | | | | 1.86 | | 9.16 | | | | 11.02 |
| 4 | R2 | | | | | | .59 | | 6.24 | | | | 6.83 |
| 4 | R3 | | | | | | .34 | | 6.86 | | .82 | | 8.02 |
| 4 | R4 | | | | | | | | | | | | |
| 4 | R5 | | | | | | .85 | | 26.19 | | | | 27.04 |
| 4 | U1 | | | | | | .38 | | 69.77 | | 2.97 | | 73.12 |
| 4 | U2 | | | | | | .24 | | 18.08 | | 3.59 | | 21.91 |
| 4 | U3 | | | | | | | | .97 | | .22 | | 1.19 |
| 4 | U4 | | | | | | | | .24 | | | | .24 |
| 4 | U5 | | | | | | | | 79.07 | | 4.74 | | 83.81 |
| DIST RURAL SUBTOTAL | | | | | | | 3.64 | | 48.45 | | .82 | | 52.91 |
| DIST URBAN SUBTOTAL | | | | | | | .62 | | 168.13 | | 11.52 | | 180.27 |
| DISTRICT TOTAL | | | | | | | 4.26 | | 216.58 | | 12.34 | | 233.18 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 STATE HIGHWAY TOTAL LANE/RAMP MILES
 BY DISTRICT, FUNCTION CLASS, AND SURFACE TYPE

SELECTION: DISTRICT 4
 MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV, ALL RAMPS, COLLECTORS I/D

| DIST | FUNCT CLASS | HIGHWAY MILES OTHER | LANE MILES OTHER | HIGHWAY MILES GRAVEL | LANE MILES GRAVEL | HIGHWAY MILES BITUM | LANE MILES BITUM | HIGHWAY MILES ASPHALT | LANE MILES ASPHALT | HIGHWAY MILES CONCRETE | LANE MILES CONCRETE | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|---------------------|-------------|---------------------|------------------|----------------------|-------------------|---------------------|------------------|-----------------------|--------------------|------------------------|---------------------|---------------------|------------------|
| 4 | R1 | | | | | 123.56 | 251.51 | 168.70 | 377.86 | 3.03 | 6.06 | 295.29 | 635.43 |
| 4 | R2 | | | | | 161.51 | 324.41 | 114.89 | 243.45 | 3.33 | 6.66 | 279.73 | 574.52 |
| 4 | R3 | | | | | 137.47 | 275.28 | 56.11 | 119.57 | 1.39 | 3.70 | 194.97 | 398.55 |
| 4 | R4 | | | | | | | | | | | | |
| 4 | R5 | | | | | | .85 | 46.94 | 267.50 | .95 | 19.91 | 47.89 | 288.26 |
| 4 | U1 | | | | | 4.40 | 10.23 | 58.63 | 284.80 | 2.34 | 11.39 | 65.37 | 306.42 |
| 4 | U2 | | | | | 2.57 | 5.38 | 18.72 | 56.79 | 1.83 | 7.46 | 23.12 | 69.63 |
| 4 | U3 | | | | | .89 | 1.78 | 1.03 | 3.03 | .01 | .24 | 1.93 | 5.05 |
| 4 | U4 | | | | | | | | .24 | | | | .24 |
| 4 | U5 | | | | | | | 37.34 | 274.37 | 10.92 | 73.04 | 48.26 | 347.41 |
| DIST RURAL SUBTOTAL | | | | | | 422.54 | 852.05 | 386.64 | 1,008.38 | 8.70 | 36.33 | 817.88 | 1,896.76 |
| DIST URBAN SUBTOTAL | | | | | | 7.86 | 17.39 | 115.72 | 619.23 | 15.10 | 92.13 | 138.68 | 728.75 |
| DISTRICT TOTAL | | | | | | 430.40 | 869.44 | 502.36 | 1,627.61 | 23.80 | 128.46 | 956.56 | 2,625.51 |

T R I P S S Y S T E M

STATE HIGHWAY MILES AND GENERAL PURPOSE LANE MILES

BY DISTRICT, LEVEL OF DEVELOPMENT, AND RURAL, URBAN, OR URBANIZED LOCATION

SELECTION: DISTRICT 4

MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV

SPECIAL USE LANES: (NON RAMP)-HOV, CLIMBING

| DIST | LEVEL OF DEVEL | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|-------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| 4 | DS | 83.33 | 345.90 | 17.35 | 87.64 | 94.22 | 403.39 | 111.57 | 491.03 | 194.90 | 836.93 |
| 4 | 3R | 470.70 | 967.16 | .37 | .74 | 6.79 | 17.02 | 7.16 | 17.76 | 477.86 | 984.92 |
| 4 | MO | 263.85 | 528.97 | 9.01 | 18.40 | 10.94 | 23.11 | 19.95 | 41.51 | 283.80 | 570.48 |
| DISTRICT SUBTOTAL | | 817.88 | 1,842.03 | 26.73 | 106.78 | 111.95 | 443.52 | 138.68 | 550.30 | 956.56 | 2,392.33 |
| STATE | DS | 83.33 | 345.90 | 17.35 | 87.64 | 94.22 | 403.39 | 111.57 | 491.03 | 194.90 | 836.93 |
| STATE | 3R | 470.70 | 967.16 | .37 | .74 | 6.79 | 17.02 | 7.16 | 17.76 | 477.86 | 984.92 |
| STATE | MO | 263.85 | 528.97 | 9.01 | 18.40 | 10.94 | 23.11 | 19.95 | 41.51 | 283.80 | 570.48 |
| STATE TOTAL | | 817.88 | 1,842.03 | 26.73 | 106.78 | 111.95 | 443.52 | 138.68 | 550.30 | 956.56 | 2,392.33 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 STATE HIGHWAY SPECIAL USE LANE/RAMP MILES

BY DISTRICT, LEVEL OF DEVELOPMENT, AND RURAL, URBAN, OR URBANIZED LOCATION

SELECTION: DISTRICT 4

ALL RAMPS, COLLECTORS I/D

SPEC USE LN: HOV, CHAIN UP, HOLDING, SLOW VEH, TWO WAY TURN, WEAVING/SPEED CHANGE, BICYCLE, TRANSIT, TRUCK CLIMBING, TURN/ACCEL

| DIST | LEVEL OF DEVEL | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|-------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| 4 | DS | | 34.32 | | 24.53 | | 145.85 | | 170.38 | | 204.70 |
| 4 | 3R | | 14.18 | | .07 | | 4.35 | | 4.42 | | 18.60 |
| 4 | MO | | 4.92 | | .63 | | 4.33 | | 4.96 | | 9.88 |
| DISTRICT SUBTOTAL | | | 53.42 | | 25.23 | | 154.53 | | 179.76 | | 233.18 |
| STATE | DS | | 34.32 | | 24.53 | | 145.85 | | 170.38 | | 204.70 |
| STATE | 3R | | 14.18 | | .07 | | 4.35 | | 4.42 | | 18.60 |
| STATE | MO | | 4.92 | | .63 | | 4.33 | | 4.96 | | 9.88 |
| STATE TOTAL | | | 53.42 | | 25.23 | | 154.53 | | 179.76 | | 233.18 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 STATE HIGHWAY TOTAL LANE/RAMP MILES

BY DISTRICT, LEVEL OF DEVELOPMENT, AND RURAL, URBAN, OR URBANIZED LOCATION

SELECTION: DISTRICT 4

MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV, ALL RAMPS, COLLECTORS I/D
 SPEC USE LN: HOV, CHAIN UP, HOLDING, SLOW VEH, TWO WAY TURN, WEAVING/SPEED CHANGE, BICYCLE, TRANSIT, TRUCK CLIMBING, TURN/ACCEL

| DIST | LEVEL OF DEVEL | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|-------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| 4 | DS | 83.33 | 380.22 | 17.35 | 112.17 | 94.22 | 549.24 | 111.57 | 661.41 | 194.90 | 1,041.63 |
| 4 | 3R | 470.70 | 981.34 | .37 | .81 | 6.79 | 21.37 | 7.16 | 22.18 | 477.86 | 1,003.52 |
| 4 | MO | 263.85 | 533.89 | 9.01 | 19.03 | 10.94 | 27.44 | 19.95 | 46.47 | 283.80 | 580.36 |
| DISTRICT SUBTOTAL | | 817.88 | 1,895.45 | 26.73 | 132.01 | 111.95 | 598.05 | 138.68 | 730.06 | 956.56 | 2,625.51 |
| STATE | DS | 83.33 | 380.22 | 17.35 | 112.17 | 94.22 | 549.24 | 111.57 | 661.41 | 194.90 | 1,041.63 |
| STATE | 3R | 470.70 | 981.34 | .37 | .81 | 6.79 | 21.37 | 7.16 | 22.18 | 477.86 | 1,003.52 |
| STATE | MO | 263.85 | 533.89 | 9.01 | 19.03 | 10.94 | 27.44 | 19.95 | 46.47 | 283.80 | 580.36 |
| STATE TOTAL | | 817.88 | 1,895.45 | 26.73 | 132.01 | 111.95 | 598.05 | 138.68 | 730.06 | 956.56 | 2,625.51 |

T R I P S S Y S T E M

DISTRICT 4 STATE HIGHWAY MILES AND GENERAL PURPOSE LANE MILES

BY FUNCTION CLASS, LEVEL OF DEVELOPMENT, AND RURAL, URBAN, OR URBANIZED LOCATION

SELECTION: DISTRICT 4

MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV

SPECIAL USE LANES: (NON RAMP)-HOV, CLIMBING

| FUNCT CLASS | LEVEL OF DEVEL | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|----------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| PRIN ARTERIAL | DS | 35.44 | 86.50 | | | 58.84 | 216.46 | 58.84 | 216.46 | 94.28 | 302.96 |
| PRIN ARTERIAL | 3R | 259.85 | 537.91 | .13 | .26 | 4.27 | 11.98 | 4.40 | 12.24 | 264.25 | 550.15 |
| PRIN ARTERIAL | MO | | | .72 | 1.44 | 1.41 | 3.16 | 2.13 | 4.60 | 2.13 | 4.60 |
| PRIN ARTERL SUBTOTAL | | 295.29 | 624.41 | .85 | 1.70 | 64.52 | 231.60 | 65.37 | 233.30 | 360.66 | 857.71 |
| MINOR ARTERIAL | DS | | | | | 4.47 | 9.15 | 4.47 | 9.15 | 4.47 | 9.15 |
| MINOR ARTERIAL | 3R | 176.84 | 361.23 | .24 | .48 | 2.52 | 5.04 | 2.76 | 5.52 | 179.60 | 366.75 |
| MINOR ARTERIAL | MO | 102.89 | 206.46 | 8.10 | 16.58 | 7.79 | 16.47 | 15.89 | 33.05 | 118.78 | 239.51 |
| MINOR ARTERL SBTOTAL | | 279.73 | 567.69 | 8.34 | 17.06 | 14.78 | 30.66 | 23.12 | 47.72 | 302.85 | 615.41 |
| COLLECTOR | DS | | | | | | | | | | |
| COLLECTOR | 3R | 34.01 | 68.02 | | | | | | | 34.01 | 68.02 |
| COLLECTOR | MO | 160.96 | 322.51 | .19 | .38 | 1.74 | 3.48 | 1.93 | 3.86 | 162.89 | 326.37 |
| COLLECTOR SUBTOTAL | | 194.97 | 390.53 | .19 | .38 | 1.74 | 3.48 | 1.93 | 3.86 | 196.90 | 394.39 |
| UNCLASSIFIED | DS | | | | | | | | | | |
| UNCLASSIFIED | 3R | | | | | | | | | | |
| UNCLASSIFIED | MO | | | | | | | | | | |
| UNCLASSIFIED SBTOTAL | | | | | | | | | | | |
| INTERSTATE | DS | 47.89 | 259.40 | 17.35 | 87.64 | 30.91 | 177.78 | 48.26 | 265.42 | 96.15 | 524.82 |
| INTERSTATE | 3R | | | | | | | | | | |
| INTERSTATE | MO | | | | | | | | | | |
| INTERSTATE SUBTOTAL | | 47.89 | 259.40 | 17.35 | 87.64 | 30.91 | 177.78 | 48.26 | 265.42 | 96.15 | 524.82 |
| DISTRICT | DS | 83.33 | 345.90 | 17.35 | 87.64 | 94.22 | 403.39 | 111.57 | 491.03 | 194.90 | 836.93 |
| DISTRICT | 3R | 470.70 | 967.16 | .37 | .74 | 6.79 | 17.02 | 7.16 | 17.76 | 477.86 | 984.92 |
| DISTRICT | MO | 263.85 | 528.97 | 9.01 | 18.40 | 10.94 | 23.11 | 19.95 | 41.51 | 283.80 | 570.48 |
| DISTRICT TOTAL | | 817.88 | 1,842.03 | 26.73 | 106.78 | 111.95 | 443.52 | 138.68 | 550.30 | 956.56 | 2,392.33 |

T R I P S S Y S T E M

DISTRICT 4 STATE HIGHWAY SPECIAL USE LANE/RAMP MILES

BY FUNCTION CLASS, LEVEL OF DEVELOPMENT, AND RURAL, URBAN, OR URBANIZED LOCATION

SELECTION: DISTRICT 4

ALL RAMPS, COLLECTORS I/D

SPEC USE LN: HOV, CHAIN UP, HOLDING, SLOW VEH, TWO WAY TURN, WEAVING/SPEED CHANGE, BICYCLE, TRANSIT, TRUCK CLIMBING, TURN/ACCEL

| FUNCT CLASS | LEVEL OF DEVEL | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|----------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| PRIN ARTERIAL | DS | | 4.10 | | 1.35 | | 66.16 | | 67.51 | | 71.61 |
| PRIN ARTERIAL | 3R | | 7.54 | | .03 | | 3.98 | | 4.01 | | 11.55 |
| PRIN ARTERIAL | MO | | | | .02 | | 1.31 | | 1.33 | | 1.33 |
| PRIN ARTERL SUBTOTAL | | | 11.64 | | 1.40 | | 71.45 | | 72.85 | | 84.49 |
| MINOR ARTERIAL | DS | | .34 | | 4.91 | | 12.75 | | 17.66 | | 18.00 |
| MINOR ARTERIAL | 3R | | 5.95 | | .04 | | .37 | | .41 | | 6.36 |
| MINOR ARTERIAL | MO | | .57 | | .61 | | 3.02 | | 3.63 | | 4.20 |
| MINOR ARTERL SBTOTAL | | | 6.86 | | 5.56 | | 16.14 | | 21.70 | | 28.56 |
| COLLECTOR | DS | | 2.84 | | | | 1.16 | | 1.16 | | 4.00 |
| COLLECTOR | 3R | | .69 | | | | | | | | .69 |
| COLLECTOR | MO | | 4.35 | | | | | | | | 4.35 |
| COLLECTOR SUBTOTAL | | | 7.88 | | | | 1.16 | | 1.16 | | 9.04 |
| UNCLASSIFIED | DS | | | | | | .24 | | .24 | | .24 |
| UNCLASSIFIED | 3R | | | | | | | | | | |
| UNCLASSIFIED | MO | | | | | | | | | | |
| UNCLASSIFIED SBTOTAL | | | | | | | .24 | | .24 | | .24 |
| INTERSTATE | DS | | 27.04 | | 18.27 | | 65.54 | | 83.81 | | 110.85 |
| INTERSTATE | 3R | | | | | | | | | | |
| INTERSTATE | MO | | | | | | | | | | |
| INTERSTATE SUBTOTAL | | | 27.04 | | 18.27 | | 65.54 | | 83.81 | | 110.85 |
| DISTRICT | DS | | 34.32 | | 24.53 | | 145.85 | | 170.38 | | 204.70 |
| DISTRICT | 3R | | 14.18 | | .07 | | 4.35 | | 4.42 | | 18.60 |
| DISTRICT | MO | | 4.92 | | .63 | | 4.33 | | 4.96 | | 9.88 |
| DISTRICT TOTAL | | | 53.42 | | 25.23 | | 154.53 | | 179.76 | | 233.18 |

T R I P S S Y S T E M

DISTRICT 4 STATE HIGHWAY TOTAL LANE/RAMP MILES

BY FUNCTION CLASS, LEVEL OF DEVELOPMENT, AND RURAL, URBAN, OR URBANIZED LOCATION

SELECTION: DISTRICT 4

MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV, ALL RAMPS, COLLECTORS I/D

SPEC USE LN: HOV, CHAIN UP, HOLDING, SLOW VEH, TWO WAY TURN, WEAVING/SPEED CHANGE, BICYCLE, TRANSIT, TRUCK CLIMBING, TURN/ACCEL

| FUNCT CLASS | LEVEL OF DEVEL | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|----------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| PRIN ARTERIAL | DS | 35.44 | 90.60 | | 1.35 | 58.84 | 282.62 | 58.84 | 283.97 | 94.28 | 374.57 |
| PRIN ARTERIAL | 3R | 259.85 | 545.45 | .13 | .29 | 4.27 | 15.96 | 4.40 | 16.25 | 264.25 | 561.70 |
| PRIN ARTERIAL | MO | | | .72 | 1.46 | 1.41 | 4.47 | 2.13 | 5.93 | 2.13 | 5.93 |
| PRIN ARTERL SUBTOTAL | | 295.29 | 636.05 | .85 | 3.10 | 64.52 | 303.05 | 65.37 | 306.15 | 360.66 | 942.20 |
| MINOR ARTERIAL | DS | | .34 | | 4.91 | 4.47 | 21.90 | 4.47 | 26.81 | 4.47 | 27.15 |
| MINOR ARTERIAL | 3R | 176.84 | 367.18 | .24 | .52 | 2.52 | 5.41 | 2.76 | 5.93 | 179.60 | 373.11 |
| MINOR ARTERIAL | MO | 102.89 | 207.03 | 8.10 | 17.19 | 7.79 | 19.49 | 15.89 | 36.68 | 118.78 | 243.71 |
| MINOR ARTERL SBTOTAL | | 279.73 | 574.55 | 8.34 | 22.62 | 14.78 | 46.80 | 23.12 | 69.42 | 302.85 | 643.97 |
| COLLECTOR | DS | | 2.84 | | | | 1.16 | | 1.16 | | 4.00 |
| COLLECTOR | 3R | 34.01 | 68.71 | | | | | | | 34.01 | 68.71 |
| COLLECTOR | MO | 160.96 | 326.86 | .19 | .38 | 1.74 | 3.48 | 1.93 | 3.86 | 162.89 | 330.72 |
| COLLECTOR SUBTOTAL | | 194.97 | 398.41 | .19 | .38 | 1.74 | 4.64 | 1.93 | 5.02 | 196.90 | 403.43 |
| UNCLASSIFIED | DS | | | | | | .24 | | .24 | | .24 |
| UNCLASSIFIED | 3R | | | | | | | | | | |
| UNCLASSIFIED | MO | | | | | | | | | | |
| UNCLASSIFIED SBTOTAL | | | | | | | .24 | | .24 | | .24 |
| INTERSTATE | DS | 47.89 | 286.44 | 17.35 | 105.91 | 30.91 | 243.32 | 48.26 | 349.23 | 96.15 | 635.67 |
| INTERSTATE | 3R | | | | | | | | | | |
| INTERSTATE | MO | | | | | | | | | | |
| INTERSTATE SUBTOTAL | | 47.89 | 286.44 | 17.35 | 105.91 | 30.91 | 243.32 | 48.26 | 349.23 | 96.15 | 635.67 |
| DISTRICT | DS | 83.33 | 380.22 | 17.35 | 112.17 | 94.22 | 549.24 | 111.57 | 661.41 | 194.90 | 1,041.63 |
| DISTRICT | 3R | 470.70 | 981.34 | .37 | .81 | 6.79 | 21.37 | 7.16 | 22.18 | 477.86 | 1,003.52 |
| DISTRICT | MO | 263.85 | 533.89 | 9.01 | 19.03 | 10.94 | 27.44 | 19.95 | 46.47 | 283.80 | 580.36 |
| DISTRICT TOTAL | | 817.88 | 1,895.45 | 26.73 | 132.01 | 111.95 | 598.05 | 138.68 | 730.06 | 956.56 | 2,625.51 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 DISTRICT 4 STATE HIGHWAY MILES AND GENERAL PURPOSE LANE MILES
 BY MAINTENANCE AREA AND SECTION AND SURFACE TYPE

SELECTION: DISTRICT 4
 MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV
 SPECIAL USE LANES: (NON RAMP)-HOV, CLIMBING

| MAINTENANCE AREA | SECTION | HIGHWAY MILES OTHER | LANE MILES OTHER | HIGHWAY MILES GRAVEL | LANE MILES GRAVEL | HIGHWAY MILES BITUM | LANE MILES BITUM | HIGHWAY MILES ASPHALT | LANE MILES ASPHALT | HIGHWAY MILES CONCRETE | LANE MILES CONCRETE | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|------------------|---------|---------------------|------------------|----------------------|-------------------|---------------------|------------------|-----------------------|--------------------|------------------------|---------------------|---------------------|------------------|
| 1 | 01 | | | | | 28.22 | 56.44 | 133.88 | 456.09 | 12.58 | 86.82 | 174.68 | 599.35 |
| 1 | 02 | | | | | 47.80 | 96.65 | 55.94 | 214.06 | 5.46 | 17.20 | 109.20 | 327.91 |
| AREA SUBTOTAL | | | | | | 76.02 | 153.09 | 189.82 | 670.15 | 18.04 | 104.02 | 283.88 | 927.26 |
| 2 | 01 | | | | | 37.21 | 74.42 | 82.46 | 251.58 | .83 | 2.24 | 120.50 | 328.24 |
| 2 | 02 | | | | | 35.88 | 71.76 | 59.70 | 123.58 | .76 | 1.52 | 96.34 | 196.86 |
| 2 | 03 | | | | | 6.92 | 13.84 | 7.49 | 16.65 | .22 | .44 | 14.63 | 30.93 |
| AREA SUBTOTAL | | | | | | 80.01 | 160.02 | 149.65 | 391.81 | 1.81 | 4.20 | 231.47 | 556.03 |
| 3 | 01 | | | | | 53.00 | 106.00 | 39.27 | 84.03 | 1.11 | 2.22 | 93.38 | 192.25 |
| 3 | 02 | | | | | 46.11 | 93.83 | 72.47 | 148.61 | 2.03 | 4.06 | 120.61 | 246.50 |
| AREA SUBTOTAL | | | | | | 99.11 | 199.83 | 111.74 | 232.64 | 3.14 | 6.28 | 213.99 | 438.75 |
| 4 | 01 | | | | | 69.74 | 139.48 | 47.72 | 109.32 | .38 | .76 | 117.84 | 249.56 |
| 4 | 02 | | | | | 105.52 | 213.01 | 3.43 | 6.86 | .43 | .86 | 109.38 | 220.73 |
| AREA SUBTOTAL | | | | | | 175.26 | 352.49 | 51.15 | 116.18 | .81 | 1.62 | 227.22 | 470.29 |
| DISTRICT TOTAL | | | | | | 430.40 | 865.43 | 502.36 | 1,410.78 | 23.80 | 116.12 | 956.56 | 2,392.33 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 DISTRICT 4 STATE HIGHWAY SPECIAL USE LANE/RAMP MILES
 BY MAINTENANCE AREA AND SECTION AND SURFACE TYPE

SELECTION: DISTRICT 4

ALL RAMPS, COLLECTORS I/D

SPEC USE LN: HOV, CHAIN UP, HOLDING, SLOW VEH, TWO WAY TURN, WEAVING/SPEED CHANGE, BICYCLE, TRANSIT, TRUCK CLIMBING, TURN/ACCEL

| MAINTENANCE AREA | SECTION | HIGHWAY MILES OTHER | LANE MILES OTHER | HIGHWAY MILES GRAVEL | LANE MILES GRAVEL | HIGHWAY MILES BITUM | LANE MILES BITUM | HIGHWAY MILES ASPHALT | LANE MILES ASPHALT | HIGHWAY MILES CONCRETE | LANE MILES CONCRETE | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|------------------|---------|---------------------|------------------|----------------------|-------------------|---------------------|------------------|-----------------------|--------------------|------------------------|---------------------|---------------------|------------------|
| 1 | 01 | | | | | | .46 | | 138.59 | | 9.96 | | 149.01 |
| 1 | 02 | | | | | | 1.84 | | 35.86 | | 2.39 | | 40.09 |
| AREA SUBTOTAL | | | | | | | 2.30 | | 174.45 | | 12.35 | | 189.10 |
| 2 | 01 | | | | | | | | 32.27 | | .53 | | 32.80 |
| 2 | 02 | | | | | | .05 | | 1.12 | | | | 1.17 |
| 2 | 03 | | | | | | | | .61 | | | | .61 |
| AREA SUBTOTAL | | | | | | | .05 | | 34.00 | | .53 | | 34.58 |
| 3 | 01 | | | | | | | | 1.80 | | | | 1.80 |
| 3 | 02 | | | | | | .09 | | 3.26 | | | | 3.35 |
| AREA SUBTOTAL | | | | | | | .09 | | 5.06 | | | | 5.15 |
| 4 | 01 | | | | | | .05 | | 2.41 | | | | 2.46 |
| 4 | 02 | | | | | | 1.77 | | .12 | | | | 1.89 |
| AREA SUBTOTAL | | | | | | | 1.82 | | 2.53 | | | | 4.35 |
| DISTRICT TOTAL | | | | | | | 4.26 | | 216.04 | | 12.88 | | 233.18 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 STATE HIGHWAY TOTAL LANE/RAMP MILES
 BY MAINTENANCE AREA AND SECTION AND SURFACE TYPE

SELECTION: DISTRICT 4
 MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV, ALL RAMPS, COLLECTORS I/D

| MAINTENANCE AREA SECTION | HIGHWAY MILES | LANE MILES | HIGHWAY MILES | LANE MILES | HIGHWAY MILES | LANE MILES | HIGHWAY MILES | LANE MILES | HIGHWAY MILES | LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|-----------------------------|------------------|---------------|------------------|---------------|------------------|---------------|------------------|---------------|------------------|---------------|---------------------------|------------------------|
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| STATE TOTAL | | | | | 430.40 | 869.69 | 502.36 | 1,626.82 | 23.80 | 129.00 | 956.56 | 2,625.51 |

SR 004 MAINLINE

STATE ROUTE - SRSH

COUNTY PACIFIC

DOT DISTRICT 4

| | | :DIRECTION TO INVENTORY | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|------|-------|-------------------------|------|---|----|-------------|-----|-----|------------|-----|-----|------|-----|---------------------------|-----|-------|-----|-----|------|------|-----|-------|---|----|---|----|----|---|--|--|
| | | : :LEFT/RIGHT INDICATOR | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| | | : : | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | | | | |
| | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | 1 | 1 | | | | | 7A | 24A | 7A | | | 24 | 3 | 02 | | | | | R1 | 55 | L | | |
| | | BEG CTLSEC | | SR 101/PAC. CO. TO SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | CONTROL SECTION 2506 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.06 | 0.06 | WYE CONN | L | SR 101 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.46 | 1.46 | INTRSECTN | L | WEYERHAUESER RD | PV | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | MP MARKER | R | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.46 | 2.46 | INTRSECTN | R | HOLM LN | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | 3.00 | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.06 | 3.06 | INTRSECTN | L | YOUTH CAMP LN | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 3.11 | 3.11 | BEG BRIDGE B | | PETES CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BRDG NUM 004/002 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.12 | 3.12 | END BRIDGE B | | PETES CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.00 | 4.00 | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.50 | 4.50 | | | | | | | 1 | 1 | | | | | 7A | 24A | 7A | | | 24 | 3 | 02 | | | | | R1 | 40 | L | | |
| 4.75 | 4.75 | INTRSECTN | R | SR 401 | ST | PC | Y | 1 | 1 | | | | | 6A | 24A | 6A | | | 24 | 3 | 02 | | | | | R1 | 40 | L | | |
| | | ENT FROM | L | SCHOOL | PV | PC | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 4.85 | 4.85 | EXIT TO | L | SCHOOL | PV | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 4.95 | 4.95 | INTRSECTN | L | NASELLE HIGH SCHOOL | CO | | Y | 1 | 1 | | | | | 3A | 24A | 3A | | | 24 | 3 | 02 | | | | | R1 | 40 | L | | |
| 5.00 | 5.00 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.09 | 5.09 | BEG BRIDGE B | | O'CONNER CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BRDG NUM 004/004.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.10 | 5.10 | END BRIDGE B | | O'CONNER CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.19 | 5.19 | | | | | | | 1 | 1 | | | | | 3A | 24A | 3A | | | 24 | 3 | 02 | | | | | R1 | 45 | L | | |
| 5.70 | 5.70 | BEG BRIDGE B | | LANE CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BRDG NUM 004/005.75 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.71 | 5.71 | END BRIDGE B | | LANE CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.72 | 5.72 | INTRSECTN | L | NORTH VALLEY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 5.88 | 5.88 | | | | | | | 1 | 1 | | | | | 5A | 24A | 5A | | | 24 | 3 | 02 | | | | | R1 | 45 | L | | |
| 6.00 | 6.00 | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.01 | 6.01 | ENT/EXIT | L | PUBLIC FISHING | ST | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 6.06 | 6.06 | BEG BRIDGE B | | NASELLE RIVER | ST | | | 1 | 1 | | | | | \$\$W | 36P | \$\$W | | | 36 | 3 | 02 | | | | | R1 | 45 | L | | |
| | | BRDG NUM 004/006 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.10 | 6.10 | END BRIDGE B | | NASELLE RIVER | | | | 1 | 1 | | | | | 5A | 24A | 5A | | | 24 | 3 | 02 | | | | | R1 | 45 | L | | |
| 6.22 | 6.22 | INTRSECTN | R | SOUTH VALLEY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 4.75 | 4.75 | | | .04 | 13 | | | | |
| 4.85 | 4.85 | .02 | 10 | | | | | | |

SR 004 MAINLINE

STATE ROUTE - SRSH

COUNTY WAHKIAKUM

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|-------|-------|---|------|---------------------|---------|-------------|-----|-----|------------|---------|-------------|---------------------------|-------|-----|-------|-------|----|----|----|---|---|---|---------|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | LEGAL | | T | | P | | S | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | SPEED | | R | | K | | T | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW TC L | D I | W/S | W/S | W/S | MEDIAN- | SHD RDY SHD | SHD RDY SHD | LNS | RDY | MTCE | CITY | ST | D | IB | R | K | S | |
| | | | | | | | | | WD/S BR | W/S | W/S | W/S | WID | WID | A SE | NBR | FC | | | | | | |
| 29.01 | 29.00 | | | | | | | | | | | | 3A | 22A | 9A | | | R1 | | | | | 35 R |
| 29.03 | 29.02 | INTRSECTN | R | STEAMBOAT SLOUGH RD | CO | Y | | | | | | | | | | | | | | | | | |
| 29.16 | 29.15 | | | | | | | | | | | | 3A | 22A | 3A | | | R1 | | | | | 35 R |
| 29.38 | 29.37 | MISC FEATR | L | SGN ENT SKAMOKAWA | | | | | | | | | | | | | | | | | | | |
| 29.40 | 29.39 | | | | | | | | | | | | 3A | 22A | 9A | | | R1 | | | | | 35 R |
| 29.47 | 29.46 | | | | | | | | | | | | 3A | 22A | 9A | | | R1 | | | | | 55 R |
| 29.62 | 29.61 | | | | | | | | | | | | 8A | 23A | 8A | | | R1 | | | | | 55 R |
| 29.77 | 29.76 | | | | | | | | | | | | 8A | 23B | 8A | | | R1 | | | | | 55 R |
| 30.00 | 29.99 | MP MARKER | R | 30 | | | | | | | | | | | | | | | | | | | |
| 31.00 | 30.99 | MP MARKER | R | 31 | | | | | | | | | | | | | | | | | | | |
| 31.53 | 31.52 | INTRSECTN | R | BROOKS SLOUGH RD | CO | N | | | | | | | | | | | | | | | | | |
| 31.96 | 31.95 | INTRSECTN | L | RISK RD | CO | Y | | | | | | | | | | | | | | | | | |
| 32.01 | 32.00 | MP MARKER | R | 32 | | | | | | | | | | | | | | | | | | | |
| 33.01 | 33.00 | MP MARKER | R | 33 | | | | | | | | | | | | | | | | | | | |
| 33.53 | 33.52 | INTRSECTN | L | NELSON CREEK RD | CO | N | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | STEAMBOAT SLOUGH RD | CO | N | | | | | | | | | | | | | | | | | |
| 33.71 | 33.70 | BEG BRIDGE | B | ELOCHOMAN RIVER | ST | | 1 | 1 | | | | | \$\$C | 26P | \$\$C | | | R1 | | | | | 55 R |
| | | | | BRDG NUM 004/125 | | | | | | | | | | | | | | | | | | | |
| 33.74 | 33.73 | END BRIDGE | B | ELOCHOMAN RIVER | | | 1 | 1 | | | | | 8A | 23B | 8A | | | R1 | | | | | 55 R |
| 33.94 | 33.93 | BEG BRIDGE | B | FISH PASSAGE | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 004/125.25 | | | | | | | | | | | | | | | | | | | |
| 33.95 | 33.94 | END BRIDGE | B | FISH PASSAGE | | | | | | | | | | | | | | | | | | | |
| 34.00 | 33.99 | MP MARKER | R | 34 | | | | | | | | | | | | | | | | | | | |
| 34.08 | 34.07 | BEG BRIDGE | B | TIDE GATE CULVERT | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 004/126C | | | | | | | | | | | | | | | | | | | |
| 34.09 | 34.08 | END BRIDGE | B | TIDE GATE CULVERT | | | | | | | | | | | | | | | | | | | |
| 34.36 | 34.35 | ENTER CITY | | CATHLAMET | | | 1 | 1 | | | | | 8A | 23B | 8A | | | R1 | | | | | 55 R B |
| 34.55 | 34.54 | | | | | | 1 | 1 | | | | | 8A | 23B | 8A | | | R1 | | | | | 45 R B |
| 34.82 | 34.81 | LEAVE CITY | | CATHLAMET | | | 1 | 1 | | | | | 8A | 23B | 8A | | | R1 | | | | | 45 R \$ |
| 34.87 | 34.86 | INTRSECTN | R | MILL RD | CO | N | 1 | 1 | | | | | 8A | 22B | 8A | | | R1 | | | | | 45 R |
| | | INTRSECTN | L | ELOCHOMAN VALLEY RD | CO | N | | | | | | | | | | | | | | | | | |
| 34.88 | 34.87 | | | | | | 1 | 1 | | | | | 8A | 22A | 8A | | | R1 | | | | | 45 R |
| 34.95 | 34.94 | INTRSECTN | L | MESSINGER HILL RD | CO | Y | | | | | | | | | | | | | | | | | |
| 34.97 | 34.96 | ENTER CITY | | CATHLAMET | | | 1 | 1 | | | | | 8A | 22A | 8A | | | R1 | | | | | 45 R B |
| 35.00 | 34.99 | MP MARKER | R | 35 | | | | | | | | | | | | | | | | | | | |
| 35.36 | 35.35 | WYE CONN | R | UNA AVE | CT | N | | | | | | | | | | | | | | | | | |
| 35.39 | 35.38 | INTRSECTN | R | UNA AVE | CT | N | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 34.87 | 34.86 | | | | | | | | |
| | | | | | .05 | | | | 12 |

SR 004 MAINLINE

STATE ROUTE - SRSH

COUNTY WAHKIAKUM

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|-------|-------|---|------|--------------------------|----|-----|-------------|-----|-----|-------------|--------|------|----------|------|---------------------------|-----|--------|-----|------|------|------|----------|----|----|---|----|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | LEGAL | T | P | S | | |
| | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T |
| 35.45 | 35.44 | | | | | | | 1 | 1 | | | | | 8A | 22A | 8A | | 22 | 3 | 02 | 0175 | R1 | 45 | R | B | | |
| 35.46 | 35.45 | INTRSECTN | R | CHESTER AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 35.53 | 35.52 | INTRSECTN | L | GREENWOOD RD | CT | | Y | 1 | 1 | 4A | 11A | | 11A | UP | \$\$\$ | 11A | 4A | | 22 | 3 | 02 | 0175 | R1 | 45 | R | B | |
| | | INTRSECTN | R | SR 409 | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 35.54 | 35.53 | LEAVE CITY | | CATHLAMET | | | | 1 | 1 | 4A | 11A | | 11A | UP | | 11A | 4A | | 22 | 3 | 02 | \$\$\$\$ | R1 | 45 | R | \$ | |
| 35.86 | 35.85 | INTRSECTN | R | WAHKIAKUM HIGH SCHOOL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 36.00 | 35.99 | MP MARKER | R | 36 | | | | | | | | | | | | | | | | | | | | | | | |
| 36.09 | 36.08 | BEG SU LN | C | TWO WAY TURN | | 11A | | 1 | 1 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 4A | 22A | 4A | 11 | 33 | 3 | 02 | | R1 | 45 | R | | |
| 36.16 | 36.15 | INTRSECTN | L | N JACOBSON RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | JACOBSON RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 36.46 | 36.45 | INTRSECTN | L | BOEGE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | COLUMBIA ST | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 36.53 | 36.52 | END SU LN | C | TWO WAY TURN | | 11A | | 1 | 1 | | | | | 4A | 22A | 4A | \$\$\$ | 22 | 3 | 02 | | R1 | 45 | R | | | |
| 36.59 | 36.58 | BEG SU LN | R | CLIMBING | | 11A | | 1 | 1 | | | | | 4A | 22A | 4A | 11 | 33 | 3 | 02 | | R1 | 45 | R | | | |
| 36.67 | 36.66 | INTRSECTN | L | FERN HILL RD | CO | | Y | 1 | 1 | | | | | 8A | 22A | 4A | 11 | 33 | 3 | 02 | | R1 | 45 | R | | | |
| 36.70 | 36.69 | | | | | | | 1 | 1 | | | | | 8A | 22A | 4A | 11 | 33 | 3 | 02 | | R1 | 55 | R | | | |
| 36.99 | 36.98 | MP MARKER | R | 37 | | | | | | | | | | | | | | | | | | | | | | | |
| 37.28 | 37.27 | BEG SU LN | L | CLIMBING | | 11A | | 1 | 1 | | | | | 4A | 22A | 4A | 22 | 44 | 3 | 02 | | R1 | 55 | R | | | |
| 37.36 | 37.35 | INTRSECTN | R | RIVER VIEW E | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 37.60 | 37.59 | END SU LN | R | CLIMBING | | 11A | | 1 | 1 | | | | | 4A | 22A | 8A | 11 | 33 | 3 | 02 | | R1 | 55 | R | | | |
| 37.99 | 37.98 | MP MARKER | R | 38 | | | | | | | | | | | | | | | | | | | | | | | |
| 38.00 | 37.99 | END SU LN | L | CLIMBING | | 11A | | 1 | 1 | | | | | 8A | 22A | 8A | \$\$\$ | 22 | 3 | 02 | | R1 | 55 | R | | | |
| 38.03 | 38.02 | | | | | | | 1 | 1 | | | | | 3A | 22A | 3A | | 22 | 3 | 02 | | R1 | 55 | R | | | |
| 38.11 | 38.10 | | | | | | | 1 | 1 | | | | | 2A | 24A | 2A | | 24 | 3 | 02 | | R1 | 55 | R | | | |
| 38.99 | 38.98 | MP MARKER | R | 39 | | | | | | | | | | | | | | | | | | | | | | | |
| 39.99 | 39.98 | MP MARKER | R | 40 | | | | | | | | | | | | | | | | | | | | | | | |
| 40.67 | 40.66 | | | | | | | 1 | 1 | | | | | 4A | 23A | 8A | | 23 | 3 | 02 | | R1 | 55 | R | | | |
| 40.99 | 40.98 | MP MARKER | R | 41 | | | | 1 | 1 | | | | | 4A | 23A | 4A | | 23 | 3 | 02 | | R1 | 55 | R | | | |
| 41.99 | 41.98 | MP MARKER | R | 42 | | | | 1 | 1 | | | | | 2A | 23A | 6A | | 23 | 3 | 02 | | R1 | 55 | R | | | |
| 42.60 | 42.59 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 3 | 02 | | R1 | 55 | R | | | |
| 42.68 | 42.67 | | | | | | | 1 | 1 | | | | | 4A | 24A | 8A | | 24 | 3 | 02 | | R1 | 55 | R | | | |
| 42.77 | 42.76 | BEG SU LN | R | CLIMBING | | 12A | | 1 | 1 | | | | | 4A | 24A | 4A | 12 | 36 | 3 | 02 | | R1 | 55 | R | | | |
| 42.99 | 42.98 | MP MARKER | R | 43 | | | | | | | | | | | | | | | | | | | | | | | |
| 43.70 | 43.69 | END SU LN | R | CLIMBING | | 12A | | 1 | 1 | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 3 | 02 | | R1 | 55 | R | | | |
| 43.84 | 43.83 | | | | | | | 1 | 1 | | | | | 2A | 23A | 4A | | 23 | 3 | 02 | | R1 | 55 | R | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 35.46 | 35.45 | | | .03 | 11 | | | | |
| 35.53 | 35.52 | .03 | 11 | .04 | 11 | | | | |
| 35.86 | 35.85 | | | .04 | 11 | | .06 | 11 | |

SR 004 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | :DIRECTION TO INVENTORY | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------|-------|-------------------------|------------------------|---|----|-------------------------------------|-----|-----|--------------|-----|-----|------|-----|---------------------------|---------|-----|-------|-----|-------|--------|-----|-----|-----|------|------|----|-------|---|---|---|
| | | : :LEFT/RIGHT INDICATOR | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| | | : : | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S |
| | | | | | | | | | | | | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 45.69 | 45.68 | | ENTER CO BEG CTLSEC | | | COWLITZ CONTROL SECTION 0804 | | | | 1 | 1 | | | | | | 2A | 24A | 8A | | | 24 | 3 | 02 | | R1 | 55 | L | | |
| 45.81 | 45.80 | | | | | | | | | 1 | 1 | | | | | | 2A | 24B | 8A | | | 24 | 3 | 02 | | R1 | 55 | L | | |
| 46.00 | 45.99 | | MP MARKER | R | | 46 | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.08 | 46.07 | | | | | | | | | 1 | 1 | | | | | | 8A | 24B | 8A | | | 24 | 3 | 02 | | R1 | 55 | L | | |
| 46.36 | 46.35 | | | | | | | | | 1 | 1 | | | | | | 1A | 24B | 8A | | | 24 | 3 | 02 | | R1 | 55 | L | | |
| 46.47 | 46.46 | | | | | | | | | 1 | 1 | | | | | | 8A | 24B | 8A | | | 24 | 3 | 02 | | R1 | 55 | L | | |
| 46.99 | 46.98 | | MP MARKER | R | | 47 | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.64 | 47.63 | | INTRSECTN | L | | MILL CREEK RD | CO | N | 1 | 1 | | | | | | | 8A | 24B | 8A | | | 24 | 3 | 02 | | R1 | 55 | R | | |
| 47.65 | 47.64 | | WYE CONN | L | | MILL CREEK RD | CO | N | | | | | | | | | | | | | | | | | | | | | | |
| 47.69 | 47.68 | | BEG BRIDGE | B | | MILL CREEK BRDG NUM 004/204 | ST | | 1 | 1 | | | | | | | \$\$C | 28B | \$\$C | | | 28 | 3 | 02 | | R1 | 55 | R | | |
| 47.72 | 47.71 | | END BRIDGE | B | | MILL CREEK | | | 1 | 1 | | | | | | | 4A | 24B | 4A | | | 24 | 3 | 02 | | R1 | 55 | R | | |
| 47.83 | 47.82 | | | | | | | | 1 | 1 | | | | | | | 2A | 24B | 2A | | | 24 | 3 | 02 | | R1 | 55 | R | | |
| 48.00 | 47.99 | | MP MARKER | R | | 48 | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.12 | 48.11 | | INTRSECTN | L | | CAMERON CR RD | CO | N | | | | | | | | | | | | | | | | | | | | | | |
| 48.13 | 48.12 | | BEG BRIDGE | B | | ABERNATHY CREEK BRDG NUM 004/205 | ST | | 1 | 1 | | | | | | | \$\$C | 24B | \$\$C | | | 24 | 3 | 02 | | R1 | 55 | R | | |
| 48.16 | 48.15 | | END BRIDGE | B | | ABERNATHY CREEK | | | 1 | 1 | | | | | | | 4A | 24B | 4A | | | 24 | 3 | 02 | | R1 | 55 | R | | |
| 48.32 | 48.31 | | INTRSECTN | L | | ABERNATHY CREEK RD | CO | N | | | | | | | | | | | | | | | | | | | | | | |
| 48.97 | 48.96 | | BEG SU LN | L | | CLIMBING | | | 12A | | 1 | 1 | | | | | 4A | 24B | 4A | 12 | | 36 | 3 | 02 | | R1 | 55 | R | | |
| 49.00 | 48.99 | | MP MARKER | R | | 49 | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.09 | 49.08 | | INTRSECTN | L | | BUNKER HILL RD | CO | N | | | | | | | | | | | | | | | | | | | | | | |
| 49.62 | 49.61 | | END SU LN | L | | CLIMBING | | | 12A | | 1 | 1 | | | | | 4A | 22B | 4A | \$\$\$ | | 22 | 3 | 02 | | R1 | 55 | R | | |
| 49.68 | 49.67 | | | | | | | | | 1 | 1 | | | | | | 1A | 22B | 2A | | | 22 | 3 | 02 | | R1 | 55 | R | | |
| 49.75 | 49.74 | | BEG BRIDGE | B | | HALF BRIDGE BRDG NUM 004/208 | ST | | 1 | 1 | | | | | | | 1A | 23B | 2A | | | 23 | 3 | 02 | | R1 | 55 | R | | |
| 49.79 | 49.78 | | END BRIDGE | B | | HALF BRIDGE | | | 1 | 1 | | | | | | | 1A | 22B | 2A | | | 22 | 3 | 02 | | R1 | 55 | R | | |
| 49.82 | 49.81 | | BEG BRIDGE | B | | HALF BRIDGE BRDG NUM 004/209 | ST | | | | | | | | | | | | | | | | | | | | | | | |
| 49.86 | 49.85 | | | | | | | | 1 | 1 | | | | | | | 1A | 22B | 6A | | | 22 | 3 | 02 | | R1 | 55 | R | | |
| 49.87 | 49.86 | | END BRIDGE | B | | HALF BRIDGE | | | 1 | 1 | | | | | | | 1A | 22B | 6A | | | 22 | 3 | 02 | | R1 | 55 | L | | |
| 49.92 | 49.91 | | | | | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | |
| 49.99 | 49.98 | | MP MARKER | R | | 50 | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.23 | 50.22 | | | | | | | | 1 | 1 | | | | | | | 2A | 22B | 10A | | | 22 | 3 | 02 | | R1 | 55 | L | | |
| 50.27 | 50.26 | | BEG BRIDGE | B | | GERMANY CREEK BRDG NUM 004/210 | ST | | 1 | 1 | | | | | | | \$\$W | 40P | \$\$W | | | 40 | 3 | 02 | | R1 | 55 | L | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 47.64 | 47.63 | | | | | | | .04 | 11 |

SR 004 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|-------|-------|---|------|---------------------------------------|----|---------|---|-----|-------------|-----|-----|-------------|----|-------|---------|---------------------------|--------|-----|----|----|------|------|-------|----|---|---|--|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | |
| 50.29 | 50.28 | END BRIDGE | B | GERMANY CREEK | | | | 1 | 1 | | | | | 9A | 22B | 9A | | | 22 | 3 | 02 | R1 | 55 | L | | | |
| 50.36 | 50.35 | INTRSECTN | L | GERMANY CREEK RD | CO | | N | 1 | 1 | | | | | 9A | 22B | 9A | | | 22 | 1 | 02 | R1 | 55 | L | | | |
| 50.44 | 50.43 | | | | | | | 1 | 1 | | | | | 1A | 23B | 4A | | | 23 | 1 | 02 | R1 | 55 | L | | | |
| 50.48 | 50.47 | INTRSECTN | L | STELLA RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 50.59 | 50.58 | | | | | | | 1 | 1 | | | | | 1A | 23B | 4A | | | 23 | 1 | 02 | R1 | 55 | R | | | |
| 50.62 | 50.61 | | | | | | | 1 | 1 | | | | | 3A | 23B | 4A | | | 23 | 1 | 02 | R1 | 55 | R | | | |
| 51.00 | 50.99 | MP MARKER | R | 51 | | | | | | | | | | | | | | | | | | | | | | | |
| 51.20 | 51.19 | | | | | | | 1 | 1 | | | | | 5A | 23B | 4A | | | 23 | 1 | 02 | R1 | 55 | R | | | |
| 52.00 | 51.99 | MP MARKER | R | 52 | | | | | | | | | | | | | | | | | | | | | | | |
| 52.32 | 52.31 | | | | | | | 1 | 1 | | | | | 3A | 22B | 3A | | | 22 | 1 | 02 | R1 | 55 | R | | | |
| 52.90 | 52.89 | | | | | | | 1 | 1 | | | | | 3A | 22A | 3A | | | 22 | 1 | 02 | R1 | 55 | R | | | |
| 53.00 | 52.99 | MP MARKER | R | 53 | | | | | | | | | | | | | | | | | | | | | | | |
| 54.00 | 53.99 | MP MARKER | R | 54 | | | | | | | | | | | | | | | | | | | | | | | |
| 54.98 | 54.97 | BEG BRIDGE | B | COAL CREEK SLOUGH BRDG NUM 004/215 | ST | | | 1 | 1 | | | | | \$\$C | 28P | \$\$C | | | 28 | 1 | 02 | R1 | 50 | L | | | |
| 55.01 | 55.00 | END BRIDGE | B | COAL CREEK SLOUGH | | | | 1 | 1 | | | | | 10A | 24A | 22A | | | 24 | 1 | 02 | R1 | 50 | L | | | |
| | | MP MARKER | R | 55 | | | | | | | | | | | | | | | | | | | | | | | |
| 55.05 | 55.04 | TRAF RCDR | B | R078 0 | | | | | | | | | | | | | | | | | | | | | | | |
| 55.23 | 55.22 | WYE CONN | R | SR 432 | ST | | Y | 1 | 1 | | | | | 10A | 24A | 22A | | | 24 | 1 | 02 | U1 | 50 | L | | | |
| | | WYE CONN | L | COAL CREEK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 55.24 | 55.23 | INTRSECTN | R | SR 432-WILLOW GROVE RD | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | COAL CREEK RD | CO | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 55.26 | 55.25 | WYE CONN | R | SR 432 | ST | | Y | 1 | 2 | | | | | 10A | 36A | 10A | | | 36 | 1 | 02 | U1 | 50 | L | | | |
| 55.30 | 55.29 | BEG SU LN | C | TWO WAY TURN | | 13A | | 1 | 2 | | | | | 10A | 36A | 10A | 13 | | 49 | 1 | 02 | U1 | 50 | L | | | |
| 55.31 | 55.30 | ENTER CITY | | LONGVIEW | | | | 1 | 2 | | | | | 10A | 36A | 10A | 13 | | 49 | 1 | 02 | 0695 | U1 | 50 | L | B | |
| | | BEG BRIDGE | B | SOLO SLOUGH BRDG NUM 004/220.25 | ST | | | | | | | | | | | | | | | | | | | | | | |
| 55.32 | 55.31 | END BRIDGE | B | SOLO SLOUGH | | | | | | | | | | | | | | | | | | | | | | | |
| 55.33 | 55.32 | | | | | | | 2 | 2 | | | | | 10A | 48A | 10A | 13 | | 61 | 1 | 02 | 0695 | U1 | 50 | L | B | |
| 55.37 | 55.36 | ENT/EXIT | R | PARK AND RIDE LOT | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 55.47 | 55.46 | | | | | | | 2 | 2 | | | | | 10A | 48A | 9A | 13 | | 61 | 1 | 02 | 0695 | U1 | 50 | L | B | |
| 55.60 | 55.59 | | | | | | | 2 | 2 | | | | | 10A | 48A | 8A | 13 | | 61 | 1 | 02 | 0695 | U1 | 50 | L | B | |
| 55.67 | 55.66 | INTRSECTN | R | COWLITZ CO RD DEPT ACCES | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 55.78 | 55.77 | END SU LN | C | TWO WAY TURN | | 13A | | 2 | 2 | | | | | \$\$C | 62A | 8A | \$\$\$ | | 62 | 1 | 02 | 0695 | U1 | 50 | L | R | |
| | | INTRSECTN | L | ROBBINS ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 55.81 | 55.80 | | | | | | | 2 | 2 | | | | | C | 62A | \$\$C | | | 62 | 1 | 02 | 0695 | U1 | 50 | L | R | |
| 55.82 | 55.81 | ENT/EXIT | L | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| | | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 55.23 | 55.22 | | .02 | 12 | | .13 | 12 | | |
| 55.24 | 55.23 | .03 | 12 | | .03 | 12 | | .09 | 12 |
| 55.82 | 55.81 | .03 | 13 | | | | | .01 | 12 |

SR 004 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|------------------|-----------------|----|----|--------------|---|-----|---------|-----|------|----|---------------------------|-----|-----|-----|-----|----|------|------|----|-------|---|---|---|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | | | |
| 55.83 | | 55.82 | ENT/EXIT | R | | BUSINESS | PV | Y | 2 | 2 | | | | | | | C | 62A | C | 62 | 1 | 02 | 0695 | U1 | 50 | L | R | | | | | | |
| 55.86 | | 55.85 | INTRSECTN | R | | MT SOLO RD | CT | SG | Y | 2 | 2 | | | | | | C | 64A | C | 64 | 1 | 02 | 0695 | U1 | 40 | L | P | | | | | | |
| 55.89 | | 55.88 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.91 | | 55.90 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | 13A | | 2 | 2 | | | | | | | | | | | | | | | |
| 55.99 | | 55.98 | MP MARKER | B | | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.13 | | 56.12 | INTRSECTN | L | | 52ND AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.19 | | 56.18 | LEAVE CITY | L | | LONGVIEW | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.40 | | 56.39 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.41 | | 56.40 | INTRSECTN | L | | 50TH AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.48 | | 56.47 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.49 | | 56.48 | INTRSECTN | B | | 48TH AVE | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.50 | | 56.49 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.70 | | 56.69 | END SU LN | C | | TWO WAY TURN | | | | | | | | | 13A | | 2 | 2 | | | | | | | | | | | | | | | |
| 56.74 | | 56.73 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.75 | | 56.74 | INTRSECTN | B | | 46TH AVE | CO | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 56.76 | | 56.75 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.81 | | 56.80 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | 13A | | 2 | 2 | | | | | | | | | | | | | | | |
| 56.99 | | 56.98 | MP MARKER | B | | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.00 | | 56.99 | INTRSECTN | B | | 44TH AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.01 | | 57.00 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.14 | | 57.13 | INTRSECTN | L | | TOTEM LN | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.20 | | 57.19 | END SU LN | C | | TWO WAY TURN | | | | | | | | | 13A | | 2 | 2 | | | | | | | | | | | | | | | |
| 57.24 | | 57.23 | ENTER CITY | L | | LONGVIEW | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.25 | | 57.24 | INTRSECTN | B | | 42ND AVE | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 57.26 | | 57.25 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.31 | | 57.30 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | 13A | | 2 | 2 | | | | | | | | | | | | | | | |
| 57.49 | | 57.48 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.50 | | 57.49 | INTRSECTN | B | | 40TH AVE | CT | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.51 | | 57.50 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.69 | | 57.68 | END SU LN | C | | TWO WAY TURN | | | | | | | | | 13A | | 2 | 2 | | | | | | | | | | | | | | | |
| 57.71 | | 57.70 | MISC FEATR | R | | SGN ENT LONGVIEW | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.74 | | 57.73 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 55.83 | | 55.82 | | | | .03 | 13 | | | | |
| 55.86 | | 55.85 | | | | .03 | 13 | | | | |
| 56.75 | | 56.74 | | .03 | 13 | .03 | 13 | | | | |
| 57.25 | | 57.24 | | .03 | 13 | .03 | 13 | | | | |

SR 004 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|-------------------|-------------|----|---|--------------|---|-----|-----|-----|------|----|--------------------------|-----|-----|--------|-----|------|------|------|-------|----|---|---|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | | | | |
| 57.75 | 57.74 | | INTRSECTN | B | | 38TH AVE | CT | SG | Y | 2 | 2 | | | | | | C | 64A | C | | 64 | 1 | 02 | 0695 | U1 | 40 | L | P | | | | | |
| 57.76 | 57.75 | | MISC FEATR | R | | BUS PULLOUT | | | | 2 | 2 | | | | | | C | 64A | C | | 64 | 1 | 02 | 0695 | U1 | 35 | L | P | | | | | |
| 57.84 | 57.83 | | EXIT TO | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.85 | 57.84 | | ENT FROM | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.88 | 57.87 | | INTRSECTN | L | | 37TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.90 | 57.89 | | BEG SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 51A | C | 13 | 64 | 1 | 02 | 0695 | U1 | 35 | L | P | | | | | |
| 57.99 | 57.98 | | MP MARKER | B | | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.00 | 57.99 | | INTRSECTN | B | | 36TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.01 | 58.00 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.06 | 58.05 | | CHG SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 51A | C | 12 | 63 | 1 | 02 | 0695 | U1 | 35 | L | P | | | | | |
| 58.07 | 58.06 | | INTRSECTN | L | | CHAMP PL | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.12 | 58.11 | | END SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 64A | C | \$\$\$ | 64 | 1 | 02 | 0695 | U1 | 35 | L | P | | | | | |
| 58.14 | 58.13 | | BEG SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 51A | C | 13 | 64 | 1 | 02 | 0695 | U1 | 35 | L | P | | | | | |
| | | | INTRSECTN | R | | 35TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.24 | 58.23 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.25 | 58.24 | | INTRSECTN | L | | 34TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.26 | 58.25 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.54 | 58.53 | | END SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 64A | C | \$\$\$ | 64 | 1 | 02 | 0695 | U1 | 35 | L | P | | | | | |
| 58.58 | 58.57 | | INTRSECTN | R | | OLIVE WAY | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.62 | 58.61 | | INTRSECTN | L | | NEBRASKA AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | NUM 840536Y GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.64 | 58.63 | | BEG SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 51A | C | 13 | 64 | 1 | 02 | 0695 | U1 | 35 | L | P | | | | | |
| 58.67 | 58.66 | | END SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 64A | C | \$\$\$ | 64 | 1 | 02 | 0695 | U1 | 35 | L | P | | | | | |
| 58.72 | 58.71 | | INTRSECTN | B | | 32ND AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.76 | 58.75 | | BEG SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 51A | C | 13 | 64 | 1 | 02 | 0695 | U1 | 35 | L | P | | | | | |
| 58.80 | 58.79 | | END SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 64A | C | \$\$\$ | 64 | 1 | 02 | 0695 | U1 | 35 | L | P | | | | | |
| 58.83 | 58.82 | | INTRSECTN | R | | MICHIGAN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | FRED MEYER | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.84 | 58.83 | | EXIT TO | L | | FRED MEYER | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.93 | 58.92 | | INTRSECTN | B | | 30TH AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|-----|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 57.75 | 57.74 | | .03 | 13 | | | | | | |
| 57.84 | 57.83 | | | | .02 | 13 | | | | |
| 58.58 | 58.57 | | | | .02 | 13 | | | | |
| 58.72 | 58.71 | | .03 | 13 | | | | | | |
| 58.83 | 58.82 | | .03 | 13 | | | | | | |
| 58.84 | 58.83 | | | | | | | | .02 | 12 |
| 58.93 | 58.92 | | .03 | 13 | .02 | 12 | | | .03 | 13 |

SR 004 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | :DIRECTION TO INVENTORY | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------|---|-------------------------|------------|---|----|-----------------|-----|-----|--------------|-----|-----|-----|-------|---------------------------|------|----|-----|-----|-----|-----|-----|------|------|----|-------|---|---|---|--|--|
| | | : :LEFT/RIGHT INDICATOR | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| | | : : | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | |
| 59.99 | | 59.98 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.00 | | 59.99 | MP MARKER | B | | 60 | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.04 | | 60.03 | INTRSECTN | R | | 19TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 60.07 | | 60.06 | BEG SU LN | C | | TWO WAY TURN | | 13A | | | | | | | | | | | | | | | | | | | | | | |
| 60.16 | | 60.15 | END SU LN | C | | TWO WAY TURN | | 13A | | | | | | | | | | | | | | | | | | | | | | |
| 60.17 | | 60.16 | INTRSECTN | R | | 17TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 60.20 | | 60.19 | BEG SU LN | C | | TWO WAY TURN | | 13A | | | | | | | | | | | | | | | | | | | | | | |
| 60.22 | | 60.21 | END SU LN | C | | TWO WAY TURN | | 13A | | | | | | | | | | | | | | | | | | | | | | |
| 60.24 | | 60.23 | INTRSECTN | R | | 16TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 60.30 | | 60.29 | WYE CONN | R | | 15TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 60.31 | | 60.30 | INTRSECTN | R | | 15TH AVE | CT | SG | Y | 2 | 2 | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | CASCADE WAY | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 60.37 | | 60.36 | BEG SU LN | C | | TWO WAY TURN | | 13A | | | | | | | | | | | | | | | | | | | | | | |
| 60.39 | | 60.38 | END SU LN | C | | TWO WAY TURN | | 13A | | | | | | | | | | | | | | | | | | | | | | |
| 60.45 | | 60.44 | ENT/EXIT | L | | BUSINESS | PV | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | R | | TRIANGLE MALL | PV | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 60.51 | | 60.50 | BEG SU LN | C | | TWO WAY TURN | | 13A | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 10TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 60.55 | | 60.54 | END SU LN | C | | TWO WAY TURN | | 13A | | | | | | | | | | | | | | | | | | | | | | |
| 60.56 | | 60.55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.57 | | 60.56 | INTRSECTN | R | | 9TH AVE | CT | SG | Y | 2 | 2 | | C 31A | | 2A | CU | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | BUSINESS | PV | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 60.64 | | 60.63 | ENT/EXIT | L | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 60.66 | | 60.65 | WYE CONN | R | | 8TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 60.67 | | 60.66 | INTRSECTN | R | | 8TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 60.69 | | 60.68 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.70 | | 60.69 | MISC FEATR | R | | SGN ENT KELSO | | | | 2 | 2 | | C 37A | | 2A | CU | | | | | | | | | | | | | | |
| 60.71 | | 60.70 | ENT/EXIT | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|---|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 60.04 | | 60.03 | | | .02 | 13 | | | | |
| 60.17 | | 60.16 | | | .02 | 13 | | | | |
| 60.24 | | 60.23 | | | .02 | 13 | | | | |
| 60.30 | | 60.29 | | .06 | 12 | | | | | |
| 60.31 | | 60.30 | .04 | 13 | .04 | 13 | | | | |
| 60.45 | | 60.44 | .03 | 13 | .02 | 12 | .02 | 13 | | |
| 60.57 | | 60.56 | .01 | 13 | .02 | 13 | | | | |
| 60.64 | | 60.63 | .02 | 13 | | | | | | |
| 60.66 | | 60.65 | .01 | 13 | | | | | | |

SR 004 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|--------------------------|-------------|----|---|-------------|---|-----|--------|-----|--------|------|---------------------------|-----|-----|-----|-----|------|------|----|-------|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S |
| 60.71 | 60.70 | | ENT/EXIT | R | | BUSINESS | PV | Y | 2 | 2 | | C | 37A | | 2A | CU | 37A | | C | 74 | 1 | 02 | 0695 | U1 | 35 | L | P | |
| 60.78 | 60.77 | | BEG ST | I | | COWLITZ WAY | | | 2 | 2 | | C | 37A | | 2A | CU | 37A | | C | 74 | 1 | 02 | 0695 | U1 | 35 | L | P | * |
| 60.79 | 60.78 | | LEAVE CITY | | | LONGVIEW | | | 3 | 3 | | C | 36A | | 8A | CU | 36A | | C | 72 | 1 | 02 | 0605 | U1 | 35 | L | P | * |
| | | | ENTER CITY | | | KELSO | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | WASHINGTON WAY | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | CATLIN ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 60.86 | 60.85 | | INTRSECTN | R | | 7TH AVE SW | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 60.88 | 60.87 | | INTRSECTN | L | | 7TH AVE NW | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | W MAIN ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 60.93 | 60.92 | | INTRSECTN | B | | 6TH AVE NW | CT | | Y | 3 | 3 | C | 36A | | 13A | CU | 36A | | C | 72 | 1 | 02 | 0605 | U1 | 35 | L | P | * |
| 60.94 | 60.93 | | | | | | | | | 3 | 2 | C | 36A | | 13A | CU | 36A | | C | 72 | 1 | 02 | 0605 | U1 | 35 | L | P | * |
| 60.95 | 60.94 | | INTRSECTN | L | | GRANT ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 60.98 | 60.97 | | MP MARKER | B | | 61 | | | | 2 | 2 | C | 36A | | 13A | CU | 36A | | C | 72 | 1 | 02 | 0605 | U1 | 35 | L | P | * |
| | | | WYE CONN | L | | LONG AVE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 60.99 | 60.98 | | INTRSECTN | R | | GRANT ST | CT | SG | Y | 2 | 2 | C | 36A | | 2A | CU | 36A | | C | 72 | 1 | 02 | 0605 | U1 | 35 | L | P | * |
| | | | INTRSECTN | L | | LONG AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 5TH AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 61.00 | 60.99 | | WYE CONN | L | | LONG AVE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 61.08 | 61.07 | | RR XING | B | | NUM 92462T STRUCTURE | | | | 2 | 2 | C | 26P | | 4A | CU | 26P | | C | 52 | 1 | 02 | 0605 | U1 | 35 | L | P | * |
| | | | BEG BRIDGE | B | | SR 411-COWLITZ RIVER | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 004/230 | | | | | | | | | | | | | | | | | | | | | | |
| 61.40 | 61.39 | | END BRIDGE | B | | SR 411-COWLITZ RIVER | | | | 2 | 2 | \$ | \$\$\$ | | \$\$\$ | \$\$ | C | 56A | C | 56 | 1 | 02 | 0605 | U1 | 35 | L | P | * |
| 61.44 | 61.43 | | INTRSECTN | L | | PACIFIC AVE (OLD SR 431) | CT | SG | Y | 2 | 2 | | | | | | C | 56A | C | 56 | 1 | 02 | 0605 | U1 | 25 | L | P | * |
| | | | INTRSECTN | R | | PACIFIC AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 61.49 | 61.48 | | INTRSECTN | B | | 3RD AVE N | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 61.53 | 61.52 | | END ST | I | | COWLITZ WAY | | | | \$ | 3 | | | | | | C | 44A | C | 44 | 1 | 02 | 0605 | U1 | 25 | L | R | * |
| | | | BEG ST | I | | 4TH AVE S | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | 4TH AVE N | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 4 COKELSO (COUPLT) | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | D | | COUPLT - COKELSO | | | | | | | | | | | | | | | | | | | | | | |
| 61.59 | 61.58 | | INTRSECTN | L | | CHURCH ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 61.63 | 61.62 | | INTRSECTN | B | | ACADEMY ST | CT | | Y | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 60.71 | 60.70 | | | .04 | 13 | | | .02 | 13 | .05 | 12 |
| 60.79 | 60.78 | | | | | .07 | 12 | | | | |
| 60.99 | 60.98 | | | .08 | 11 | .05 | 11 | .04 | 11 | | |
| 61.00 | 60.99 | | | | | | | | | .03 | 12 |
| 61.44 | 61.43 | | | .08 | 12 | | | .03 | 11 | | |
| 61.53 | 61.52 | | | .02 | 12 | | | | | | |

SR 004 COUplet
KELSO

STATE ROUTE - SRSH COUNTY COWLITZ

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|-----------------------|------------------------|----|---|------------------------|---|-----|------------|-----|---------------------------|----|------|-----|-----|-----|-------|---|-----------|-----|----|---|----|---|---|---|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | LNS SHD RDY SHD | | | LNS RDY | | MTCE | | CITY | | ST | | LEGAL | | T P S | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | |
| 61.72 | | 0.00 | BEG ROUTE | | | KELSO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENTER CITY | | | KELSO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 0804 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | 5TH AVE N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 61.77 | | 0.05 | INTRSECTN | B | | ACADEMY ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 61.81 | | 0.09 | INTRSECTN | L | | CHURCH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 61.87 | | 0.15 | END ST | I | | 5TH AVE N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | COWLITZ WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | COWLITZ WAY*5TH AVE N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 61.92 | | 0.20 | END ST | I | | COWLITZ WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 4TH AVE N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 0804 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SECTN | | | KELSO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 61.92 | 0.20 | .02 | 12 | | | | | | |

SR 005 MAINLINE

INTERSTATE - ISSH

COUNTY CLARK

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|------|-------|---|------|--------------------------|----|----|-------------|-----|-----|--------------|-----|------|-----|-----|---------------------------|--------|-------|-----|----|--------|-----|----|----|----|----|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | LEGAL | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | CITY | | ST | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | MTCE | | FC | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 2.25 | 2.25 | | | BRDG NUM 500/001 | | | | 3 | 3 | 10A | 36A | 24A | JE | 36A | 10A | | 72 | 1 | 01 | 1350 | U5 | | 60 | R | P | | |
| 2.35 | 2.35 | UXING | B | 39TH ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/011 | | | | | | | | | | | | | | | | | | | | | | | |
| 2.38 | 2.38 | MISC FEATR | L | GORE (R500252) | | | | | | | | | | | | | | | | | | | | | | | |
| 2.42 | 2.42 | MISC FEATR | R | GORE (Q100250) | | | | | | | | | | | | | | | | | | | | | | | |
| 2.50 | 2.50 | BEG SU LN | R | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | 24A | JE | 36A | 10A | 12 | 84 | 1 | 01 | 1350 | U5 | | 60 | R | P | | |
| | | ON RAMP | R | 39TH ST | | | | | | | | | | | | | | | | | | | | | | | |
| 2.52 | 2.52 | BEG SU LN | L | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | 24A | JE | 36A | 10A | 24 | 96 | 1 | 01 | 1350 | U5 | | 60 | R | P | | |
| | | OFF RAMP | L | 39TH ST | | | | | | | | | | | | | | | | | | | | | | | |
| 2.68 | 2.68 | END SU LN | R | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | 24A | JE | 36A | 10A | 12 | 84 | 1 | 01 | 1350 | U5 | | 60 | R | P | | |
| | | OFF RAMP | R | MAIN ST | | | | | | | | | | | | | | | | | | | | | | | |
| 2.83 | 2.83 | END SU LN | L | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | 24A | JE | 36A | 10A | \$\$\$ | 72 | 1 | 01 | 1350 | U5 | | 60 | R | P | | |
| | | UXING | B | PED XING | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/012BP | | | | | | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | L | MAIN ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | GORE (P100268) | | | | | | | | | | | | | | | | | | | | | | | |
| 2.85 | 2.85 | MISC FEATR | L | GORE (S100283) | | | | | | | | | | | | | | | | | | | | | | | |
| 2.91 | 2.91 | UXING | B | MAIN ST NB | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/013 | | | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | 3.00 | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | | | | | | | |
| 3.07 | 3.07 | UXING | B | MAIN ST SB | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/015 | | | | | | | | | | | | | | | | | | | | | | | |
| 3.13 | 3.13 | MISC FEATR | L | GORE (R100331) | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | GORE (Q100326) | | | | | | | | | | | | | | | | | | | | | | | |
| 3.26 | 3.26 | BEG SU LN | R | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | 24A | JE | 36A | 10A | 12 | 84 | 1 | 01 | 1350 | U5 | | 60 | R | P | | |
| | | ON RAMP | R | MAIN ST | | | | | | | | | | | | | | | | | | | | | | | |
| 3.31 | 3.31 | BEG SU LN | L | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | 24A | JE | 36A | 10A | 24 | 96 | 1 | 01 | 1350 | U5 | | 60 | R | P | | |
| | | OFF RAMP | L | MAIN ST | | | | | | | | | | | | | | | | | | | | | | | |
| 3.38 | 3.38 | UXING | B | CP RR | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/016 | | | | | | | | | | | | | | | | | | | | | | | |
| | | RR XING | B | NUM 101848T STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | |
| 3.39 | 3.39 | LEAVE CITY | | VANCOUVER | | | | 3 | 3 | 10A | 36A | 24A | JE | 36A | 10A | 24 | 96 | 1 | 01 | \$\$\$ | U5 | | 60 | R | \$ | | |
| 3.44 | 3.44 | MISC FEATR | L | SGN ENT VANCOUVER | | | | | | | | | | | | | | | | | | | | | | | |
| 3.64 | 3.64 | UXING | B | NE 63RD ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/017 | | | | | | | | | | | | | | | | | | | | | | | |
| 3.87 | 3.87 | END SU LN | L | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | 24A | JE | 36A | 10A | 12 | 84 | 1 | 01 | | U5 | | 60 | R | | | |
| | | ON RAMP | L | NE 78TH ST | | | | | | | | | | | | | | | | | | | | | | | |
| 3.91 | 3.91 | END SU LN | R | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | 24A | JE | 36A | 10A | \$\$\$ | 72 | 1 | 01 | | U5 | | 60 | R | | | |
| | | OFF RAMP | R | NE 78TH ST | | | | | | | | | | | | | | | | | | | | | | | |
| 4.00 | 4.00 | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | | | | | | |
| 4.19 | 4.19 | MISC FEATR | L | GORE (S100387) | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | GORE (P100391) | | | | | | | | | | | | | | | | | | | | | | | |
| 4.36 | 4.36 | BEG BRIDGE | B | NE 78TH ST | | | | 3 | 3 | \$\$W | 46P | 24P | JE | 46P | \$\$W | | 92 | 1 | 01 | | U5 | | 60 | R | | | |

SR 005 MAINLINE INTERSTATE - ISSH COUNTY CLARK DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|------|-------|---|------|--------------------------|----|----|-------------|-----|-----|--------------|-----|---------------------------|-----|------|-------|--------|-------|-----|----|------|-----|----|----|----|----|---|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | LEGAL | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | SPEED | | | T P | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | MTCE | | | CITY | | ST | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | S | T |
| 4.36 | 4.36 | | | BRDG NUM 005/018 | | | | 3 | 3 | W | 46P | 24P | JE | 46P | W | | 92 | 1 | 01 | | | U5 | 60 | R | | | | |
| 4.43 | 4.43 | END BRIDGE | B | NE 78TH ST | | | | 3 | 3 | 10A | 36A | 24A | JE | 36A | 10A | | 72 | 1 | 01 | | | U5 | 60 | R | | | | |
| 4.59 | 4.59 | MISC FEATR | R | GORE (Q100472) | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.60 | 4.60 | MISC FEATR | L | GORE (R100479) | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.72 | 4.72 | BEG SU LN | R | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | 24A | JE | 36A | 10A | 12 | 84 | 1 | 01 | | | U5 | 60 | R | | | | |
| | | ON RAMP | R | NE 78TH ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.79 | 4.79 | BEG SU LN | L | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | 24A | JE | 36A | 10A | 24 | 96 | 1 | 01 | | | U5 | 60 | R | | | | |
| | | OFF RAMP | L | NE 78TH ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 5.00 | 5.00 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.04 | 5.04 | END SU LN | R | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | 24A | JE | 36A | 10A | 12 | 84 | 1 | 01 | | | U5 | 60 | R | | | | |
| | | OFF RAMP | R | NE 99TH ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 5.13 | 5.13 | END SU LN | L | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | 24A | JE | 36A | 10A | \$\$\$ | 72 | 1 | 01 | | | U5 | 60 | R | | | | |
| | | ON RAMP | L | NE 99TH ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 5.24 | 5.24 | MISC FEATR | L | GORE (S100513) | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | GORE (P100504) | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.39 | 5.39 | BEG BRIDGE | B | NE 99TH ST | ST | | | 3 | 3 | \$\$W | 49P | 24P | JE | 49P | \$\$W | | 98 | 1 | 01 | | | U5 | 60 | R | | | | |
| | | | | BRDG NUM 005/020 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.45 | 5.45 | END BRIDGE | B | NE 99TH ST | | | | 3 | 3 | 10A | 36A | 24A | JE | 36A | 10A | | 72 | 1 | 01 | | | U5 | 60 | R | | | | |
| 5.61 | 5.61 | MISC FEATR | L | GORE (R100580) | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | GORE (Q100580) | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.80 | 5.80 | OFF RAMP | L | NE 99TH ST | ST | | Y | 4 | 4 | 10A | 48A | 24A | JE | 48A | 10A | | 96 | 1 | 01 | | | U5 | 60 | R | | | | |
| | | ON RAMP | R | NE 99TH ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | 6.00 | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.32 | 6.32 | BEG BRIDGE | I | SALMON CREEK | ST | | | 4 | 4 | \$\$W | 68P | W | 20 | \$\$ | W | 68P | \$\$W | 136 | 1 | 01 | | | U5 | 60 | R | | | |
| | | | | BRDG NUM 005/022E | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | SALMON CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/022W | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.40 | 6.40 | END BRIDGE | I | SALMON CREEK | | | | 4 | 4 | 10A | 48A | \$ | 24A | JE | \$ | 48A | 10A | | 96 | 1 | 01 | | | U5 | 60 | R | | |
| | | END BRIDGE | D | SALMON CREEK | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.85 | 6.85 | OFF RAMP | R | NE 134TH ST | ST | | Y | 4 | 3 | 10A | 48A | 24A | JE | 36A | 10A | | 84 | 1 | 01 | | | U5 | 60 | R | | | | |
| 6.98 | 6.98 | UXING | B | NE 129TH ST | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/023 | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.00 | 7.00 | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.03 | 7.03 | ON RAMP | L | NE 134TH ST | ST | | Y | 3 | 3 | 10A | 36A | 24A | JE | 36A | 10A | | 72 | 1 | 01 | | | U5 | 60 | R | | | | |
| 7.09 | 7.09 | MISC FEATR | L | GORE (S100703) | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.11 | 7.11 | MISC FEATR | R | GORE (P100685) | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.12 | 7.12 | ON RAMP | L | NE 139TH ST | ST | | Y | 2 | 3 | 10A | 24A | 24A | JE | 36A | 10A | | 60 | 1 | 01 | | | U5 | 60 | R | | | | |
| 7.13 | 7.13 | OFF RAMP | R | NE 139TH ST | ST | | Y | 2 | 2 | 10A | 24A | 24A | JE | 24A | 10A | | 48 | 1 | 01 | | | U5 | 60 | R | | | | |
| 7.24 | 7.24 | UXING | B | NE 134TH ST | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/024 | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.30 | 7.30 | MISC FEATR | R | GORE (P100713) | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.33 | 7.33 | MISC FEATR | L | GORE (S100712) | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.37 | 7.37 | | | | | | | 2 | 2 | 10A | 24A | 16A | JE | 24A | 10A | | 48 | 1 | 01 | | | U5 | 60 | R | | | | |

SR 005 MAINLINE

INTERSTATE - ISSH

COUNTY COWLITZ

DOT DISTRICT 4

| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------|---|-------|------------|---|----|------------------------------------|---|-----|---------|-------|---------|---------|------|------|-------|------|---------------------------|-------|----|-----|----|-----|----|----|------|----|--|--|--|--|--|
| | | | | | | | -BRIDGE | NBR | DECREAS | DIV | INCREAS | UNDI | SPC | TOT | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | |
| | | | | | | | -UXING- | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | A | SE | NBR | FC | D | IB | R | K | T | | | | | |
| 23.13 | | 23.13 | | | | | | 3 | 3 | 10A | 36A | 6A | 225S | GR | 6A | 36A | 10A | | | | | R5 | | | | | | | | | |
| 23.18 | | 23.18 | ON RAMP | R | | DIKE RD | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 23.30 | | 23.30 | BEG BRIDGE | D | | CATTLE PASS BRDG NUM 005/104.75 | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.31 | | 23.31 | END BRIDGE | D | | CATTLE PASS | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.01 | | 24.01 | MP MARKER | R | | 24 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.91 | | 24.91 | | | | | | 3 | 3 | 10A | 36A | 6A | 225S | \$\$ | 6A | 36A | 10A | | | | | R5 | | | | | | | | | |
| 24.92 | | 24.92 | | | | | | 3 | 3 | 10A | 36A | 6A | 225S | GR | 6A | 36A | 10A | | | | | R5 | | | | | | | | | |
| 25.02 | | 25.02 | MP MARKER | R | | 25 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.16 | | 25.16 | | | | | | 3 | 3 | 10A | 36A | 6A | 225S | \$\$ | 6A | 36A | 10A | | | | | R5 | | | | | | | | | |
| 25.45 | | 25.45 | | | | | | 3 | 3 | 10A | 36A | 6A | 225S | GR | 6A | 36A | 10A | | | | | R5 | | | | | | | | | |
| 26.01 | | 26.01 | RR XING | D | | NUM 92442G STRUCTURE | | 3 | 3 | \$\$C | 52A | \$\$C | 325S | \$\$ | 6A | 36A | 10A | | | | | R5 | | | | | | | | | |
| | | | BEG BRIDGE | D | | BN RR | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/105W | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.02 | | 26.02 | MP MARKER | R | | 26 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.08 | | 26.08 | END BRIDGE | D | | BN RR | | 3 | 3 | 10A | 36A | 6A | 325S | | 6A | 36A | 10A | | | | | R5 | | | | | | | | | |
| 26.37 | | 26.37 | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.40 | | 26.40 | | | | | | 3 | 3 | 10A | 36A | 6A | 62S | DE | 6A | 36A | 10A | | | | | R5 | | | | | | | | | |
| 27.00 | | 27.00 | MP MARKER | R | | 27 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.22 | | 27.22 | ON RAMP | L | | TODD RD | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 27.40 | | 27.40 | OFF RAMP | R | | TODD RD | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 27.49 | | 27.49 | MISC FEATR | L | | GORE (S102722) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.53 | | 27.53 | MISC FEATR | R | | GORE (P102740) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.70 | | 27.70 | BEG BRIDGE | I | | TODD RD | ST | 3 | 3 | \$\$C | 52A | \$\$C | 620 | \$\$ | \$\$C | 52A | \$\$C | | | | | 104 | 1 | 01 | | | | | | | |
| | | | | | | BRDG NUM 005/107E | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | TODD RD | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/107W | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.73 | | 27.73 | END BRIDGE | I | | TODD RD | | 3 | 3 | 10A | 36A | 6A | 62S | DE | 6A | 36A | 10A | | | | | 72 | 1 | 01 | | | | | | | |
| | | | END BRIDGE | D | | TODD RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.89 | | 27.89 | MISC FEATR | L | | GORE (R102800) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.95 | | 27.95 | MISC FEATR | R | | GORE (Q102822) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.00 | | 28.00 | MP MARKER | R | | 28 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | L | | TODD RD | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 28.10 | | 28.10 | | | | | | 3 | 3 | 10A | 36A | 6A | 100S | DE | 6A | 36A | 10A | | | | | 72 | 1 | 01 | | | | | | | |
| 28.22 | | 28.22 | ON RAMP | R | | TODD RD | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 28.23 | | 28.23 | MISC FEATR | R | | SGN ENT KALAMA | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.26 | | 28.26 | | | | | | 3 | 3 | 10A | 36A | 6A | 100S | GR | 6A | 36A | 10A | | | | | 72 | 1 | 01 | | | | | | | |
| 28.41 | | 28.41 | | | | | | 3 | 3 | 10A | 36A | 6A | 100S | DE | 6A | 36A | 10A | | | | | 72 | 1 | 01 | | | | | | | |
| 28.66 | | 28.66 | | | | | | 3 | 3 | 10A | 36A | 6A | 100S | GR | 6A | 36A | 10A | | | | | 72 | 1 | 01 | | | | | | | |
| 28.76 | | 28.76 | | | | | | 3 | 3 | 10A | 36A | 6A | 150S | GR | 6A | 36A | 10A | | | | | 72 | 1 | 01 | | | | | | | |
| 28.80 | | 28.80 | | | | | | 3 | 3 | 10A | 36A | 6A | 150S | DE | 6A | 36A | 10A | | | | | 72 | 1 | 01 | | | | | | | |
| 29.00 | | 29.00 | MP MARKER | R | | 29 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.03 | | 29.03 | ENTER CITY | | | KALAMA | | 3 | 3 | 10A | 36A | 6A | 150S | DE | 6A | 36A | 10A | | | | | 72 | 1 | 01 | 0600 | R5 | | | | | |

SR 005 MAINLINE INTERSTATE - ISSH COUNTY COWLITZ DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|--------|-------|---|------|--------------------------|----|----|-------------|-----|-----|--------------|-----|---------------------------|----------|-----|-------|-----|-------|-----|------|----|------|------|----|----|----|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | LEGAL | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | MTCE | | CITY | | ST | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | T | P | S |
| 38.40 | 38.40 | | | | | | | 3 | 3 | W | 52P | W | 48O | | W | 52P | W | 104 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| 38.43 | 38.43 | END BRIDGE | D | COWEEMAN RIVER | | | | 3 | 3 | 10A | 36A | 6A | 48S BE | | W | 52P | W | 88 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| 38.45 | 38.45 | END BRIDGE | I | COWEEMAN RIVER | | | | 3 | 3 | 10A | 36A | 6A | 48S BE | | 6A | 36A | 10A | 72 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| 38.46 | 38.46 | | | | | | | 3 | 3 | 10A | 36A | 6A | 48S CA | | 6A | 36A | 10A | 72 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| 38.98 | 38.98 | | | | | | | 3 | 3 | 10A | 36A | 6A | 48S BE | | 6A | 36A | 10A | 72 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| 38.99 | 38.99 | BEG BRIDGE | I | COWEEMAN RIVER | | | ST | 3 | 3 | 10A | 36A | 6A | 48S DE | | \$\$W | 52P | \$\$W | 88 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| | | | | BRDG NUM 005/120E | | | | | | | | | | | | | | | | | | | | | | | |
| 39.00 | 39.00 | BEG BRIDGE | D | COWEEMAN RIVER | | | ST | 3 | 3 | \$\$W | 52P | \$\$W | 48O \$\$ | | W | 52P | W | 104 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| | | | | BRDG NUM 005/120W | | | | | | | | | | | | | | | | | | | | | | | |
| 39.05 | 39.05 | END BRIDGE | I | COWEEMAN RIVER | | | | 3 | 3 | W | 52P | W | 48S BE | | 5A | 36A | 10A | 88 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| 39.06 | 39.06 | END BRIDGE | D | COWEEMAN RIVER | | | | 3 | 3 | 10A | 36A | 5A | 48S BE | | 5A | 36A | 10A | 72 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| 39.07 | 39.07 | MP MARKER | R | 39 | | | | 3 | 3 | 10A | 36A | 5A | 48S CA | | 5A | 36A | 10A | 72 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| 39.13 | 39.13 | UXING | B | GRADE ST | | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/121 | | | | | | | | | | | | | | | | | | | | | | | |
| 39.33 | 39.33 | | | | | | | 3 | 3 | 10A | 36A | 5A | 48S BE | | 5A | 36A | 10A | 72 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| 39.34 | 39.34 | BEG BRIDGE | D | COWEEMAN RIVER | | | ST | 3 | 3 | \$\$W | 52P | \$\$W | 48S BE | | 5A | 36A | 10A | 88 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| | | | | BRDG NUM 005/122W | | | | | | | | | | | | | | | | | | | | | | | |
| 39.35 | 39.35 | BEG BRIDGE | I | COWEEMAN RIVER | | | ST | 3 | 3 | W | 52P | W | 48O \$\$ | | \$\$W | 52P | \$\$W | 104 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| | | | | BRDG NUM 005/122E | | | | | | | | | | | | | | | | | | | | | | | |
| 39.44 | 39.44 | END BRIDGE | D | COWEEMAN RIVER | | | | 3 | 3 | 10A | 36A | 5A | 48S BE | | W | 52P | W | 88 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| | | ON RAMP | L | SR 4 | | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 39.45 | 39.45 | END BRIDGE | I | COWEEMAN RIVER | | | | 3 | 3 | 10A | 36A | 5A | 48S CA | | 5A | 36A | 10A | 72 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| 39.59 | 39.59 | OFF RAMP | R | ALLEN ST | | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 39.70 | 39.70 | MISC FEATR | R | GORE (P103959) | | | | | | | | | | | | | | | | | | | | | | | |
| 39.73 | 39.73 | MISC FEATR | L | GORE (S103944) | | | | | | | | | | | | | | | | | | | | | | | |
| 39.75 | 39.75 | | | | | | | 3 | 3 | 10A | 36A | 5A | 48S GR | | 5A | 36A | 10A | 72 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| 39.88 | 39.88 | BEG BRIDGE | I | SR 4 | | | ST | 3 | 3 | \$\$W | 52P | \$\$W | 48O \$\$ | | \$\$W | 52P | \$\$W | 104 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| | | | | BRDG NUM 005/123E | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | SR 4 | | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/123W | | | | | | | | | | | | | | | | | | | | | | | |
| 39.90 | 39.90 | END BRIDGE | I | SR 4 | | | | 3 | 3 | 10A | 36A | 5A | 48S BE | | 5A | 36A | 10A | 72 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| | | END BRIDGE | D | SR 4 | | | | | | | | | | | | | | | | | | | | | | | |
| 39.93 | 39.93 | | | | | | | 3 | 3 | 10A | 36A | 5A | 48S DE | | 5A | 36A | 10A | 72 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| 40.06 | 40.06 | MP MARKER | R | 40 | | | | | | | | | | | | | | | | | | | | | | | |
| 40.09 | 40.09 | MISC FEATR | L | GORE (R104019) | | | | | | | | | | | | | | | | | | | | | | | |
| 40.10 | 40.10 | MISC FEATR | R | GORE (Q104025) | | | | | | | | | | | | | | | | | | | | | | | |
| 40.19 | 40.19 | BEG SU LN | L | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | 5A | 48S DE | | 5A | 36A | 10A | 12 | 84 | 1 | 02 | 0605 | U5 | | 70 | R | P |
| | | OFF RAMP | L | SR 4 | | | ST | | | | | | | | | | | | | | | | | | | | |
| 40.25 | 40.25 | BEG SU LN | R | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | 5A | 48S DE | | 5A | 36A | 10A | 24 | 96 | 1 | 02 | 0605 | U5 | | 70 | R | P |
| | | ON RAMP | R | ALLEN ST | | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 40.37B | 40.37 | BEG EQ | | BEGIN BACK | | | | 3 | 3 | 10A | 36A | 5A | 55S DE | | 5A | 36A | 10A | 24 | 96 | 1 | 02 | 0605 | U5 | | 70 | R | P |
| 40.39B | 40.39 | | | | | | | 3 | 3 | 10A | 36A | 5A | 56S DE | | 5A | 36A | 10A | 24 | 96 | 1 | 02 | 0605 | U5 | | 70 | R | P |
| 40.40B | 40.40 | END SU LN | L | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | 5A | 56S DE | | 5A | 36A | 10A | 12 | 84 | 1 | 02 | 0605 | U5 | | 70 | R | P |

SR 005 MAINLINE

INTERSTATE - ISSH

COUNTY LEWIS

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|-------|-------|---|------|------------------------------------|----|----|-------------|-----|-----|-------------|-----|--------|----------|-----|---------------------------|----------------|------|------|----|----|------|----|-------|---|---|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | |
| 57.13 | 57.20 | ENTER CO BEG CTLSEC | | LEWIS CONTROL SECTION 2101 | | | | 2 2 | 10A | 24A | | | 15A JE | | | 24A 10A | | 48 2 | 01 | | | R5 | 70 | R | | | |
| 57.34 | 57.41 | UXING | B | ROGERS RD BRDG NUM 005/200 | | | | | | | | | ST | | | | | | | | | | | | | | |
| 57.56 | 57.63 | MISC FEATR | L | GORE (R105769) | | | | | | | | | | | | | | | | | | | | | | | |
| 57.58 | 57.65 | MISC FEATR | R | GORE (Q105788) | | | | | | | | | | | | | | | | | | | | | | | |
| 57.69 | 57.76 | OFF RAMP | L | ROGERS RD | | | | | | | | | ST | Y | | | | | | | | | | | | | |
| 57.88 | 57.95 | ON RAMP | R | ROGERS RD | | | | | | | | | ST | Y | | | | | | | | | | | | | |
| 57.99 | 58.06 | MP MARKER | R | 58 | | | | | | | | | | | | | | | | | | | | | | | |
| 58.99 | 59.06 | MP MARKER | R | 59 | | | | | | | | | | | | | | | | | | | | | | | |
| 59.06 | 59.13 | BEG BRIDGE | I | COWLITZ RIVER BRDG NUM 005/203E | | | | 2 2 | \$W | 32P | | W | 150 \$\$ | | | W 32P \$\$W | | 64 2 | 01 | | | R5 | 70 | R | | | |
| | | BEG BRIDGE | D | COWLITZ RIVER BRDG NUM 005/203W | | | | | | | | | ST | | | | | | | | | | | | | | |
| 59.20 | 59.27 | END BRIDGE | I | COWLITZ RIVER | | | | 2 2 | 10A | 24A | | \$ | 15A JE | | | \$ 24A 10A | | 48 2 | 01 | | | R5 | 70 | R | | | |
| | | END BRIDGE | D | COWLITZ RIVER | | | | | | | | | | | | | | | | | | | | | | | |
| 59.21 | 59.28 | ON RAMP | L | SR 506 | | | | | | | | | ST | Y | | | | | | | | | | | | | |
| 59.24 | 59.31 | OFF RAMP | R | SR 506 | | | | | | | | | ST | Y | | | | | | | | | | | | | |
| 59.34 | 59.41 | MISC FEATR | R | GORE-IMP ATT (P105924) | | | | | | | | | | | | | | | | | | | | | | | |
| 59.38 | 59.45 | MISC FEATR | L | GORE (S105921) | | | | | | | | | | | | | | | | | | | | | | | |
| 59.47 | 59.54 | MISC FEATR | R | GORE (Q105966) | | | | | | | | | | | | | | | | | | | | | | | |
| 59.52 | 59.59 | MISC FEATR | L | GORE-IMP ATT (R105963) | | | | | | | | | | | | | | | | | | | | | | | |
| 59.56 | 59.63 | BEG SU LN | R | CLIMBING 12A | | | | 2 2 | 10A | 24A | | | 15A JE | | | 24A 10A | 12 | 60 2 | 01 | | | R5 | 70 | R | | | |
| 59.63 | 59.70 | OFF RAMP | L | SR 506 | | | | | | | | | ST | Y | | | | | | | | | | | | | |
| 59.66 | 59.73 | ON RAMP | R | SR 506 | | | | | | | | | ST | Y | | | | | | | | | | | | | |
| 59.93 | 60.00 | MISC FEATR | B | TRAF RCDR S908 SEMI-PERM | | | | | | | | | | | | | | | | | | | | | | | |
| 60.00 | 60.07 | MP MARKER | R | 60 | | | | | | | | | | | | | | | | | | | | | | | |
| 60.42 | 60.49 | ON RAMP | L | SR 506 | | | | | | | | | ST | Y | | | | | | | | | | | | | |
| 60.66 | 60.73 | OFF RAMP | R | TOLEDO VADER RD | | | | | | | | | ST | Y | | | | | | | | | | | | | |
| 60.76 | 60.83 | END SU LN | R | CLIMBING 12A | | | | 2 2 | 10A | 24A | | | 15A JE | | | 24A 10A \$\$\$ | | 48 2 | 01 | | | R5 | 70 | R | | | |
| | | MISC FEATR | L | GORE (S106042) | | | | | | | | | | | | | | | | | | | | | | | |
| 60.77 | 60.84 | MISC FEATR | R | GORE (P106066) | | | | | | | | | | | | | | | | | | | | | | | |
| 60.91 | 60.98 | UXING | B | SR 506 BRDG NUM 506/108 | | | | | | | | | ST | | | | | | | | | | | | | | |
| 61.00 | 61.07 | MP MARKER | R | 61 | | | | | | | | | | | | | | | | | | | | | | | |
| 61.08 | 61.15 | MISC FEATR | R | GORE (Q106140) | | | | | | | | | | | | | | | | | | | | | | | |
| 61.10 | 61.17 | MISC FEATR | L | GORE (R106122) | | | | | | | | | | | | | | | | | | | | | | | |
| 61.22 | 61.29 | OFF RAMP | L | SR 506 | | | | | | | | | ST | Y | | | | | | | | | | | | | |
| 61.31 | 61.38 | BEG BRIDGE | B | LACAMAS CREEK BRDG NUM 005/206 | | | | 2 2 | \$C | 34A | | | 15A JE | | | 34A \$C | | 68 2 | 01 | | | R5 | 70 | R | | | |
| 61.35 | 61.42 | END BRIDGE | B | LACAMAS CREEK | | | | 2 2 | 10A | 24A | | | 15A JE | | | 24A 10A | | 48 2 | 01 | | | R5 | 70 | R | | | |
| 61.40 | 61.47 | ON RAMP | R | TOLEDO VADER RD | | | | | | | | | ST | Y | | | | | | | | | | | | | |
| 61.76 | 61.83 | | | | | | | 2 2 | 10A | 24A | 3A | 40S JE | | 3A | 24A 10A | | 48 2 | 01 | | | | R5 | 70 | R | | | |

SR 006 MAINLINE

STATE ROUTE - SRSH

COUNTY LEWIS

DOT DISTRICT 4

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|---|-------|---|---|----|--------------------------|---------|----|---|-------------|---|-----|--------------|-----|------|---------|-------|---------------------------|-------|--------|-----|---|----|------|----|-------|---|---|---|--|--|--|--|
| | | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
| | | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | |
| | | | : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | | | |
| 37.27 | | 37.27 | | | | | | | | | | | | | | | 5B | 24B | 5B | | 24 | 2 | 01 | | R2 | 55 | R | | | | | | |
| 37.30 | | 37.30 | | | | | | | | | | | | | | | 5A | 24B | 5A | | 24 | 2 | 01 | | R2 | 55 | R | | | | | | |
| 37.44 | | 37.44 | INTRSECTN | L | | RIVER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.00 | | 38.00 | MP MARKER | R | | 38 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.12 | | 38.12 | | | | | | | | | | | | | | | 2A | 24B | 2A | | 24 | 2 | 01 | | R2 | 55 | R | | | | | | |
| 38.48 | | 38.48 | | | | | | | | | | | | | | | 6A | 24B | 2A | | 24 | 2 | 01 | | R2 | 55 | R | | | | | | |
| 39.00 | | 39.00 | MP MARKER | R | | 39 | | | | | | | | | | | 6A | 24B | 4A | | 24 | 2 | 01 | | R2 | 55 | R | | | | | | |
| 39.53 | | 39.53 | INTRSECTN | L | | RIVER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 39.57 | | 39.57 | ENT/EXIT | R | | REFUSE DROP BOX | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 39.84 | | 39.84 | BEG BRIDGE | B | | CREEK | ST | | 1 | 1 | | | | | | | \$\$C | 24B | \$\$C | | 24 | 2 | 01 | | R2 | 55 | L | | | | | | |
| | | | | | | BRDG NUM 006/113 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39.85 | | 39.85 | END BRIDGE | B | | CREEK | | | 1 | 1 | | | | | | | 5A | 24B | 5A | | 24 | 2 | 01 | | R2 | 55 | L | | | | | | |
| 39.99 | | 39.99 | MP MARKER | R | | 40 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40.79 | | 40.79 | INTRSECTN | L | | WHITE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 40.99 | | 40.99 | MP MARKER | R | | 41 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.84 | | 41.84 | INTRSECTN | R | | PARKER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.99 | | 41.99 | MP MARKER | R | | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.38 | | 42.38 | INTRSECTN | L | | CERES HILL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.39 | | 42.39 | | | | | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | | R2 | 55 | L | | | | | | |
| 42.42 | | 42.42 | BEG SU LN | R | | WEAVING/SPEED CHANGE 12A | | | 1 | 1 | | | | | | | 8A | 24A | 8A | 12 | 36 | 2 | 01 | | R2 | 55 | L | | | | | | |
| 42.45 | | 42.45 | BEG SU LN | L | | WEAVING/SPEED CHANGE 12A | | | 1 | 1 | | | | | | | 8A | 24A | 8A | 24 | 48 | 2 | 01 | | R2 | 55 | L | | | | | | |
| 42.46 | | 42.46 | RR XING | B | | NUM 848565L GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.48 | | 42.48 | END SU LN | R | | WEAVING/SPEED CHANGE 12A | | | 1 | 1 | | | | | | | 8A | 24A | 8A | 12 | 36 | 2 | 01 | | R2 | 55 | L | | | | | | |
| 42.50 | | 42.50 | END SU LN | L | | WEAVING/SPEED CHANGE 12A | | | 1 | 1 | | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 2 | 01 | | R2 | 55 | L | | | | | | |
| 42.53 | | 42.53 | INTRSECTN | R | | BOISTFORT RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.61 | | 42.61 | BEG BRIDGE | B | | S FORK CHEHALIS RIVER | ST | | 1 | 1 | | | | | | | \$\$W | 40P | \$\$W | | 40 | 2 | 01 | | R2 | 55 | L | | | | | | |
| | | | | | | BRDG NUM 006/115 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.73 | | 42.73 | | | | | | | 1 | 1 | | | | | | | W | 40P | W | | 40 | 2 | 01 | | R2 | 55 | R | | | | | | |
| 42.75 | | 42.75 | END BRIDGE | B | | S FORK CHEHALIS RIVER | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | | R2 | 55 | R | | | | | | |
| 42.88 | | 42.88 | | | | | | | 1 | 1 | | | | | | | 6B | 24A | 3B | | 24 | 2 | 01 | | R2 | 55 | R | | | | | | |
| 42.99 | | 42.99 | MP MARKER | R | | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.99 | | 43.99 | MP MARKER | R | | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.60 | | 44.60 | | | | | | | 1 | 1 | | | | | | | 8B | 24A | 8B | | 24 | 2 | 01 | | R2 | 55 | R | | | | | | |
| 44.91 | | 44.91 | INTRSECTN | B | | SPOONER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.93 | | 44.93 | | | | | | | 1 | 1 | | | | | | | 3B | 24A | 3B | | 24 | 2 | 01 | | R2 | 55 | R | | | | | | |
| 45.00 | | 45.00 | MP MARKER | R | | 45 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45.64 | | 45.64 | INTRSECTN | L | | CLINTON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 42.53 | 42.53 | | | .03 | 11 | | | | |

SR 006 MAINLINE

STATE ROUTE - SRSH

COUNTY LEWIS

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------|-------|---|------|--------------------------|----|---------|---|-----|-------------|-----|-----|-------------|-----|-----|---------------------------|-------|-----|-------|-----|-----|------|------|----|-------|----|---|----|---|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | WID | WID | A SE | CITY | ST | SPEED | T | P | S | |
| | | | | | | | | | | | | WD/S BR | W/S | W/S | W/S | | | | | | | FC | D | IB | R | K | T | |
| 45.65 | 45.65 | | | | | | | | 1 | 1 | | | | | | 3B | 24A | 3B | | | 24 | 2 | 01 | | R2 | | 55 | R |
| 45.77 | 45.77 | INTRSECTN | R | CURTIS HILL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 45.95 | 45.95 | INTRSECTN | R | PENNING RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 46.03 | 46.03 | MP MARKER | R | 46 | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.13 | 46.13 | RR XING | B | NUM 848701J GRADE | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.23 | 46.23 | MISC FEATR | R | SGN ENT ADNA | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.33 | 46.33 | | | | | | | | 1 | 1 | | | | | | 8B | 24A | 8B | | | 24 | 2 | 01 | | R2 | | 55 | R |
| 46.45 | 46.45 | INTRSECTN | R | TWIN OAKS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 46.47 | 46.47 | | | | | | | | 1 | 1 | | | | | | 10B | 24A | 10B | | | 24 | 2 | 01 | | R2 | | 55 | R |
| 46.59 | 46.59 | BEG BRIDGE | B | CHEHALIS RIVER | ST | | | | 1 | 1 | | | | | | \$\$C | 44B | \$\$C | | | 44 | 2 | 01 | | R2 | | 55 | R |
| | | | | BRDG NUM 006/118 | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.67 | 46.67 | END BRIDGE | B | CHEHALIS RIVER | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 2 | 01 | | R2 | | 55 | L |
| 46.90 | 46.90 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | | 24 | 2 | 01 | | R2 | | 55 | R |
| 46.95 | 46.95 | MISC FEATR | L | SGN ENT ADNA | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.96 | 46.96 | INTRSECTN | L | BUNKER CREEK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 47.00 | 47.00 | MP MARKER | R | 47 | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.27 | 47.27 | INTRSECTN | R | GOFF RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 47.36 | 47.36 | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 2 | 01 | | R2 | | 55 | R |
| 47.50 | 47.50 | | | | | | | | 1 | 1 | | | | | | 7A | 24A | 5A | | | 24 | 2 | 01 | | R2 | | 55 | R |
| 47.72 | 47.72 | | | | | | | | 1 | 1 | | | | | | 6A | 24A | 5A | | | 24 | 2 | 01 | | R2 | | 55 | R |
| 47.73 | 47.73 | INTRSECTN | R | GOFF RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 47.81 | 47.81 | BEG BRIDGE | B | MILL CREEK | ST | | | | 1 | 1 | | | | | | \$\$C | 24A | \$\$C | | | 24 | 2 | 01 | | R2 | | 55 | L |
| | | | | BRDG NUM 006/119 | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.82 | 47.82 | END BRIDGE | B | MILL CREEK | | | | | 1 | 1 | | | | | | 7A | 24A | 5A | | | 24 | 2 | 01 | | R2 | | 55 | L |
| 47.94 | 47.94 | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 5A | | | 24 | 2 | 01 | | R2 | | 55 | L |
| 48.00 | 48.00 | MP MARKER | R | 48 | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.01 | 48.01 | INTRSECTN | L | STEARNS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 48.41 | 48.41 | | | | | | | | 1 | 1 | | | | | | 5A | 24A | 4A | | | 24 | 2 | 01 | | R2 | | 55 | L |
| 48.44 | 48.44 | | | | | | | | 1 | 1 | | | | | | 9A | 24A | 7A | | | 24 | 2 | 01 | | R2 | | 55 | L |
| 48.60 | 48.60 | INTRSECTN | R | CABE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 48.80 | 48.80 | | | | | | | | 1 | 1 | | | | | | 9A | 24A | 7A | | | 24 | 2 | 01 | | R2 | | 45 | L |
| 48.90 | 48.90 | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 2 | 01 | | R2 | | 45 | L |
| 48.99 | 48.99 | MP MARKER | R | 49 | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.08 | 49.08 | INTRSECTN | R | HIGHWAY 603 (OLD SR 603) | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 49.21 | 49.21 | INTRSECTN | L | CHILVERS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|----|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| 46.96 | 46.96 | .04 | 12 | | | | | | .17 | 12 |
| 49.08 | 49.08 | | | .05 | 12 | | | | | |
| 49.21 | 49.21 | .04 | 12 | | | | | | .08 | 12 |

SR 006 MAINLINE

STATE ROUTE - SRSH

COUNTY LEWIS

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|-------|---|-------------------------|------------|---|----|----------------------|-------------|----|------|--------------|---|-----|---------|-----|------|----|---------------------------|-----|-------|-----|-----|----|----|------|------|-------|---|----|-----|
| | | :DIRECTION TO INVENTORY | | -BRIDGE- | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S |
| 49.23 | | 49.23 | | | | | | | | | | | | | | | 8A | 24A | 8A | | | 24 | 2 | 01 | | R2 | | 45 | L |
| 49.40 | | 49.40 | INTRSECTN | L | | SCHEUBER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 49.54 | | 49.54 | | | | | | | | | | | | | | | 10A | 24A | 10A | | | 24 | 2 | 01 | | R2 | | 45 | L |
| 49.70 | | 49.70 | | | | | | | | | | | | | | | 10A | 24A | 10A | | | 24 | 2 | 01 | | R2 | | 55 | L |
| 49.99 | | 49.99 | MP MARKER | R | | 50 | | | | | | | | | | | | | | | | | | | | | | | |
| 50.55 | | 50.55 | INTRSECTN | R | | DONAHOE RD S | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 50.56 | | 50.56 | INTRSECTN | L | | DONAHOE RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 50.81 | | 50.81 | MISC FEATR | R | | SGN ENT CHEHALIS | | | | | | | | | | | | | | | | | | | | | | | |
| 50.94 | | 50.94 | BEG BRIDGE | B | | CHEHALIS RIVER | ST | | | 1 | 1 | | | | | | \$\$C | 24A | \$\$C | | | 24 | 2 | 01 | | R2 | | 35 | L |
| | | | | | | BRDG NUM 006/123 | | | | | | | | | | | | | | | | | | | | | | | |
| 50.99 | | 50.99 | MP MARKER | R | | 51 | | | | | | | | | | | | | | | | | | | | | | | |
| 51.00 | | 51.00 | ENTER CITY | | | CHEHALIS | | | | 1 | 1 | | | | | | C | 24A | C | | | 24 | 2 | 01 | 0190 | U2 | | 35 | L P |
| 51.14 | | 51.14 | END BRIDGE | B | | CHEHALIS RIVER | | | | 1 | 1 | | | | | | C | 61A | C | | | 61 | 2 | 01 | 0190 | U2 | | 35 | L P |
| 51.22 | | 51.22 | WYE CONN | L | | NW LOUISIANA AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 51.23 | | 51.23 | INTRSECTN | L | | NW LOUISIANA AVE | CT | | SG Y | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | RIVERSIDE DR | CT | | SG Y | | | | | | | | | | | | | | | | | | | | |
| 51.24 | | 51.24 | | | | | | | | 1 | 1 | | | | | | C | 61A | C | | | 61 | 2 | 01 | 0190 | U1 | | 35 | L P |
| 51.28 | | 51.28 | ON RAMP | L | | SR 5 | ST | | SG Y | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | R | | SR 5 | ST | | SG Y | | | | | | | | | | | | | | | | | | | | |
| 51.33 | | 51.33 | BEG BRIDGE | B | | SR 5 | ST | | | 1 | 1 | | | | | | W | 61P | C | | | 61 | 2 | 01 | 0190 | U1 | | 35 | L P |
| | | | | | | BRDG NUM 006/124 | | | | | | | | | | | | | | | | | | | | | | | |
| 51.37 | | 51.37 | END BRIDGE | B | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 2105 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 49.40 | 49.40 | .03 | 12 | | | | | | |
| 51.23 | 51.23 | .02 | 16 | | .02 | 16 | | | |
| 51.28 | 51.28 | | | | .03 | 16 | | | |

SR 007 MAINLINE

STATE ROUTE - SRSH

COUNTY LEWIS

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | |
|------|-------|---|------|--------------------------|----|----|-------------|-----|-----|-------------|-----|------|---------|-------|--------------------------|-------|-----|-----|------|------|----|----------|----|---|----|--------|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A SE | CITY | ST | SPEED | T | P | S | |
| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | 1 | 1 | | | | | 8A | 24A | 8A | | | 24 | 2 | 02 | | R2 | | 25 | R |
| | | BEG CTLSEC | | SR 12/MORTON TO SR 5/TAC | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | CONTROL SECTION 2114 | | | | | | | | | | | | | | | | | | | | | | |
| 0.01 | 0.01 | ENTER CITY | | MORTON | | | | 1 | 1 | | | | | 8A | 24A | 8A | | | 24 | 2 | 02 | 0800 | R2 | | 25 | R P |
| 0.11 | 0.11 | BEG ST | I | SECOND ST | | | | 1 | 1 | | | | | 8A | 24A | 8A | | | 24 | 2 | 02 | 0800 | R2 | | 25 | R B * |
| | | INTRSECTN | B | WESTLAKE AVE | | | | CT | Y | | | | | | | | | | | | | | | | | |
| 0.29 | 0.29 | INTRSECTN | B | ADAMS ST | | | | CT | Y | 1 | 1 | | | \$\$C | 33A | \$\$C | | | 33 | 2 | 02 | 0800 | R2 | | 25 | R L * |
| 0.36 | 0.36 | INTRSECTN | B | DIVISION ST | | | | CT | Y | | | | | | | | | | | | | | | | | |
| 0.45 | 0.45 | INTRSECTN | L | SR 508 | | | | ST | AF | Y | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | MAIN AVE | | | | CT | AF | Y | | | | | | | | | | | | | | | | |
| 0.49 | 0.49 | INTRSECTN | L | LESTER DR | | | | CT | Y | | | | | | | | | | | | | | | | | |
| 0.51 | 0.51 | | | | | | | | 1 | 1 | | | | C | 33A | C | | | 33 | 2 | 02 | 0800 | R2 | | 25 | R P * |
| 0.55 | 0.55 | | | | | | | | 1 | 1 | | | | 4A | 24A | 4A | | | 24 | 2 | 02 | 0800 | R2 | | 25 | R P * |
| 0.58 | 0.58 | RR XING | B | NUM 397209T GRADE | | | | | | | | | | | | | | | | | | | | | | |
| 0.59 | 0.59 | INTRSECTN | R | FAIRHART WAY | | | | CT | Y | | | | | | | | | | | | | | | | | |
| 0.60 | 0.60 | RR XING | B | NUM 397209T GRADE | | | | | | | | | | | | | | | | | | | | | | |
| 0.63 | 0.63 | LEAVE CITY | | MORTON | | | | | 1 | 1 | | | | 4A | 24A | 4A | | | 24 | 2 | 02 | \$\$\$\$ | R2 | | 45 | R \$ * |
| 0.87 | 0.87 | END ST | I | SECOND ST | | | | | 1 | 1 | | | | 4A | 24A | 4A | | | 24 | 2 | 02 | | R2 | | 45 | R \$ |
| | | MISC FEATR | L | SGN ENT MORTON | | | | | | | | | | | | | | | | | | | | | | |
| 0.92 | 0.92 | INTRSECTN | R | LESTER RD | | | | CO | N | | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | | | | | |
| 1.21 | 1.21 | INTRSECTN | R | KLASEY RD | | | | CO | N | | | | | | | | | | | | | | | | | |
| 1.30 | 1.30 | | | | | | | | 1 | 1 | | | | 3A | 24A | 3A | | | 24 | 2 | 02 | | R2 | | 45 | R |
| 1.32 | 1.32 | | | | | | | | 1 | 1 | | | | 3A | 24A | 3A | | | 24 | 2 | 02 | | R2 | | 55 | R |
| 2.02 | 2.02 | MP MARKER | R | 2 | | | | | | | | | | | | | | | | | | | | | | |
| 2.47 | 2.47 | RR XING | B | NUM 397205R STRUCTURE | | | | | 1 | 1 | | | | \$\$C | 24A | \$\$C | | | 24 | 2 | 02 | | R2 | | 55 | R |
| | | BEG BRIDGE | B | CW RR | | | | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 007/009 | | | | | | | | | | | | | | | | | | | | | | |
| 2.51 | 2.51 | END BRIDGE | B | CW RR | | | | | 1 | 1 | | | | 3A | 24A | 3A | | | 24 | 2 | 02 | | R2 | | 55 | R |
| 2.64 | 2.64 | BEG BRIDGE | B | COAL CREEK | | | | ST | | 1 | 1 | | | \$\$C | 24A | \$\$C | | | 24 | 2 | 02 | | R2 | | 55 | R |
| | | | | BRDG NUM 007/009.25 | | | | | | | | | | | | | | | | | | | | | | |
| 2.65 | 2.65 | END BRIDGE | B | COAL CREEK | | | | | 1 | 1 | | | | 4A | 24A | 4A | | | 24 | 2 | 02 | | R2 | | 55 | R |
| 3.00 | 3.00 | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | | | | | | |
| 3.10 | 3.10 | | | | | | | | 1 | 1 | | | | 4A | 24A | 2A | | | 24 | 2 | 02 | | R2 | | 55 | R |
| 3.26 | 3.26 | BEG BRIDGE | B | E FK TILTON RIVER | | | | ST | | 1 | 1 | | | \$\$C | 24A | \$\$C | | | 24 | 2 | 02 | | R2 | | 55 | R |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 0.00 | 0.00 | | | .06 | 12 | | | | |
| 0.11 | 0.11 | .03 | 12 | .02 | 11 | .02 | 10 | | |

SR 007 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 4

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-----------|-------|-----|---|---|----|----------------------|----|----|-----------------|---|---|--------------|-----|-----|-------------|---------------------------|-----|---------|-----|-----|-----|------|------|----|-------|---|---|----|---|--|--|
| | | | :DIRECTION TO INVENTORY | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | |
| | | | : :LEFT/RIGHT INDICATOR | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | |
| | | | : : | | | -XROAD- | | | LNS SHD RDY SHD | | | MEDIAN- | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | | |
| 16.76 | 16.76 | | ENTER CO | | | PIERCE | | | | 1 | 1 | | | | | | C | 28P | C | | 28 | 2 | 02 | | R2 | | | 55 | R | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 2728 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.79 | 16.79 | | END BRIDGE | B | | NISQUALLY RIVER | | | | 1 | 1 | | | | | | 7A | 24A | 8A | | 24 | 2 | 02 | | R2 | | | 55 | R | | |
| 16.81 | 16.81 | | RR XING | B | | NUM 397177P GRADE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.82 | 16.82 | | INTRSECTN | R | | SR 706 | ST | SS | Y | 1 | 1 | | | | | | 3A | 24A | 3A | | 24 | 1 | 01 | | R2 | | | 30 | L | | |
| END SECTN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

SR 012 MAINLINE U.S. ROUTE - USSH COUNTY LEWIS DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|-------|-------|---|------|-----------------------|----|----|-------------|-----|-----|-------------|-----|------|---------|-------|---------------------------|-------|--------|-----|----|----|------|----|-------|---|----|----|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | |
| 49.44 | 49.17 | ENTER CO | | LEWIS | | | | | | | | | | | | | | | | | | | | | | | |
| 66.54 | 66.27 | BEG CTLSEC | | CONTROL SECTION 2106 | | | | 1 | 1 | | | | | W | 28A | W | | | 28 | 2 | 01 | | R1 | | | 45 | R |
| | | BEG BRIDGE B | | SR 5 | | | | | | | | | ST | | | | | | | | | | | | | | |
| | | | | BRDG NUM 012/221 | | | | | | | | | | | | | | | | | | | | | | | |
| | | END COINCI | | SR 005 | | | | | | | | | | | | | | | | | | | | | | | |
| 66.58 | 66.31 | END BRIDGE B | | SR 5 | | | | | | | | | | 10A | 24A | 10A | | | 24 | 2 | 01 | | R1 | | | 45 | R |
| 66.63 | 66.36 | OFF RAMP | L | SR 5 | | | | ST | Y | 1 | 1 | | | 8A | 24A | 10A | | | 24 | 2 | 01 | | R1 | | | 45 | R |
| | | ON RAMP | R | SR 5 | | | | ST | Y | | | | | | | | | | | | | | | | | | |
| 66.68 | 66.41 | BEG SU LN | C | TWO WAY TURN | | | | | | | | | | 8A | 24A | 10A | 13 | 37 | 2 | 01 | | R1 | | | 45 | R | |
| 66.76 | 66.49 | | | | | | | | | | | | | 8A | 23A | 10A | 13 | 36 | 2 | 01 | | R1 | | | 45 | R | |
| 66.83 | 66.56 | | | | | | | | | | | | | 8A | 23A | 10A | 13 | 36 | 2 | 01 | | R1 | | | 55 | R | |
| 66.84 | 66.57 | | | | | | | | | | | | | 8A | 23A | 8A | 13 | 36 | 2 | 01 | | R1 | | | 55 | R | |
| 66.93 | 66.66 | | | | | | | | | | | | | 8A | 24A | 8A | 13 | 37 | 2 | 01 | | R1 | | | 55 | R | |
| 67.00 | 66.73 | MP MARKER | R | 67 | | | | | | | | | | | | | | | | | | | | | | | |
| 67.08 | 66.81 | INTRSECTN | R | MEIER RD | | | | CO | N | | | | | | | | | | | | | | | | | | |
| 67.12 | 66.85 | INTRSECTN | L | AVERY RD | | | | CO | N | | | | | | | | | | | | | | | | | | |
| 67.14 | 66.87 | END SU LN | C | TWO WAY TURN | | | | | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 2 | 01 | | R1 | | | 55 | R | |
| 68.00 | 67.73 | MP MARKER | R | 68 | | | | | | | | | | | | | | | | | | | | | | | |
| 69.00 | 68.73 | MP MARKER | R | 69 | | | | | | | | | | | | | | | | | | | | | | | |
| 69.10 | 68.83 | BEG BRIDGE B | | MARYS CORNER DRAINAGE | | | | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 012/223.25 | | | | | | | | | | | | | | | | | | | | | | | |
| 69.11 | 68.84 | END BRIDGE B | | MARYS CORNER DRAINAGE | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | SGN ENT MARY'S CORNER | | | | | | | | | | | | | | | | | | | | | | | |
| 69.16 | 68.89 | INTRSECTN | B | JACKSON HWY | | | | CO | SG | Y | 1 | 1 | | 10A | 24A | 10A | | | 24 | 2 | 01 | | R1 | | | 55 | L |
| 69.23 | 68.96 | MISC FEATR | L | SGN ENT MARY'S CORNER | | | | | | | | | | | | | | | | | | | | | | | |
| 69.89 | 69.62 | INTRSECTN | R | S PRAIRIE RD | | | | CO | N | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | N PRAIRIE RD | | | | CO | N | | | | | | | | | | | | | | | | | | |
| 70.00 | 69.73 | MP MARKER | R | 70 | | | | | | | | | | | | | | | | | | | | | | | |
| 70.39 | 70.12 | INTRSECTN | L | LARMON RD | | | | CO | N | | | | | | | | | | | | | | | | | | |
| 71.00 | 70.73 | MP MARKER | R | 71 | | | | | | | | | | | | | | | | | | | | | | | |
| 71.54 | 71.27 | BEG BRIDGE B | | BAKER CREEK | | | | ST | | | | | | \$\$C | 42A | \$\$C | | | 42 | 2 | 01 | | R1 | | | 55 | L |
| | | | | BRDG NUM 012/224.25 | | | | | | | | | | | | | | | | | | | | | | | |
| 71.55 | 71.28 | END BRIDGE B | | BAKER CREEK | | | | | | | | | | 10A | 24A | 10A | | | 24 | 2 | 01 | | R1 | | | 55 | L |
| 72.00 | 71.73 | MP MARKER | R | 72 | | | | | | | | | | | | | | | | | | | | | | | |
| 72.16 | 71.89 | INTRSECTN | R | OYLER RD | | | | CO | N | | | | | | | | | | | | | | | | | | |
| 72.42 | 72.15 | INTRSECTN | L | KISER RD | | | | CO | N | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 67.08 | 66.81 | | | .08 | 12 | | | | |
| 69.16 | 68.89 | .04 | 12 | .02 | 12 | .04 | 12 | .03 | 12 |

SR 012 MAINLINE U.S. ROUTE - USSH COUNTY LEWIS DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------------|---|----|-------------------|-------------|----|---|--------------|---|-----|-----|-----|------|----|---------------------------|-----|-----|--------|-----|----|----|------|----|-------|---|----|---|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | | |
| 72.49 | | 72.22 | | | | | | | | 1 | 1 | | | | | | 10A | 24A | 10A | | | 24 | 2 | 01 | | R1 | | 55 | L | | | |
| 73.05 | | 72.78 | MP MARKER | R | | 73 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | SGN ENT ETHEL | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 73.16 | | 72.89 | ENT/EXIT | L | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 73.20 | | 72.93 | INTRSECTN | R | | TUCKER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 73.23 | | 72.96 | BEG BRIDGE | B | | LACAMAS CREEK | ST | | | 1 | 1 | | | | | | \$W | 53A | \$W | | | 53 | 2 | 01 | | R1 | | 55 | L | | | |
| | | | BRDG NUM 012/226 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 73.24 | | 72.97 | END BRIDGE | B | | LACAMAS CREEK | | | | 1 | 1 | | | | | | 10A | 24A | 10A | | | 24 | 2 | 01 | | R1 | | 55 | L | | | |
| 73.45 | | 73.18 | MISC FEATR | L | | SGN ENT ETHEL | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 74.00 | | 73.73 | MP MARKER | R | | 74 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 74.16 | | 73.89 | WYE CONN | R | | BRIM RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 74.17 | | 73.90 | INTRSECTN | R | | BRIM RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | LEONARD RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 74.18 | | 73.91 | WYE CONN | L | | LEONARD RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 75.00 | | 74.73 | MP MARKER | R | | 75 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 75.16 | | 74.89 | INTRSECTN | R | | PINKERTON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 76.00 | | 75.73 | MP MARKER | R | | 76 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 76.96 | | 76.69 | INTRSECTN | R | | HARMS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 77.00 | | 76.73 | MP MARKER | R | | 77 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 77.14 | | 76.87 | INTRSECTN | L | | KENNEDY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 77.59 | | 77.32 | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 10A | | | 24 | 2 | 01 | | R1 | | 55 | L | | | |
| 77.70 | | 77.43 | BEG SU LN | L | | CLIMBING | 12A | | | 1 | 1 | | | | | | 8A | 24A | 10A | 12 | | 36 | 2 | 01 | | R1 | | 55 | L | | | |
| 77.78 | | 77.51 | TRAF RCDR | B | | R075 3 | | | | 1 | 1 | | | | | | 8A | 24A | 10A | 12 | | 36 | 2 | 02 | | R1 | | 55 | R | | | |
| | | | ENT/EXIT | L | | HWY MAINT SHOP | ST | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 78.00 | | 77.73 | MP MARKER | R | | 78 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 78.08 | | 77.81 | END SU LN | L | | CLIMBING | 12A | | | 1 | 1 | | | | | | 10A | 24A | 10A | \$\$\$ | | 24 | 2 | 02 | | R1 | | 55 | R | | | |
| 78.27 | | 78.00 | INTRSECTN | L | | SALKUM HEIGHTS RD | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 78.42 | | 78.15 | INTRSECTN | R | | FULLER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SALKUM RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 78.43 | | 78.16 | MISC FEATR | R | | SGN ENT SALKUM | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 78.65 | | 78.38 | INTRSECTN | L | | STOWELL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|---|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 73.16 | | 72.89 | .03 | 12 | | | | | | |
| 73.20 | | 72.93 | | | .03 | 12 | | | | |
| 74.16 | | 73.89 | | .02 | 12 | | | | | |
| 74.17 | | 73.90 | .05 | 12 | .05 | 12 | | | | |
| 74.18 | | 73.91 | | | | .02 | 12 | | | |
| 78.27 | | 78.00 | .03 | 12 | | | | | | |
| 78.42 | | 78.15 | .03 | 12 | .03 | 12 | | | | |

SR 012 MAINLINE

U.S. ROUTE - USSH

COUNTY LEWIS

DOT DISTRICT 4

| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|-------|---|-------|------------|-------------------------|----|---|----------|-----|-------------|--------------|-----|---------|------|------|-------|-------|-------|---------------------------|----|-----|----|---|----|---|---|----|----|----|---|
| | | | | D | LR | DESCRIPTION | -BRIDGE- | NBR | DECREAS/DIV | INCREAS/UNDI | SPC | TOT | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | |
| | | | | | | | -UXING- | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 78.65 | | 78.38 | INTRSECTN | R | | JORDAN RD | CO | N | 1 | 1 | | | | | 10A | 24A | 10A | | | | R1 | | | | | 55 | R | | |
| 78.88 | | 78.61 | INTRSECTN | L | | SALKUM RD | CO | N | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | WILCOX RD | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 78.94 | | 78.67 | WYE CONN | L | | SALKUM RD | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 78.99 | | 78.72 | MP MARKER | R | | 79 | | | 1 | 1 | | | | | \$\$C | 40A | \$\$C | | | | R1 | | | | | | 55 | R | |
| | | | BEG BRIDGE | B | | MILL CREEK | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 012/230 | | | | | | | | | | | | | | | | | | | | | | | |
| 79.02 | | 78.75 | END BRIDGE | B | | MILL CREEK | | | 1 | 1 | | | | | 10A | 24A | 10A | | | | R1 | | | | | | 55 | R | |
| 79.33 | | 79.06 | BEG SU LN | R | | CLIMBING | | | 12A | | | | | | 8A | 24A | 10A | 12 | | | R1 | | | | | | 55 | R | |
| 79.84 | | 79.57 | INTRSECTN | R | | FISCHER RD | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 80.00 | | 79.73 | MP MARKER | R | | 80 | | | | | | | | | | | | | | | | | | | | | | | |
| 80.04 | | 79.77 | MISC FEATR | R | | SGN ENT SILVER CREEK | | | | | | | | | | | | | | | | | | | | | | | |
| 80.14 | | 79.87 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | 12 | | | R1 | | | | | | | 55 | R |
| 80.28 | | 80.01 | INTRSECTN | L | | SR 122-SILVER CREEK RD | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 80.36 | | 80.09 | END SU LN | R | | CLIMBING | | | 12A | | | | | | 8A | 24A | 8A | \$\$\$ | | | R1 | | | | | | | 55 | R |
| 80.61 | | 80.34 | INTRSECTN | B | | GERSHICK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 80.90 | | 80.63 | MISC FEATR | L | | SGN ENT SILVER CREEK | | | | | | | | | | | | | | | | | | | | | | | |
| 81.00 | | 80.73 | MP MARKER | R | | 81 | | | | | | | | | | | | | | | | | | | | | | | |
| 81.07 | | 80.80 | INTRSECTN | L | | FILBERT RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 81.22 | | 80.95 | BEG BRIDGE | B | | SILVER CREEK | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 012/232C | | | | | | | | | | | | | | | | | | | | | | | |
| 81.23 | | 80.96 | END BRIDGE | B | | SILVER CREEK | | | | | | | | | | | | | | | | | | | | | | | |
| 82.00 | | 81.73 | MP MARKER | R | | 82 | | | 1 | 1 | | | | | \$\$C | 26A | \$\$C | | | | R1 | | | | | | | 55 | R |
| | | | BEG BRIDGE | B | | MAYFIELD LAKE | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 012/234 | | | | | | | | | | | | | | | | | | | | | | | |
| 82.20 | | 81.93 | END BRIDGE | B | | MAYFIELD LAKE | | | 1 | 1 | | | | | 8A | 24A | 8A | | | | R1 | | | | | | | 55 | R |
| 82.72 | | 82.45 | INTRSECTN | L | | BAKER DR | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | WINSTON CREEK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 83.00 | | 82.73 | MP MARKER | R | | 83 | | | | | | | | | | | | | | | | | | | | | | | |
| 83.19 | | 82.92 | INTRSECTN | L | | VILLAGE RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 83.66 | | 83.39 | INTRSECTN | L | | BEACH RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 83.72 | | 83.45 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | | | R1 | | | | | | | 55 | L |
| 84.01 | | 83.74 | MP MARKER | R | | 84 | | | | | | | | | | | | | | | | | | | | | | | |
| 84.24 | | 83.97 | BEG BRIDGE | B | | KLICKITAT CREEK | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 012/236 | | | | | | | | | | | | | | | | | | | | | | | |
| 84.25 | | 83.98 | END BRIDGE | B | | KLICKITAT CREEK | | | | | | | | | | | | | | | | | | | | | | | |
| 84.62 | | 84.35 | INTRSECTN | B | | WILSON RD | CO | | N | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 80.28 | 80.01 | .03 | 12 | | | | | | |

SR 012 MAINLINE U.S. ROUTE - USSH COUNTY LEWIS DOT DISTRICT 4

Main data table with columns for SRMP, B, ARM, FEATURE, D, LR, DESCRIPTION, and various roadway metrics like BRIDGE, XROAD, MEDIAN, INCREAS, and CLASSIFICATIONS.

INTERSECTION DETAIL table with columns for SRMP, B, ARM, and TURN LANES (L NEAR, R NEAR, L FAR, R FAR) and ACCELERATION LANES (LEFT, L-CNTR, R-CNTR, RIGHT).

SR 012 MAINLINE

U.S. ROUTE - USSH COUNTY LEWIS

DOT DISTRICT 4

| | | :DIRECTION TO INVENTORY | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | |
|--------|---|-------------------------|------------|---|----|------------------|---------|--------------|-----|-----|-----|---------|-----|--------------------------|-----|-------|------|-------|-------|-----|----|---|----|---|----|---|
| | | : :LEFT/RIGHT INDICATOR | | -BRIDGE | | DECREAS/DIV | | INCREAS/UNDI | SPC | | | | | | | | | LEGAL | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | -UXING- | NBR | LFT | RHT | | LFT | RHT | USE | TOT | MTCE | CITY | ST | SPEED | T | P | S | | | | |
| | | | | | | | -XROAD- | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | A | SE | NBR | FC | D | IB | R | K | T |
| | | | | | | | OW | TC | L | | | WD/S | BR | W/S | W/S | W/S | WID | WID | | | | | | | | |
| 99.05 | | 98.79 | INTRSECTN | L | | GUN CLUB RD | CO | N | 1 | 1 | | | | 7A | 24A | 7A | | | 24 | 2 | 02 | | R1 | | 55 | R |
| 99.76 | | 99.50 | ENT/EXIT | L | | WEIGH STATION | ST | | | | | | | | | | | | | | | | | | | |
| 99.81 | | 99.55 | WEIGH STA | L | | NUMBER 76 | | | | | | | | | | | | | | | | | | | | |
| 99.87 | | 99.61 | ENT/EXIT | L | | WEIGH STATION | ST | | | | | | | | | | | | | | | | | | | |
| 100.00 | | 99.74 | MP MARKER | R | | 100 | | | | | | | | | | | | | | | | | | | | |
| 100.55 | | 100.29 | INTRSECTN | L | | PRIEST RD | CO | | | | | | | | | | | | | | | | | | | |
| 101.00 | | 100.74 | MP MARKER | R | | 101 | | | | | | | | | | | | | | | | | | | | |
| 101.62 | | 101.36 | INTRSECTN | L | | DAVIS LAKE RD | CO | | | | | | | | | | | | | | | | | | | |
| 102.01 | | 101.75 | MP MARKER | R | | 102 | | | | | | | | | | | | | | | | | | | | |
| 102.67 | | 102.41 | UXING | B | | LOGGING RD | ST | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 012/251 | | | | | | | | | | | | | | | | | | | | |
| 102.97 | | 102.71 | INTRSECTN | R | | KOSMOS RD | CO | | | | | | | | | | | | | | | | | | | |
| 103.00 | | 102.74 | MP MARKER | R | | 103 | | | | | | | | | | | | | | | | | | | | |
| 103.43 | | 103.17 | INTRSECTN | R | | FISHER RD | CO | | | | | | | | | | | | | | | | | | | |
| 104.00 | | 103.74 | MP MARKER | R | | 104 | | | | | | | | | | | | | | | | | | | | |
| 104.02 | | 103.76 | INTRSECTN | R | | UDEN RD | CO | | | | | | | | | | | | | | | | | | | |
| 104.58 | | 104.32 | MISC FEATR | R | | SGN ENT GLENOMA | | | | 1 | 1 | | | 10A | 24A | 10A | | | 24 | 2 | 02 | | R1 | | 55 | R |
| 104.80 | | 104.54 | INTRSECTN | R | | GLENOMA RD | CO | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | FROST CREEK RD | CO | | | | | | | | | | | | | | | | | | | |
| 105.00 | | 104.74 | MP MARKER | R | | 105 | | | | | | | | | | | | | | | | | | | | |
| 105.09 | | 104.83 | | | | | | | | 1 | 1 | | | 7A | 24A | 7A | | | 24 | 2 | 02 | | R1 | | 55 | R |
| 105.66 | | 105.40 | INTRSECTN | L | | WILLS RD | CO | | | | | | | | | | | | | | | | | | | |
| 105.92 | | 105.66 | INTRSECTN | R | | MEADE HILL RD | CO | | | | | | | | | | | | | | | | | | | |
| 106.00 | | 105.74 | MP MARKER | R | | 106 | | | | | | | | | | | | | | | | | | | | |
| 106.23 | | 105.97 | INTRSECTN | L | | MARTIN RD | CO | | | | | | | | | | | | | | | | | | | |
| 106.55 | | 106.29 | INTRSECTN | R | | CEDAR LN RD | CO | | | | | | | | | | | | | | | | | | | |
| 106.92 | | 106.66 | MISC FEATR | L | | SGN ENT GLENOMA | | | | | | | | | | | | | | | | | | | | |
| 107.00 | | 106.74 | MP MARKER | R | | 107 | | | | | | | | | | | | | | | | | | | | |
| 107.06 | | 106.80 | BEG BRIDGE | B | | LUNCH CREEK | ST | | | 1 | 1 | | | \$\$C | 37A | \$\$C | | | 37 | 2 | 02 | | R1 | | 55 | R |
| | | | | | | BRDG NUM 012/254 | | | | | | | | | | | | | | | | | | | | |
| 107.07 | | 106.81 | END BRIDGE | B | | LUNCH CREEK | | | | 1 | 1 | | | 7A | 24A | 7A | | | 24 | 2 | 02 | | R1 | | 55 | R |
| 107.77 | | 107.51 | BEG BRIDGE | B | | RAINEY CRK OFLW | ST | | | 1 | 1 | | | \$\$C | 44A | \$\$C | | | 44 | 2 | 02 | | R1 | | 55 | R |
| | | | | | | BRDG NUM 012/255 | | | | | | | | | | | | | | | | | | | | |
| 107.78 | | 107.52 | END BRIDGE | B | | RAINEY CRK OFLW | | | | 1 | 1 | | | 7A | 24A | 7A | | | 24 | 2 | 02 | | R1 | | 55 | R |
| 107.85 | | 107.59 | INTRSECTN | L | | RAINEY CREEK RD | CO | | | | | | | | | | | | | | | | | | | |
| 108.00 | | 107.74 | MP MARKER | R | | 108 | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | | | | | |
|---------------------|---|----------------------|-----|-----|-----|------------------------------|-----|-----|--------|---------|---------|---------|---------|-----|
| SRMP | B | ARM | L | R | L | R | L | R | LEFT-- | L--CNTR | R--CNTR | RIGHT-- | RIGHT-- | |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| ----- | | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 102.97 | | 102.71 | | | .02 | 12 | | | | | | | | |
| 104.80 | | 104.54 | .05 | 12 | | | .06 | 12 | | | | | | |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
T R I P S S Y S T E M
STATE HIGHWAY LOG

SR 012 MAINLINE

U.S. ROUTE - USSH

COUNTY LEWIS

DOT DISTRICT 4

| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|--------|---|--------|------------|-------------------------|----|---|---------|-----|-------------|--------------|-----|-----|------|---------|-----|-------|---------------------------|-----|------|-----|-----|----|----|-----|----|----|----|---|----|---|--|--|
| | | | | D | LR | DESCRIPTION | -BRIDGE | NBR | DECREAS/DIV | INCREAS/UNDI | SPC | TOT | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | | | | |
| | | | | : | : | | -UXING- | LNS | LFT | RHT | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | LNS | RDY | A | SE | NBR | FC | D | IB | R | K | T | | |
| 108.08 | | 107.82 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 108.11 | | 107.85 | BEG BRIDGE | B | | RAINEY CREEK | ST | | 1 | 1 | | | | | | | 7A | 24A | 7A | | | 24 | 2 | 02 | | R1 | | | 55 | R | | |
| | | | | | | BRDG NUM 012/256 | | | | | | | | | | | \$§C | 37A | \$§C | | | 37 | 2 | 02 | | R1 | | | 55 | R | | |
| 108.12 | | 107.86 | END BRIDGE | B | | RAINEY CREEK | | | 1 | 1 | | | | | | | 7A | 24A | 7A | | | 24 | 2 | 02 | | R1 | | | 55 | R | | |
| 108.15 | | 107.89 | | | | | | | 1 | 1 | | | | | | | 10A | 24A | 7A | | | 24 | 2 | 02 | | R1 | | | 55 | R | | |
| 108.43 | | 108.17 | | | | | | | 1 | 1 | | | | | | | 8A | 24A | 9A | | | 24 | 2 | 02 | | R1 | | | 55 | R | | |
| 108.47 | | 108.21 | | | | | | | 1 | 1 | | | | | | | 8A | 24A | 7A | | | 24 | 2 | 02 | | R1 | | | 55 | R | | |
| 108.76 | | 108.50 | | | | | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | | 24 | 2 | 02 | | R1 | | | 55 | R | | |
| 108.90 | | 108.64 | BEG BRIDGE | B | | STILTNER CREEK | ST | | 1 | 1 | | | | | | | \$§W | 40A | \$§W | | | 40 | 2 | 02 | | R1 | | | 55 | R | | |
| | | | | | | BRDG NUM 012/257.25 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 108.91 | | 108.65 | END BRIDGE | B | | STILTNER CREEK | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | | 24 | 2 | 02 | | R1 | | | 55 | R | | |
| 109.00 | | 108.74 | MP MARKER | R | | 109 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 109.31 | | 109.05 | | | | | | | 1 | 1 | | | | | | | 7A | 24A | 7A | | | 24 | 2 | 02 | | R1 | | | 55 | R | | |
| 109.47 | | 109.21 | INTRSECTN | L | | SCOTT RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 109.77 | | 109.51 | | | | | | | 1 | 1 | | | | | | | 8A | 24A | 7A | | | 24 | 2 | 02 | | R1 | | | 55 | R | | |
| 109.82 | | 109.56 | | | | | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | | 24 | 2 | 02 | | R1 | | | 55 | R | | |
| 110.00 | | 109.74 | MP MARKER | R | | 110 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 110.58 | | 110.32 | BEG BRIDGE | B | | KIONA CREEK | ST | | 1 | 1 | | | | | | | \$§W | 40A | \$§W | | | 40 | 2 | 02 | | R1 | | | 55 | R | | |
| | | | | | | BRDG NUM 012/258 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 110.59 | | 110.33 | END BRIDGE | B | | KIONA CREEK | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | | 24 | 2 | 02 | | R1 | | | 55 | R | | |
| 110.61 | | 110.35 | INTRSECTN | L | | KIONA CREEK RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 110.62 | | 110.36 | | | | | | | 1 | 1 | | | | | | | 7A | 24A | 8A | | | 24 | 2 | 02 | | R1 | | | 55 | R | | |
| 110.64 | | 110.38 | | | | | | | 1 | 1 | | | | | | | 7A | 24A | 7A | | | 24 | 2 | 02 | | R1 | | | 55 | R | | |
| 110.75 | | 110.49 | INTRSECTN | R | | KIONA CREEK RD S | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 110.76 | | 110.50 | | | | | | | 1 | 1 | | | | | | | 7A | 24A | 5A | | | 24 | 2 | 02 | | R1 | | | 55 | R | | |
| 110.92 | | 110.66 | INTRSECTN | R | | KIONA CREEK RD S | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 110.93 | | 110.67 | | | | | | | 1 | 1 | | | | | | | 7A | 24A | 7A | | | 24 | 2 | 02 | | R1 | | | 55 | R | | |
| 111.00 | | 110.74 | MP MARKER | R | | 111 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 111.01 | | 110.75 | INTRSECTN | R | | SAVIO RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 111.78 | | 111.52 | | | | | | | 1 | 1 | | | | | | | 5A | 24A | 5A | | | 24 | 2 | 02 | | R1 | | | 55 | R | | |
| 111.83 | | 111.57 | | | | | | | 1 | 1 | | | | | | | 7A | 24A | 5A | | | 24 | 2 | 02 | | R1 | | | 55 | R | | |
| 111.94 | | 111.68 | | | | | | | 1 | 1 | | | | | | | 7A | 24A | 7A | | | 24 | 2 | 02 | | R1 | | | 55 | R | | |
| 112.01 | | 111.75 | MP MARKER | R | | 112 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 112.09 | | 111.83 | | | | | | | 1 | 1 | | | | | | | 7A | 24A | 6A | | | 24 | 2 | 02 | | R1 | | | 55 | R | | |
| 112.52 | | 112.26 | INTRSECTN | R | | SAVIO RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 112.53 | | 112.27 | | | | | | | 1 | 1 | | | | | | | 7A | 24A | 7A | | | 24 | 2 | 02 | | R1 | | | 55 | R | | |
| 112.94 | | 112.68 | | | | | | | 1 | 1 | | | | | | | 7A | 24A | 5A | | | 24 | 2 | 02 | | R1 | | | 55 | R | | |
| 113.00 | | 112.74 | INTRSECTN | R | | GARBAGE DUMP RD | CO | N | 1 | 1 | | | | | | | 7A | 24A | 7A | | | 24 | 2 | 02 | | R1 | | | 55 | R | | |
| 113.01 | | 112.75 | MP MARKER | R | | 113 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 113.48 | | 113.22 | INTRSECTN | L | | PETERS CREEK RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 113.67 | | 113.41 | INTRSECTN | L | | LEROY RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 113.68 | | 113.42 | | | | | | | 1 | 1 | | | | | | | 6A | 24A | 7A | | | 24 | 2 | 02 | | R1 | | | 55 | R | | |
| 113.74 | | 113.48 | | | | | | | 1 | 1 | | | | | | | 7A | 24A | 7A | | | 24 | 2 | 02 | | R1 | | | 55 | R | | |

SR 012 MAINLINE U.S. ROUTE - USSH COUNTY LEWIS DOT DISTRICT 4

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | |
|--------|---|--------|---|-------------------------|----|------------------------|----|----|-------------|-----|-----|-------------|-----|-------|-----|---------|--------------------------|-----|-----|-----|-----|------|------|----|-------|---|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | NBR | LFT | RHT | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T |
| | | | | : :LEFT/RIGHT INDICATOR | | -XROAD- | | | W/S | | | W/S | | | WID | | | | | | | | | | | |
| | | | | : | | OW TC L | | | D I | | | W/S W/S W/S | | | WID | | | | | | | | | | | |
| 113.81 | | 113.55 | | | | | | | | | | | | | 7A | 24A | 7A | | 24 | 2 | 02 | | R1 | | 55 | R |
| 113.84 | | 113.58 | | | | | | | | | | | | | 8A | 24A | 8A | | 24 | 2 | 02 | | R1 | | 55 | R |
| 114.00 | | 113.74 | MP MARKER | R | | 114 | | | | | | | | | | | | | | | | | | | | |
| 114.03 | | 113.77 | INTRSECTN | R | | PETERS RD | CO | | N | | | | | | | | | | | | | | | | | |
| 114.13 | | 113.87 | | | | | | | | | | | | | 8A | 24A | 8A | | 24 | 2 | 02 | | R1 | | 55 | L |
| 114.42 | | 114.16 | INTRSECTN | L | | SILVERBROOK RD | CO | | N | 1 | 1 | | | 7A | 24A | 7A | | 24 | 2 | 02 | | R1 | | 55 | L | |
| 114.78 | | 114.52 | MISC FEATR | R | | SGN ENT RANDLE | | | | | | | | | | | | | | | | | | | | |
| 114.83 | | 114.57 | | | | | | | | | | | | | 7A | 24A | 7A | | 24 | 2 | 02 | | R1 | | 35 | L |
| 114.91 | | 114.65 | INTRSECTN | B | | MCKAY RD | CO | | Y | 1 | 1 | | | \$\$C | 37A | \$\$C | | 37 | 2 | 02 | | R1 | | 35 | L | |
| 114.95 | | 114.69 | | | | | | | | | | | | | C | 54A | C | | 54 | 2 | 02 | | R1 | | 35 | L |
| 115.00 | | 114.74 | MP MARKER | R | | 115 | | | | | | | | | | | | | | | | | | | | |
| 115.01 | | 114.75 | INTRSECTN | L | | CHILCOAT AVE | CO | | Y | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SR 131-CISPUS RIVER RD | ST | | Y | | | | | | | | | | | | | | | | | |
| 115.05 | | 114.79 | | | | | | | | | | | | | 4A | 32A | 4A | | 32 | 2 | 02 | | R1 | | 35 | L |
| 115.09 | | 114.83 | INTRSECTN | L | | SILVERBROOK ACCESS RD | CO | | N | 1 | 1 | | | 4A | 32A | 7A | | 32 | 2 | 02 | | R1 | | 35 | L | |
| 115.14 | | 114.88 | | | | | | | | | | | | | 7A | 24A | 7A | | 24 | 2 | 02 | | R1 | | 35 | L |
| 115.19 | | 114.93 | INTRSECTN | L | | SILVERBROOK ACCESS RD | CO | | N | | | | | | | | | | | | | | | | | |
| 115.24 | | 114.98 | | | | | | | | | | | | | 9A | 24A | 10A | | 24 | 2 | 02 | | R1 | | 35 | L |
| 115.25 | | 114.99 | | | | | | | | | | | | | 9A | 24A | 10A | | 24 | 2 | 02 | | R1 | | 45 | L |
| 115.28 | | 115.02 | INTRSECTN | L | | SILVERBROOK RD CONN | CO | | N | | | | | | | | | | | | | | | | | |
| 115.89 | | 115.63 | INTRSECTN | L | | SLAGLE RD | CO | | N | | | | | | | | | | | | | | | | | |
| 116.00 | | 115.74 | MP MARKER | R | | 116 | | | | | | | | | | | | | | | | | | | | |
| 116.13 | | 115.87 | INTRSECTN | B | | KEHOE RD | CO | | Y | 1 | 1 | | | 8A | 23A | 12A | | 23 | 2 | 02 | | R1 | | 45 | L | |
| 116.48 | | 116.22 | INTRSECTN | L | | KINDLE RD | CO | | Y | | | | | | | | | | | | | | | | | |
| 116.63 | | 116.37 | INTRSECTN | R | | KEHOE RD | CO | | Y | | | | | | | | | | | | | | | | | |
| 116.66 | | 116.40 | BEG BRIDGE B | | | SILVER CREEK | ST | | | 1 | 1 | | | \$\$W | 36P | \$\$W | | 36 | 2 | 02 | | R1 | | 45 | L | |
| | | | | | | BRDG NUM 012/261 | | | | | | | | | | | | | | | | | | | | |
| 116.69 | | 116.43 | END BRIDGE B | | | SILVER CREEK | | | | 1 | 1 | | | 10A | 23A | 10A | | 23 | 2 | 02 | | R1 | | 45 | L | |
| 116.86 | | 116.60 | MISC FEATR | L | | SGN ENT RANDLE | | | | | | | | | | | | | | | | | | | | |
| 116.87 | | 116.61 | INTRSECTN | L | | GHARET RD | CO | | N | | | | | | | | | | | | | | | | | |
| 117.00 | | 116.74 | MP MARKER | R | | 117 | | | | | | | | | | | | | | | | | | | | |
| 117.37 | | 117.11 | INTRSECTN | L | | YOUNG RD | CO | | N | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | JOERK RD | CO | | N | | | | | | | | | | | | | | | | | |
| 117.42 | | 117.16 | | | | | | | | | | | | | 10A | 23A | 10A | | 23 | 2 | 02 | | R1 | | 55 | L |
| 117.52 | | 117.26 | BEG BRIDGE B | | | SURREY CREEK | ST | | | 1 | 1 | | | \$\$W | 36A | \$\$W | | 36 | 2 | 02 | | R1 | | 55 | L | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | | |
|---------------------|---|----------------------|-----|-----|-----|------------------------------|--------|--------|--------|--------|-----|
| SRMP | B | ARM | L | R | L | R | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | LGT |
| 114.03 | | 113.77 | | .03 | 12 | .03 | 12 | | | | |
| 115.01 | | 114.75 | .04 | 12 | .06 | 12 | .05 | 12 | | .05 | 12 |
| 116.13 | | 115.87 | .03 | 12 | | .03 | 12 | | | | |

SR 012 MAINLINE U.S. ROUTE - USSH COUNTY LEWIS DOT DISTRICT 4

| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|---------|--------|------------|-----------|---|----|--------------------------------------|---|---|---------|----|-------------|-----|-----|------------|-----|-----|-----|---------------------------|------|------|----|-------|-----|-----|-----|-----|-----|-----|-----|-----|---|----|-----|----|
| | | | | | | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | TOT | MTCE | CITY | ST | LEGAL | | | | | | | | | | | | |
| | | | | | | | : :LEFT/RIGHT INDICATOR | | OW | TC | L | NBR | LFT | RDY | SHD | W/S | | | | | | W/S | W/S | LFT | RDY | SHD | LNS | RDY | WID | WID | A | SE | NBR | FC |
| | | | | | | | : | : | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 131.75 | 131.49 | | INTRSECTN | L | | TURNER RD | CO | N | 1 | 1 | | | | | 8A | 24B | 8A | | | 24 | 2 | 03 | | R1 | | 55 | R | | | | | | | |
| 131.97 | 131.71 | | INTRSECTN | R | | LEWIS RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 132.07 | 131.81 | | MP MARKER | R | | 132 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 132.89 | 132.63 | | INTRSECTN | R | | THOMPSON RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | RIVERDANCE LN | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 133.05 | 132.79 | | MP MARKER | R | | 133 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 133.42 | 133.16 | BEG BRIDGE | B | | | LAKE CREEK BRDG NUM 012/276 | ST | | 1 | 1 | | | | \$S | C | 36P | \$S | C | | 36 | 2 | 03 | | R1 | | 55 | R | | | | | | | |
| 133.44 | 133.18 | END BRIDGE | B | | | LAKE CREEK | | | 1 | 1 | | | | 8A | 24B | 8A | | | | 24 | 2 | 03 | | R1 | | 55 | R | | | | | | | |
| 133.86 | 133.60 | INTRSECTN | R | | | THOMPSON RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 134.07 | 133.81 | MP MARKER | R | | | 134 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 134.29 | 134.03 | | | | | | | | 1 | 1 | | | | 8A | 24A | 8A | | | | 24 | 2 | 03 | | R1 | | 55 | R | | | | | | | |
| 134.51 | 134.25 | INTRSECTN | R | | | GRIZZLY RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.02 | 134.76 | MP MARKER | R | | | 135 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.03 | 134.77 | INTRSECTN | L | | | TIMBERLINE DR | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.10 | 134.84 | TRAF RCDR | B | | | R040 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.16 | 134.90 | BEG BRIDGE | B | | | COAL CREEK BRDG NUM 012/278 | ST | | 1 | 1 | | | | \$S | W | 40A | \$S | W | | 40 | 2 | 03 | | R1 | | 55 | R | | | | | | | |
| 135.17 | 134.91 | END BRIDGE | B | | | COAL CREEK | | | 1 | 1 | | | | 8A | 24A | 8A | | | | 24 | 2 | 03 | | R1 | | 55 | R | | | | | | | |
| 135.30 | 135.04 | BEG SU LN | R | | | CHAIN UP | 12A | | 1 | 1 | | | | 8A | 24A | \$S | \$S | | 12 | 36 | 2 | 03 | | R1 | | 55 | R | | | | | | | |
| | | INTRSECTN | L | | | COAL CREEK DR | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.44 | 135.18 | END SU LN | R | | | CHAIN UP | 12A | | 1 | 1 | | | | 8A | 24A | 8A | \$S | \$S | | 24 | 2 | 03 | | R1 | | 55 | R | | | | | | | |
| 135.86B | 135.60 | BEG EQ | | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.88B | 135.62 | | | | | | | | 1 | 1 | | | | 9A | 25A | 3A | | | | 25 | 2 | 03 | | R1 | | 55 | R | | | | | | | |
| 135.86 | 135.63 | EQUATION | | | | 135.89B=135.86 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | | | FS RD #46 | FS | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.88 | 135.65 | BEG SU LN | R | | | CLIMBING | 12A | | 1 | 1 | | | | 9A | 25A | 3A | 12 | 37 | 2 | 03 | | | | R1 | | 55 | R | | | | | | | |
| 135.97 | 135.74 | MP MARKER | R | | | 136 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | | | FS RD #1270 | FS | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 136.96 | 136.73 | MP MARKER | R | | | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 137.02 | 136.79 | | | | | | | | 1 | 1 | | | | 10A | 24A | 7A | 12 | 36 | 2 | 03 | | | | R1 | | 55 | R | | | | | | | |
| 137.08 | 136.85 | END SU LN | R | | | CLIMBING | 12A | | 1 | 1 | | | | 10A | 24A | 7A | \$S | \$S | | 24 | 2 | 03 | | R1 | | 55 | R | | | | | | | |
| 137.16 | 136.93 | BEG BRIDGE | B | | | PURCELL CREEK BRDG NUM 012/280 | ST | | 1 | 1 | | | | \$S | W | 40P | \$S | W | | 40 | 2 | 03 | | R1 | | 55 | R | | | | | | | |
| 137.19 | 136.96 | END BRIDGE | B | | | PURCELL CREEK | | | 1 | 1 | | | | 10A | 24A | 7A | | | | 24 | 2 | 03 | | R1 | | 55 | R | | | | | | | |
| 137.58 | 137.35 | BEG SU LN | R | | | CHAIN UP | 12A | | 1 | 1 | | | | 9A | 24A | \$S | \$S | | 12 | 36 | 2 | 03 | | R1 | | 55 | R | | | | | | | |
| 137.92 | 137.69 | END SU LN | R | | | CHAIN UP | 12A | | 1 | 1 | | | | 10A | 25A | 10A | \$S | \$S | | 25 | 2 | 03 | | R1 | | 55 | R | | | | | | | |
| 137.96 | 137.73 | ENT/EXIT | L | | | FS CAMPGROUND | FS | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 137.97 | 137.74 | MP MARKER | R | | | 138 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 138.01 | 137.78 | BEG BRIDGE | B | | | CLEAR FORK RIVER BRDG NUM 012/282 | ST | | 1 | 1 | | | | \$S | W | 44P | \$S | W | | 44 | 2 | 03 | | R1 | | 55 | R | | | | | | | |
| 138.09 | 137.86 | END BRIDGE | B | | | CLEAR FORK RIVER | | | 1 | 1 | | | | 10A | 24A | 10A | | | | 24 | 2 | 03 | | R1 | | 55 | R | | | | | | | |
| 138.26 | 138.03 | BEG SU LN | R | | | CLIMBING | 12A | | 1 | 1 | | | | 9A | 23A | 5A | 12 | 35 | 2 | 03 | | | | R1 | | 55 | R | | | | | | | |

SR 012 MAINLINE

U.S. ROUTE - USSH

COUNTY LEWIS

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|---|--------|-----------|---|----|-------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|-----|-----|---|----|-----|----|---|----|---|---|----|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 138.33 | | 138.10 | | | | | | | | | | | | | | | 9A | 23A | 5A | 12 | 35 | 2 | 03 | | R1 | | | | | 55 | R | |
| 138.59 | | 138.36 | WYE CONN | L | | SR 123 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 138.60 | | 138.37 | INTRSECTN | L | | SR 123 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SECTN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 138.59 | 138.36 | | | .05 | 14 | | |

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

Table with columns for SRMP, B, ARM, FEATURE, D, LR, DESCRIPTION, BRIDGE, DECREASES/DIV, INCREASES/UNDI, SPC, and CLASSIFICATIONS. Includes detailed road data such as BRDG NUM, GORE, and various lane configurations.

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | |
|--|---|---------|-----------------------------------|-------------|-----|--|---|-----|------------|-------------|-------|-----|--------------|------|------|-------|--------------------------|-------|-------|------|----|------|----|----|----|---|
| | | | | | | | -BRIDGE- | | NBR LNS | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | -----CLASSIFICATIONS---- | | LEGAL | | T | P | S | | | |
| :DIRECTION TO INVENTORY : :LEFT/RIGHT INDICATOR | | -UXING- | | SHD | RDY | SHD | LFT | | | RHT | | LNS | RDY | MTCE | CITY | ST | SPEED | R | K | T | | | | | | |
| : : | | OW | TC | | | | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | | | | SE | NBR | FC | D | IB | |
| 11.98 | | 11.99 | MP MARKER | B | | 12 | | | 2 | 2 | 10A | 24A | 14A | JE | 24A | 10A | 48 | 1 | 01 | 0145 | U1 | 60 | R | P | | |
| 12.03 | | 12.04 | OFF RAMP | R | | NW 6TH AVE | ST | Y | | | | | | | | | | | | | | | | | | |
| 12.12 | | 12.13 | MISC FEATR | R | | GORE (P101203) | | | | | | | | | | | | | | | | | | | | |
| 12.16 | | 12.17 | MISC FEATR | L | | GORE (S101194) | | | 2 | 1 | 10A | 24A | 14A | JE | 18A | 10A | 42 | 1 | 01 | 0145 | U1 | 60 | R | P | | |
| 12.32 | | 12.33 | BEG BRIDGE | B | | E-6TH AVE RAMP BRDG NUM 014/022 | ST | | 2 | 1 | \$\$C | 34A | 14A | JE | 33A | \$\$C | 67 | 1 | 01 | 0145 | U1 | 60 | R | P | | |
| 12.33 | | 12.34 | END BRIDGE | B | | E-6TH AVE RAMP | | | 2 | 1 | 10A | 24A | 14A | JE | 16A | 10A | 40 | 1 | 01 | 0145 | U1 | 60 | R | P | | |
| 12.37 | | 12.38 | MISC FEATR | R | | GORE (Q501249) | | | | | | | | | | | | | | | | | | | | |
| 12.40 | | 12.41 | UXING | B | | SW 6TH AVE BRDG NUM 014/023 | ST | | | | | | | | | | | | | | | | | | | |
| 12.49 | | 12.50 | MISC FEATR OFF RAMP ON RAMP | L L R | | GORE (R101249) NW 6TH AVE SW 6TH AVE | ST ST | Y | 2 | 1 | 10A | 24A | 14A | JE | 15A | 9A | 39 | 1 | 01 | 0145 | U1 | 60 | R | P | | |
| 12.55 | | 12.56 | | | | | | | 1 | 1 | 10A | 12A | 14A | JE | 14A | 8A | 26 | 1 | 01 | 0145 | U1 | 60 | R | P | | |
| 12.58 | | 12.59 | | | | | | | 1 | 1 | 10A | 12A | 14A | JE | 24A | 8A | 36 | 1 | 01 | 0145 | U1 | 60 | R | P | | |
| 12.62 | | 12.63 | RR XING BEG BRIDGE | B B | | NUM 90104C STRUCTURE CAMAS SLOUGH BRDG NUM 014/025 | ST | | 1 | 1 | \$\$C | 15A | 4A | JE | 15A | \$\$C | 30 | 1 | 01 | 0145 | U1 | 60 | R | P | | |
| 12.82 | | 12.83 | END BRIDGE | B | | CAMAS SLOUGH | | | 1 | 1 | 10A | 12A | 14A | JE | 12A | 10A | 24 | 1 | 01 | 0145 | U1 | 60 | R | P | | |
| 12.98 | | 12.99 | MP MARKER | B | | 13 | | | | | | | | | | | | | | | | | | | | |
| 13.10 | | 13.11 | | | | | | | 2 | 1 | 10A | 24A | 14A | JE | 12A | 10A | 36 | 1 | 01 | 0145 | U1 | 60 | R | P | | |
| 13.15 | | 13.16 | | | | | | | 2 | 2 | 10A | 24A | 14A | JE | 24A | 10A | 48 | 1 | 01 | 0145 | U1 | 60 | R | P | | |
| 13.52 | | 13.53 | ENT/EXIT | L | | JAMES RIVER PLANT | ST | Y | | | | | | | | | | | | | | | | | | |
| 13.70 | | 13.71 | BEG BRIDGE | I | | EAST CAMAS SLOUGH BRDG NUM 014/027S | ST | | 2 | 2 | \$\$W | 40P | W | 20 | \$\$ | C | 28A | \$\$C | 68 | 1 | 01 | 0145 | U1 | 60 | R | P |
| | | | BEG BRIDGE | D | | EAST CAMAS SLOUGH BRDG NUM 014/027N | ST | | | | | | | | | | | | | | | | | | | |
| 13.76 | | 13.77 | END BRIDGE END BRIDGE | I D | | EAST CAMAS SLOUGH EAST CAMAS SLOUGH | | | 2 | 2 | 10A | 24A | \$ | 14A | JE | \$ | 24A | 10A | 48 | 1 | 01 | 0145 | U1 | 60 | R | P |
| 14.00 | | 14.01 | MP MARKER | B | | 14 | | | | | | | | | | | | | | | | | | | | |
| 14.10 | | 14.11 | ON RAMP | L | | SR 500 | ST | Y | 2 | 2 | 10A | 24A | 10A | JE | 24A | 10A | 48 | 1 | 01 | 0145 | U1 | 60 | R | P | | |
| 14.30 | | 14.31 | OFF RAMP | R | | SR 500 | ST | Y | | | | | | | | | | | | | | | | | | |
| 14.39 | | 14.40 | MISC FEATR | L | | GORE (S101410) | | | | | | | | | | | | | | | | | | | | |
| 14.42 | | 14.43 | MISC FEATR | R | | GORE (P101430) | | | | | | | | | | | | | | | | | | | | |
| 14.50 | | 14.51 | | | | | | | 2 | 2 | 10A | 24A | 10A | JE | 24A | 10A | 48 | 1 | 01 | 0145 | U1 | 55 | 60 | R | P | |
| 14.62 | | 14.63 | BEG BRIDGE | B | | SR 500 BRDG NUM 014/028 | ST | | 2 | 2 | \$\$W | 34P | 10P | JE | 34P | \$\$W | 68 | 1 | 01 | 0145 | U1 | 55 | 60 | R | P | |
| 14.64 | | 14.65 | END BRIDGE | B | | SR 500 | | | 2 | 2 | 10A | 24A | 10A | JE | 24A | 10A | 48 | 1 | 01 | 0145 | U1 | 55 | 60 | R | P | |
| 14.79 | | 14.80 | LEAVE CITY ENTER CITY | | | CAMAS WASHOUGAL | | | 2 | 2 | 10A | 24A | 10A | JE | 24A | 10A | 48 | 1 | 01 | 1385 | U1 | 55 | 60 | R | P | |
| | | | MISC FEATR | L | | SGN ENT CAMAS | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | SGN ENT WASHOUGAL | | | | | | | | | | | | | | | | | | | | |
| 14.82 | | 14.83 | | | | | | | 2 | 1 | 10A | 24A | 10A | JE | 12A | 10A | 36 | 1 | 01 | 1385 | U1 | 55 | 60 | R | P | |

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------|-------|---|------|--------------------------|----|---------|---|-----|-------------|--------|--------|-------------|----|----------|---------------------------|-----|-----|-------|-------|-------|-------|-------|---|----|---|---|---|--|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | |
| | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T | |
| 14.98 | 14.99 | | | | | | | 2 | 1 | 10A | 24A | | | 10A | JE | | | 12A | 10A | | | | | | | | | |
| 15.00 | 15.01 | MP MARKER | B | 15 | | | | 2 | 1 | \$\$W | 34P | | | 10P | JE | | | 34P | \$\$W | | | | | | | | | |
| | | BEG BRIDGE | B | SR 500 | | | | | | | | | ST | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 014/029 | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.02 | 15.03 | END BRIDGE | B | SR 500 | | | | 2 | 1 | 10A | 24A | | | 10A | JE | | | 12A | 22A | | | | | | | | | |
| 15.16 | 15.17 | MISC FEATR | R | GORE (Q101544) | | | | 2 | 1 | 10A | 24A | | | 10A | JE | | | 12A | 10A | | | | | | | | | |
| 15.25 | 15.26 | | | | | | | 1 | 1 | 22A | 12A | | | 10A | JE | | | 12A | 10A | | | | | | | | | |
| 15.27 | 15.28 | MISC FEATR | L | GORE (R101542) | | | | 1 | 1 | 10A | 12A | | | 10A | JE | | | 12A | 10A | | | | | | | | | |
| 15.34 | 15.35 | | | | | | | 1 | 1 | \$\$\$ | \$\$\$ | | | \$\$\$\$ | \$\$ | | | 10A | 24A | 10A | | | | | | | | |
| 15.42 | 15.43 | OFF RAMP | L | 2ND ST | | | | | | | | | ST | | Y | | | | | | | | | | | | | |
| 15.44 | 15.45 | ON RAMP | R | SR 500 | | | | | | | | | ST | | Y | | | | | | | | | | | | | |
| 15.59 | 15.60 | | | | | | | 1 | 1 | | | | | | | | | 8A | 25A | 10A | | | | | | | | |
| 15.99 | 16.00 | MP MARKER | R | 16 | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.08 | 16.09 | WYE CONN | L | WASHOUGAL RIVER RD | | | | | | | | | CT | | Y | | | | | | | | | | | | | |
| 16.10 | 16.11 | INTRSECTN | L | WASHOUGAL RV RD-OLDSR140 | | | | | | | | | CT | | SG | Y | | | | | | | | | | | | |
| | | INTRSECTN | R | 15TH ST | | | | | | | | | CT | | SG | Y | | | | | | | | | | | | |
| 16.12 | 16.13 | WYE CONN | L | WASHOUGAL RIVER RD | | | | | | | | | CT | | Y | | | | | | | | | | | | | |
| 16.17 | 16.18 | | | | | | | 1 | 1 | | | | | | | | | 10A | 25A | 10A | | | | | | | | |
| 16.28 | 16.29 | | | | | | | 1 | 1 | | | | | | | | | 10A | 24A | 10A | | | | | | | | |
| 16.73 | 16.74 | RR XING | B | NUM 90104C STRUCTURE | | | | 1 | 1 | | | | | | | | | \$\$C | 41P | \$\$C | | | | | | | | |
| | | BEG BRIDGE | B | 27TH ST/BN RR | | | | | | | | | ST | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 014/030 | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.77 | 16.78 | END BRIDGE | B | 27TH ST/BN RR | | | | 1 | 1 | | | | | | | | | 10A | 24A | 10A | | | | | | | | |
| 17.00 | 17.01 | MP MARKER | R | 17 | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.04 | 17.05 | WYE CONN | L | 32ND ST | | | | | | | | | CT | | Y | | | | | | | | | | | | | |
| 17.05 | 17.06 | INTRSECTN | B | 32ND ST | | | | | | | | | CT | | Y | 1 | 1 | | 8A | 24A | 10A | | | | | | | |
| 17.06 | 17.07 | WYE CONN | R | 32ND ST | | | | | | | | | CT | | Y | | | | | | | | | | | | | |
| 17.41 | 17.42 | | | | | | | 1 | 1 | | | | | | | | | 8A | 24A | 8A | | | | | | | | |
| 17.70 | 17.71 | TRAF RCDR | B | P07 0 | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.84 | 17.85 | INTRSECTN | L | 45TH ST | | | | | | | | | CT | | Y | | | | | | | | | | | | | |
| 18.00 | 18.01 | MP MARKER | R | 18 | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.09 | 18.10 | BEG BRIDGE | B | GIBBONS CREEK | | | | | | | | | ST | | 1 | 1 | | | \$\$C | 40P | \$\$C | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| | | | | | | | | | |
| 16.08 | 16.09 | | | | | .18 | 12 | | |
| 16.10 | 16.11 | .05 | 12 | | | | | | |
| 16.12 | 16.13 | | | .04 | 12 | | | | |
| 17.04 | 17.05 | | | | | .14 | 12 | | |
| 17.05 | 17.06 | .05 | 12 | .06 | 12 | .04 | 12 | .10 | 12 |
| 17.84 | 17.85 | .03 | 12 | | | | | | |

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|----------------------|-----|-----|--------------|---------|-----|-----|-----|-----|------|------|---------------------------|-----|-------|-----|-----|---|----|----------|----|---|----|----|---|----|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | S | |
| 18.09 | | 18.10 | | | | BRDG NUM 014/034 | | | | 1 | 1 | | | | | | C | 40P | C | | 40 | 1 | 01 | 1385 | U1 | | | 55 | R | P | |
| 18.10 | | 18.11 | END BRIDGE | B | | GIBBONS CREEK | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 1 | 01 | 1385 | U1 | | | 55 | R | P | |
| 18.11 | | 18.12 | LEAVE CITY | | | WASHOUGAL | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 1 | 01 | \$\$\$\$ | R1 | | | 55 | R | P | |
| 18.12 | | 18.13 | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 1 | 01 | | R1 | | | 55 | R | \$ | |
| 18.13 | | 18.14 | MISC FEATR | L | | SGN ENT WASHOUGAL | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.24 | | 18.25 | ENT/EXIT | R | | PUBLIC FISHING | ST | | N | | | | | | | | | | | | | | | | | | | | | | |
| 18.77 | | 18.78 | RR XING | B | | NUM 90123G STRUCTURE | | | | 1 | 1 | | | | | | \$\$C | 40P | \$\$C | | 40 | 1 | 01 | | R1 | | | 55 | R | | |
| | | | BEG BRIDGE | B | | BN RR | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 014/035 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.84 | | 18.85 | END BRIDGE | B | | BN RR | | | | 1 | 1 | | | | | | 9A | 24A | 10A | | 24 | 1 | 01 | | R1 | | | 55 | R | | |
| 18.89 | | 18.90 | INTRSECTN | L | | SE EVERGREEN BLVD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 19.00 | | 19.01 | MP MARKER | R | | 19 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.16 | | 19.17 | | | | | | | | 1 | 1 | | | | | | 9A | 24A | 9A | | 24 | 1 | 01 | | R1 | | | 55 | R | | |
| 19.63 | | 19.38 | EQUATION | | | 019.37 =019.63 | | | | 1 | 1 | | | | | | 4A | 22A | 7A | | 22 | 1 | 01 | | R1 | | | 55 | R | | |
| 19.99 | | 19.74 | MP MARKER | R | | 20 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.34 | | 20.09 | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 1 | 01 | | R1 | | | 55 | R | | |
| 20.90 | | 20.65 | BEG BRIDGE | B | | LAWTON CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 24A | \$\$C | | 24 | 1 | 01 | | R1 | | | 55 | R | | |
| | | | | | | BRDG NUM 014/038 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.91 | | 20.66 | END BRIDGE | B | | LAWTON CREEK | | | | 1 | 1 | | | | | | 4A | 22A | 6A | | 22 | 1 | 01 | | R1 | | | 55 | R | | |
| 20.99 | | 20.74 | MP MARKER | R | | 21 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.50 | | 21.25 | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 6A | | 22 | 1 | 01 | | R1 | | | 50 | R | | |
| 21.77 | | 21.52 | END CTLSEC | | | CONTROL SECTION 0604 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | LEAVE CO | | | CLARK | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|----|
| L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | |
| 18.24 | 18.25 | .09 | 12 | .03 | 12 | | .16 | 12 |

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAMANIA

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------|-------|---|------|--------------------------|----|-------------|-----|-----|------------|---------|-----|------|-----|-------|---------------------------|--------|--------|-----|-------|----|-----|----|---|----|----|---|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | P | S | |
| 21.77 | 21.52 | ENTER CO | | SKAMANIA | | | | 1 | 1 | | | | | 4A | 22A | 4A | | 22 | 1 | 01 | | R1 | | | 50 | R | | |
| | | BEG CTLSEC | | CONTROL SECTION 3001 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | L | SGN ENT CLARK COUNTY | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | SGN ENT SKAMANIA COUNTY | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.01 | 21.76 | MP MARKER | R | 22 | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.67 | 22.42 | | | | | | | 1 | 1 | | | | | 4A | 24A | 6A | | 24 | 1 | 01 | | R1 | | | 50 | R | | |
| 22.77 | 22.52 | | | | | | | 1 | 1 | | | | | 4A | 30A | 4A | | 30 | 1 | 01 | | R1 | | | 50 | R | | |
| 22.88 | 22.63 | | | | | | | 1 | 1 | | | | | 4A | 28A | 6A | | 28 | 1 | 01 | | R1 | | | 50 | R | | |
| 22.94 | 22.67 | EQUATION | | 022.92 =022.94 | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.96 | 22.69 | INTRSECTN | L | MARBLE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 23.00 | 22.73 | MP MARKER | R | 23 | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.05 | 22.78 | BEG SU LN | R | TRUCK CLIMBING SHOULD12A | | | | 1 | 1 | | | | | 4A | 24A | \$\$\$ | 12 | 36 | 1 | 01 | | R1 | | | 50 | R | | |
| 23.19 | 22.92 | | | | | | | 1 | 1 | | | | | 4A | 28A | | 12 | 40 | 1 | 01 | | R1 | | | 50 | R | | |
| 23.25 | 22.98 | END SU LN | R | TRUCK CLIMBING SHOULD12A | | | | 1 | 1 | | | | | 2A | 24A | 5A | \$\$\$ | 24 | 1 | 01 | | R1 | | | 50 | R | | |
| 23.42 | 23.15 | INTRSECTN | L | BELLE CENTER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 23.61 | 23.34 | | | | | | | 1 | 1 | | | | | 4A | 22A | 4A | | 22 | 1 | 01 | | R1 | | | 50 | R | | |
| 23.99 | 23.72 | MP MARKER | R | 24 | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.68 | 24.41 | BEG BRIDGE B | | PEDESTRIAN CROSSING | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 014/102P | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.69 | 24.42 | END BRIDGE B | | PEDESTRIAN CROSSING | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.72 | 24.45 | ENT/EXIT | L | BUSINESS | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 24.92 | 24.65 | BEG BRIDGE B | | HALF BRIDGE | ST | | | 1 | 1 | | | | | 4A | 28A | \$\$C | | 28 | 1 | 01 | | R1 | | | 50 | R | | |
| | | | | BRDG NUM 014/103 | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.93 | 24.66 | END BRIDGE B | | HALF BRIDGE | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 1 | 01 | | R1 | | | 50 | R | | |
| 25.01 | 24.74 | MP MARKER | R | 25 | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.04 | 24.77 | BEG BRIDGE B | | CAPE HORN SLIDE | ST | | | 1 | 1 | | | | | \$\$C | 24A | \$\$C | | 24 | 1 | 01 | | R1 | | | 50 | R | | |
| | | | | BRDG NUM 014/104 | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.13 | 24.86 | END BRIDGE B | | CAPE HORN SLIDE | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 1 | 01 | | R1 | | | 50 | R | | |
| 25.91 | 25.64 | | | | | | | 1 | 1 | | | | | 4A | 30A | 4A | | 30 | 1 | 01 | | R1 | | | 50 | R | | |
| 26.00 | 25.73 | MP MARKER | R | 26 | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.09 | 25.82 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.36 | 26.09 | BEG BRIDGE B | | PEDESTRIAN CROSSING | ST | | | 1 | 1 | | | | | 4A | 24A | 6A | | 24 | 1 | 01 | | R1 | | | 50 | R | | |
| | | | | BRDG NUM 014/105P | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.37 | 26.10 | END BRIDGE B | | PEDESTRIAN CROSSING | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.38 | 26.11 | INTRSECTN | L | SALMON FALLS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 26.45 | 26.18 | INTRSECTN | R | CAPE HORN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 24.72 | 24.45 | .01 | 12 | | | | | | |
| 26.38 | 26.11 | .03 | 12 | | | | | | |
| 26.45 | 26.18 | | | .03 | 12 | | | | |

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAMANIA

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|---------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|-----|---------------------------|------|--------|--------|-------|----|----|-----|----|----|----|---|---|----|----|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | T | P | S | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | LNS | RDY | SHD | USE | TOT | | | | | | SPEED | T | P | S | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 26.47 | | 26.20 | | | | | | | | | | | | | | | 4A | 24A | 6A | | | 24 | 1 | 01 | | R1 | | | | 50 | R | | |
| 26.53 | | 26.26 | | | | | | | | | | | | | | | 4A | 24A | 6A | | | 24 | 1 | 01 | | R1 | | | | 55 | R | | |
| 26.58 | | 26.31 | | | | | | | | | | | | | | | 4A | 24A | 4A | | | 24 | 1 | 01 | | R1 | | | | 55 | R | | |
| 26.99 | | 26.72 | MP MARKER | R | | 27 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.11 | | 26.84 | INTRSECTN | R | | RIVERSIDE DR | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 27.12 | | 26.85 | INTRSECTN | L | | KROGSTAD RD | PV | | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 27.40 | | 27.13 | BEG SU LN | L | | CLIMBING | | | 11A | | | 1 | 1 | | | | 4A | 24A | 4A | 11 | | 35 | 1 | 01 | | R1 | | | | | 55 | R | |
| 27.72 | | 27.45 | INTRSECTN | R | | RIVERSIDE DR | CO | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 27.87 | | 27.60 | CHG SU LN | L | | CLIMBING | | | 11B | | | 1 | 1 | | | | 4A | 24B | 4A | 11 | | 35 | 4 | 02 | | R1 | | | | | 55 | R | |
| | | | INTRSECTN | R | | PRINDLE RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 28.00 | | 27.73 | MP MARKER | R | | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.12 | | 27.85 | END SU LN | L | | CLIMBING | | | 11B | | | 1 | 1 | | | | 4A | 24B | 4A | \$\$\$ | | 24 | 4 | 02 | | R1 | | | | | 55 | R | |
| 28.16 | | 27.89 | INTRSECTN | R | | PRINDLE RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 29.00 | | 28.73 | MP MARKER | R | | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.21 | | 28.94 | | | | | | | | | | 1 | 1 | | | | 4A | 24B | 7A | | | 24 | 4 | 02 | | R1 | | | | | 55 | R | |
| 29.26 | | 28.99 | | | | | | | | | | 1 | 1 | | | | 4A | 34B | 7A | | | 34 | 4 | 02 | | R1 | | | | | 55 | R | |
| 29.31 | | 29.04 | BEG SU LN | L | | CLIMBING | | | 12B | | | 1 | 1 | | | | 4A | 24B | 7A | 12 | | 36 | 4 | 02 | | R1 | | | | | 55 | R | |
| 29.55 | | 29.28 | INTRSECTN | L | | SMITH-CRIPE RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 29.84 | | 29.57 | END SU LN | L | | CLIMBING | | | 12B | | | 1 | 1 | | | | 4A | 36B | 7A | \$\$\$ | | 36 | 4 | 02 | | R1 | | | | | 55 | R | |
| 29.91 | | 29.64 | | | | | | | | | | 1 | 1 | | | | 4A | 24B | 4A | | | 24 | 4 | 02 | | R1 | | | | | 55 | R | |
| 30.00 | | 29.73 | MP MARKER | R | | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.00 | | 30.73 | MP MARKER | R | | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.42 | | 31.15 | BEG SU LN | R | | SLOW VEHICLE | | | 14A | | | 1 | 1 | | | | 4A | 24B | \$\$\$ | 14 | | 38 | 4 | 02 | | R1 | | | | | 55 | R | |
| 31.54 | | 31.27 | END SU LN | R | | SLOW VEHICLE | | | 14A | | | 1 | 1 | | | | 4A | 24B | 4A | \$\$\$ | | 24 | 4 | 02 | | R1 | | | | | 55 | R | |
| 31.67 | | 31.40 | INTRSECTN | L | | FRANZ RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 32.00 | | 31.73 | MP MARKER | R | | 32 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.67 | | 32.40 | MISC FEATR | R | | SGN ENT SKAMANIA | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.82 | | 32.55 | INTRSECTN | L | | DUNCAN CREEK RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 32.83 | | 32.56 | INTRSECTN | L | | NIELSON RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 32.85 | | 32.58 | INTRSECTN | R | | SKAMANIA LANDING RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 32.87 | | 32.60 | BEG BRIDGE | B | | DUNCAN CREEK | ST | | | | 1 | 1 | | | | | \$\$C | 25A | \$\$C | | | 25 | 4 | 02 | | R1 | | | | | 55 | R | |
| | | | | | | BRDG NUM 014/107 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.88 | | 32.61 | END BRIDGE | B | | DUNCAN CREEK | | | | | 1 | 1 | | | | | 4A | 24B | 4A | | | 24 | 4 | 02 | | R1 | | | | | 55 | R | |
| 33.00 | | 32.73 | MP MARKER | R | | 33 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.04 | | 32.77 | INTRSECTN | L | | WOODWARD CREEK RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 33.11 | | 32.84 | INTRSECTN | L | | BUTLER LP RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 33.04 | | 32.77 | | .03 | 12 | | | | | | |
| 33.11 | | 32.84 | | .06 | 12 | | | | | | |

SR 014 MAINLINE STATE ROUTE - SRSH COUNTY SKAMANIA DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------|-------|---|------|--------------------------|----|----|-------------|-----|-----|--------------|-----|---------------------------|---------|-----|-----|-------|-----|-------|-----|-----|------|------|----|-------|----|---|----|-----|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | LEGAL | T | P | S | | | |
| | | | | | | | | | | | | WD/S BR | W/S | W/S | W/S | | | | | | A SE | NBR | FC | D | IB | R | K | T | | |
| 33.12 | 32.85 | | | | | | | 1 | 1 | | | | | | | 4A | 24B | 4A | | | 24 | 4 | 02 | | R1 | | 55 | R | | |
| 33.50 | 33.23 | INTRSECTN | L | BUTLER LP RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SKAMANIA LANDING RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 33.99 | 33.72 | MP MARKER | R | 34 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.08 | 33.81 | INTRSECTN | R | DOETSCH RANCH RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 34.24 | 33.97 | BEG BRIDGE | B | WOODWARD CREEK | ST | | | 1 | 1 | | | | | | | \$\$C | 25A | \$\$C | | | 25 | 4 | 02 | | R1 | | 55 | R | | |
| | | | | BRDG NUM 014/109 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.26 | 33.99 | END BRIDGE | B | WOODWARD CREEK | | | | 1 | 1 | | | | | | | 4A | 24B | 6A | | | 24 | 4 | 02 | | R1 | | 55 | L | | |
| 34.66 | 34.39 | INTRSECTN | L | LITTLE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 34.78 | 34.51 | INTRSECTN | L | KUEFFLER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 34.81 | 34.54 | WYE CONN | L | KUEFFLER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 34.89 | 34.62 | ENT/EXIT | L | BEACON ROCK STATE PARK | ST | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 34.99 | 34.72 | MP MARKER | R | 35 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.52 | 35.25 | INTRSECTN | L | GUPTIL RD | CO | | N | 1 | 1 | | | | | | | 4A | 24B | 4A | | | 24 | 4 | 02 | | R1 | | 55 | L | | |
| 35.99 | 35.72 | MP MARKER | R | 36 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.71 | 36.44 | ENTER CITY | | NORTH BONNEVILLE | | | | 1 | 1 | | | | | | | 4A | 24B | 4A | | | 24 | 4 | 02 | 0877 | R1 | | 55 | L P | | |
| 36.78 | 36.51 | MISC FEATR | R | SGN ENT NORTH BONNEVILLE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.82 | 36.55 | | | | | | | 1 | 1 | | | | | | | 9A | 24B | 9A | | | 24 | 4 | 02 | 0877 | R1 | | 55 | L P | | |
| 37.03 | 36.76 | MP MARKER | R | 37 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.04 | 36.77 | INTRSECTN | L | EVERGREEN DR | CT | | N | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | GRENIA RD | CT | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 37.19 | 36.92 | BEG TUNNEL | B | BN RR UC | | | | 1 | 1 | | | | | | | \$\$W | 40B | \$\$W | | | 40 | 4 | 02 | 0877 | R1 | | 55 | L P | | |
| | | | | TNNL NUM 014/111 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.22 | 36.95 | END TUNNEL | B | BN RR UC | | | | 1 | 1 | | | | | | | 10A | 24B | 9A | | | 24 | 4 | 02 | 0877 | R1 | | 55 | L P | | |
| 37.43 | 37.16 | BEG BRIDGE | B | HAMILTON CREEK | ST | | | 1 | 1 | | | | | | | \$\$W | 44B | \$\$W | | | 44 | 4 | 02 | 0877 | R1 | | 55 | L P | | |
| | | | | BRDG NUM 014/112 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.48 | 37.21 | END BRIDGE | B | HAMILTON CREEK | | | | 1 | 1 | | | | | | | 8A | 24B | 8A | | | 24 | 4 | 02 | 0877 | R1 | | 55 | L P | | |
| 37.59 | 37.32 | INTRSECTN | R | CASCADE DR | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 37.89 | 37.62 | BEG BRIDGE | B | CASCADE DR | ST | | | 1 | 1 | | | | | | | \$\$W | 44P | \$\$W | | | 44 | 4 | 02 | 0877 | R1 | | 55 | L P | | |
| | | | | BRDG NUM 014/113 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.92 | 37.65 | END BRIDGE | B | CASCADE DR | | | | 1 | 1 | | | | | | | 8A | 24B | 8A | | | 24 | 4 | 02 | 0877 | R1 | | 55 | L P | | |
| 38.02 | 37.75 | MP MARKER | R | 38 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.55 | 38.28 | INTRSECTN | R | DAM ACCESS RD | CT | | Y | 1 | 1 | | | | | | | 9A | 24B | 10A | | | 24 | 4 | 02 | 0877 | R1 | | 55 | L P | | |
| | | INTRSECTN | L | HOT SPRINGS WAY | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 34.08 | 33.81 | | .08 11 | .03 11 | | | | | |
| 37.04 | 36.77 | .04 13 | | .04 13 | | | | | |
| 37.59 | 37.32 | | | .05 13 | | | | | |
| 38.55 | 38.28 | .03 12 | | .05 12 | | | | | |

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAMANIA

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|--------|-------|---|------|-----------------------|----|----|-------------|-----|-----|--------------|-----|------|-----|-------|---------------------------|-------|-------|-----|----|----|----------|----|---|----|---|----|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | LEGAL | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | CITY | | ST | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | MTCE | | FC | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | S | T |
| 38.63 | 38.36 | | | | | | | 1 | 1 | | | | | 9A | 24B | 10A | | 24 | 4 | 02 | 0877 | R1 | | 55 | L | P | | |
| 39.02 | 38.75 | MP MARKER | R | 39 | | | | 1 | 1 | | | | | 8A | 24B | 9A | | 24 | 4 | 02 | 0877 | R1 | | 55 | L | P | | |
| 39.26 | 38.99 | LEAVE CITY | | NORTH BONNEVILLE | | | | 1 | 1 | | | | | 8A | 24B | 9A | | 24 | 4 | 02 | \$\$\$ | R1 | | 55 | L | \$ | | |
| 39.68 | 39.41 | ENTER CITY | | NORTH BONNEVILLE | | | | 1 | 1 | | | | | 8A | 24B | 9A | | 24 | 4 | 02 | 0877 | R1 | | 55 | L | P | | |
| 39.75 | 39.48 | ENT/EXIT | R | VISITOR CENTER | OT | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | L | BONNEVILLE TRAILHEAD | OT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 40.02 | 39.75 | MP MARKER | R | 40 | | | | | | | | | | | | | | | | | | | | | | | | |
| 40.36 | 40.09 | INTRSECTN | R | CORP OF ENGINEERS RD | OT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 40.48 | 40.21 | RR XING | B | NUM 090141E STRUCTURE | | | | 1 | 1 | | | | | \$\$W | 44P | \$\$W | | 44 | 4 | 02 | 0877 | R1 | | 55 | R | P | | |
| | | BEG BRIDGE | B | BN RR | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 014/115 | | | | | | | | | | | | | | | | | | | | | | | | |
| 40.54 | 40.27 | END BRIDGE | B | BN RR | | | | 1 | 1 | | | | | 8A | 24B | 9A | | 24 | 4 | 02 | 0877 | R1 | | 55 | R | P | | |
| 40.62B | 40.35 | BEG EQ | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | |
| 40.73B | 40.46 | INTRSECTN | L | WAUNA LAKE RD | CT | | N | | | | | | | | | | | | | | | | | | | | | |
| 40.62 | 40.53 | EQUATION | | 040.80B=040.62 | | | | | | | | | | | | | | | | | | | | | | | | |
| 40.73 | 40.64 | LEAVE CITY | | NORTH BONNEVILLE | | | | 1 | 1 | | | | | 4A | 24B | 4A | | 24 | 4 | 02 | \$\$\$\$ | R1 | | 55 | R | \$ | | |
| 41.02 | 40.93 | MP MARKER | R | 41 | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.45 | 41.36 | | | | | | | 1 | 1 | | | | | 8A | 24B | 8A | | 24 | 4 | 02 | | R1 | | 55 | R | | | |
| 41.55 | 41.46 | INTRSECTN | R | BRIDGE OF THE GODS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 41.60 | 41.51 | EXIT TO | R | HISTORICAL MARKER | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 41.67 | 41.58 | ENT FROM | R | HISTORICAL MARKER | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 41.69 | 41.60 | INTRSECTN | L | ASH LAKE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 41.76 | 41.67 | | | | | | | 1 | 1 | | | | | 4A | 24B | 4A | | 24 | 4 | 02 | | R1 | | 55 | R | | | |
| 42.02 | 41.93 | MP MARKER | R | 42 | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.10 | 42.01 | | | | | | | 1 | 1 | | | | | 6A | 24B | 6A | | 24 | 4 | 02 | | R1 | | 55 | R | | | |
| 42.71 | 42.62 | INTRSECTN | L | ASH LAKE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 42.90 | 42.81 | MISC FEATR | R | SGN ENT STEVENSON | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.95 | 42.86 | | | | | | | 1 | 1 | | | | | 5A | 24B | 12A | | 24 | 4 | 02 | | R1 | | 55 | R | | | |
| 42.99 | 42.90 | | | | | | | 1 | 1 | | | | | 4A | 24B | 4A | | 24 | 4 | 02 | | R1 | | 55 | R | | | |
| 43.05 | 42.96 | MP MARKER | R | 43 | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.09 | 43.00 | INTRSECTN | L | ROCK CREEK DR | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 43.19 | 43.10 | | | | | | | 1 | 1 | | | | | 6A | 24B | 6A | | 24 | 4 | 02 | | R1 | | 55 | R | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 39.75 | 39.48 | .03 | 12 | | | | | | |
| 40.36 | 40.09 | | | .03 | 12 | | | | |
| 41.55 | 41.46 | | | .04 | 11 | | | | |
| 41.60 | 41.51 | | | .04 | 12 | | | | |
| 41.69 | 41.60 | .02 | 11 | | | | | | |
| 43.09 | 43.00 | .04 | 12 | | | | | | |

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAMANIA

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------|-------|---|------|--------------------------------|----|----|-------------|-----|-----|-------------|-----|---------------------------|-----|-------|-----|-------|-------|-----|------|----|-----|----------|----|----|----|---|----|----|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | LEGAL | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | MTCE | | CITY | | ST | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | T | P | S | |
| 43.69 | 43.60 | | | | | | | 1 | 1 | | | | | 6A | 24B | 6A | | | 24 | 4 | 02 | | R1 | | 55 | R | | |
| 43.90 | 43.81 | BEG BRIDGE | B | ROCK CREEK BRDG NUM 014/118 | ST | | | 1 | 1 | | | | | \$\$C | 23A | \$\$C | | | 23 | 4 | 02 | | R1 | | 55 | R | | |
| 43.91 | 43.82 | ENTER CITY | | STEVENSON | | | | 1 | 1 | | | | | C | 23A | C | | | 23 | 4 | 02 | 1250 | R1 | | 55 | R | P | * |
| | | BEG ST | I | SECOND ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.93 | 43.84 | END BRIDGE | B | ROCK CREEK | | | | 1 | 1 | | | | | 3A | 24B | 3A | | | 24 | 4 | 02 | 1250 | R1 | | 25 | R | P | * |
| 43.99 | 43.90 | WYE CONN | R | FIRST ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 44.02 | 43.93 | MP MARKER | R | 44 | | | | 1 | 1 | | | | | 3A | 24B | 10A | | | 24 | 4 | 02 | 1250 | R1 | | 25 | R | P | * |
| 44.05 | 43.96 | INTRSECTN | R | FIRST ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 44.06 | 43.97 | | | | | | | 1 | 1 | | | | | \$\$C | 36B | \$\$C | | | 36 | 4 | 02 | 1250 | R1 | | 25 | R | L | * |
| 44.13 | 44.04 | INTRSECTN | L | ROCK CREEK DR | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 44.16 | 44.07 | | | | | | | 1 | 1 | | | | | C | 36B | C | | | 36 | 4 | 02 | 1250 | R1 | | 25 | R | B | * |
| 44.18 | 44.09 | INTRSECTN | R | SEYMOUR ST | CT | | Y | 1 | 1 | | | | | C | 40B | C | | | 40 | 4 | 02 | 1250 | R1 | | 25 | R | B | * |
| 44.26 | 44.17 | INTRSECTN | B | RUSSELL AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 44.35 | 44.26 | INTRSECTN | R | LEAVENS ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 44.43 | 44.34 | INTRSECTN | R | COLUMBIA ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 44.44 | 44.35 | INTRSECTN | L | COLUMBIA ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 44.55 | 44.46 | | | | | | | 1 | 1 | | | | | C | 36B | C | | | 36 | 4 | 02 | 1250 | R1 | | 25 | R | P | * |
| 44.58 | 44.49 | | | | | | | 1 | 1 | | | | | C | 36B | C | | | 36 | 4 | 02 | 1250 | R1 | | 50 | R | P | * |
| 44.59 | 44.50 | MISC FEATR | L | SGN ENT STEVENSON | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.60 | 44.51 | INTRSECTN | L | FRANK JOHNS RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | FIRST ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 44.61 | 44.52 | | | | | | | 1 | 1 | | | | | C | 38B | 10A | | | 38 | 4 | 02 | 1250 | R1 | | 50 | R | P | * |
| 44.64 | 44.55 | | | | | | | 1 | 1 | | | | | 4A | 24B | 4A | | | 24 | 4 | 02 | 1250 | R1 | | 50 | R | P | * |
| 44.65 | 44.56 | END ST | I | SECOND ST | | | | 1 | 1 | | | | | 4A | 24B | 4A | | | 24 | 4 | 02 | 1250 | R1 | | 50 | R | P | \$ |
| | | INTRSECTN | B | LUTHERAN CHURCH RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 44.66 | 44.57 | LEAVE CITY | | STEVENSON | | | | 1 | 1 | | | | | 4A | 24B | 4A | | | 24 | 4 | 02 | \$\$\$\$ | R1 | | 50 | R | \$ | |
| 44.68 | 44.59 | WYE CONN | R | FIRST ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 45.02 | 44.93 | MP MARKER | R | 45 | | | | | | | | | | | | | | | | | | | | | | | | |
| 45.13 | 45.04 | INTRSECTN | R | STEVENSON CEMETERY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 45.73 | 45.64 | INTRSECTN | L | NELSON CREEK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 46.02 | 45.93 | MP MARKER | R | 46 | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.05 | 46.96 | MP MARKER | R | 47 | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.44 | 47.35 | WYE CONN | L | WIND RIVER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 47.47 | 47.38 | INTRSECTN | L | WIND RIVER RD | CO | AF | Y | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 44.60 | 44.51 | | | .03 | 12 | | | | |
| 45.73 | 45.64 | .03 | 12 | | | | | | |
| 47.44 | 47.35 | | | | | .05 | 12 | | |
| 47.47 | 47.38 | .03 | 12 | | | | | | |

SR 014 MAINLINE STATE ROUTE - SRSH COUNTY SKAMANIA DOT DISTRICT 4

| | | | | | | | | | | | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | |
|-------|---|-----|-------------------------|---|---------|-------------|------------|----|----|-------------|---|-----|--------------|---|------|---------|-----|-----|-----|--------|-----|---|-------|--------------------------|----|-------|----|----|----|---|--|-------|--|--|-------|--|--|
| | | | :DIRECTION TO INVENTORY | | -BRIDGE | | | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | LEGAL | | | T P S | | | | | | | | | | | |
| | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | | | NBR | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | MTCE | | | CITY | | | ST | | | SPEED | | | T P S | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | | |
| 47.48 | | | 47.39 | | | | | | | | | | | | | | 4A | 24B | 4A | | 24 | 4 | 02 | | | R1 | | 50 | R | | | | | | | | |
| 47.50 | | | 47.41 | | | R | INTRSECTN | | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.62 | | | 47.53 | | | L | BEG SU LN | | | | | | | | | | 4A | 24B | 4A | 11 | 35 | 4 | 02 | | | R1 | | 50 | R | | | | | | | | |
| 48.01 | | | 47.92 | | | L | END SU LN | | | 11B | | | | | | | 4A | 24B | 4A | \$\$\$ | 24 | 4 | 02 | | | R1 | | 55 | R | | | | | | | | |
| 48.02 | | | 47.93 | | | R | MP MARKER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.21 | | | 48.12 | | | R | INTRSECTN | | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.02 | | | 48.93 | | | R | MP MARKER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.33 | | | 49.24 | | | L | INTRSECTN | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.34 | | | 49.25 | | | B | BEG BRIDGE | | ST | | | 1 | 1 | | | | \$W | 40P | \$W | | 40 | 4 | 02 | | | R1 | | 55 | R | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.46 | | | 49.37 | | | B | END BRIDGE | | | | | 1 | 1 | | | | 4A | 24B | 4A | | 24 | 4 | 02 | | | R1 | | 55 | L | | | | | | | | |
| 49.66 | | | 49.57 | | | L | INTRSECTN | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.73 | | | 49.64 | | | R | MISC FEATR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.86 | | | 49.77 | | | L | INTRSECTN | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.91 | | | 49.82 | | | L | WYE CONN | | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.03 | | | 49.94 | | | R | MP MARKER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.08 | | | 49.99 | | | R | ENT/EXIT | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | L | INTRSECTN | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.22 | | | 50.13 | | | L | INTRSECTN | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.30 | | | 50.21 | | | L | WEIGH STA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.49 | | | 50.40 | | | L | MISC FEATR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.53 | | | 50.44 | | | L | INTRSECTN | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.84 | | | 50.75 | | | | | | | | | 1 | 1 | | | | 3A | 24B | 3A | | 24 | 4 | 02 | | | R1 | | 55 | L | | | | | | | | |
| 50.99 | | | 50.90 | | | R | MP MARKER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.99 | | | 51.90 | | | R | MP MARKER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52.36 | | | 52.27 | | | L | INTRSECTN | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52.38 | | | 52.29 | | | L | WYE CONN | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52.89 | | | 52.80 | | | | | | | | | 1 | 1 | | | | 4A | 24B | 4A | | 24 | 4 | 02 | | | R1 | | 55 | L | | | | | | | | |
| 53.01 | | | 52.92 | | | R | MP MARKER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54.01 | | | 53.92 | | | R | MP MARKER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.03 | | | 54.94 | | | R | MP MARKER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.93 | | | 55.84 | | | R | MP MARKER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.28 | | | 56.19 | | | L | INTRSECTN | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.85 | | | 56.76 | | | L | INTRSECTN | | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.87 | | | 56.78 | | | B | BEG BRIDGE | | ST | | | 1 | 1 | | | | \$W | 36P | \$W | | 36 | 4 | 02 | | | R1 | | 55 | L | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.96 | | | 56.87 | | | B | END BRIDGE | | | | | 1 | 1 | | | | 4A | 24B | 4A | | 24 | 4 | 02 | | | R1 | | 55 | L | | | | | | | | |
| 56.99 | | | 56.90 | | | R | MP MARKER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.25 | | | 57.16 | | | L | ENT/EXIT | | ST | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.91 | | | 57.82 | | | R | MP MARKER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.08 | | | 57.99 | | | B | BEG TUNNEL | | | | | 1 | 1 | | | | \$C | 24A | \$C | | 24 | 4 | 02 | | | R1 | | 55 | L | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.10 | | | 58.01 | | | B | END TUNNEL | | | | | 1 | 1 | | | | 4A | 24B | 4A | | 24 | 4 | 02 | | | R1 | | 55 | L | | | | | | | | |

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAMANIA

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------|-------|---|------|----------------------|----|----|-------------|-----|-----|-------------|-----|---------|---------|-----|---------------------------|-----|-----|-----|-----|-----|------|------|----|-------|----|---|---|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | LEGAL | T | P | S | | |
| | | | | | | | | | | | | WD/S BR | W/S | W/S | W/S | | | | | | A SE | NBR | FC | D | IB | R | K | T | |
| 58.17 | 58.08 | | | | | | | 1 | 1 | | | | 4A | 24B | 4A | | | | | 24 | 4 | 02 | R1 | | 55 | L | | | |
| 58.45 | 58.36 | BEG TUNNEL | B | NO 2 | | | | 1 | 1 | | | | \$\$C | 24A | \$\$C | | | | | 24 | 4 | 02 | R1 | | 55 | L | | | |
| | | | | TNNL NUM 014/129 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.53 | 58.44 | END TUNNEL | B | NO 2 | | | | 1 | 1 | | | | 4A | 24B | 4A | | | | | 24 | 4 | 02 | R1 | | 55 | L | | | |
| 58.92 | 58.83 | BEG TUNNEL | B | NO 3 | | | | 1 | 1 | | | | \$\$C | 24A | \$\$C | | | | | 24 | 4 | 02 | R1 | | 55 | L | | | |
| | | | | TNNL NUM 014/130 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.97 | 58.88 | END TUNNEL | B | NO 3 | | | | 1 | 1 | | | | 4A | 24B | 4A | | | | | 24 | 4 | 02 | R1 | | 55 | L | | | |
| 58.99 | 58.90 | MP MARKER | R | 59 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 59.03 | 58.94 | BEG BRIDGE | B | GULCH | | | | 1 | 1 | | | | \$\$C | 24A | \$\$C | | | | | 24 | 4 | 02 | R1 | | 55 | L | | | |
| | | | | BRDG NUM 014/131 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 59.07 | 58.98 | END BRIDGE | B | GULCH | | | | 1 | 1 | | | | 4A | 24B | 4A | | | | | 24 | 4 | 02 | R1 | | 55 | L | | | |
| 59.24 | 59.15 | INTRSECTN | L | SHADDOX SPRINGS RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 59.44 | 59.35 | RR XING | B | NUM 90160J STRUCTURE | | | | 1 | 1 | | | | \$\$C | 24A | \$\$C | | | | | 24 | 4 | 02 | R1 | | 55 | L | | | |
| | | BEG BRIDGE | B | BN RR | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 014/132 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 59.46 | 59.37 | END BRIDGE | B | BN RR | | | | 1 | 1 | | | | 4A | 24B | 4A | | | | | 24 | 4 | 02 | R1 | | 55 | L | | | |
| 59.61 | 59.52 | BEG TUNNEL | B | NO 4 | | | | 1 | 1 | | | | \$\$C | 24A | \$\$C | | | | | 24 | 4 | 02 | R1 | | 55 | L | | | |
| | | | | TNNL NUM 014/133 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 59.66 | 59.57 | END TUNNEL | B | NO 4 | | | | 1 | 1 | | | | 4A | 24B | 4A | | | | | 24 | 4 | 02 | R1 | | 55 | L | | | |
| 59.95 | 59.86 | MP MARKER | R | 60 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.23 | 60.14 | BEG TUNNEL | B | NO 5 | | | | 1 | 1 | | | | \$\$C | 24A | \$\$C | | | | | 24 | 4 | 02 | R1 | | 55 | L | | | |
| | | | | TNNL NUM 014/134 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.27 | 60.18 | END TUNNEL | B | NO 5 | | | | 1 | 1 | | | | 4A | 24B | 4A | | | | | 24 | 4 | 02 | R1 | | 55 | L | | | |
| 60.88 | 60.79 | MP MARKER | R | 61 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 61.44 | 61.35 | ENT/EXIT | R | FISH HATCHERY | | | | | | | | | | | | | | | | | | | | | | | | | |
| 61.62 | 61.53 | RR XING | B | NUM 90163F STRUCTURE | | | | 1 | 1 | | | | \$\$C | 24A | \$\$C | | | | | 24 | 4 | 02 | R1 | | 55 | L | | | |
| | | BEG BRIDGE | B | SPS RR | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 014/137 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 61.65 | 61.56 | END BRIDGE | B | SPS RR | | | | 1 | 1 | | | | 4A | 24B | 4A | | | | | 24 | 4 | 02 | R1 | | 55 | L | | | |
| 62.00 | 61.91 | MP MARKER | R | 62 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 63.02 | 62.93 | MP MARKER | R | 63 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 63.17 | 63.08 | | | | | | | 1 | 1 | | | | 4A | 24B | 4A | | | | | 24 | 4 | 02 | R1 | | 40 | L | | | |
| 63.32 | 63.23 | INTRSECTN | L | COOK-UNDERWOOD RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 63.45 | 63.36 | BEG BRIDGE | B | WHITE SALMON RIVER | | | | 1 | 1 | | | | \$\$C | 40A | \$\$C | | | | | 40 | 4 | 02 | R1 | | 40 | L | | | |
| | | | | BRDG NUM 014/201 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 63.48 | 63.39 | END CTLSEC | | CONTROL SECTION 3001 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | LEAVE CO | | SKAMANIA | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 61.44 | 61.35 | | | .04 | 12 | | | | |

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY KLIKITAT

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|-------|-------|---|------|--------------------------|-----|----|-------------|-----|-----|-------------|-----|------|---------|-------|---------------------------|-------|--------|-----|------|------|----------|-------|----|---|----|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | |
| 63.48 | 63.39 | ENTER CO | | KLIKITAT | | | | 1 | 1 | | | | | C | 40A | C | | 40 | 4 | 02 | | R1 | 40 | R | | |
| | | BEG CTLSEC | | CONTROL SECTION 2001 | | | | | | | | | | | | | | | | | | | | | | |
| 63.51 | 63.42 | END BRIDGE | B | WHITE SALMON RIVER | | | | 1 | 1 | | | | | 2A | 24B | 2A | | 24 | 4 | 02 | | R1 | 40 | R | | |
| 63.52 | 63.43 | INTRSECTN | L | SR 141 SPUNDRWD (SPUR) | ST | | N | | | | | | | | | | | | | | | | | | | |
| 63.60 | 63.49 | EQUATION | | 063.58 =063.60 | | | | | | | | | | | | | | | | | | | | | | |
| 63.98 | 63.87 | MP MARKER | R | 64 | | | | | | | | | | | | | | | | | | | | | | |
| 64.16 | 64.05 | ENTER CITY | | WHITE SALMON | | | | 1 | 1 | | | | | 2A | 24B | 2A | | 24 | 4 | 02 | 1435 | R1 | 40 | R | P | |
| 64.48 | 64.37 | LEAVE CITY | | WHITE SALMON | | | | 1 | 1 | | | | | 2A | 24B | 2A | | 24 | 4 | 02 | \$\$\$\$ | R1 | 40 | R | \$ | |
| 64.63 | 64.52 | | | | | | | 1 | 1 | | | | | 2A | 24B | 6A | | 24 | 4 | 02 | | R1 | 40 | R | | |
| 64.67 | 64.56 | | | | | | | 1 | 1 | | | | | 6A | 24B | 6A | | 24 | 4 | 02 | | R1 | 40 | R | | |
| 64.71 | 64.60 | ENTER CITY | | WHITE SALMON | | | | 1 | 1 | | | | | 6A | 24B | 6A | | 24 | 4 | 02 | 1435 | R1 | 40 | R | P | |
| 64.72 | 64.61 | MISC FEATR | R | SGN ENT WHITE SALMON | | | | | | | | | | | | | | | | | | | | | | |
| 64.83 | 64.72 | INTRSECTN | L | DOCK GRADE RD N | CT | | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | DOCK GRADE RD S | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 64.84 | 64.73 | | | | | | | 1 | 1 | | | | | 6A | 28B | \$\$C | | 28 | 4 | 02 | 1435 | R1 | 40 | R | P | |
| 64.89 | 64.78 | BEG SU LN | C | TWO WAY TURN | 13B | | | 1 | 1 | | | | | 6A | 28B | C | 13 | 41 | 4 | 02 | 1435 | R1 | 40 | R | P | |
| 64.96 | 64.85 | MP MARKER | R | 65 | | | | | | | | | | | | | | | | | | | | | | |
| 65.00 | 64.89 | END SU LN | C | TWO WAY TURN | 13B | | | 1 | 1 | | | | | 6A | 28B | C | \$\$\$ | 28 | 4 | 02 | 1435 | R1 | 40 | R | P | |
| | | ENT/EXIT | R | PARK AND RIDE LOT | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 65.08 | 64.97 | INTRSECTN | R | HOOD RIVER BRIDGE RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 65.16 | 65.05 | BEG SU LN | C | TWO WAY TURN | 14B | | | 1 | 1 | | | | | 6A | 28B | C | 14 | 42 | 4 | 02 | 1435 | R1 | 40 | R | P | |
| 65.44 | 65.33 | INTRSECTN | R | NORTH SHORE DR | CT | | N | | | | | | | | | | | | | | | | | | | |
| 65.47 | 65.36 | END SU LN | C | TWO WAY TURN | 14B | | | 1 | 1 | | | | | 6A | 28B | C | \$\$\$ | 28 | 4 | 02 | 1435 | R1 | 40 | R | P | |
| 65.50 | 65.39 | LEAVE CITY | | WHITE SALMON | | | | 1 | 1 | | | | | 6A | 28B | C | | 28 | 4 | 02 | 0090 | R1 | 40 | R | P | |
| | | ENTER CITY | | BINGEN | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | SGN ENT BINGEN | | | | | | | | | | | | | | | | | | | | | | |
| 65.75 | 65.64 | INTRSECTN | R | PVT RD | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 65.81 | 65.70 | BEG SU LN | C | TWO WAY TURN | 14B | | | 1 | 1 | | | | | 6A | 28B | C | 14 | 42 | 4 | 02 | 0090 | R1 | 40 | R | \$ | |
| 65.85 | 65.74 | | | | | | | 1 | 1 | | | | | 6A | 28B | C | 14 | 42 | 4 | 02 | 0090 | R1 | 30 | R | | |
| 65.89 | 65.78 | ENT/EXIT | R | DOT MAINTENANCE FACILITY | ST | | N | | | | | | | | | | | | | | | | | | | |
| 65.90 | 65.79 | | | | | | | 1 | 1 | | | | | \$\$C | 33B | C | 14 | 47 | 4 | 02 | 0090 | R1 | 30 | R | | |
| 65.92 | 65.81 | END SU LN | C | TWO WAY TURN | 14B | | | 1 | 1 | | | | | C | 33B | C | \$\$\$ | 33 | 4 | 02 | 0090 | R1 | 30 | R | | |
| 65.94 | 65.83 | MP MARKER | R | 66 | | | | | | | | | | | | | | | | | | | | | | |
| 66.14 | 66.03 | | | | | | | 1 | 1 | | | | | C | 33B | C | | 33 | 4 | 02 | 0090 | R1 | 30 | R | R | |
| 66.15 | 66.04 | BEG ST | I | W STEUBEN | | | | 1 | 1 | | | | | C | 33B | C | | 33 | 4 | 02 | 0090 | R1 | 25 | R | R | * |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 64.83 | 64.72 | .04 | 13 | .03 | 13 | .07 | 12 | | |
| 65.08 | 64.97 | | .06 | .03 | 13 | | | | |
| 65.75 | 65.64 | | | .04 | 12 | | | | |

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY KLIKITAT

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|-------|-------|-----|------------|---|----|----------------------|----|----|-------------|-----|-----|------------|-----|-----|-----|---------------------------|-----|-----|-----|-----|-----|----------|------|----|-------|----|----|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | NBR | LFT | RHT | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P |
| 66.15 | 66.04 | | INTRSECTN | L | | WILLOW ST | CT | Y | 1 | 1 | | | | C | 33B | C | | | 33 | 4 | 02 | 0090 | R1 | 25 | R | R | * |
| 66.17 | 66.06 | | | | | | | | | | | | | C | 33B | C | | | 33 | 4 | 02 | 0090 | R1 | 25 | R | L | * |
| 66.23 | 66.12 | | INTRSECTN | B | | WALNUT ST | CT | Y | 1 | 1 | | | | C | 60B | C | | | 60 | 4 | 02 | 0090 | R1 | 25 | R | B | * |
| 66.28 | 66.17 | | INTRSECTN | L | | ALDER ST | CT | Y | | | | | | | | | | | | | | | | | | | |
| 66.34 | 66.23 | | INTRSECTN | B | | ASH ST | CT | Y | | | | | | | | | | | | | | | | | | | |
| 66.41 | 66.30 | | END ST | I | | W STEUBEN | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | E STEUBEN | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | OAK ST | CT | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 141 | ST | Y | | | | | | | | | | | | | | | | | | | |
| 66.47 | 66.36 | | INTRSECTN | B | | MAPLE ST | CT | Y | 1 | 1 | | | | C | 42B | 10A | | | 42 | 4 | 02 | 0090 | R1 | 25 | R | B | * |
| 66.54 | 66.43 | | INTRSECTN | L | | CHERRY ST | CT | Y | | | | | | | | | | | | | | | | | | | |
| 66.58 | 66.47 | | | | | | | | 1 | 1 | | | | C | 36B | 4A | | | 36 | 4 | 02 | 0090 | R1 | 25 | R | L | * |
| 66.60 | 66.49 | | INTRSECTN | L | | CEDAR ST | CT | Y | 1 | 1 | | | | C | 36B | 4A | | | 36 | 4 | 02 | 0090 | R1 | 35 | R | L | * |
| 66.66 | 66.55 | | INTRSECTN | L | | ELM ST | CT | Y | | | | | | | | | | | | | | | | | | | |
| 66.71 | 66.60 | | INTRSECTN | L | | PINE ST | CT | Y | 1 | 1 | | | | C | 36B | 3A | | | 36 | 4 | 02 | 0090 | R1 | 35 | R | P | * |
| 66.77 | 66.66 | | INTRSECTN | L | | VINE ST | CT | Y | 1 | 1 | | | | C | 36B | 4A | | | 36 | 4 | 02 | 0090 | R1 | 35 | R | P | * |
| 66.84 | 66.73 | | | | | | | | 1 | 1 | | | | 4A | 24B | 4A | | | 24 | 4 | 02 | 0090 | R1 | 35 | R | P | * |
| 66.88 | 66.77 | | END ST | I | | E STEUBEN | | | 1 | 1 | | | | 4A | 24B | 4A | | | 24 | 4 | 02 | 0090 | R1 | 35 | R | R | \$ |
| 66.96 | 66.85 | | MP MARKER | R | | 67 | | | 1 | 1 | | | | 4A | 24B | 4A | | | 24 | 4 | 02 | 0090 | R1 | 35 | R | P | |
| 67.00 | 66.89 | | | | | | | | 1 | 1 | | | | 4A | 24B | 4A | | | 24 | 4 | 02 | 0090 | R1 | 60 | R | P | |
| 67.09 | 66.98 | | LEAVE CITY | | | BINGEN | | | 1 | 1 | | | | 4A | 24B | 4A | | | 24 | 4 | 02 | \$\$\$\$ | R1 | 60 | R | \$ | |
| 67.10 | 66.99 | | MISC FEATR | L | | SGN ENT BINGEN | | | | | | | | | | | | | | | | | | | | | |
| 67.92 | 67.81 | | MP MARKER | R | | 68 | | | | | | | | | | | | | | | | | | | | | |
| 69.72 | 69.61 | | INTRSECTN | L | | COURTNEY RD | CO | N | | | | | | | | | | | | | | | | | | | |
| 70.00 | 69.89 | | MP MARKER | R | | 70 | | | | | | | | | | | | | | | | | | | | | |
| 70.91 | 70.80 | | INTRSECTN | L | | OLD HWY NO 8 | CO | N | | | | | | | | | | | | | | | | | | | |
| 70.99 | 70.88 | | MP MARKER | R | | 71 | | | | | | | | | | | | | | | | | | | | | |
| 71.99 | 71.88 | | MP MARKER | R | | 72 | | | | | | | | | | | | | | | | | | | | | |
| 72.98 | 72.87 | | MP MARKER | R | | 73 | | | | | | | | | | | | | | | | | | | | | |
| 73.93 | 73.82 | | REST AREA | R | | CHAMBERLIN LAKE | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | CS 200191 Z446 MAJOR | | | | | | | | | | | | | | | | | | | | | |
| 73.94 | 73.83 | | EXIT TO | R | | REST AREA | ST | Y | | | | | | | | | | | | | | | | | | | |
| 73.95 | 73.84 | | MP MARKER | R | | 74 | | | | | | | | | | | | | | | | | | | | | |
| 73.96 | 73.85 | | ENT FROM | R | | REST AREA | ST | Y | | | | | | | | | | | | | | | | | | | |
| 74.02 | 73.91 | | ENT/EXIT | R | | REST AREA | ST | Y | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|-------|----------------------|-----|-----|-----|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L | R | L | R | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 66.41 | 66.30 | | .03 | 12 | | | | | | |
| 66.47 | 66.36 | | | .03 | 14 | | | | | |
| 74.02 | 73.91 | | | | .04 | 11 | | | | |

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY KLIKITAT

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------|-------|---|------|-------------------------|----|----|-------------|-----|-----|-------------|-----|---------------------------|---------|-------|-----|-------|-----|-----|---|----|------|----|-------|----|---|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | |
| | | | | | | | | | | | | | | | | | | | | | NBR | FC | D | IB | R | K | T |
| 81.87 | 81.76 | | | | | | | 1 | 1 | | | | | 6A | 24B | 6A | | 24 | 4 | 02 | | R1 | | 55 | R | | |
| 81.90 | 81.79 | INTRSECTN | L | MURDOCK RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 81.98 | 81.87 | MP MARKER | R | 82 | | | | | | | | | | | | | | | | | | | | | | | |
| 82.00 | 81.89 | | | | | | | 1 | 1 | | | | | 8A | 24B | 3A | | 24 | 4 | 02 | | R1 | | 55 | R | | |
| 82.25 | 82.14 | INTRSECTN | R | DALLESPT RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 82.35 | 82.24 | | | | | | | 1 | 1 | | | | | 8A | 24B | 3A | | 24 | 4 | 02 | | R1 | | 60 | R | | |
| 82.97 | 82.86 | MP MARKER | R | 83 | | | | | | | | | | | | | | | | | | | | | | | |
| 83.43 | 83.32 | | | | | | | 1 | 1 | | | | | 4A | 24B | 4A | | 24 | 4 | 02 | | R1 | | 60 | R | | |
| 83.50 | 83.39 | WYE CONN | R | SR 197 | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 83.53 | 83.42 | INTRSECTN | R | SR 197 | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 83.57 | 83.46 | WYE CONN | R | SR 197 | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 83.96 | 83.85 | MP MARKER | R | 84 | | | | 1 | 1 | | | | | 4A | 24B | 4A | | 24 | 4 | 01 | | R1 | | 60 | R | | |
| 84.44 | 84.33 | INTRSECTN | L | DALLES MT RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 84.49 | 84.38 | WYE CONN | L | DALLES MT RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 84.93 | 84.82 | | | | | | | 1 | 1 | | | | | 3A | 24B | 3A | | 24 | 4 | 01 | | R1 | | 60 | R | | |
| 84.95 | 84.84 | MP MARKER | R | 85 | | | | | | | | | | | | | | | | | | | | | | | |
| 85.14 | 85.03 | ENT/EXIT | R | COLUMBIA HILLS ST PARK | ST | | N | | | | | | | | | | | | | | | | | | | | |
| 86.02 | 85.91 | MP MARKER | R | 86 | | | | | | | | | | | | | | | | | | | | | | | |
| 86.03 | 85.92 | BEG BRIDGE | B | HALF BRIDGE | ST | | | 1 | 1 | | | | | 2A | 26A | \$\$C | | 26 | 4 | 01 | | R1 | | 60 | R | | |
| | | | | BRDG NUM 014/221 | | | | | | | | | | | | | | | | | | | | | | | |
| 86.04 | 85.93 | END BRIDGE | B | HALF BRIDGE | | | | 1 | 1 | | | | | 2A | 24B | 4A | | 24 | 4 | 01 | | R1 | | 60 | R | | |
| 86.12 | 86.01 | BEG BRIDGE | B | HORSETHIEF CANYON | ST | | | 1 | 1 | | | | | \$\$C | 24A | \$\$C | | 24 | 4 | 01 | | R1 | | 60 | R | | |
| | | | | BRDG NUM 014/222 | | | | | | | | | | | | | | | | | | | | | | | |
| 86.13 | 86.02 | END BRIDGE | B | HORSETHIEF CANYON | | | | 1 | 1 | | | | | 6A | 23B | 6A | | 23 | 4 | 01 | | R1 | | 60 | R | | |
| 86.96 | 86.85 | MP MARKER | R | 87 | | | | | | | | | | | | | | | | | | | | | | | |
| 87.15 | 87.04 | INTRSECTN | L | CO LANDFILL RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 87.96 | 87.85 | MP MARKER | R | 88 | | | | 1 | 1 | | | | | 7A | 23B | 7A | | 23 | 4 | 01 | | R1 | | 60 | R | | |
| 88.96 | 88.85 | MP MARKER | R | 89 | | | | | | | | | | | | | | | | | | | | | | | |
| 89.56 | 89.45 | INTRSECTN | R | AVERY RD | CO | | N | 1 | 1 | | | | | 6A | 23B | 6A | | 23 | 4 | 01 | | R1 | | 60 | R | | |
| 89.95 | 89.84 | MP MARKER | R | 90 | | | | | | | | | | | | | | | | | | | | | | | |
| 90.94 | 90.83 | MP MARKER | R | 91 | | | | | | | | | | | | | | | | | | | | | | | |
| 91.97 | 91.86 | MP MARKER | R | 92 | | | | | | | | | | | | | | | | | | | | | | | |
| 92.09 | 91.98 | MISC FEATR | R | SGN ENT WISHRAM HEIGHTS | | | | 1 | 1 | | | | | 3A | 23B | 7A | | 23 | 4 | 01 | | R1 | | 60 | R | | |
| 92.34 | 92.23 | INTRSECTN | L | CONN TO ST FRONTAGE RD | ST | | N | | | | | | | | | | | | | | | | | | | | |
| 92.46 | 92.35 | INTRSECTN | L | CONN TO ST FRONTAGE RD | ST | | N | | | | | | | | | | | | | | | | | | | | |
| 92.52 | 92.41 | INTRSECTN | L | CONN TO ST FRONTAGE RD | ST | | N | | | | | | | | | | | | | | | | | | | | |
| 92.54 | 92.43 | INTRSECTN | R | CO RD | CO | | N | 1 | 1 | | | | | 3A | 23B | 3A | | 23 | 4 | 01 | | R1 | | 60 | R | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 83.53 | 83.42 | | | .03 | 12 | | | | |

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY KLIKITAT

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|--------|--------|---|------|-------------------------|----|----|-------------|-----|-----|-------------|-----|------|---------|--------|--------|---------------------------|-----|--------|----|--------|------|------|-------|----|---|---|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | |
| 92.65 | 92.54 | | | | | | | | | | | | | 6A | 23B | 6A | | 23 | 4 | 01 | | R1 | 60 | R | | | | |
| 92.68 | 92.57 | INTRSECTN | L | CONN TO ST FRONTAGE RD | ST | | N | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | BOULDER DR | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 92.92 | 92.81 | MP MARKER | R | 93 | | | | | | | | | | | | | | | | | | | | | | | | |
| 92.97 | 92.86 | MISC FEATR | L | SGN ENT WISHRAM HEIGHTS | | | | | | | | | | | | | | | | | | | | | | | | |
| 93.25 | 93.14 | | | | | | | | | | | | | 4A | 23B | 6A | | 23 | 4 | 01 | | R1 | 60 | R | | | | |
| 93.91 | 93.80 | MP MARKER | R | 94 | | | | | | | | | | | | | | | | | | | | | | | | |
| 94.38 | 94.27 | INTRSECTN | R | WISHRAM RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 94.45 | 94.34 | | | | | | | | | | | | | 3A | 23B | 6A | | 23 | 4 | 01 | | R1 | 60 | R | | | | |
| 94.90 | 94.79 | MP MARKER | R | 95 | | | | | | | | | | | | | | | | | | | | | | | | |
| 95.42 | 95.31 | | | | | | | | | | | | | 6A | 23B | 6A | | 23 | 4 | 01 | | R1 | 60 | R | | | | |
| 96.00 | 95.89 | MP MARKER | R | 96 | | | | | | | | | | 3A | 23B | 6A | | 23 | 4 | 01 | | R1 | 60 | R | | | | |
| 96.89 | 96.78 | MP MARKER | R | 97 | | | | | | | | | | | | | | | | | | | | | | | | |
| 97.01 | 96.90 | | | | | | | | | | | | | 3A | 23B | 3A | | 23 | 4 | 01 | | R1 | 60 | R | | | | |
| 97.50 | 97.39 | | | | | | | | | | | | | 3A | 23B | 6A | | 23 | 4 | 01 | | R1 | 60 | R | | | | |
| 97.74 | 97.63 | ENT/EXIT | R | MARYHILL MUSEUM | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 97.89 | 97.78 | MP MARKER | R | 98 | | | | | | | | | | | | | | | | | | | | | | | | |
| 98.63 | 98.52 | ENT/EXIT | R | MARYHILL MUSEUM | ST | | N | 1 | 1 | | | | | 7A | 23B | 7A | | 23 | 4 | 01 | | R1 | 60 | R | | | | |
| 98.92 | 98.81 | MP MARKER | R | 99 | | | | | | | | | | | | | | | | | | | | | | | | |
| 99.89 | 99.78 | MP MARKER | R | 100 | | | | | | | | | | | | | | | | | | | | | | | | |
| 100.64 | 100.53 | TRAF RCDR | B | R076 7 | | | | | | | | | | | | | | | | | | | | | | | | |
| 100.66 | 100.55 | INTRSECTN | L | SR 14 SPMARYHL (SPUR) | ST | SS | N | | | | | | | | | | | | | | | | | | | | | |
| 100.73 | 100.62 | | | | | | | | | | | | | 2A | 23B | 2A | | 23 | 4 | 01 | | R1 | 60 | R | | | | |
| 100.76 | 100.65 | | | | | | | | | | | | | 2A | 23A | 2A | | 23 | 4 | 01 | | R1 | 60 | R | | | | |
| 100.77 | 100.66 | | | | | | | | | | | | | 2A | 23A | 2A | | 23 | 4 | 01 | | R1 | 55 | R | | | | |
| 100.88 | 100.77 | MP MARKER | R | 101 | | | | | | | | | | | | | | | | | | | | | | | | |
| 100.99 | 100.88 | INTRSECTN | L | SR 97 S BND LANE | ST | | N | | | | | | | | | | | | | | | | | | | | | |
| 101.02 | 100.91 | BEG COINCI | | SR 097 | | | | | | | | | | \$\$\$ | \$\$\$ | \$\$\$ | | \$\$\$ | \$ | \$\$\$ | | \$\$ | \$\$ | \$ | | | | |
| | | END CTLSEC | | CONTROL SECTION 2001 | | | | | | | | | | | | | | | | | | | | | | | | |
| 101.44 | 101.33 | INTRSECTN | L | SR 97 N BND LANE | ST | | Y | | | | | | | 6A | 24A | 8A | | 24 | 4 | 01 | | R2 | 65 | R | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 2032 | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SR 97 | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | END COINCI | | SR 097 | | | | | | | | | | | | | | | | | | | | | | | | |
| 101.64 | 101.53 | | | | | | | | | | | | | 3A | 24A | 3A | | 24 | 4 | 01 | | R2 | 65 | R | | | | |
| 102.00 | 101.89 | MP MARKER | R | 102 | | | | | | | | | | | | | | | | | | | | | | | | |
| 102.27 | 102.16 | TRAF RCDR | B | R077 7 | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|--------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 97.74 | 97.63 | | | .03 | 11 | | | | |
| 101.44 | 101.33 | | | .03 | 12 | | | | |

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY KLIKITAT

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|---|--------|--------------|---|----|--------------------|-------------|----|---|-------------|---|-----|---------|-----|-------|---------------------------|--------|-----|--------|-----|-----|------|------|-----|-------|----|----|----|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | LEGAL | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | |
| | | | | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T |
| 125.11 | | 125.00 | | | | | | | | 1 | 1 | | | | | | 4B | 24B | 4B | | | 24 | 4 | 01 | | R2 | | 65 | R | |
| 126.01 | | 125.90 | MP MARKER | R | | 126 | | | | | | | | | | | | | | | | | | | | | | | | |
| 127.01 | | 126.90 | MP MARKER | R | | 127 | | | | | | | | | | | | | | | | | | | | | | | | |
| 128.01 | | 127.90 | MP MARKER | R | | 128 | | | | | | | | | | | | | | | | | | | | | | | | |
| 128.17 | | 128.06 | INTRSECTN | B | | SUNDALE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 129.01 | | 128.90 | MP MARKER | R | | 129 | | | | | | | | | | | | | | | | | | | | | | | | |
| 129.86 | | 129.75 | | | | | | | | 1 | 1 | | | | | | 4B | 24B | 5B | | | 24 | 4 | 01 | | R2 | | 65 | R | |
| 130.00 | | 129.89 | MP MARKER | R | | 130 | | | | | | | | | | | | | | | | | | | | | | | | |
| 130.34 | | 130.23 | | | | | | | | 1 | 1 | | | | | | 4B | 24B | 4B | | | 24 | 4 | 01 | | R2 | | 65 | R | |
| 131.01 | | 130.90 | MP MARKER | R | | 131 | | | | | | | | | | | | | | | | | | | | | | | | |
| 131.07 | | 130.96 | INTRSECTN | B | | OLD HWY 8 | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 132.02 | | 131.91 | MP MARKER | R | | 132 | | | | | | | | | | | | | | | | | | | | | | | | |
| 132.69 | | 132.58 | | | | | | | | 1 | 1 | | | | | | 3B | 24B | 4B | | | 24 | 4 | 01 | | R2 | | 65 | R | |
| 132.82 | | 132.71 | MISC FEATR | R | | SGN ENT ROOSEVELT | | | | | | | | | | | | | | | | | | | | | | | | |
| 133.02 | | 132.91 | MP MARKER | R | | 133 | | | | | | | | | | | | | | | | | | | | | | | | |
| 133.13 | | 133.02 | INTRSECTN | R | | FRONTAGE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 133.27 | | 133.16 | | | | | | | | 1 | 1 | | | | | | 4B | 24B | 4B | | | 24 | 4 | 01 | | R2 | | 65 | R | |
| 133.51 | | 133.40 | INTRSECTN | R | | ROOSEVELT FERRY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 134.00 | | 133.89 | MP MARKER | R | | 134 | | | | | | | | | | | | | | | | | | | | | | | | |
| 134.28 | | 134.17 | BEG BRIDGE B | | | WOOD CREEK | ST | | 1 | 1 | | | | | | | \$\$\$ | 29A | \$\$\$ | | | 29 | 4 | 01 | | R2 | | 65 | R | |
| | | | | | | BRDG NUM 014/247 | | | | | | | | | | | | | | | | | | | | | | | | |
| 134.31 | | 134.20 | END BRIDGE B | | | WOOD CREEK | | | | 1 | 1 | | | | | | 7B | 24B | 7B | | | 24 | 4 | 01 | | R2 | | 65 | R | |
| 134.35 | | 134.24 | INTRSECTN | B | | ROOSEVELT GRADE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 134.70 | | 134.59 | INTRSECTN | L | | RANKIN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 134.75 | | 134.64 | MISC FEATR | L | | SGN ENT ROOSEVELT | | | | | | | | | | | | | | | | | | | | | | | | |
| 134.99 | | 134.88 | MP MARKER | R | | 135 | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.99 | | 135.88 | MP MARKER | R | | 136 | | | | | | | | | | | | | | | | | | | | | | | | |
| 136.99 | | 136.88 | MP MARKER | R | | 137 | | | | | | | | | | | | | | | | | | | | | | | | |
| 137.99 | | 137.88 | MP MARKER | R | | 138 | | | | | | | | | | | | | | | | | | | | | | | | |
| 139.00 | | 138.89 | MP MARKER | R | | 139 | | | | | | | | | | | | | | | | | | | | | | | | |
| 140.00 | | 139.89 | MP MARKER | R | | 140 | | | | | | | | | | | | | | | | | | | | | | | | |
| 140.80 | | 140.69 | BEG BRIDGE B | | | PINE CREEK | ST | | 1 | 1 | | | | | | | \$\$\$ | 36B | \$\$\$ | | | 36 | 4 | 01 | | R2 | | 65 | R | |
| | | | | | | BRDG NUM 014/248C | | | | | | | | | | | | | | | | | | | | | | | | |
| 140.81 | | 140.70 | END BRIDGE B | | | PINE CREEK | | | | 1 | 1 | | | | | | 7B | 24B | 7B | | | 24 | 4 | 01 | | R2 | | 65 | R | |
| 141.00 | | 140.89 | MP MARKER | R | | 141 | | | | | | | | | | | | | | | | | | | | | | | | |
| 141.44 | | 141.33 | INTRSECTN | R | | PUBLIC BOAT LAUNCH | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 142.00 | | 141.89 | MP MARKER | R | | 142 | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|--------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 141.44 | | 141.33 | | | | .02 | 12 | | | | |

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY BENTON

DOT DISTRICT 5

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|--------|-----|--------------------------|---|----|--|-------------|----|---|-------------|---|-----|-----|-----|------|----|---------------------------|-----|-------|-------|-----|-------|----|------|----|-----|----|----|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | T | P | S | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | | | SPEED | | T | P | S | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | | | | | | D | | R | K | T | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | NBR | FC | D | IB | R | K | T | |
| 152.24 | 152.13 | | ENTER CO BEG CTLSEC | | | BENTON CONTROL SECTION 0330 | | | | 1 | 1 | | | | | | 8B | 22B | 8B | | | 22 | 3 | 02 | | R2 | | 65 | R | | | | |
| 153.00 | 152.89 | | MP MARKER | R | | 153 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 153.99 | 153.88 | | MP MARKER | R | | 154 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 154.99 | 154.88 | | MP MARKER | R | | 155 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 155.00 | 154.89 | | INTRSECTN | L | | SONOVA RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | |
| 155.12 | 155.01 | | BEG BRIDGE | B | | RESERVOIR RD BRDG NUM 014/302 | | | | ST | | 1 | 1 | | | | \$\$C | 28P | \$\$C | | | 28 | 3 | 02 | | R2 | | 65 | R | | | | |
| 155.15 | 155.04 | | END BRIDGE | B | | RESERVOIR RD | | | | | | 1 | 1 | | | | 8B | 22B | 8B | | | 22 | 3 | 02 | | R2 | | 65 | R | | | | |
| 155.99 | 155.88 | | MP MARKER | R | | 156 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 156.99 | 156.88 | | MP MARKER | R | | 157 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 157.32 | 157.21 | | INTRSECTN | L | | CANOE RIDGE RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | |
| 157.99 | 157.88 | | MP MARKER | R | | 158 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 158.99 | 158.88 | | MP MARKER | R | | 159 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 159.11 | 159.00 | | INTRSECTN | R | | WHITCOMB ISLAND RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | |
| 159.86 | 159.75 | | INTRSECTN | R | | COX RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | |
| 160.04 | 159.93 | | MP MARKER | R | | 160 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 160.90 | 160.79 | | INTRSECTN | L | | SANDPIPER PR SW | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | |
| 160.99 | 160.88 | | MP MARKER | R | | 161 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 161.35 | 161.24 | | INTRSECTN | R | | MAINLINE RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | |
| 161.95 | 161.84 | | BEG BRIDGE | B | | GLADE CREEK BRDG NUM 014/306 | | | | ST | | 1 | 1 | | | | \$\$C | 26P | \$\$C | | | 26 | 3 | 02 | | R2 | | 65 | R | | | | |
| 161.98 | 161.87 | | END BRIDGE | B | | GLADE CREEK | | | | | | 1 | 1 | | | | 8B | 22B | 8B | | | 22 | 3 | 02 | | R2 | | 65 | R | | | | |
| 162.02 | 161.91 | | MP MARKER | R | | 162 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 162.99 | 162.88 | | MP MARKER | R | | 163 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 163.99 | 163.88 | | MP MARKER | R | | 164 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 164.99 | 164.88 | | MP MARKER | R | | 165 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 165.99 | 165.88 | | MP MARKER | R | | 166 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 166.04 | 165.93 | | INTRSECTN | L | | 593 PR RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | |
| 166.99 | 166.88 | | MP MARKER | R | | 167 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 167.02 | 166.91 | | MISC FEATR | R | | SGN ENT PATTERSON | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 167.19 | 167.08 | | | | | | | | | | | 1 | 1 | | | | 8A | 22A | 8A | | | 22 | 3 | 02 | | R2 | | 65 | R | | | | |
| 167.25 | 167.14 | | END CTLSEC BEG CTLSEC | | | CONTROL SECTION 0330 CONTROL SECTION 0331 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 221 | | | | ST | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | KENT RD | | | | CO | Y | | | | | | | | | | | | | | | | | | | | | | |
| 167.50 | 167.39 | | MISC FEATR | L | | SGN ENT PATERSON | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|--------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 167.25 | 167.14 | | | | | .05 | 13 | | | |

SR 097 MAINLINE

U.S. ROUTE - USSH

COUNTY KLIKITAT

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------|-------|---|------|--------------------------|----|----|-------------|-----|-----|-------------|-----|------|-----|--------|-----|---------------------------|--------|-----|------|----|-----|----|-------|----|----|----|----|----|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | MTCE | | CITY | | ST | | LEGAL | | T | | P | | S | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 0.00B | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | 1 | 1 | | | | | C | 28P | C | | | 28 | 4 | 01 | | | | R1 | | 50 | L | | |
| | | BEG EQ | | OREGON ST. LN TO CANADA | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE B | | CONTROL SECTION 2007 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR B | | BEGIN ON BRIDGE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE B | | BIGGS RAPIDS-SAM HILL | | | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE B | | BRDG NUM 097/001 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.00 | 0.24 | END BRIDGE B | | BIGGS RAPIDS-SAM HILL | | | | 1 | 1 | | | | | 2A | 24A | 2A | | | 24 | 4 | 01 | | | | R1 | | 50 | L | | |
| | | EQUATION | | 000.24B=000.00 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 2007 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 2006 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.06 | 0.30 | | | | | | | 1 | 1 | | | | | 3A | 24A | 3A | | | 24 | 4 | 01 | | | | R1 | | 50 | L | | |
| 0.14 | 0.38 | | | | | | | 1 | 1 | | | | | 9A | 24A | 9A | | | 24 | 4 | 01 | | | | R1 | | 50 | L | | |
| 0.16 | 0.40 | BEG SU LN | R | CHAIN UP | | | 25A | 1 | 1 | | | | | 9A | 24A | \$\$\$ | 25 | | 49 | 4 | 01 | | | | R1 | | 50 | L | | |
| 0.27 | 0.51 | END SU LN | R | CHAIN UP | | | 25A | 1 | 1 | | | | | 9A | 24A | 9A | \$\$\$ | | 24 | 4 | 01 | | | | R1 | | 50 | L | | |
| 0.28 | 0.52 | ENT/EXIT | R | MARYHILL STATE PARK | | | ST | Y | 1 | 1 | | | | 3A | 24A | 3A | | | 24 | 4 | 01 | | | | R1 | | 50 | M | | |
| 0.57 | 0.81 | RR XING | B | NUM 90070K STRUCTURE | | | | 1 | 1 | | | | | \$\$\$ | C | 26P | \$\$\$ | | | 26 | 4 | 01 | | | | R1 | | 50 | M | |
| | | BEG BRIDGE B | | BN RR | | | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE B | | BRDG NUM 097/002 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.61 | 0.85 | END BRIDGE B | | BN RR | | | | 1 | 1 | | | | | 2A | 24A | 7A | | | 24 | 4 | 01 | | | | R1 | | 50 | M | | |
| 0.69 | 0.93 | BEG SU LN | R | CLIMBING | | | 12A | 1 | 1 | | | | | 2A | 24A | 7A | 12 | | 36 | 4 | 01 | | | | R1 | | 50 | M | | |
| 1.02 | 1.26 | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.14 | 1.38 | MISC FEATR | R | WELCOME TO WASHINGTON | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.51 | 1.75 | | | | | | | 1 | 1 | | | | | 2A | 24A | 5A | 12 | | 36 | 4 | 01 | | | | R1 | | 50 | M | | |
| 1.57 | 1.81 | END SU LN | R | CLIMBING | | | 12A | 1 | 1 | | | | | 2A | 24A | 5A | \$\$\$ | | 24 | 4 | 01 | | | | R1 | | 50 | M | | |
| 1.81 | 2.05 | | | | | | | 1 | 1 | | | | | 4A | 24A | 5A | | | 24 | 4 | 01 | | | | R1 | | 50 | M | | |
| 1.89 | 2.13 | INTRSECTN | R | SR 14 | | | ST | SS | N | 1 | 1 | | | 8A | 25A | 7A | | | 25 | 4 | 01 | | | | R1 | | 55 | R | | |
| 2.00 | 2.24 | MP MARKER | R | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.31 | 2.55 | INTRSECTN | L | SR 14 | | | ST | Y | 1 | 1 | | | | 10A | 24A | 4A | | | 24 | 4 | 01 | | | | R1 | | 55 | R | | |
| 2.35 | 2.59 | INTRSECTN | L | SR 97 S BND LANE | | | ST | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.50 | 2.74 | INTRSECTN | L | SR 97 COMARYHL (COUPLET) | | | ST | Y | \$ | 1 | | | | 4A | 12A | 8A | | | 12 | 4 | 01 | | | | R1 | | 55 | R | | |
| | | MISC FEATR D | | COUPLET - COMARYHL | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.53 | 2.77 | | | | | | | 1 | | | | | | 4A | 12A | 8A | | | 12 | 4 | 01 | | | | R1 | | 55 | M | | |
| 2.59 | 2.83 | BEG SU LN | R | CLIMBING | | | 12A | 1 | 1 | | | | | 8A | 24A | 8A | 12 | | 36 | 4 | 01 | | | | R1 | | 55 | M | | |
| | | INTRSECTN | L | SR 97 COMARYHL (COUPLET) | | | ST | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR D | | COUPLET - COMARYHL | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | 3.24 | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 2.31 | 2.55 | | | .10 | 12 | | | | |

SR 097 MAINLINE

U.S. ROUTE - USSH

COUNTY KLIKITAT

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------|-------|---|------|------------------|-----|----|-------------|-----|-----|-------------|-----|------|---------|--------|---------------------------|--------|--------|-----|---|----|------|----|-------|---|---|---|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | |
| 3.24 | 3.48 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | 12 | 36 | 4 | 01 | | R1 | 55 | M | | | | |
| 3.33 | 3.57 | | | | | | | 1 | 1 | | | | | 8A | 24A | 14A | 12 | 36 | 4 | 01 | | R1 | 55 | M | | | | |
| 3.38 | 3.62 | BEG SU LN | R | CHAIN UP | 38A | | | 1 | 1 | | | | | 8A | 24A | \$\$\$ | 50 | 74 | 4 | 01 | | R1 | 55 | M | | | | |
| 3.40 | 3.64 | BEG SU LN | L | CHAIN UP | 20A | | | 1 | 1 | | | | | \$\$\$ | 24A | | 70 | 94 | 4 | 01 | | R1 | 55 | M | | | | |
| 3.46 | 3.70 | END SU LN | R | CHAIN UP | 38A | | | 1 | 1 | | | | | | 24A | 14A | 32 | 56 | 4 | 01 | | R1 | 55 | M | | | | |
| 3.53 | 3.77 | END SU LN | L | CHAIN UP | 20A | | | 1 | 1 | | | | | 8A | 24A | 8A | 12 | 36 | 4 | 01 | | R1 | 55 | M | | | | |
| 3.65 | 3.89 | | | | | | | 1 | 1 | | | | | 8A | 24A | 22A | 12 | 36 | 4 | 01 | | R1 | 55 | M | | | | |
| 3.71 | 3.95 | | | | | | | 1 | 1 | | | | | 6A | 24A | 6A | 12 | 36 | 4 | 01 | | R1 | 55 | M | | | | |
| 3.99 | 4.23 | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.97 | 5.21 | | | | | | | 1 | 1 | | | | | 6A | 24A | 6A | 12 | 36 | 4 | 01 | | R1 | 55 | R | | | | |
| 5.00 | 5.24 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | 12 | 36 | 4 | 01 | | R1 | 55 | R | | | | |
| 5.01 | 5.25 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.01 | 6.25 | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.34 | 6.58 | INTRSECTN | L | SPUR RD | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 6.61 | 6.85 | END SU LN | R | CLIMBING | 12A | | | 1 | 1 | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 4 | 01 | | R1 | 55 | R | | | | |
| 6.86 | 7.10 | INTRSECTN | L | STRINGSTREET RD | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 7.00 | 7.24 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 4 | 01 | | R1 | 60 | R | | | | |
| 7.05 | 7.29 | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.82 | 8.06 | INTRSECTN | R | HI PRAIRIE RD | | CO | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | CENTERVILLE RD | | CO | Y | | | | | | | | | | | | | | | | | | | | | |
| 8.00 | 8.24 | MP MARKER | R | 8 | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.08 | 8.32 | BEG BRIDGE B | | SWALW CREEK | | ST | | 1 | 1 | | | | | \$\$C | 28P | \$\$C | | 28 | 4 | 01 | | R1 | 60 | R | | | | |
| | | | | BRDG NUM 097/006 | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.10 | 8.34 | END BRIDGE B | | SWALW CREEK | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 4 | 01 | | R1 | 60 | R | | | | |
| 9.00 | 9.24 | MP MARKER | R | 9 | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.08 | 9.32 | INTRSECTN | R | HOCTOR RD | | CO | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | S COLUMBUS AVE | | CO | Y | | | | | | | | | | | | | | | | | | | | | |
| 10.00 | 10.24 | MP MARKER | R | 10 | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.42 | 10.66 | INTRSECTN | B | LOOP RD | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 11.01 | 11.25 | MP MARKER | R | 11 | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.69 | 11.93 | INTRSECTN | L | SIMCOE DR | | CO | Y | | | | | | | | | | | | | | | | | | | | | |
| 12.00 | 12.24 | MP MARKER | R | 12 | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.07 | 12.31 | ENTER CITY | | GOLDENDALE | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 4 | 01 | 0500 | R1 | 60 | R | P | | | |
| 12.11 | 12.35 | UXING | B | COLLINS DR | | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 097/007 | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 7.82 | 8.06 | .03 | 13 | | | | | | |
| 9.08 | 9.32 | .03 | 15 | .03 | 15 | | | | |
| 11.69 | 11.93 | .04 | 15 | | | .07 | 12 | | |

SR 097 MAINLINE U.S. ROUTE - USSH COUNTY KLICKITAT DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------|-------|---|------|---------------------|----|-----|-------------|---|---|-------------|-----|-----|---------|---------------------------|-------|-----|--------|--------|-----|----|----|------|----------|-------|----|---|----|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S |
| 12.33 | 12.57 | LEAVE CITY | | GOLDENDALE | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 4 | 01 | \$\$\$\$ | R1 | 60 | R | \$ |
| 12.53 | 12.77 | BEG BRIDGE | B | BICKLETON ROAD | ST | | | 1 | 1 | | | | | | \$\$C | 40P | \$\$C | | | 40 | 4 | 01 | | R1 | 60 | R | |
| | | | | BRDG NUM 097/008 | | | | | | | | | | | | | | | | | | | | | | | |
| 12.55 | 12.79 | END BRIDGE | B | BICKLETON ROAD | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 4 | 01 | | R1 | 60 | R | |
| 12.67 | 12.91 | INTRSECTN | R | STATE FRONTAGE RD | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | SR 142 | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 12.99 | 13.23 | MP MARKER | R | 13 | | | | | | | | | | | | | | | | | | | | | | | |
| 13.36 | 13.60 | INTRSECTN | R | STATE FRONTAGE RD | ST | | Y | 1 | 1 | | | | | | 8A | 24A | 10A | | | 24 | 4 | 01 | | R1 | 60 | R | |
| 13.41 | 13.65 | TRAF RCDR | B | R041 0 | | | | | | | | | | | | | | | | | | | | | | | |
| 14.22 | 13.92 | EQUATION | | 013.68 =014.22 | | | | 1 | 1 | | | | | | 9A | 24A | 8A | | | 24 | 4 | 01 | | R1 | 60 | R | |
| 14.49 | 14.19 | BEG BRIDGE | B | KLICKITAT CREEK | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 097/010 | | | | | | | | | | | | | | | | | | | | | | | |
| 14.52 | 14.22 | END BRIDGE | B | KLICKITAT CREEK | | | | | | | | | | | | | | | | | | | | | | | |
| 14.69 | 14.39 | | | | | | | 1 | 1 | | | | | | 9A | 24A | 7A | | | 24 | 4 | 01 | | R1 | 60 | R | |
| 14.87 | 14.57 | INTRSECTN | L | HANGING ROCK RD | CO | | N | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 4 | 01 | | R1 | 60 | R | |
| 14.95 | 14.65 | MP MARKER | R | 15 | | | | | | | | | | | | | | | | | | | | | | | |
| 15.93 | 15.63 | MP MARKER | R | 16 | | | | | | | | | | | | | | | | | | | | | | | |
| 16.09 | 15.79 | BEG SU LN | R | CHAIN UP | | 18A | | 1 | 1 | | | | | | 8A | 24A | \$\$\$ | 18 | | 42 | 4 | 01 | | R1 | 60 | R | |
| 16.25 | 15.95 | END SU LN | R | CHAIN UP | | 18A | | 1 | 1 | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 4 | 01 | | R1 | 60 | R | | |
| | | INTRSECTN | R | WOODLAND RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 16.92 | 16.62 | INTRSECTN | L | HORSE RANCH RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 16.93 | 16.63 | MP MARKER | R | 17 | | | | | | | | | | | | | | | | | | | | | | | |
| 17.60 | 17.30 | BEG SU LN | R | CLIMBING | | 12A | | 1 | 1 | | | | | | 8A | 24A | 3A | 12 | | 36 | 4 | 01 | | R1 | 60 | M | |
| 17.84 | 17.54 | BEG BRIDGE | B | JENKINS CREEK | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 097/011.25 | | | | | | | | | | | | | | | | | | | | | | | |
| 17.85 | 17.55 | END BRIDGE | B | JENKINS CREEK | | | | | | | | | | | | | | | | | | | | | | | |
| 17.92 | 17.62 | MP MARKER | R | 18 | | | | | | | | | | | | | | | | | | | | | | | |
| 18.57 | 18.27 | INTRSECTN | R | GEORGEVILLE RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 19.00 | 18.70 | MP MARKER | R | 19 | | | | | | | | | | | | | | | | | | | | | | | |
| 20.00 | 19.70 | MP MARKER | R | 20 | | | | | | | | | | | | | | | | | | | | | | | |
| 20.16 | 19.86 | BEG SU LN | R | CHAIN UP | | 27A | | 1 | 1 | | | | | | 8A | 24A | \$\$\$ | 39 | | 63 | 4 | 01 | | R1 | 60 | M | |
| 20.17 | 19.87 | BEG SU LN | L | CLIMBING | | 12A | | 1 | 1 | | | | | | 4A | 24A | | 51 | | 75 | 4 | 01 | | R1 | 60 | M | |
| 20.30 | 20.00 | END SU LN | R | CHAIN UP | | 27A | | 1 | 1 | | | | | | 4A | 24A | 4A | 24 | | 48 | 4 | 01 | | R1 | 60 | M | |
| 20.53 | 20.23 | END SU LN | R | CLIMBING | | 12A | | 1 | 1 | | | | | | 4A | 24A | 8A | 12 | | 36 | 4 | 01 | | R1 | 60 | M | |
| 21.00 | 20.70 | MP MARKER | R | 21 | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 12.67 | 12.91 | .03 | 12 | .07 | 12 | .03 | 12 | .07 | 12 |
| 13.36 | 13.60 | | | .05 | 12 | | | | |
| 14.87 | 14.57 | .03 | 11 | | | | | | |

SR 097 MAINLINE

U.S. ROUTE - USSH

COUNTY KLIKITAT

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|-------|-------|---|------|--------------------------|----|---------|-----|-----|-------------|-----|-----|--------------|----|-------|---------|---------------------------|--------|-----|---|----|------|----|-------|---|---|---|--|--|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | |
| 21.27 | 20.97 | | | | | | | | | | | | | 4A | 24A | 8A | 12 | 36 | 4 | 01 | | R1 | 60 | M | | | | |
| 21.30 | 21.00 | END SU LN | L | CLIMBING | | | 12A | | | | | | | 6A | 24A | 8A | \$\$\$ | 24 | 4 | 01 | | R1 | 60 | R | | | | |
| | | INTRSECTN | L | JENKINS CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 21.33 | 21.03 | | | | | | | | | | | | | 8A | 24A | 8A | | 24 | 4 | 01 | | R1 | 60 | R | | | | |
| 21.36 | 21.06 | BEG BRIDGE | B | BUTLER CREEK | ST | | | | | | | | | \$\$W | 40P | \$\$W | | 40 | 4 | 01 | | R1 | 60 | R | | | | |
| | | BRDG NUM 097/015 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.37 | 21.07 | END BRIDGE | B | BUTLER CREEK | | | | | | | | | | 8A | 24A | 8A | | 24 | 4 | 01 | | R1 | 60 | R | | | | |
| 21.61 | 21.31 | BEG SU LN | R | CLIMBING | | | 12A | | | | | | | 8A | 24A | 8A | 12 | 36 | 4 | 01 | | R1 | 60 | R | | | | |
| 21.99 | 21.69 | INTRSECTN | R | BOX CANYON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 22.02 | 21.72 | MP MARKER | R | 22 | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.06 | 21.76 | INTRSECTN | L | FS RD | FS | | N | | | | | | | | | | | | | | | | | | | | | |
| 23.04 | 22.74 | MP MARKER | R | 23 | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.11 | 22.81 | END SU LN | R | CLIMBING | | | 12A | | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 4 | 01 | | R1 | 60 | R | | | | |
| 23.27 | 22.97 | | | | | | | | | | | | | 6A | 22A | 6A | | 22 | 4 | 01 | | R1 | 60 | R | | | | |
| 23.67 | 23.37 | BEG SU LN | R | CHAIN UP | | | 22A | | | | | | | 6A | 22A | \$\$\$ | 22 | 44 | 4 | 01 | | R1 | 60 | R | | | | |
| 23.75 | 23.45 | CHG SU LN | R | CHAIN UP | | | 25A | | | | | | | 6A | 22A | | 25 | 47 | 4 | 01 | | R1 | 60 | R | | | | |
| 23.80 | 23.50 | END SU LN | R | CHAIN UP | | | 25A | | | | | | | 6A | 22A | 6A | \$\$\$ | 22 | 4 | 01 | | R1 | 60 | R | | | | |
| 23.89 | 23.59 | INTRSECTN | R | TIMMER LN | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 24.01 | 23.71 | MP MARKER | R | 24 | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.66 | 24.36 | ENT/EXIT | B | BROOKS MEMORIAL ST PARK | ST | | N | 1 | 1 | | | | | 8A | 22A | 7A | | 22 | 4 | 01 | | R1 | 60 | R | | | | |
| 25.00 | 24.70 | MP MARKER | R | 25 | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.00 | 25.70 | MP MARKER | R | 26 | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.80 | 26.50 | | | | | | | 1 | 1 | | | | | 8A | 24A | 7A | | 24 | 4 | 01 | | R1 | 60 | R | | | | |
| 27.00 | 26.70 | MP MARKER | R | 27 | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.15 | 26.85 | MISC FEATR | L | SGN SATUS PASS ELEV 3107 | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.16 | 26.86 | INTRSECTN | L | SKI LODGE RD | CO | | Y | 1 | 1 | | | | | 3A | 24A | 7A | | 24 | 4 | 01 | | R1 | 60 | R | | | | |
| 27.21 | 26.91 | MISC FEATR | L | SGN LEAVE YAKAMA IND RES | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | SGN ENTER YAKAMA IND RES | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.23 | 26.93 | BEG SU LN | L | CLIMBING | | | 12A | | | | | | | 3A | 24A | 7A | 12 | 36 | 4 | 01 | | R1 | 60 | R | | | | |
| 27.32 | 27.02 | | | | | | | | | | | | | 4A | 24A | 7A | 12 | 36 | 4 | 01 | | R1 | 60 | R | | | | |
| 27.99 | 27.69 | MP MARKER | R | 28 | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.20 | 27.90 | | | | | | | | | | | | | 4A | 24A | 8A | 12 | 36 | 4 | 01 | | R1 | 60 | R | | | | |
| 28.73 | 28.43 | | | | | | | | | | | | | 4A | 24A | 7A | 12 | 36 | 4 | 01 | | R1 | 60 | R | | | | |
| 29.01 | 28.71 | MP MARKER | R | 29 | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.00 | 29.70 | | | | | | | | | | | | | 1A | 24A | 7A | 12 | 36 | 4 | 01 | | R1 | 60 | R | | | | |
| 30.01 | 29.71 | MP MARKER | R | 30 | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.17 | 29.87 | INTRSECTN | R | INDIAN SERVICE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 24.66 | 24.36 | .03 | 12 | .04 | 12 | | | | |

SR 097 MAINLINE

U.S. ROUTE - USSH

COUNTY KLIKKITAT

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|-------|-------|---|------|--------------------------|---------|----|---|-------------|-----|-----|--------------|---------|-----|---------|-----|--------|---------------------------|-------|--------|-----|------|------|----|-------|---|---|----|---|
| | | :DIRECTION TO INVENTORY | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | |
| | | : : | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | |
| | | | | | | | | | | | | WD/S BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 30.23 | 29.93 | | | | | | | | | | | | | | | 1A | 24A | 7A | 12 | 36 | 4 | 01 | | R1 | | | 60 | R |
| 30.77 | 30.47 | END SU LN | L | CLIMBING | | | | | | | 12A | | | | | 1A | 24A | 7A | \$\$\$ | 24 | 4 | 01 | | R1 | | | 60 | M |
| 30.80 | 30.50 | BEG BRIDGE | B | SATUS CREEK | | | | | | | ST | | | | | \$\$W | 38A | \$\$W | | 38 | 4 | 01 | | R1 | | | 60 | M |
| | | | | BRDG NUM 097/020 | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.82 | 30.52 | END BRIDGE | B | SATUS CREEK | | | | | | | | | | | | 6A | 24A | 6A | | 24 | 4 | 01 | | R1 | | | 60 | R |
| 30.91 | 30.61 | INTRSECTN | L | WILSON CHARLEY IND RES | | | | CO | | | N | | | | | | | | | | | | | | | | | |
| 30.95 | 30.65 | MP MARKER | R | 31 | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.44 | 31.14 | BEG SU LN | L | CHAIN UP | | | | | | | 11A | | | | | \$\$\$ | 24A | 6A | 11 | 35 | 4 | 01 | | R1 | | | 60 | R |
| 31.69 | 31.39 | END SU LN | L | CHAIN UP | | | | | | | 11A | | | | | 6A | 24A | 6A | \$\$\$ | 24 | 4 | 01 | | R1 | | | 60 | R |
| 31.99 | 31.69 | MP MARKER | R | 32 | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.78 | 32.48 | BEG BRIDGE | B | KUSSHI CREEK | | | | | | | ST | | | | | \$\$C | 28A | \$\$C | | 28 | 4 | 01 | | R1 | | | 60 | M |
| | | | | BRDG NUM 097/022 | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.79 | 32.49 | END BRIDGE | B | KUSSHI CREEK | | | | | | | | | | | | 6A | 24A | 6A | | 24 | 4 | 01 | | R1 | | | 60 | M |
| 32.96 | 32.66 | MP MARKER | R | 33 | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.52 | 33.22 | MISC FEATR | R | SGN ENT YAKIMA COUNTY | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | L | SGN ENT KLIKKITAT COUNTY | | | | | | | | | | | | | | | | | | | | | | | | |

END SECTN

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY PACIFIC

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|-----------------------|-----|-----|--------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|-------|-----|-------|-----|----|-------|----|----|----|----|---|----|--|----|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 4.84 | | 4.84 | INTRSECTN | L | W | PRINCE ST | CO | | Y | 1 | 1 | | | | | | | | | C | 44A | | C | | | 44 | 3 | 02 | | R2 | | 35 | L |
| | | | INTRSECTN | R | E | PRINCE ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.89 | | 4.89 | INTRSECTN | L | | DAVIS LN RD | CO | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.90 | | 4.90 | INTRSECTN | R | | MARY ST | CO | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.95 | | 4.95 | INTRSECTN | B | | HAZEL ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.01 | | 5.01 | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.06 | | 5.06 | INTRSECTN | R | | EVELYN RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 5.10 | | 5.10 | INTRSECTN | B | | CHERRY ST | CO | | | N | 1 | 1 | | | | | | | | | 8A | 22A | | 8A | | 22 | 3 | 02 | | R2 | | 35 | L |
| 5.14 | | 5.14 | INTRSECTN | R | | PINE ST | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 5.15 | | 5.15 | | | | | | | | | 1 | 1 | | | | | | | | | 7A | 24A | | 8A | | 24 | 3 | 02 | | R2 | | 35 | L |
| 5.28 | | 5.28 | INTRSECTN | L | | WASHINGTON ST | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 5.43 | | 5.43 | INTRSECTN | L | | THIRD ST | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 5.46 | | 5.46 | | | | | | | | | 1 | 1 | | | | | | | | | 7A | 24A | | 8A | | 24 | 3 | 02 | | R2 | | 55 | L |
| 5.48 | | 5.48 | INTRSECTN | R | | LINGENFELTER RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 5.58 | | 5.58 | INTRSECTN | L | | BAYVIEW ST | CO | | Y | 1 | 1 | | | | | | | | | | 7A | 23A | | 8A | | 23 | 3 | 02 | | R2 | | 55 | L |
| 5.64 | | 5.64 | MISC FEATR | L | | SGN ENT CHINOOK | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | | 6.00 | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.01 | | 7.01 | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.13 | | 7.13 | BEG BRIDGE | B | | CHINOOK RIVER | ST | | | | 1 | 1 | | | | | | | | | \$\$C | 30A | | \$\$C | | 30 | 3 | 02 | | R2 | | 55 | L |
| | | | BRDG NUM | | | 101/005C | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.14 | | 7.14 | END BRIDGE | B | | CHINOOK RIVER | | | | | 1 | 1 | | | | | | | | | 1A | 23A | | 1A | | 23 | 3 | 02 | | R2 | | 55 | L |
| 7.15 | | 7.15 | WYE CONN | L | | STRINGTOWN RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 7.18 | | 7.18 | INTRSECTN | L | | STRINGTOWN RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | CHINOOK DIKE RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 7.34 | | 7.34 | BEG BRIDGE | B | | CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM | | | 101/005.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.35 | | 7.35 | END BRIDGE | B | | CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.00 | | 8.00 | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.01 | | 8.01 | | | | | | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | |
| 9.03 | | 9.03 | MP MARKER | R | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.14 | | 9.14 | | | | | | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | |
| 9.15 | | 9.15 | BEG BRIDGE | B | | WALLICUT RIVER | ST | | | | 1 | 1 | | | | | | | | | \$\$W | 40A | | \$\$W | | 40 | 3 | 02 | | R2 | | 50 | L |
| | | | BRDG NUM | | | 101/007 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.18 | | 9.18 | END BRIDGE | B | | WALLICUT RIVER | | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | |
| 9.20 | | 9.20 | INTRSECTN | R | | CHINOOK VALLEY RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 9.39 | | 9.39 | WYE CONN | R | | SR 101 AR (ALTERNATE) | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.41 | | 9.41 | INTRSECTN | R | | SR 101 AR (ALTERNATE) | ST | | Y | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | | | | | |
|----------------------|---|--------|-----|------------------------------|-----|-------|-----|--------|--------|--------|--------|----|
| L NEAR | | R NEAR | | L FAR | | R FAR | | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 9.39 | | 9.39 | | | .06 | 12 | | | | | | |

SR 101 MAINLINE U.S. ROUTE - USSH COUNTY PACIFIC DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|-------|-----|-------|-----|-----|---|----|----------|----|---|----|---|----|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 11.87 | 11.87 | | INTRSECTN | R | | PROVO ST NE | CT | Y | 1 | 1 | | | | | | | 4A | 22A | 6A | | 22 | 3 | 02 | 0575 | R3 | | 25 | L | P | |
| 11.92 | 11.92 | | | | | | | | 1 | 1 | | | | | | | 4A | 22A | 6A | | 22 | 3 | 02 | 0575 | R3 | | 25 | L | B | |
| 11.93 | 11.93 | | | | | | | | 1 | 1 | | | | | | | 4A | 22A | 6A | | 22 | 3 | 02 | 0575 | R3 | | 35 | L | B | |
| 12.00 | 12.00 | | MP MARKER | R | | 12 | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.11 | 12.11 | | MISC FEATR | L | | SGN ENT ILWACO | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.21 | 12.21 | | WYE CONN | R | | SANDRIDGE RD | CT | | N | | | | | | | | | | | | | | | | | | | | | |
| 12.23 | 12.23 | | LEAVE CITY | | | ILWACO | | | 1 | 1 | | | | | | | 4A | 22A | 6A | | 22 | 3 | 02 | \$\$\$\$ | R3 | | 35 | L | \$ | |
| 12.25 | 12.25 | | INTRSECTN | R | | SANDRIDGE RD | CO | | N | 1 | 1 | | | | | | 6A | 22A | 6A | | 22 | 3 | 02 | | R3 | | 35 | L | | |
| 12.34 | 12.34 | | | | | | | | 1 | 1 | | | | | | | 6A | 22A | 6A | | 22 | 3 | 02 | | R3 | | 45 | L | | |
| 12.88 | 12.88 | | BEG ST | I | | PACIFIC WAY | | | 1 | 1 | | | | | | | \$\$C | 40A | \$\$C | | 40 | 3 | 02 | | R3 | | 35 | L | * | |
| | | | INTRSECTN | B | | 30TH ST | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 12.95 | 12.95 | | INTRSECTN | L | | 31ST ST | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 12.98 | 12.98 | | INTRSECTN | L | | 32ND ST | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 13.01 | 13.01 | | MP MARKER | R | | 13 | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.05 | 13.05 | | INTRSECTN | B | | 33RD ST | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 13.09 | 13.09 | | INTRSECTN | B | | 34TH ST | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 13.13 | 13.13 | | INTRSECTN | B | | 35TH ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 13.17 | 13.17 | | INTRSECTN | L | | 36TH ST | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 13.23 | 13.23 | | INTRSECTN | B | | 37TH ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 13.32 | 13.32 | | INTRSECTN | B | | 38TH PL | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 13.37 | 13.37 | | INTRSECTN | B | | 39TH PL | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 13.38 | 13.38 | | END ST | I | | PACIFIC WAY | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | 40TH ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 103 | ST | SS | Y | | | | | | | | | | | | | | | | | | | | | |
| 13.42 | 13.42 | | INTRSECTN | B | | N PL | CO | | N | 1 | 1 | | | | | | 10A | 22A | 10A | | 22 | 3 | 02 | | R3 | | 35 | L | * | |
| 13.48 | 13.48 | | | | | | | | 1 | 1 | | | | | | | 10A | 22A | 10A | | 22 | 3 | 02 | | R3 | | 50 | L | * | |
| 13.50 | 13.50 | | | | | | | | 1 | 1 | | | | | | | 4A | 22A | 4A | | 22 | 3 | 02 | | R3 | | 50 | L | * | |
| 13.86 | 13.86 | | END ST | I | | 40TH ST | | | 1 | 1 | | | | | | | 4A | 22A | 4A | | 22 | 3 | 02 | | R3 | | 50 | L | \$ | |
| | | | INTRSECTN | B | | SANDRIDGE RD | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 14.00 | 14.00 | | MP MARKER | R | | 14 | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.13 | 14.13 | | | | | | | | 1 | 1 | | | | | | | 3A | 22A | 3A | | 22 | 3 | 02 | | R3 | | 50 | L | | |
| 14.50 | 14.50 | | INTRSECTN | L | | JIM ST | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 15.01 | 15.01 | | MP MARKER | R | | 15 | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.32 | 15.32 | | BEG BRIDGE | B | | WALLICUT RIVER | ST | | 1 | 1 | | | | | | | \$\$W | 40A | \$\$W | | 40 | 3 | 02 | | R3 | | 50 | L | | |
| | | | | | | BRDG NUM 101/012 | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.33 | 15.33 | | END BRIDGE | B | | WALLICUT RIVER | | | 1 | 1 | | | | | | | 3A | 22A | 3A | | 22 | 3 | 02 | | R3 | | 50 | L | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 13.38 | 13.38 | | | | | | | .02 | 13 | | |
| 13.86 | 13.86 | | | | | | | .10 | 12 | | |

SR 101 MAINLINE U.S. ROUTE - USSH COUNTY PACIFIC DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------|-------|---|------|-----------------------|-----|----|-------------|-----|-----|--------------|-----|---------------------------|-----|-------|-----|-------|--------|-----|----|-----|------|----|----|---|----|---|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | LEGAL | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | SPEED | | | T P | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | D IB | | | R K | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | FC | D | IB | R | K | T |
| 24.98 | 24.98 | | | | | | | | | | | | | 3A | 24A | 3A | | | 24 | 3 | 02 | | R2 | | 50 | L | | |
| 25.56 | 25.56 | BEG BRIDGE | B | TEAL SLOUGH | ST | | | | | | | | | \$\$C | 24A | \$\$C | | | 24 | 3 | 02 | | R2 | | 50 | L | | |
| | | | | BRDG NUM 101/022 | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.61 | 25.61 | END BRIDGE | B | TEAL SLOUGH | | | | | | | | | | 2A | 24A | 2A | | | 24 | 3 | 02 | | R2 | | 50 | L | | |
| 25.96 | 25.96 | | | | | | | | | | | | | 4A | 24A | 4A | | | 24 | 3 | 02 | | R2 | | 50 | L | | |
| 26.00 | 26.00 | MP MARKER | R | 26 | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.20 | 26.20 | INTRSECTN | R | PARPALA RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 26.21 | 26.21 | BEG BRIDGE | B | NASELLE RIVER | ST | | | | | | | | | \$\$W | 32P | \$\$W | | | 32 | 3 | 02 | | R2 | | 50 | L | | |
| | | | | BRDG NUM 101/024 | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.58 | 26.58 | END BRIDGE | B | NASELLE RIVER | | | | | | | | | | 8A | 24A | 8A | | | 24 | 3 | 02 | | R2 | | 50 | L | | |
| 26.63 | 26.63 | INTRSECTN | L | GOVERNMENT RD | OT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 26.82 | 26.82 | | | | | | | | | | | | | 1A | 24A | 1A | | | 24 | 3 | 02 | | R2 | | 50 | L | | |
| 27.01 | 27.01 | MP MARKER | R | 27 | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.18 | 27.18 | INTRSECTN | R | MILL RANCH RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 28.01 | 28.01 | MP MARKER | R | 28 | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.60 | 28.60 | | | | | | | | | | | | | 6A | 24A | 6A | | | 24 | 3 | 02 | | R2 | | 50 | L | | |
| 28.89 | 28.89 | INTRSECTN | R | SR 4 | ST | RF | Y | | | | | | | 10A | 22A | 10A | | | 22 | 3 | 02 | | R1 | | 55 | R | | |
| 28.93 | 28.93 | BEG SU LN | R | CLIMBING | 11A | | | | | | | | | 10A | 22A | 10A | 11 | | 33 | 3 | 01 | | R1 | | 55 | R | | |
| | | WYE CONN | R | SR 4 | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 29.00 | 29.00 | MP MARKER | R | 29 | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.46 | 29.46 | END SU LN | R | CLIMBING | 11A | | | | | | | | | 9A | 22A | 9A | \$\$\$ | | 22 | 3 | 01 | | R1 | | 55 | R | | |
| 30.00 | 30.00 | TRAF RCDR | B | R074 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MP MARKER | R | 30 | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.31 | 30.31 | | | | | | | | | | | | | 8A | 22A | 8A | | | 22 | 3 | 01 | | R1 | | 55 | R | | |
| 30.54 | 30.54 | | | | | | | | | | | | | 3A | 24A | 3A | | | 24 | 3 | 01 | | R1 | | 55 | R | | |
| 30.62 | 30.62 | BEG BRIDGE | B | SOUTH NEMAH RIVER #1 | ST | | | | | | | | | \$\$C | 35A | \$\$C | | | 35 | 3 | 01 | | R1 | | 55 | R | | |
| | | | | BRDG NUM 101/027 | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.63 | 30.63 | END BRIDGE | B | SOUTH NEMAH RIVER #1 | | | | | | | | | | 3A | 24A | 3A | | | 24 | 3 | 01 | | R1 | | 55 | R | | |
| 31.00 | 31.00 | MP MARKER | R | 31 | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.00 | 32.00 | MP MARKER | R | 32 | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.52 | 32.52 | BEG BRIDGE | B | SOUTH NEMAH RIVER #2 | ST | | | | | | | | | \$\$C | 30A | \$\$C | | | 30 | 3 | 01 | | R1 | | 55 | R | | |
| | | | | BRDG NUM 101/029 | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.53 | 32.53 | END BRIDGE | B | SOUTH NEMAH RIVER #2 | | | | | | | | | | 1A | 23A | 2A | | | 23 | 3 | 01 | | R1 | | 55 | R | | |
| 33.00 | 33.00 | MP MARKER | R | 33 | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.04 | 33.04 | INTRSECTN | L | SEAL SLOUGH A LINE RD | PV | | N | 1 | 1 | | | | | 1A | 24A | 1A | | | 24 | 3 | 01 | | R1 | | 55 | R | | |
| | | INTRSECTN | R | RADAR D LINE RD | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 33.70 | 33.70 | | | | | | | | | | | | | 6A | 24A | 6A | | | 24 | 3 | 01 | | R1 | | 55 | R | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 28.89 | 28.89 | .03 | 13 | | | | | | |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY PACIFIC

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | |
|-------|---|-------|------------|---|----|-----------------------|---------|-----|-------------|-----|-----|--------------|-----|-----|-----|---------------------------|------|------|----|-------|-----|---|---|----|-------|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | TOT | MTCE | CITY | ST | LEGAL | | T | P | S | |
| | | | | D | LR | DESCRIPTION | -UXING- | NBR | LFT | RHT | LFT | RHT | RHT | USE | LNS | | | | | RDY | SHD | | | | RDY |
| 44.17 | | 44.17 | | | | | | | | | | | 6A | 24A | 6A | | 24 | 3 | 01 | | R1 | | | 55 | R |
| 44.22 | | 44.22 | | | | | | | | | | | 3A | 24A | 3A | | 24 | 3 | 01 | | R1 | | | 55 | R |
| 44.55 | | 44.55 | INTRSECTN | R | | WEYERHAEUSER RD | PV | N | | | | | | | | | | | | | | | | | |
| 45.00 | | 45.00 | MP MARKER | R | | 45 | | | | | | | | | | | | | | | | | | | |
| 45.12 | | 45.12 | | | | | | | | | | | 6A | 24A | 6A | | 24 | 3 | 01 | | R1 | | | 55 | R |
| 45.15 | | 45.15 | BEG BRIDGE | B | | BONE RIVER | ST | | | | | | \$W | 36P | \$W | | 36 | 3 | 01 | | R1 | | | 55 | R |
| | | | | | | BRDG NUM 101/044 | | | | | | | | | | | | | | | | | | | |
| 45.21 | | 45.21 | END BRIDGE | B | | BONE RIVER | | | | | | | 6A | 24A | 6A | | 24 | 3 | 01 | | R1 | | | 55 | R |
| 45.32 | | 45.32 | | | | | | | | | | | 3A | 24A | 3A | | 24 | 3 | 01 | | R1 | | | 55 | R |
| 46.00 | | 46.00 | MP MARKER | R | | 46 | | | | | | | | | | | | | | | | | | | |
| 47.00 | | 47.00 | MP MARKER | R | | 47 | | | | | | | | | | | | | | | | | | | |
| 48.00 | | 48.00 | MP MARKER | R | | 48 | | | | | | | | | | | | | | | | | | | |
| 48.16 | | 48.16 | BEG SU LN | R | | CLIMBING | | 11A | | | | | 5A | 25A | 5A | 11 | 36 | 3 | 01 | | R1 | | | 55 | R |
| 48.32 | | 48.32 | BEG SU LN | L | | CLIMBING | | 12A | | | | | 5A | 25A | 5A | 23 | 48 | 3 | 01 | | R1 | | | 55 | R |
| 48.51 | | 48.51 | ENT/EXIT | L | | BRUCEPORT COUNTY PARK | CO | Y | | | | | | | | | | | | | | | | | |
| 48.68 | | 48.68 | END SU LN | R | | CLIMBING | | 11A | | | | | 5A | 25A | 5A | 12 | 37 | 3 | 01 | | R1 | | | 55 | R |
| 48.98 | | 48.98 | END SU LN | L | | CLIMBING | | 12A | | | | | 5A | 25A | 5A | \$\$\$ | 25 | 3 | 01 | | R1 | | | 55 | R |
| 49.00 | | 49.00 | MP MARKER | R | | 49 | | | | | | | | | | | | | | | | | | | |
| 49.68 | | 49.68 | | | | | | | | | | | 3A | 24A | 3A | | 24 | 3 | 01 | | R1 | | | 55 | R |
| 49.79 | | 49.79 | BEG BRIDGE | B | | STUART SLOUGH | ST | | | | | | \$W | 40A | \$W | | 40 | 3 | 01 | | R1 | | | 55 | L |
| | | | | | | BRDG NUM 101/046 | | | | | | | | | | | | | | | | | | | |
| 49.80 | | 49.80 | END BRIDGE | B | | STUART SLOUGH | | | | | | | 3A | 24A | 3A | | 24 | 3 | 01 | | R1 | | | 55 | L |
| 50.00 | | 50.00 | MP MARKER | R | | 50 | | | | | | | | | | | | | | | | | | | |
| 50.33 | | 50.33 | BEG BRIDGE | B | | CARRUTHER SLOUGH | ST | | | | | | \$W | 40A | \$W | | 40 | 3 | 01 | | R1 | | | 55 | L |
| | | | | | | BRDG NUM 101/048 | | | | | | | | | | | | | | | | | | | |
| 50.34 | | 50.34 | END BRIDGE | B | | CARRUTHER SLOUGH | | | | | | | 3A | 24A | 3A | | 24 | 3 | 01 | | R1 | | | 55 | L |
| 50.43 | | 50.43 | INTRSECTN | L | | CARRUTHERS RD | CO | N | | | | | | | | | | | | | | | | | |
| 51.00 | | 51.00 | MP MARKER | R | | 51 | | | | | | | | | | | | | | | | | | | |
| 51.32 | | 51.32 | | | | | | | | | | | 3A | 24A | 6A | | 24 | 3 | 01 | | R1 | | | 55 | L |
| 51.35 | | 51.35 | | | | | | | | | | | 6A | 24A | 6A | | 24 | 3 | 01 | | R1 | | | 55 | L |
| 52.00 | | 52.00 | MP MARKER | R | | 52 | | | | | | | | | | | | | | | | | | | |
| 52.37 | | 52.37 | | | | | | | | | | | 8A | 24A | 8A | | 24 | 3 | 01 | | R1 | | | 55 | L |
| 52.51 | | 52.51 | BEG BRIDGE | B | | POTTER SLOUGH | ST | | | | | | \$W | 40A | \$W | | 40 | 3 | 01 | | R1 | | | 55 | L |
| | | | | | | BRDG NUM 101/050 | | | | | | | | | | | | | | | | | | | |
| 52.53 | | 52.53 | END BRIDGE | B | | POTTER SLOUGH | | | | | | | 6A | 24A | 6A | | 24 | 3 | 01 | | R1 | | | 55 | L |
| 52.97 | | 52.97 | ENTER CITY | | | SOUTH BEND | | | | | | | 6A | 24A | 6A | | 24 | 3 | 01 | 1195 | R1 | | | 55 | L P * |
| | | | BEG ST | I | | W ROBERT BUSH DR | | | | | | | | | | | | | | | | | | | |
| 52.98 | | 52.98 | | | | | | | | | | | 7A | 24A | 7A | | 24 | 3 | 01 | 1195 | R1 | | | 55 | L P * |
| 53.00 | | 53.00 | MP MARKER | R | | 53 | | | | | | | 7A | 24A | 7A | | 24 | 3 | 01 | 1195 | R1 | | | 55 | L B * |
| 53.27 | | 53.27 | | | | | | | | | | | 7A | 24A | 7A | | 24 | 3 | 01 | 1195 | R1 | | | 40 | L B * |
| 53.56 | | 53.56 | | | | | | | | | | | 7A | 24A | 7A | | 24 | 3 | 01 | 1195 | R1 | | | 30 | L B * |
| 53.57 | | 53.57 | INTRSECTN | R | | D ST | CT | N | | | | | | | | | | | | | | | | | |
| 53.74 | | 53.74 | | | | | | | | | | | 8A | 24A | 8A | | 24 | 3 | 01 | 1195 | R1 | | | 30 | L B * |

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | |
|-------|-------|-------------------------|------|---|---------|-----------------|-------------|-----------------|-------------|-------------|-------------|-----|---------|-----|--------------------------|-------|----|-------------|----|----|-------|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | INCRS/UNDI | | | SPC | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | LFT RHT | | LFT RHT USE TOT | | | | | | | | LEGAL | | | | | | |
| | | : : | | -XROAD- | | LNS SHD RDY SHD | | MEDIAN- | | | SHD RDY SHD | | LNS RDY | | MTCE CITY ST | | | SPEED T P S | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW TC L | D I | W/S W/S W/S | WD/S BR | W/S W/S W/S | W/S W/S W/S | WID | WID | A SE | NBR | FC | D | IB | R | K | T | | |
| 53.77 | 53.77 | | | | | | | | | | | | | | | | | | | | | |
| 53.80 | 53.80 | BEG SU LN | C | TWO WAY TURN | 12A | | | | | | \$\$\$ | 60A | \$\$\$ | | 60 | 3 | 01 | 1195 | R1 | 30 | L B * | |
| | | INTRSECTN | R | A ST | | CT | Y | | | | C | 48A | C | 12 | 60 | 3 | 01 | 1195 | R1 | 30 | L B * | |
| 53.83 | 53.83 | INTRSECTN | R | PACIFIC AVE | | CT | Y | | | | | | | | | | | | | | | |
| 53.89 | 53.89 | END SU LN | C | TWO WAY TURN | 12A | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | CENTRAL AVE | | CT | Y | | | | | | | | | | | | | | | |
| 53.93 | 53.93 | BEG SU LN | C | TWO WAY TURN | 12A | | | | | | | | | | | | | | | | | |
| 53.96 | 53.96 | END SU LN | C | TWO WAY TURN | 12A | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | WILLAPA AVE | | CT | Y | | | | | | | | | | | | | | | |
| 53.98 | 53.98 | MP MARKER | R | 54 | | | | | | | | | | | | | | | | | | |
| 54.02 | 54.02 | BEG SU LN | C | TWO WAY TURN | 12A | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | ALDER ST | | CT | Y | | | | | | | | | | | | | | | |
| 54.09 | 54.09 | INTRSECTN | R | MEMORIAL DR | | CT | Y | | | | | | | | | | | | | | | |
| 54.14 | 54.14 | BEG BRIDGE B | | HALF BRIDGE | | ST | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 101/051 | | | | | | | | | | | | | | | | | | |
| 54.20 | 54.20 | END BRIDGE B | | HALF BRIDGE | | | | | | | | | | | | | | | | | | |
| 54.22 | 54.22 | INTRSECTN | R | SPRUCE ST | | CT | Y | | | | | | | | | | | | | | | |
| 54.26 | 54.26 | END SU LN | C | TWO WAY TURN | 12A | | | | | | | | | | | | | | | | | |
| 54.28 | 54.28 | INTRSECTN | R | FERRY ST | | CT | Y | 1 | 1 | | | | | | | | | | | | | |
| 54.45 | 54.45 | | | | | | | | | | | | | | | | | | | | | |
| 54.45 | 54.45 | | | | | | | | | | | | | | | | | | | | | |
| 54.55 | 54.55 | | | | | | | | | | | | | | | | | | | | | |
| 54.63 | 54.63 | INTRSECTN | R | KENDRICK ST | | CT | Y | | | | | | | | | | | | | | | |
| 54.70 | 54.70 | INTRSECTN | R | WATER ST | | CT | Y | 1 | 1 | | | | | | | | | | | | | |
| 54.72 | 54.72 | INTRSECTN | R | WASHINGTON ST | | CT | Y | | | | | | | | | | | | | | | |
| 54.80 | 54.80 | INTRSECTN | R | BROADWAY ST | | CT | Y | 1 | 1 | | | | | | | | | | | | | |
| 54.83 | 54.83 | INTRSECTN | R | ADAMS ST | | CT | Y | | | | | | | | | | | | | | | |
| 54.85 | 54.85 | | | | | | | | | | | | | | | | | | | | | |
| 54.90 | 54.90 | INTRSECTN | R | MINNESOTA ST | | CT | N | | | | | | | | | | | | | | | |
| 54.92 | 54.92 | ENT/EXIT | L | BUSINESS | | PV | N | | | | | | | | | | | | | | | |
| 54.96 | 54.96 | INTRSECTN | R | JEFFERSON ST | | CT | Y | | | | | | | | | | | | | | | |
| 55.00 | 55.00 | INTRSECTN | R | CALIFORNIA AVE | | CT | N | | | | | | | | | | | | | | | |
| 55.01 | 55.01 | MP MARKER | R | 55 | | | | | | | | | | | | | | | | | | |
| 55.07 | 55.07 | INTRSECTN | R | MADISON ST | | CT | Y | | | | | | | | | | | | | | | |
| 55.09 | 55.09 | INTRSECTN | R | OREGON ST | | CT | N | | | | | | | | | | | | | | | |
| 55.19 | 55.19 | INTRSECTN | R | MONROE ST | | CT | Y | | | | | | | | | | | | | | | |
| 55.30 | 55.30 | INTRSECTN | R | QUINCY ST | | CT | Y | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 53.89 | 53.89 | | | .03 | 12 | | | | |
| 53.96 | 53.96 | | | .02 | 12 | | | | |

SR 101 MAINLINE U.S. ROUTE - USSH COUNTY PACIFIC DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------|-------|---|------|--|----|----|-------------|-----|--------|-------------|-----|---------------------------|--------|-----|--------|-----|-------|-----|------|----|------|------|----|----|----|---|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | LEGAL | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | SPEED | | T | | P | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | MTCE | | CITY | | ST | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 57.97 | 57.97 | | | | | | | 2 2 | 10A | 24A | | | 15A | UP | | 36A | C | 60 | 3 | 01 | 1055 | R1 | | 40 | L | P | | |
| 58.02 | 58.02 | INTRSECTN | B | FOWLER ST | CT | SG | Y | 2 2 | \$\$\$ | \$\$\$ | | | \$\$\$ | UP | | 10A | 60A | C | 60 | 3 | 01 | 1055 | R1 | | 35 | L | P | |
| 58.15 | 58.15 | INTRSECTN | R | LAUREL AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | OCEAN AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 58.21 | 58.21 | | | | | | | 2 2 | 10A | 26A | | | 13A | CU | \$\$\$ | 36A | C | 62 | 3 | 01 | 1055 | R1 | | 35 | L | P | | |
| 58.24 | 58.24 | | | | | | | 2 1 | 10A | 26A | | | 13A | CU | | 36A | C | 62 | 3 | 01 | 1055 | R1 | | 35 | L | P | | |
| 58.31 | 58.31 | BEG BRIDGE | B | S FK WILLAPA RIVER BRDG NUM 101/054 | ST | | | 2 1 | \$\$C | 35A | | | 13A | CU | | 28A | C | 63 | 3 | 01 | 1055 | R1 | | 35 | L | P | | |
| 58.43 | 58.43 | END BRIDGE | B | S FK WILLAPA RIVER | | | | 1 1 | 4A | 37A | | | 15A | UP | | 35A | C | 72 | 3 | 01 | 1055 | R1 | | 35 | L | P | | |
| 58.48 | 58.48 | ROUNDABOUT | R | SR 6 | ST | YS | Y | 1 1 | \$\$C | 35A | | | 15A | UP | | 35A | C | 70 | 3 | 01 | 1055 | R1 | | 35 | L | P | | |
| 58.54 | 58.54 | | | | | | | 1 2 | C | 35A | | | 15A | UP | | 35A | C | 70 | 3 | 01 | 1055 | R1 | | 35 | L | P | | |
| 58.57 | 58.57 | INTRSECTN | B | HEATH ST | CT | SG | Y | 2 2 | C | 35A | | | 16A | UP | | 35A | C | 70 | 3 | 01 | 1055 | R1 | | 35 | L | P | | |
| 58.72 | 58.72 | INTRSECTN | B | COMMERCIAL ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 58.79 | 58.79 | INTRSECTN | B | DURYEA ST | CT | | Y | 2 2 | C | 31A | | | 16A | UP | | 32A | C | 63 | 3 | 01 | 1055 | R1 | | 35 | L | P | | |
| 58.94 | 58.94 | WYE CONN | L | FRANKLIN ST | CT | | Y | 1 2 | C | 16A | | | 16A | UP | | 32A | C | 48 | 3 | 01 | 1055 | R1 | | 35 | L | P | | |
| | | WYE CONN | R | FRANKLIN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 58.95 | 58.95 | INTRSECTN | B | FRANKLIN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 58.97 | 58.97 | WYE CONN | L | FRANKLIN ST | CT | | Y | 1 2 | C | 16A | | | 16A | UP | | 28A | C | 44 | 3 | 01 | 1055 | R1 | | 35 | L | P | | |
| 59.00 | 59.00 | MP MARKER | R | 59 | | | | | | | | | | | | | | | | | | | | | | | | |
| 59.02 | 59.02 | | | | | | | 1 1 | C | 16A | | | 16A | UP | | 16A | C | 32 | 3 | 01 | 1055 | R1 | | 35 | L | P | | |
| 59.04 | 59.04 | | | | | | | 1 1 | \$ | \$\$\$ | | | \$\$\$ | UP | | 51A | C | 51 | 3 | 01 | 1055 | R1 | | 35 | L | P | | |
| 59.08 | 59.08 | INTRSECTN | L | THIRD ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 59.14 | 59.14 | BEG BRIDGE | B | N FK WILLAPA RIVER BRDG NUM 101/056 | ST | | | 1 1 | | | | | C | 40P | | | C | 40 | 3 | 01 | 1055 | R1 | | 35 | L | P | | |
| 59.31 | 59.31 | END BRIDGE | B | N FK WILLAPA RIVER | | | | 1 1 | | | | | C | 59A | | | C | 59 | 3 | 01 | 1055 | R1 | | 35 | L | P | | |
| 59.38 | 59.38 | WYE CONN | L | SR 105 | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | WYE CONN | R | MONOHON LANDING RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 59.66 | 59.39 | EQUATION | | 059.39 =059.66 | | | | 1 1 | | | | | C | 59A | | | C | 59 | 3 | 01 | 1055 | R1 | | 35 | R | P | | |
| 59.67 | 59.40 | INTRSECTN | R | MONOHON LANDING RD | CT | | Y | 1 1 | | | | | C | 62A | | | C | 62 | 3 | 01 | 1055 | R1 | | 35 | R | P | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 58.02 | 58.02 | .04 | 15 | .05 | 16 | | | | |
| 58.15 | 58.15 | .04 | 12 | .04 | 12 | | | | |
| 58.57 | 58.57 | .03 | 16 | .03 | 16 | .03 | 12 | | |
| 58.72 | 58.72 | .03 | 16 | .03 | 16 | | | | |
| 58.79 | 58.79 | .02 | 16 | .03 | 16 | | | | |
| 58.95 | 58.95 | .03 | 16 | .03 | 16 | | | | |
| 58.97 | 58.97 | | | | | .01 | 14 | | |
| 59.08 | 59.08 | | | | | .02 | 14 | | |
| 59.38 | 59.38 | | | | | .02 | 14 | | |

SR 101 MAINLINE U.S. ROUTE - USSH COUNTY PACIFIC DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|-------|--------------|---|----|--------------------------|-------------|-----|---|-------------|---|-----|-----|-----|------|----|---------------------------|-----|--------|--------|-----|-------|----|----------|----|---|----|---|----|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | T | P | S | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | | | SPEED | | T | P | S | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | | | | | | D IB | | R | K | T | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 59.67 | | 59.40 | INTRSECTN | L | | SR 105 | ST | | Y | 1 | 1 | | | | | | C | 62A | C | | 62 | 3 | 01 | 1055 | R1 | | 35 | R | P | | | |
| 59.69 | | 59.42 | WYE CONN | L | | SR 105 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 59.73 | | 59.46 | | | | | | | | 1 | 1 | | | | | | 8A | 40A | C | | 40 | 3 | 01 | 1055 | R1 | | 35 | R | P | | | |
| 59.76 | | 59.49 | INTRSECTN | R | | MILL ST | CT | | Y | 1 | 1 | | | | | | 6A | 24A | 5A | | 24 | 3 | 01 | 1055 | R1 | | 35 | R | P | | | |
| | | | INTRSECTN | R | | RIDDELL ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 59.88 | | 59.61 | INTRSECTN | L | | WATER ST | CT | | Y | 1 | 1 | | | | | | 7A | 24A | 7A | | 24 | 3 | 01 | 1055 | R1 | | 35 | R | P | | | |
| 59.92 | | 59.65 | MISC FEATR | L | | SGN ENT RAYMOND | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 59.95 | | 59.68 | | | | | | | | 1 | 1 | | | | | | 7A | 24A | 7A | | 24 | 3 | 01 | 1055 | R1 | | 55 | R | P | | | |
| 59.99 | | 59.72 | MP MARKER | R | | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.15 | | 59.88 | LEAVE CITY | | | RAYMOND | | | | 1 | 1 | | | | | | 7A | 24A | 7A | | 24 | 3 | 01 | \$\$\$\$ | R1 | | 55 | R | \$ | | | |
| 60.21 | | 59.94 | BEG SU LN | R | | CLIMBING | | 12A | | 1 | 1 | | | | | | 7A | 24A | 4A | 12 | 36 | 3 | 01 | | R1 | | 55 | R | | | | |
| 60.24 | | 59.97 | INTRSECTN | L | | PVT RD | PV | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 60.81 | | 60.54 | INTRSECTN | R | | BUTTE CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 60.83 | | 60.56 | END SU LN | R | | CLIMBING | | 12A | | 1 | 1 | | | | | | 7A | 24A | 7A | \$\$\$ | 24 | 3 | 01 | | R1 | | 55 | R | | | | |
| 60.98 | | 60.71 | MP MARKER | R | | 61 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 61.20 | | 60.93 | ENT/EXIT | R | | BUTTE CREEK PICNIC AREA | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 61.29 | | 61.02 | INTRSECTN | L | | WALCH RD | CO | | N | 1 | 1 | | | | | | 3A | 24A | 3A | | 24 | 3 | 01 | | R1 | | 55 | R | | | | |
| 61.99 | | 61.72 | MP MARKER | R | | 62 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 62.00 | | 61.73 | | | | | | | | 1 | 1 | | | | | | 5A | 24A | 5A | | 24 | 3 | 01 | | R1 | | 55 | R | | | | |
| 62.97 | | 62.70 | MP MARKER | R | | 63 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 63.12 | | 62.85 | INTRSECTN | R | | SMITH CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 63.23 | | 62.96 | | | | | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | 24 | 3 | 01 | | R1 | | 55 | R | | | | |
| 63.96 | | 63.69 | INTRSECTN | L | | DIXON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 63.98 | | 63.71 | BEG BRIDGE B | | | SMITH CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 24A | \$\$C | | 24 | 3 | 01 | | R1 | | 55 | R | | | | |
| | | | | | | BRDG NUM 101/058 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 64.00 | | 63.73 | END BRIDGE B | | | SMITH CREEK | | | | 1 | 1 | | | | | | 7A | 24A | 7A | | 24 | 3 | 01 | | R1 | | 55 | R | | | | |
| | | | MP MARKER | R | | 64 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 64.53 | | 64.26 | INTRSECTN | L | | STREETS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 65.00 | | 64.73 | MP MARKER | R | | 65 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 65.32 | | 65.05 | INTRSECTN | L | | SCHWINTZ RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 65.37 | | 65.10 | BEG BRIDGE B | | | ELKHORN CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 24A | \$\$C | | 24 | 3 | 01 | | R1 | | 55 | R | | | | |
| | | | | | | BRDG NUM 101/060 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 65.39 | | 65.12 | END BRIDGE B | | | ELKHORN CREEK | | | | 1 | 1 | | | | | | 7A | 24A | 7A | | 24 | 3 | 01 | | R1 | | 55 | R | | | | |
| 66.00 | | 65.73 | MP MARKER | R | | 66 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 66.13 | | 65.86 | INTRSECTN | R | | ELK HORN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 66.35 | | 66.08 | BEG SU LN | R | | TRUCK CLIMBING SHOULD07A | | | | 1 | 1 | | | | | | 7A | 24A | \$\$\$ | 7 | 31 | 3 | 01 | | R1 | | 55 | R | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| ----- | | | | --- | --- | --- | --- | --- | --- | --- | --- |
| 59.67 | | 59.40 | | .03 | 12 | | | | | | |
| 59.69 | | 59.42 | | | | .02 | 12 | | | | |
| | | | | | | | | .01 | 14 | | |

SR 101 ALTERNATE ROUTE U.S. ROUTE - USSH COUNTY PACIFIC DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|----------------------|-----------------|----|---|-------------|---|-----|---------|-----|---------------------------|-----|-----|-----|-----|-----|-----|-----|-----|------|------|----|-------|---|---|----|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | |
| | | | | | | | | | | | | | | | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 9.41 | | 0.00 | BEG ROUTE | | | | | | | 1 | 1 | | | | | | 4A | 22A | 6A | | | | 22 | 3 | 02 | | R2 | | | 50 | L |
| | | | BEG CTLSEC | | | SR 101 TO SR 101 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | CONTROL SECTION 2512 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.42 | | 0.01 | WYE CONN | R | | SR 101 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.43 | | 0.02 | WYE CONN | L | | SR 101 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.58 | | 0.17 | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | | | 22 | 3 | 02 | | R2 | | | 50 | L |
| 10.02 | | 0.61 | WYE CONN | R | | SR 101 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.03 | | 0.62 | WYE CONN | L | | SR 101 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.04 | | 0.63 | INTRSECTN | B | | SR 101 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 2512 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SECTN | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 9.43 | | 0.02 | | | | | | .02 | 12 | | |

SR 103 MAINLINE

STATE ROUTE - SRSH

COUNTY PACIFIC

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------|-------|---|------|----------------------|----|----|-------------|---|---|------------|-----|-----|---------|----|--------------------------|-----|-----|-----|-----|--------|------|-----|-------|------|----|----|----|---|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | LEGAL | T | P | S | | | | |
| | | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T | | |
| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | 1 | 1 | | | | | | C | 40A | C | | | 40 | 3 | 02 | | R3 | | 35 | L | * | | |
| | | BEG CTLSEC | | SR 101 TO OCEAN PARK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | PACIFIC WAY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SR 101 | | | | | | ST | | | | | | | | | | | | | | | | | | | | |
| 0.04 | 0.04 | INTRSECTN | B | 40TH PL | | | | | | CO | | | | | | | | | | | | | | | | | | | | |
| 0.08 | 0.08 | INTRSECTN | B | 41ST PL | | | | | | CO | | | | | | | | | | | | | | | | | | | | |
| 0.13 | 0.13 | INTRSECTN | B | 42ND PL | | | | | | CO | | | | | | | | | | | | | | | | | | | | |
| 0.18 | 0.18 | INTRSECTN | B | 43RD PL | | | | | | CO | | | | | | | | | | | | | | | | | | | | |
| 0.23 | 0.23 | INTRSECTN | B | 44TH PL | | | | | | CO | | | | | | | | | | | | | | | | | | | | |
| 0.27 | 0.27 | INTRSECTN | B | 45TH PL | | | | | | CO | | | | | | | | | | | | | | | | | | | | |
| 0.32 | 0.32 | INTRSECTN | B | 46TH PL | | | | | | CO | | | | | | | | | | | | | | | | | | | | |
| 0.37 | 0.37 | INTRSECTN | L | 47TH PL | | | | | | CO | | | | | | | | | | | | | | | | | | | | |
| 0.40 | 0.40 | INTRSECTN | B | 48TH PL | | | | | | CO | | | | | | | | | | | | | | | | | | | | |
| 0.45 | 0.45 | INTRSECTN | B | 49TH PL | | | | | | CO | | | | | | | | | | | | | | | | | | | | |
| 0.50 | 0.50 | INTRSECTN | L | 50TH ST | | | | | | CO | | | | | | | | | | | | | | | | | | | | |
| 0.55 | 0.55 | MISC FEATR | L | SGN ENT SEAVIEW | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.56 | 0.56 | END ST | I | PACIFIC WAY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG SU LN | L | BICYCLE | | | | | | | | | | | C | 32A | C | | | 8 | 40 | 3 | 02 | | R3 | | 35 | L | * | |
| | | BEG ST | I | PACIFIC AVE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | 51ST ST | | | | | | CO | | | | | | | | | | | | | | | | | | | | |
| 0.57 | 0.57 | ENTER CITY | | LONG BEACH | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | SGN ENT LONG BEACH | | | | | | | | | | | C | 32A | C | | | 8 | 40 | 3 | 02 | 0690 | R3 | | 35 | L | P | * |
| 0.60 | 0.60 | INTRSECTN | L | 19TH ST S | | | | | | CT | | | | | | | | | | | | | | | | | | | | |
| 0.65 | 0.65 | INTRSECTN | B | 18TH ST S | | | | | | CT | | | | | | | | | | | | | | | | | | | | |
| 0.70 | 0.70 | INTRSECTN | B | 17TH ST S | | | | | | CT | | | | | | | | | | | | | | | | | | | | |
| 0.74 | 0.74 | INTRSECTN | B | 16TH ST S | | | | | | CT | | | | | | | | | | | | | | | | | | | | |
| 0.79 | 0.79 | INTRSECTN | B | 15TH ST S | | | | | | CT | | | | | | | | | | | | | | | | | | | | |
| 0.84 | 0.84 | INTRSECTN | B | 14TH ST S | | | | | | CT | | | | | | | | | | | | | | | | | | | | |
| 0.89 | 0.89 | INTRSECTN | B | 13TH ST S | | | | | | CT | | | | | | | | | | | | | | | | | | | | |
| 0.94 | 0.94 | INTRSECTN | B | 12TH ST S | | | | | | CT | | | | | C | 32A | C | | | 8 | 40 | 3 | 02 | 0690 | R3 | | 25 | L | P | * |
| 0.98 | 0.98 | END SU LN | L | BICYCLE | | | | | | | | | | | C | 40A | C | | | \$\$\$ | 40 | 3 | 02 | 0690 | R3 | | 25 | L | P | * |
| | | INTRSECTN | B | 11TH ST S | | | | | | CT | | | | | | | | | | | | | | | | | | | | |
| 1.02 | 1.02 | END ST | I | PACIFIC AVE | | | | | | | | | | | C | 40A | C | | | | | | | | | | | | | |
| | | BEG ST | I | PACIFIC HWY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | 10TH ST SW | | | | | | CT | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 0.00 | 0.00 | | | | | | | | |
| | | | | .03 | 10 | | | | |

SR 103 MAINLINE

STATE ROUTE - SRSB

COUNTY PACIFIC

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------|------|-----|-----------|---|----|-------------|-----|----|---|-------------|---|-----|------------|-----|------|-----|-----|--------------------------|-----|-----|------|---|------|------|-------|---|----|---|---|---|--|
| | | | | :DIRECTION TO INVENTORY | | -BRIDGE | | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | |
| | | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | | NBR | | LFT | RHT | | LFT | | RHT | USE | | TOT | MTCE | | CITY | ST | LEGAL | | T | P | S | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 1.02 | 1.02 | | INTRSECTN | R | | 10TH ST SE | CT | SG | Y | 1 | 1 | | | | | | C | 40A | C | | 40 | 3 | 02 | 0690 | R3 | | 25 | L | B | * | |
| 1.07 | 1.07 | | INTRSECTN | L | | 9TH ST SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 9TH ST SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.11 | 1.11 | | INTRSECTN | R | | 8TH ST SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.16 | 1.16 | | INTRSECTN | L | | 7TH ST SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 7TH ST SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.23 | 1.23 | | INTRSECTN | B | | 5TH ST S | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.28 | 1.28 | | INTRSECTN | R | | 4TH ST SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | 4TH ST SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.31 | 1.31 | | INTRSECTN | B | | 3RD ST S | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.35 | 1.35 | | INTRSECTN | R | | 2ND ST SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.39 | 1.39 | | INTRSECTN | B | | BOLSTAD ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.43 | 1.43 | | INTRSECTN | L | | 2ND ST NW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 2ND ST NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.48 | 1.48 | | BEG SU LN | L | | BICYCLE | 06A | | | 1 | 1 | | | | | | C | 34A | C | 6 | 40 | 3 | 02 | 0690 | R3 | | 25 | L | P | * | |
| | | | INTRSECTN | L | | 3RD ST NW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 3RD ST NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.54 | 1.54 | | INTRSECTN | B | | 4TH ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.59 | 1.59 | | INTRSECTN | B | | 5TH ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.65 | 1.65 | | INTRSECTN | B | | 6TH ST N | CT | | Y | 1 | 1 | | | | | | C | 34A | C | 6 | 40 | 3 | 02 | 0690 | R3 | | 35 | L | P | * | |
| 1.70 | 1.70 | | INTRSECTN | B | | 7TH ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.75 | 1.75 | | INTRSECTN | B | | 8TH ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.80 | 1.80 | | INTRSECTN | B | | 9TH ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.85 | 1.85 | | INTRSECTN | B | | 10TH ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.90 | 1.90 | | INTRSECTN | B | | 11TH ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.96 | 1.96 | | INTRSECTN | B | | 12TH ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | | INTRSECTN | B | | 13TH ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.03 | 2.03 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.08 | 2.08 | | INTRSECTN | L | | 14TH ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.18 | 2.18 | | INTRSECTN | B | | 16TH ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.27 | 2.27 | | INTRSECTN | B | | 17TH ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.34 | 2.34 | | INTRSECTN | L | | 18TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.44 | 2.44 | | INTRSECTN | L | | 19TH ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.52 | 2.52 | | END ST | I | | PACIFIC HWY | | | | 1 | 1 | | | | | | C | 24B | 3A | 6 | 30 | 3 | 02 | 0690 | R3 | | 35 | L | P | * | |
| | | | BEG ST | I | | PACIFIC WAY | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | PIONEER RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.56 | 2.56 | | INTRSECTN | R | | 22ND ST NE | CT | | N | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | | | |
|---------------------|------|----------------------|------|------|-----|------------------------------|------|----|--------|--------|-------|----|
| SRMP | B | ARM | L | R | L | R | L | R | L | R | L | R |
| | | | NEAR | NEAR | FAR | FAR | LEFT | | L-CNTR | R-CNTR | RIGHT | |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 1.02 | 1.02 | | .02 | 11 | | | .01 | 11 | | | | |

SR 103 MAINLINE

STATE ROUTE - SRSH

COUNTY PACIFIC

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------|-------|-----|-----------|---|----|--------------|----|----|-------------|-----|-----|------------|-----|-----|-------|---------|---------------------------|-----|-----|-----|-----|------|------|----|-------|-----|----|---|----|---|---|---|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | NBR | LFT | RHT | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | |
| | | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | | | | USE | TOT | A | SE | NBR | FC | D | IB | R | K | T | | | | | | | | | | |
| | | | | : : | | -XROAD- | | | | | | LNS | RDY | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 10.52 | 10.54 | | INTRSECTN | B | | 250TH PL | CO | N | 1 | 1 | | | | | 2A | 24B | 2A | | 24 | 3 | 02 | | R3 | 50 | L | * | | | | | | |
| 10.56 | 10.58 | | | | | | | | 1 | 1 | | | | | 2A | 24B | 2A | | 24 | 3 | 02 | | R3 | 35 | L | * | | | | | | |
| 10.57 | 10.59 | | INTRSECTN | B | | 251ST PL | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.63 | 10.65 | | INTRSECTN | B | | 252ND PL | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.68 | 10.70 | | INTRSECTN | B | | 253RD PL | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.73 | 10.75 | | INTRSECTN | B | | 254TH PL | CO | Y | 1 | 1 | | | | | 8A | 24B | 8A | | 24 | 3 | 02 | | R3 | 35 | L | * | | | | | | |
| 10.75 | 10.77 | | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 3 | 02 | | R3 | 35 | L | * | | | | | | |
| 10.78 | 10.80 | | INTRSECTN | R | | 255TH PL | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.83 | 10.85 | | INTRSECTN | B | | 256TH PL | CO | Y | 1 | 1 | | | | | \$\$C | 40A | \$\$C | | 40 | 3 | 02 | | R3 | 35 | L | * | | | | | | |
| 10.93 | 10.95 | | INTRSECTN | B | | 258TH PL | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.98 | 11.00 | | INTRSECTN | B | | 259TH PL | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.00 | 11.02 | | MP MARKER | R | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.03 | 11.05 | | INTRSECTN | B | | 260TH PL | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.05 | 11.07 | | | | | | | | 1 | 1 | | | | | C | 40A | C | | 40 | 3 | 02 | | R3 | 25 | L | * | | | | | | |
| 11.09 | 11.11 | | END ST | I | | VERNON AVE | | | 1 | 1 | | | | 10A | 22A | 10A | | 22 | 3 | 02 | | R3 | 25 | L | * | | | | | | | |
| | | | BEG ST | I | | BAY AVE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | VERNON AVE | CO | RF | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | BAY AVE | CO | RF | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 11.13 | 11.15 | | | | | | | | 1 | 1 | | | | | 3A | 22A | 10A | | 22 | 3 | 02 | | R3 | 25 | L | * | | | | | | |
| 11.14 | 11.16 | | INTRSECTN | B | | RIDGE AVE | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.21 | 11.23 | | INTRSECTN | B | | R ST | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.25 | 11.27 | | | | | | | | 1 | 1 | | | | | 3A | 22A | 3A | | 22 | 3 | 02 | | R3 | 25 | L | * | | | | | | |
| 11.36 | 11.38 | | INTRSECTN | B | | U ST | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.38 | 11.40 | | | | | | | | 1 | 1 | | | | | 3A | 22A | 3A | | 22 | 3 | 02 | | R3 | 35 | L | * | | | | | | |
| 11.53 | 11.55 | | INTRSECTN | R | | SEABREEZE LN | PV | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.62 | 11.64 | | INTRSECTN | R | | Z ST | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.63 | 11.65 | | INTRSECTN | L | | Z ST | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.86 | 11.88 | | END ST | I | | BAY AVE | | | 1 | 1 | | | | 1A | 20A | 1A | | 20 | 3 | 02 | | R3 | 35 | L | * | | | | | | | |
| | | | BEG ST | I | | SANDRIDGE RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SANDRIDGE RD | CO | SS | N | | | | | | | | | | | | | | | | | | | | | | | |
| 11.96 | 11.98 | | INTRSECTN | L | | 263RD PL | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.01 | 12.03 | | INTRSECTN | L | | 264TH PL | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.06 | 12.08 | | INTRSECTN | L | | 265TH PL | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.14 | 12.16 | | INTRSECTN | L | | 267TH PL | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.18 | 12.20 | | INTRSECTN | L | | 268TH PL | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.27 | 12.29 | | INTRSECTN | L | | 270TH ST | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.33 | 12.35 | | INTRSECTN | B | | 271ST ST | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.37 | 12.39 | | INTRSECTN | B | | 272ND ST | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.42 | 12.44 | | INTRSECTN | R | | 273RD ST | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.52 | 12.54 | | INTRSECTN | R | | 275TH ST | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.82 | 12.84 | | INTRSECTN | R | | 281ST ST | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.34 | 13.36 | | INTRSECTN | L | | JOE JOHNS RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.54 | 13.56 | | | | | | | | 1 | 1 | | | | | 1A | 20A | 1A | | 20 | 3 | 02 | | R3 | 45 | L | * | | | | | | |

SR 105 MAINLINE

STATE ROUTE - SRSH

COUNTY PACIFIC

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|------|------|-------------------------|------------|---|----|--------------------------|-------------|----|---|-------------|----|-----|---------|-----|------|----|---------------------------|-----|-----|-----|-----|----|----|------|----------|-------|----|---|----|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | C | 60A | C | | | 60 | 3 | 01 | 1055 | R2 | 25 | L | B | |
| | | | ENTER CITY | | | SR 101/RAYMOND TO SR 101 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | RAYMOND | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 101 | | | | ST | SS | Y | | | | | | | | | | | | | | | | | | |
| 0.01 | 0.01 | | WYE CONN | L | | SR 101 | | | | ST | | Y | | | | | | | | | | | | | | | | | | |
| 0.02 | 0.02 | | BEG ST | I | | PARK ST | | | | | | 1 | 1 | | | | C | 51A | C | | | 51 | 3 | 01 | 1055 | R2 | 25 | L | B | * |
| | | | WYE CONN | R | | SR 101 | | | | ST | | Y | | | | | | | | | | | | | | | | | | |
| 0.04 | 0.04 | | INTRSECTN | B | | MILL ST | | | | CT | Y | 1 | 1 | | | | C | 40A | C | | | 40 | 3 | 01 | 1055 | R2 | 25 | L | B | * |
| 0.10 | 0.10 | | INTRSECTN | B | | WATER ST | | | | CT | | Y | | | | | | | | | | | | | | | | | | |
| 0.15 | 0.15 | | INTRSECTN | R | | LARCH ST | | | | CT | | Y | | | | | | | | | | | | | | | | | | |
| 0.21 | 0.21 | | INTRSECTN | B | | CEDAR ST | | | | CT | | Y | | | | | | | | | | | | | | | | | | |
| 0.27 | 0.27 | | INTRSECTN | B | | WILLAPA ST | | | | CT | | Y | | | | | | | | | | | | | | | | | | |
| 0.33 | 0.33 | | INTRSECTN | R | | GAYLORD ST | | | | CT | | Y | | | | | | | | | | | | | | | | | | |
| 0.38 | 0.38 | | INTRSECTN | B | | GODFREY ST | | | | CT | | Y | | | | | | | | | | | | | | | | | | |
| 0.44 | 0.44 | | INTRSECTN | B | | CRESCENT ST | | | | CT | | Y | | | | | | | | | | | | | | | | | | |
| 0.50 | 0.50 | | INTRSECTN | L | | HOWARD ST | | | | CT | Y | 1 | 1 | | | | 6A | 26A | 6A | | | 26 | 3 | 01 | 1055 | R2 | 25 | L | P | * |
| 0.53 | 0.53 | | INTRSECTN | R | | HOWARD ST | | | | CT | | Y | | | | | | | | | | | | | | | | | | |
| 0.56 | 0.56 | | LEAVE CITY | | | RAYMOND | | | | | | 1 | 1 | | | | 6B | 24B | 6B | | | 24 | 3 | 01 | \$\$\$\$ | R2 | 50 | L | \$ | * |
| | | | INTRSECTN | R | | LOMBARD ST | | | | CO | | Y | | | | | | | | | | | | | | | | | | |
| 0.93 | 0.93 | | END ST | I | | PARK ST | | | | | | 1 | 1 | | | | 6B | 24B | 6B | | | 24 | 3 | 01 | | R2 | 50 | L | \$ | |
| 1.00 | 1.00 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | SGN ENT RAYMOND | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.09 | 2.09 | | INTRSECTN | R | | HAMMOND RD | | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 2.26 | 2.26 | | INTRSECTN | L | | N SHORE RD | | | | CO | N | 1 | 1 | | | | 4B | 24B | 4B | | | 24 | 3 | 01 | | R2 | 50 | L | | |
| 2.38 | 2.38 | | INTRSECTN | R | | POLLARI RD | | | | CO | | N | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | AIRPORT RD | | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 2.50 | 2.50 | | INTRSECTN | R | | BALE RD | | | | CO | N | 1 | 1 | | | | 4B | 24B | 4B | | | 24 | 3 | 01 | | R2 | 55 | L | | |
| 2.86 | 2.86 | | INTRSECTN | B | | CAMENZIND RD | | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 3.00 | 3.00 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.00 | 4.00 | | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.52 | 4.52 | | INTRSECTN | B | | AIRPORT RD | | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 5.00 | 5.00 | | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.25 | 5.25 | | BEG BRIDGE | B | | JOHNSON SLOUGH | | | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 105/001.25 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.26 | 5.26 | | END BRIDGE | B | | JOHNSON SLOUGH | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|------|--------|--------|----------------------|-------|--------|--------|------------------------------|--------|----|-----|----|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | | | |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.01 | 0.01 | | | | | | | | | | .03 | 12 |

SR 122 MAINLINE

STATE ROUTE - SRSH

COUNTY LEWIS

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|------|-------|---|------|--------------------------|----|----|-------------|-----|-----|--------------|-----|------|---------|-------|---------------------------|-------|-----|-----|----|----|------|----|-------|----|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S |
| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | 1 | 1 | | | | | 6G | 22B | 6G | | | 22 | 2 | 02 | | R3 | 50 | R | * |
| | | | | SR 12 TO SR 12/MOSSYROCK | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 2115 | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | SILVER CREEK RD | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | SR 12 | | | | ST | SS | Y | | | | | | | | | | | | | | | | |
| 0.02 | 0.02 | INTRSECTN | R | HUNTTING RD | | | | CO | | Y | | | | | | | | | | | | | | | | |
| 0.27 | 0.27 | INTRSECTN | R | GERSHICK RD | | | | CO | | N | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | SCHOEN RD | | | | CO | | N | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | | | | | |
| 1.03 | 1.03 | BEG BRIDGE | B | SILVER CREEK | | | | ST | | 1 | 1 | | | \$\$C | 34A | \$\$C | | | 34 | 2 | 02 | | R3 | 50 | R | * |
| | | | | BRDG NUM 122/001 | | | | | | | | | | | | | | | | | | | | | | |
| 1.04 | 1.04 | END BRIDGE | B | SILVER CREEK | | | | | | 1 | 1 | | | 6G | 22B | 6G | | | 22 | 2 | 02 | | R3 | 50 | R | * |
| 1.11 | 1.11 | INTRSECTN | R | HUNTTING RD | | | | CO | | N | | | | | | | | | | | | | | | | |
| 1.36 | 1.36 | MISC FEATR | B | CATTLE XING | | | | | | | | | | | | | | | | | | | | | | |
| 1.90 | 1.90 | END ST | I | SILVER CREEK RD | | | | | | 1 | 1 | | | 4G | 22B | 4G | | | 22 | 2 | 02 | | R3 | 50 | R | * |
| | | BEG ST | I | HARMONY RD | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | CINEBAR RD | | | | CO | | N | | | | | | | | | | | | | | | | |
| 1.94 | 1.94 | WYE CONN | L | CINEBAR RD | | | | CO | | N | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | MP MARKER | R | 2 | | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | 3.00 | MP MARKER | R | 3 | | | | | | 1 | 1 | | | 4G | 22B | 4G | | | 22 | 2 | 02 | | R3 | 35 | R | * |
| 3.10 | 3.10 | INTRSECTN | L | CLAHOUA DR | | | | CO | | N | | | | | | | | | | | | | | | | |
| 3.52 | 3.52 | ENT/EXIT | R | BOAT LAUNCH AREA | | | | ST | | N | | | | | | | | | | | | | | | | |
| 3.57 | 3.57 | BEG BRIDGE | B | TILTON RIVER | | | | ST | | 1 | 1 | | | \$\$C | 24P | \$\$C | | | 24 | 2 | 02 | | R3 | 35 | R | * |
| | | | | BRDG NUM 122/005 | | | | | | | | | | | | | | | | | | | | | | |
| 3.78 | 3.78 | END BRIDGE | B | TILTON RIVER | | | | | | 1 | 1 | | | 4G | 22B | 4G | | | 22 | 2 | 02 | | R3 | 35 | R | * |
| 4.00 | 4.00 | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | | | | | |
| 4.10 | 4.10 | ENT/EXIT | B | IKE KINSWA STATE PARK | | | | ST | | N | | | | | | | | | | | | | | | | |
| 4.37 | 4.37 | INTRSECTN | L | HARMONY LN | | | | PV | | N | | | | | | | | | | | | | | | | |
| 4.55 | 4.55 | INTRSECTN | L | FLYNN RD | | | | CO | | N | | | | | | | | | | | | | | | | |
| 4.56 | 4.56 | | | | | | | | | 1 | 1 | | | 4G | 22B | 4G | | | 22 | 2 | 02 | | R3 | 50 | R | * |
| 5.00 | 5.00 | MP MARKER | R | 5 | | | | | | 1 | 1 | | | 2A | 22B | 2A | | | 22 | 2 | 02 | | R3 | 50 | R | * |
| | | BEG BRIDGE | B | HARMONY FISH PASSAGE | | | | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 122/007.25 | | | | | | | | | | | | | | | | | | | | | | |
| 5.01 | 5.01 | END BRIDGE | B | HARMONY FISH PASSAGE | | | | | | 1 | 1 | | | 4G | 22B | 4G | | | 22 | 2 | 02 | | R3 | 50 | R | * |
| 5.55 | 5.55 | ENT/EXIT | R | HARMONY RESORT | | | | PV | | N | | | | | | | | | | | | | | | | |
| 5.92 | 5.92 | INTRSECTN | R | STEELHEAD DR | | | | CO | | N | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | LARSON RD | | | | CO | | N | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 4.10 | 4.10 | .03 | 12 | | | .02 | 12 | | |

SR 123 MAINLINE

STATE ROUTE - SRSH

COUNTY LEWIS

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|--------------------------|-------------|----|---|-------------|----|-----|-----|-----|------|---------------------------|--------|--------|--------|----------|------|--------|------|----|-------|----|---|----|---|----|----|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | |
| 0.00B | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | 1A | 22B | 1A | | 22 | 2 | 03 | | R2 | | | 50 | R | | | |
| | | | BEG EQ | | | SR 12 TO SR 410 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 2112 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 12 | | | | ST | SS | Y | | | | | | | | | | | | | | | | | | | | |
| 0.01B | 0.01 | | WYE CONN | B | | SR 12 | | | | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 0.00 | 0.02 | | EQUATION | | | 000.02B=000.00 | | | | | | | 1 | 1 | | | 1B | 22B | 1B | | 22 | 2 | 03 | | R2 | | | 50 | R | | | |
| 0.18 | 0.20 | | | | | | | | | | | | 1 | 1 | | | 1B | 22B | 1B | | 22 | 2 | 03 | | R2 | | | 50 | M | | | |
| 0.43 | 0.45 | | | | | | | | | | | | 1 | 1 | | | 3B | 22B | 3B | | 22 | 2 | 03 | | R2 | | | 50 | M | | | |
| 0.60 | 0.62 | | BEG BRIDGE | B | | SUMMIT CREEK | | | | ST | | | 1 | 1 | | | \$\$\$ | 28P | \$\$\$ | | 28 | 2 | 03 | | R2 | | | 50 | M | | | |
| | | | BRDG NUM | | | 123/002 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.64 | 0.66 | | END BRIDGE | B | | SUMMIT CREEK | | | | | | | 1 | 1 | | | 3B | 22B | 3B | | 22 | 2 | 03 | | R2 | | | 50 | M | | | |
| 0.72 | 0.74 | | | | | | | | | | | | 1 | 1 | | | 1B | 22B | 1B | | 22 | 2 | 03 | | R2 | | | 50 | M | | | |
| 0.99 | 1.01 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.97 | 1.99 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.23 | 2.25 | | INTRSECTN | R | | FS RD #44 | | | | FS | | N | | | | | | | | | | | | | | | | | | | | |
| 2.50 | 2.52 | | MISC FEATR | R | | SGN ENT MT RAINIER NATL | | | | | | | 1 | 1 | | | 2A | 20A | 2A | | 20 | 2 | 03 | | R2 | | | 50 | M | | | |
| 2.60 | 2.62 | | MISC FEATR | B | | MT RAINIER NATL PARK BDR | | | | | | | 1 | 1 | | | 2A | 20A | 2A | | 20 | 2 | 03 | | R2 | | | 45 | M | | | |
| 2.97 | 2.99 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.50 | 3.52 | | INTRSECTN | R | | PARK SERVICE RD | | | | PK | | N | | | | | | | | | | | | | | | | | | | | |
| 3.53 | 3.55 | | | | | | | | | | | | 1 | 1 | | | 2A | 15A | | 13S | CU | \$\$\$ | 15A | 5G | | 30 | 2 | 03 | | R2 | 45 | M |
| 3.58 | 3.60 | | | | | | | | | | | | 2 | 1 | | | 2A | 23A | | 13S | CU | | 15A | 5G | | 38 | 2 | 03 | | R2 | 45 | M |
| 3.62 | 3.64 | | ENT/EXIT | L | | OHANAPECOSH CAMPGROUND | | | | FS | | N | | | | | | | | | | | | | | | | | | | | |
| 3.71 | 3.73 | | | | | | | | | | | | 1 | 1 | | | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 2A | 20A | 2A | | 20 | 2 | 03 | | R2 | 45 | M |
| 3.88 | 3.90 | | TRAF RCDR | B | | R040 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.00 | 4.02 | | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.94 | 4.96 | | BEG BRIDGE | B | | LAUGHINGWATER CREEK | | | | PK | | | 1 | 1 | | | \$\$\$ | 28P | \$\$\$ | | 28 | 2 | 03 | | R2 | | | 45 | M | | | |
| | | | BRDG NUM | | | 123/005 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.98 | 5.00 | | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.99 | 5.01 | | END BRIDGE | B | | LAUGHINGWATER CREEK | | | | | | | 1 | 1 | | | 2A | 20A | 2A | | 20 | 2 | 03 | | R2 | | | 45 | M | | | |
| 5.42 | 5.44 | | INTRSECTN | L | | STEVENS CANYON RD | | | | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 5.47 | 5.49 | | | | | | | | | | | | 1 | 1 | | | 1B | 21B | 1B | | 21 | 2 | 03 | | R2 | | | 45 | M | | | |
| 5.96 | 5.98 | | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.95 | 6.97 | | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.16 | 7.18 | | | | | | | | | | | | 1 | 1 | | | 1A | 22A | 1A | | 22 | 2 | 03 | | R2 | | | 45 | M | | | |
| 7.50 | 7.52 | | END SECTN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|--|--|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 3.62 | 3.64 | | | .03 | 12 | | | | | .03 | 12 |
| 5.42 | 5.44 | | | .02 | 10 | | | | | | |

SR 131 MAINLINE

STATE ROUTE - SRSH

COUNTY LEWIS

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|------|------|-----|------------|---|----|--------------------------|----|----|-------------|---|---|--------------|-----|-----|-------|-----|---------------------------|------|-----|-----|-------|------|----|----|-----|----|---|----|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | TOT | | CITY | | ST | LEGAL | | T | P | S | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | LNS | RDY | MTCE | A | SE | NBR | FC | D | IB |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | | | | | | | 13A | 23A | 1A | | 23 | 2 | 02 | | R3 | | 50 | R | * |
| | | | | | | NAT FOREST BDRY TO SR 12 | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 2138 | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | WOODS CREEK RD | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | SGN GIF PINC NT FOR BDRY | | | | | | | | | | | | | | | | | | | | | | |
| 0.02 | 0.02 | | | | | | | | | | | | | | | 1A | 23A | 1A | | 23 | 2 | 02 | | R3 | | 50 | R | * |
| 0.12 | 0.12 | | INTRSECTN | L | | SKINNER RD | CO | N | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SPEARS RD | CO | N | | | | | | | | | | | | | | | | | | | | |
| 0.15 | 0.15 | | WYE CONN | L | | SKINNER RD | CO | N | 1 | 1 | | | | | 4A | 22A | 4A | | 22 | 2 | 02 | | R3 | | 50 | L | * | |
| 0.43 | 0.43 | | BEG BRIDGE | B | | SILER CREEK | ST | | 1 | 1 | | | | | \$\$C | 24P | \$\$C | | 24 | 2 | 02 | | R3 | | 50 | L | * | |
| | | | | | | BRDG NUM 131/005 | | | | | | | | | | | | | | | | | | | | | | |
| 0.44 | 0.44 | | END BRIDGE | B | | SILER CREEK | | | 1 | 1 | | | | | 4A | 22A | 4A | | 22 | 2 | 02 | | R3 | | 50 | L | * | |
| 0.77 | 0.77 | | INTRSECTN | L | | SILER RD | CO | N | | | | | | | | | | | | | | | | | | | | |
| 0.96 | 0.96 | | | | | | | | 1 | 1 | | | | | 4A | 22A | 4A | | 22 | 2 | 02 | | R3 | | 35 | L | * | |
| 1.00 | 1.00 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | |
| 1.02 | 1.02 | | INTRSECTN | R | | WOODS WAY | CO | N | | | | | | | | | | | | | | | | | | | | |
| 1.10 | 1.10 | | END ST | I | | WOODS CREEK RD | | | 1 | 1 | | | | | 3A | 22A | 3A | | 22 | 2 | 02 | | R3 | | 35 | L | * | |
| | | | BEG ST | I | | CISPUS RD | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | CISPUS RD | CO | SS | N | | | | | | | | | | | | | | | | | | | |
| 1.46 | 1.46 | | INTRSECTN | R | | HAMPTON RD | CO | N | | | | | | | | | | | | | | | | | | | | |
| 1.82 | 1.82 | | BEG BRIDGE | B | | COWLITZ RIVER | ST | | 1 | 1 | | | | | \$\$C | 24P | \$\$C | | 24 | 2 | 02 | | R3 | | 35 | L | * | |
| | | | | | | BRDG NUM 131/015 | | | | | | | | | | | | | | | | | | | | | | |
| 1.90 | 1.90 | | END BRIDGE | B | | COWLITZ RIVER | | | 1 | 1 | | | | | 3A | 22A | 10A | | 22 | 2 | 02 | | R3 | | 35 | L | * | |
| 1.96 | 1.96 | | MISC FEATR | R | | LOG SCALEHOUSE | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | | MP MARKER | R | | 2 | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 2 | 02 | | R3 | | 35 | L | * | |
| 2.01 | 2.01 | | | | | | | | 1 | 1 | | | | | 4A | 36A | 4A | | 36 | 2 | 02 | | R3 | | 35 | L | * | |
| 2.07 | 2.07 | | END ST | I | | CISPUS RD | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 12 | ST | SS | Y | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 2138 | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 2.07 | 2.07 | .06 | 12 | | | | |

SR 141 MAINLINE

STATE ROUTE - SRSH

COUNTY KLIKITAT

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|------|------|-----|------------|---|----|--------------------------|----|---------|---|-----|-------------|-----|-----|------------|---------------------------|---------|-----|-----|-----|-----|-----|------|------|----|-------|---|---|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | NBR | LFT | RHT | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SR 14/BINGEN TO CO. LINE | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BINGEN | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BEG CTLSEC | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BEG ST | I | | | | | | | | | | | | | | | | | | | | |
| | | | | | | INTRSECTN | B | | | | | | | | | | | | | | | | | | | | |
| 0.05 | 0.05 | | INTRSECTN | L | | W HUMBOLDT ST | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | E HUMBOLDT ST | | | | | | | | | | | | | | | | | | | | | |
| 0.10 | 0.10 | | INTRSECTN | L | | W FRANKLIN ST | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | E FRANKLIN ST | | | | | | | | | | | | | | | | | | | | | |
| 0.14 | 0.14 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.15 | 0.15 | | INTRSECTN | B | | JEFFERSON ST | | | | | | | | | | | | | | | | | | | | | |
| 0.22 | 0.22 | | INTRSECTN | L | | ASH ST | | | | | | | | | | | | | | | | | | | | | |
| 0.24 | 0.24 | | INTRSECTN | L | | LINCOLN ST | | | | | | | | | | | | | | | | | | | | | |
| 0.27 | 0.27 | | LEAVE CITY | | | BINGEN | | | | | | | | | | | | | | | | | | | | | |
| | | | END ST | I | | OAK ST | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | E JEWETT BLVD | | | | | | | | | | | | | | | | | | | | | |
| 0.45 | 0.45 | | MISC FEATR | L | | SGN ENT BINGEN | | | | | | | | | | | | | | | | | | | | | |
| 0.51 | 0.51 | | ENTER CITY | | | WHITE SALMON | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | SGN ENT WHITE SALMON | | | | | | | | | | | | | | | | | | | | | |
| 0.65 | 0.65 | | INTRSECTN | R | | INGRAM PL | | | | | | | | | | | | | | | | | | | | | |
| 0.72 | 0.72 | | INTRSECTN | R | | NE SKYLINE DR. | | | | | | | | | | | | | | | | | | | | | |
| 0.77 | 0.77 | | INTRSECTN | L | | SE OAK ST | | | | | | | | | | | | | | | | | | | | | |
| 0.78 | 0.78 | | INTRSECTN | R | | NE VINE ST | | | | | | | | | | | | | | | | | | | | | |
| 0.98 | 0.98 | | INTRSECTN | L | | SE SEVENTH AVE | | | | | | | | | | | | | | | | | | | | | |
| 0.99 | 0.99 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | |
| 1.08 | 1.08 | | INTRSECTN | L | | DOCK GRADE RD | | | | | | | | | | | | | | | | | | | | | |
| 1.23 | 1.23 | | INTRSECTN | L | | SE FIFTH AVE | | | | | | | | | | | | | | | | | | | | | |
| 1.24 | 1.24 | | INTRSECTN | R | | NE GRANDVIEW AVE | | | | | | | | | | | | | | | | | | | | | |
| 1.28 | 1.28 | | INTRSECTN | L | | SE FOURTH AVE | | | | | | | | | | | | | | | | | | | | | |
| 1.30 | 1.30 | | INTRSECTN | R | | NE WAUNA AVE | | | | | | | | | | | | | | | | | | | | | |
| 1.34 | 1.34 | | INTRSECTN | L | | SE THIRD AVE | | | | | | | | | | | | | | | | | | | | | |
| 1.35 | 1.35 | | INTRSECTN | R | | NE ESTES AVE | | | | | | | | | | | | | | | | | | | | | |
| 1.41 | 1.41 | | INTRSECTN | L | | SE SECOND AVE | | | | | | | | | | | | | | | | | | | | | |
| 1.48 | 1.48 | | INTRSECTN | B | | N MAIN AVE | | | | | | | | | | | | | | | | | | | | | |
| 1.52 | 1.52 | | INTRSECTN | B | | RIVER WATCH DR | | | | | | | | | | | | | | | | | | | | | |
| 1.61 | 1.61 | | END ST | I | | E JEWETT BLVD | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.00 | 0.00 | | | | | | | | | |
| | | | | | | .02 | 12 | | | |

SR 141 MAINLINE

STATE ROUTE - SRSH

COUNTY KLICKITAT

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|------------------------|-------------|----|---|-------------|---|-----|---------|-----|------|---------------------------|-----|-----|-----|-----|-----|---|----|----------|----|-------|----|----|----|--|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.61 | 1.61 | | INTRSECTN | B | | NW GARFIELD AVE | CT | Y | 1 | 1 | | | | | | | 2A | 24A | 6A | | 24 | 4 | 02 | 1435 | R3 | | 25 | R | P | | | | | | |
| 1.64 | 1.64 | | | | | | | | | 1 | 1 | | | | | | 2A | 24A | 6A | | 24 | 4 | 02 | 1435 | R3 | | 35 | R | P | | | | | | |
| 1.77 | 1.77 | | LEAVE CITY | | | WHITE SALMON | | | | 1 | 1 | | | | | | 2A | 24B | 6B | | 24 | 4 | 02 | \$\$\$\$ | R3 | | 35 | R | \$ | | | | | | |
| 1.99 | 1.99 | | INTRSECTN | L | | WAUBISH AVE | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.40 | 2.40 | | ENTER CITY | | | WHITE SALMON | | | | 1 | 1 | | | | | | 2A | 24B | 6B | | 24 | 4 | 02 | 1435 | R3 | | 35 | R | P | | | | | | |
| 2.56 | 2.56 | | INTRSECTN | L | | EYRIE RD | CT | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | NW LINCOLN ST | CT | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.57 | 2.57 | | LEAVE CITY | | | WHITE SALMON | | | | 1 | 1 | | | | | | 2A | 24B | 6B | | 24 | 4 | 02 | \$\$\$\$ | R3 | | 35 | R | \$ | | | | | | |
| 2.59 | 2.59 | | MISC FEATR | L | | SGN ENT WHITE SALMON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.97 | 2.97 | | | | | | | | | 1 | 1 | | | | | | 4A | 22B | 4A | | 22 | 4 | 02 | | | R3 | | 35 | R | | | | | | |
| 2.99 | 2.99 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.01 | 3.01 | | INTRSECTN | L | | PANORAMA PT RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.06 | 3.06 | | INTRSECTN | L | | SW WINEBARGER RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.08 | 3.08 | | INTRSECTN | L | | PECK RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.09 | 3.09 | | | | | | | | | 1 | 1 | | | | | | 4A | 22B | 4A | | 22 | 4 | 02 | | | R3 | | 45 | R | | | | | | |
| 3.25 | 3.25 | | INTRSECTN | L | | NEWMAN LN | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.32 | 3.32 | | INTRSECTN | R | | NW LOOP RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.39 | 3.39 | | INTRSECTN | R | | CATALINA LN | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.60 | 3.60 | | INTRSECTN | L | | BRISLAWN RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.86 | 3.86 | | | | | | | | | 1 | 1 | | | | | | 4A | 25B | 4A | | 25 | 4 | 02 | | | R3 | | 45 | R | | | | | | |
| 4.00 | 4.00 | | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.21 | 4.21 | | | | | | | | | 1 | 1 | | | | | | 4A | 32B | 8A | | 32 | 4 | 02 | | | R3 | | 45 | R | | | | | | |
| 4.49 | 4.49 | | | | | | | | | 1 | 1 | | | | | | 4A | 25B | 8A | | 25 | 4 | 02 | | | R3 | | 45 | R | | | | | | |
| 4.58 | 4.58 | | | | | | | | | 1 | 1 | | | | | | 4A | 22B | 4A | | 22 | 4 | 02 | | | R3 | | 45 | R | | | | | | |
| 4.69 | 4.69 | | INTRSECTN | L | | SR 141 SPUNDRWD (SPUR) | ST | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.74 | 4.74 | | WYE CONN | L | | SR 141 SPUNDRWD (SPUR) | ST | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.77 | 4.77 | | | | | | | | | 1 | 1 | | | | | | 4A | 22B | 4A | | 22 | 4 | 02 | | | R3 | | 55 | R | | | | | | |
| 5.00 | 5.00 | | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.46 | 5.46 | | INTRSECTN | L | | POWERHOUSE RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.99 | 5.99 | | MP MARKER | R | | 6 | | | | 1 | 1 | | | | | | 7A | 22B | 7A | | 22 | 4 | 02 | | | R3 | | 55 | R | | | | | | |
| | | | INTRSECTN | L | | GRAVES RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.61 | 6.61 | | INTRSECTN | L | | NORTHWESTERN LAKE RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.99 | 6.99 | | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.08 | 7.08 | | INTRSECTN | L | | APLIN RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.28 | 7.28 | | INTRSECTN | L | | APLIN RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.52 | 7.52 | | INTRSECTN | R | | WALL ST | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.86 | 7.86 | | INTRSECTN | R | | WALL ST | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.99 | 7.99 | | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | SGN ENT HUSUM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.17 | 8.17 | | INTRSECTN | L | | FORDYCE RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.34 | 8.34 | | INTRSECTN | L | | OLD HIGHWAY LOOP RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.46 | 8.46 | | | | | | | | | 1 | 1 | | | | | | 7A | 22B | 7A | | 22 | 4 | 02 | | | R3 | | 40 | R | | | | | | |

SR 142 MAINLINE

STATE ROUTE - SRSH

COUNTY KLINKITAT

DOT DISTRICT 4

| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------|---|-------|------------|---|----|-----------------------|---|-----|-----|-----|-----|-----|-----|---------|------|-----|---------------------------|-----|-------|------|------|----|-------|-----|----|---|----|---|---|---|--|--|--|
| | | | | | | | -BRIDGE | NBR | LFT | RHT | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | SPC | TOT | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | |
| | | | | | | | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 0.00 | | 0.00 | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | 1B | 22B | 1B | | 22 | 4 | 02 | | R3 | | 40 | R | | | | | |
| | | | BEG CTLSEC | | | SR 14/LYLE TO SR 97 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | CONTROL SECTION 2036 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.03 | | 0.03 | INTRSECTN | R | | SR 14 | | | | ST | SS | Y | | | | | | | | | | | | | | | | | | | | | |
| 0.08 | | 0.08 | INTRSECTN | R | | KLICKITAT ST | | | | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 0.14 | | 0.08 | INTRSECTN | R | | SPOKANE AVE | | | | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 0.14 | | 0.14 | INTRSECTN | R | | TACOMA AVE | | | | CO | | N | 1 | 1 | | | 1B | 22B | 3B | | 22 | 4 | 02 | | R3 | | 40 | R | | | | | |
| 0.25 | | 0.25 | MISC FEATR | L | | SGN ENT LYLE | | | | | | | 1 | 1 | | | 3B | 22B | 3B | | 22 | 4 | 02 | | R3 | | 45 | R | | | | | |
| 0.48 | | 0.48 | | | | | | | | | | | 1 | 1 | | | 1B | 22B | 1B | | 22 | 4 | 02 | | R3 | | 45 | R | | | | | |
| 0.84 | | 0.84 | ENT/EXIT | L | | KLICKITAT CO PARK | | | | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | | 1.00 | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.66 | | 1.66 | INTRSECTN | L | | FISHER HILL RD | | | | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | | 2.00 | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.46 | | 2.46 | | | | | | | | | | | 1 | 1 | | | 3B | 22B | 3B | | 22 | 4 | 02 | | R3 | | 45 | R | | | | | |
| 2.99 | | 2.99 | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.60 | | 3.60 | | | | | | | | | | | 1 | 1 | | | 1B | 22B | 1B | | 22 | 4 | 02 | | R3 | | 45 | R | | | | | |
| 3.65 | | 3.65 | BEG BRIDGE | B | | KNIGHT CREEK | | | | ST | | | 1 | 1 | | | 2A | 22A | 2A | | 22 | 4 | 02 | | R3 | | 45 | R | | | | | |
| | | | | | | BRDG NUM 142/001.55 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.66 | | 3.66 | END BRIDGE | B | | KNIGHT CREEK | | | | | | | 1 | 1 | | | 1B | 22B | 1B | | 22 | 4 | 02 | | R3 | | 45 | R | | | | | |
| 3.99 | | 3.99 | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.87 | | 4.87 | ENT/EXIT | L | | PUBLIC FISHING | | | | ST | | N | | | | | | | | | | | | | | | | | | | | | |
| 5.00 | | 5.00 | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.20 | | 5.20 | BEG BRIDGE | B | | MELISSA CREEK | | | | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 142/002.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.21 | | 5.21 | END BRIDGE | B | | MELISSA CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.08 | | 6.08 | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.99 | | 6.99 | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.99 | | 7.99 | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.99 | | 8.99 | MP MARKER | R | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.90 | | 9.90 | | | | | | | | | | | 1 | 1 | | | 5B | 23B | 5B | | 23 | 4 | 02 | | R3 | | 45 | R | | | | | |
| 10.00 | | 10.00 | MP MARKER | R | | 10 | | | | | | | 1 | 1 | | | \$W | 32P | \$W | | 32 | 4 | 02 | | R3 | | 45 | R | | | | | |
| | | | BEG BRIDGE | B | | KLICKITAT RIVER | | | | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 142/004 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.06 | | 10.06 | END BRIDGE | B | | KLICKITAT RIVER | | | | | | | 1 | 1 | | | 1B | 22B | 1B | | 22 | 4 | 02 | | R3 | | 45 | R | | | | | |
| 11.00 | | 11.00 | MP MARKER | R | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.81 | | 11.81 | INTRSECTN | L | | KLICKITAT APPLETON RD | | | | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 12.00 | | 12.00 | MP MARKER | R | | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.51 | | 12.51 | | | | | | | | | | | 1 | 1 | | | 1B | 22B | 1B | | 22 | 4 | 02 | | R3 | | 25 | R | | | | | |
| 12.57 | | 12.57 | MISC FEATR | L | | SGN ENT KLINKITAT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.58 | | 12.58 | | | | | | | | | | | 1 | 1 | | | 5A | 32A | \$\$C | | 32 | 4 | 02 | | R3 | | 25 | R | | | | | |
| 12.60 | | 12.60 | INTRSECTN | R | | 7TH ST | | | | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 12.73 | | 12.73 | INTRSECTN | R | | 6TH ST | | | | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 12.89 | | 12.89 | INTRSECTN | R | | BLUFF RD | | | | CO | | Y | 1 | 1 | | | 4A | 22A | 8A | | 22 | 4 | 02 | | R3 | | 25 | R | | | | | |

SR 142 MAINLINE

STATE ROUTE - SRSH

COUNTY KLINKITAT

DOT DISTRICT 4

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------|---|-------|---|---|---------|------------------------|----|-------------|---|----|-------------|-----|-----|-----|------|---------------------------|-------|-----|-------|-----|-----|------|------|-----|-------|---|----|---|---|----|---|--|
| | | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | | | |
| | | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | |
| | | | | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T | | |
| 21.99 | | 21.96 | MP MARKER | | R | 22 | | | | 1 | 1 | | | | | | 1G | 18B | 1G | | 18 | 4 | 01 | | R3 | | | | | 40 | M | |
| 22.44 | | 22.41 | | | | | | | | 1 | 1 | | | | | | 1G | 20B | 1G | | 20 | 4 | 01 | | R3 | | | | | 40 | R | |
| 22.69 | | 22.66 | | | | | | | | 1 | 1 | | | | | | 2B | 22B | 2B | | 22 | 4 | 01 | | R3 | | | | | 40 | R | |
| 22.79 | | 22.76 | | | | | | | | 1 | 1 | | | | | | 2B | 22B | 2B | | 22 | 4 | 01 | | R3 | | | | | 50 | R | |
| 23.00 | | 22.97 | MP MARKER | | R | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.61 | | 23.58 | WYE CONN | | L | GLENWOOD HWY | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 23.62 | | 23.59 | BEG BRIDGE | | B | CREEK CULVERT | | | | ST | | 1 | 1 | | | | 2A | 22A | 2A | | 22 | 4 | 01 | | R3 | | | | | 50 | R | |
| | | | | | | BRDG NUM 142/012.25 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.63 | | 23.60 | END BRIDGE | | B | CREEK CULVERT | | | | | | 1 | 1 | | | | 2B | 22B | 2B | | 22 | 4 | 01 | | R3 | | | | | 50 | R | |
| 23.69 | | 23.66 | INTRSECTN | | L | GLENWOOD HWY | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 23.99 | | 23.96 | MP MARKER | | R | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.08 | | 24.05 | INTRSECTN | | B | HARRIS RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 25.00 | | 24.97 | MP MARKER | | R | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.92 | | 25.87 | EQUATION | | | 025.90 =025.92 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | | L | CALVERT RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 25.97 | | 25.92 | INTRSECTN | | L | GARRISON RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 26.00 | | 25.95 | MP MARKER | | R | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.00 | | 26.95 | MP MARKER | | R | 27 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.29 | | 27.24 | INTRSECTN | | L | SPRING CREEK RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 27.32 | | 27.27 | WYE CONN | | L | SPRING CREEK RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 27.84 | | 27.79 | INTRSECTN | | L | HATFIELD RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 27.99 | | 27.94 | MP MARKER | | R | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.09 | | 28.04 | INTRSECTN | | R | CUNLIFF RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 28.31 | | 28.26 | INTRSECTN | | R | OLSEN RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 28.35 | | 28.30 | WYE CONN | | R | OLSEN RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 29.00 | | 28.95 | MP MARKER | | R | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.78 | | 29.73 | WYE CONN | | L | HILL RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 29.86 | | 29.81 | INTRSECTN | | L | HILL RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 29.92 | | 29.87 | BEG BRIDGE | | B | SPRING CREEK | | | | ST | | 1 | 1 | | | | \$\$C | 23B | \$\$C | | 23 | 4 | 01 | | R3 | | | | | 50 | R | |
| | | | | | | BRDG NUM 142/013 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.93 | | 29.88 | END BRIDGE | | B | SPRING CREEK | | | | | | 1 | 1 | | | | 2B | 22B | 2B | | 22 | 4 | 01 | | R3 | | | | | 50 | R | |
| 30.01 | | 29.96 | MP MARKER | | R | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.23 | | 30.18 | INTRSECTN | | R | ESTEB RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 30.32 | | 30.27 | WYE CONN | | R | ESTEB RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 31.00 | | 30.95 | MP MARKER | | R | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.77 | | 31.72 | INTRSECTN | | L | KNIGHT RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 32.00 | | 31.95 | MP MARKER | | R | 32 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.48 | | 32.43 | INTRSECTN | | R | TOM MILLER RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 32.99 | | 32.94 | MP MARKER | | R | 33 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.37 | | 33.32 | | | | | | | | | | 1 | 1 | | | | 4B | 24B | 4B | | 24 | 4 | 01 | | R3 | | | | | 50 | R | |
| 33.54 | | 33.49 | BEG BRIDGE | | B | LITTLE KLICKITAT RIVER | | | | ST | | 1 | 1 | | | | \$\$W | 32P | \$\$W | | 32 | 4 | 01 | | R3 | | | | | 50 | R | |
| | | | | | | BRDG NUM 142/015 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.56 | | 33.51 | END BRIDGE | | B | LITTLE KLICKITAT RIVER | | | | | | 1 | 1 | | | | 5A | 24A | 5A | | 24 | 4 | 01 | | R3 | | | | | 50 | R | |

SR 197 MAINLINE

U.S. ROUTE - USSH

COUNTY KLIKITAT

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|------|------|-----|------------|---|----|--------------------------|-----|----|-------------|---|---|------------|-----|-----|------|---------------------------|--------|------|-----|-----|-------|----|----|-----|----|---|----|---|---|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | TOT | | CITY | | ST | LEGAL | | T | P | S | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K |
| 0.42 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | 1 | 1 | | | | C | 24A | C | 24 | 4 | 02 | | R2 | 45 | L | | | | | | |
| | | | BEG CTLSEC | | | OREGON ST LINE TO SR 14 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | CONTROL SECTION 2008 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | B | | NUM 90180V STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | BEGIN ON BRIDGE | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | SGN ENT WASHINGTON | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | SGN ENT OREGON | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | COLUMBIA RIVER | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 197/001 | | | | | | | | | | | | | | | | | | | | | | | |
| 0.63 | 0.21 | | END BRIDGE | B | | COLUMBIA RIVER | | | 1 | 1 | | | | 6A | 24B | 6A | 24 | 4 | 02 | | R2 | 45 | R | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 2008 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 2009 | | | | | | | | | | | | | | | | | | | | | | | |
| 0.74 | 0.32 | | MISC FEATR | R | | SGN WELCOME TO WASHINGTN | | | | | | | | | | | | | | | | | | | | | | | |
| 0.80 | 0.38 | | INTRSECTN | L | | DALLESPO RT RD | CO | Y | | | | | | | | | | | | | | | | | | | | | |
| 0.87 | 0.45 | | ENT/EXIT | R | | DAM VIEWPOINT | ST | N | 1 | 1 | | | | 6A | 24B | 8A | 24 | 4 | 02 | | R2 | 45 | R | | | | | | |
| 0.89 | 0.47 | | | | | | | | 1 | 1 | | | | 6A | 24B | 8A | 24 | 4 | 02 | | R2 | 55 | R | | | | | | |
| 1.00 | 0.58 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| 1.08 | 0.66 | | ENT/EXIT | R | | HESS PARK | OT | N | | | | | | | | | | | | | | | | | | | | | |
| 1.15 | 0.73 | | INTRSECTN | R | | DOCK RD | CO | N | 1 | 1 | | | | 6A | 24B | 6A | 24 | 4 | 02 | | R2 | 55 | R | | | | | | |
| 1.63 | 1.21 | | INTRSECTN | R | | DOW RD | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 1.99 | 1.57 | | INTRSECTN | L | | CIRCLE T RD | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 1.58 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | |
| 2.02 | 1.60 | | BEG SU LN | R | | CLIMBING | 12B | | 1 | 1 | | | | 6A | 24B | 4A | 12 | 36 | 4 | 02 | | R2 | 55 | R | | | | | |
| 2.28 | 1.86 | | END SU LN | R | | CLIMBING | 12B | | 1 | 1 | | | | 6A | 24B | 4A | \$\$\$ | 24 | 4 | 02 | | R2 | 55 | R | | | | | |
| 2.29 | 1.87 | | INTRSECTN | L | | TIDYMAN RD | CO | N | 1 | 1 | | | | 6A | 24B | 5A | | 24 | 4 | 02 | | R2 | 55 | R | | | | | |
| | | | INTRSECTN | R | | ROCKLAND RD | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 2.91 | 2.49 | | | | | | | | 2 | 2 | | | | 6A | 48B | 6A | | 48 | 4 | 02 | | R2 | 55 | R | | | | | |
| 3.00 | 2.58 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | |
| 3.14 | 2.72 | | WYE CONN | B | | SR 14 | ST | N | | | | | | | | | | | | | | | | | | | | | |
| 3.18 | 2.76 | | INTRSECTN | B | | SR 14 | ST | SS | Y | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 2009 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.80 | 0.38 | | .03 | 12 | | | | | | |

SR 205 MAINLINE

INTERSTATE - ISSH

COUNTY CLARK

DOT DISTRICT 4

| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | |
|-------|---|------|------------|-------------------------|----|---|---------|-----|-------------|--------------|-------|---------|-------|------|------|-------|-----|---------------------------|-----|-----|------|------|----|----|---|---|
| | | | | D | LR | DESCRIPTION | -BRIDGE | NBR | DECREAS/DIV | INCREAS/UNDI | SPC | TOT | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | |
| | | | | | | | -UXING- | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | A | SE | NBR | FC | D | IB | R | K | T |
| 28.08 | | 1.49 | | | | | | 3 | 4 | 10A | 36P | 10A | 52S | DE | 10A | 48P | 10A | 84 | 1 | 01 | 1350 | U5 | 60 | R | P | |
| 28.12 | | 1.53 | MISC FEATR | L | | GORE (S102801) | | | | | | | | | | | | | | | | | | | | |
| 28.14 | | 1.55 | | | | | | 3 | 4 | 10A | 36P | 10A | 66S | DE | 10A | 48P | 10A | 84 | 1 | 01 | 1350 | U5 | 60 | R | P | |
| 28.18 | | 1.59 | | | | | | 3 | 4 | 10A | 36P | 10A | 66S | JE | 10A | 48P | 10A | 84 | 1 | 01 | 1350 | U5 | 60 | R | P | |
| 28.19 | | 1.60 | | | | | | 3 | 4 | 10A | 36P | 10A | 66S | DE | 10A | 48P | 10A | 84 | 1 | 01 | 1350 | U5 | 60 | R | P | |
| 28.33 | | 1.74 | UXING | B | | SE MILL PLAIN RD BRDG NUM 205/008 | ST | | 3 | 3 | 10A | 36P | 6A | 80S | DE | 6A | 36P | 10A | 72 | 1 | 01 | 1350 | U5 | 60 | R | P |
| | | | OFF RAMP | R | | NE 18TH ST | ST | Y | | | | | | | | | | | | | | | | | | |
| 28.52 | | 1.93 | MISC FEATR | R | | GORE (P102833) | | | | | | | | | | | | | | | | | | | | |
| 28.53 | | 1.94 | | | | | | 3 | 3 | 10A | 36P | 6A | 100S | DE | 6A | 36P | 10A | 72 | 1 | 01 | 1350 | U5 | 60 | R | P | |
| 28.69 | | 2.10 | MISC FEATR | R | | GORE (Q102927) | | | | | | | | | | | | | | | | | | | | |
| 28.77 | | 2.18 | | | | | | 3 | 3 | 10A | 36P | 6A | 100S | GR | 6A | 36P | 10A | 72 | 1 | 01 | 1350 | U5 | 60 | R | P | |
| 28.81 | | 2.22 | ON RAMP | L | | NE 18TH ST | ST | Y | | | | | | | | | | | | | | | | | | |
| 28.83 | | 2.24 | UXING | B | | NE 9TH ST BRDG NUM 205/010 | ST | | 3 | 3 | 10A | 36P | 6A | 128S | GR | 6A | 36P | 10A | 72 | 1 | 01 | 1350 | U5 | 60 | R | P |
| 28.90 | | 2.31 | | | | | | 3 | 3 | 10A | 36P | 6A | 128S | DE | 6A | 36P | 10A | 72 | 1 | 01 | 1350 | U5 | 60 | R | P | |
| 29.00 | | 2.41 | MP MARKER | B | | 29 | | | | | | | | | | | | | | | | | | | | |
| 29.03 | | 2.44 | MISC FEATR | L | | GORE (S102881) | | | | | | | | | | | | | | | | | | | | |
| 29.27 | | 2.68 | ON RAMP | R | | MILL PLAIN RD | ST | Y | 3 | 3 | 10A | 36P | 6A | 128S | GR | 6A | 36P | 10A | 72 | 1 | 01 | 1350 | U5 | 60 | R | P |
| 29.30 | | 2.71 | MISC FEATR | L | | GORE (R102979) | | | | | | | | | | | | | | | | | | | | |
| 29.34 | | 2.75 | UXING | B | | NE 18TH ST BRDG NUM 205/014 | ST | | 3 | 3 | 10A | 36P | 6A | 78S | GR | 6A | 36P | 10A | 72 | 1 | 01 | 1350 | U5 | 60 | R | P |
| 29.41 | | 2.82 | | | | | | 3 | 3 | 10A | 36P | 6A | 78S | DE | 6A | 36P | 10A | 72 | 1 | 01 | 1350 | U5 | 60 | R | P | |
| 29.57 | | 2.98 | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | |
| 29.75 | | 3.16 | | | | | | 3 | 3 | 10A | 36P | 6A | 78S | JE | 6A | 36P | 10A | 72 | 1 | 01 | 1350 | U5 | 60 | R | P | |
| 29.79 | | 3.20 | BEG BRIDGE | I | | BURTON RD BRDG NUM 205/016E | ST | | 3 | 3 | \$\$W | 52P | \$\$W | 1140 | \$\$ | \$\$W | 52P | \$\$W | 104 | 1 | 01 | 1350 | U5 | 60 | R | P |
| | | | OFF RAMP | L | | MILL PLAIN RD | ST | Y | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | BURTON RD BRDG NUM 205/016W | ST | | | | | | | | | | | | | | | | | | | |
| 29.82 | | 3.23 | END BRIDGE | I | | BURTON RD | | | 3 | 3 | 10A | 36P | 6A | 126S | JE | 6A | 36P | 10A | 72 | 1 | 01 | 1350 | U5 | 60 | R | P |
| | | | END BRIDGE | D | | BURTON RD | | | | | | | | | | | | | | | | | | | | |
| 29.85 | | 3.26 | TRAF RCDR | B | | R051 1 | | | 3 | 3 | 10A | 36P | 6A | 126S | DE | 6A | 36P | 10A | 72 | 1 | 01 | 1350 | U5 | 60 | R | P |
| 30.00 | | 3.41 | MP MARKER | B | | 30 | | | | | | | | | | | | | | | | | | | | |
| 30.05 | | 3.46 | OFF RAMP | R | | NBCD LANE | ST | Y | | | | | | | | | | | | | | | | | | |
| 30.12 | | 3.53 | | | | | | 3 | 3 | 10A | 36P | 6A | 126S | GR | 6A | 36P | 10A | 72 | 1 | 01 | 1350 | U5 | 60 | R | P | |
| 30.13 | | 3.54 | | | | | | 3 | 3 | 10A | 36P | 6A | 126S | DE | 6A | 36P | 10A | 72 | 1 | 01 | 1350 | U5 | 60 | R | P | |
| 30.25 | | 3.66 | ON RAMP | L | | SBCD LANE | ST | Y | 2 | 3 | 22A | 24P | 6A | 126S | DE | 6A | 36P | 10A | 60 | 1 | 01 | 1350 | U5 | 60 | R | P |
| 30.36 | | 3.77 | | | | | | 2 | 3 | 22A | 24P | 6A | 126S | GR | 6A | 36P | 10A | 60 | 1 | 01 | 1350 | U5 | 60 | R | P | |
| 30.37 | | 3.78 | | | | | | 2 | 3 | 22A | 24P | 6A | 126S | DE | 6A | 36P | 10A | 60 | 1 | 01 | 1350 | U5 | 60 | R | P | |
| 30.55 | | 3.96 | MISC FEATR | R | | GORE (CI03005) | | | 2 | 3 | 26A | 24P | 6A | 126S | DE | 6A | 36P | 14A | 60 | 1 | 01 | 1350 | U5 | 60 | R | P |
| 30.59 | | 4.00 | MISC FEATR | L | | GORE (CD03165) | | | | | | | | | | | | | | | | | | | | |
| 30.82 | | 4.23 | | | | | | 2 | 2 | 26A | 24P | 6A | 126S | DE | 6A | 24P | 14A | 48 | 1 | 01 | 1350 | U5 | 60 | R | P | |

SR 205 MAINLINE INTERSTATE - ISSH COUNTY CLARK DOT DISTRICT 4

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|-------|------|-----|---|-------------------------|----|------------------------------------|----|----|-------------|-------|-----|------------|------|------|-------|---------------------------|-------|------|-----|-----|-------|----------|----|----|-----|---|----|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | TOT | | CITY | | ST | LEGAL | | T | P | S | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | NBR | LFT | RHT | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | FC | SE | NBR | D | IB |
| 33.52 | 6.93 | | UXING | B | | NE ANDRESEN RD BRDG NUM 205/032 | ST | 2 | 2 | 10A | 24P | 4A | 80S | GR | 4A | 24P | 10A | | 48 | 1 | 01 | 1350 | U5 | | 60 | R | P |
| 33.53 | 6.94 | | ON RAMP | R | | NE PADDEEN PKWY | ST | | Y | | | | | | | | | | | | | | | | | | |
| 33.59 | 7.00 | | | | | | | 2 | 2 | 10A | 24P | 4A | 80S | DE | 4A | 24P | 10A | | 48 | 1 | 01 | 1350 | U5 | | 60 | R | P |
| 33.96 | 7.37 | | | | | | | 2 | 2 | 10A | 24P | 4A | 80S | BE | 4A | 24P | 10A | | 48 | 1 | 01 | 1350 | U5 | | 60 | R | P |
| 34.00 | 7.41 | | BEG BRIDGE | I | | LP & N RR BRDG NUM 205/034E | ST | 2 | 2 | \$\$C | 38P | \$\$C | 145O | \$\$ | \$\$C | 38P | \$\$C | | 76 | 1 | 01 | 1350 | U5 | | 60 | R | P |
| | | | MP MARKER | B | | 34 | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | NUM 852431U STRUCTURE | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | LP & N RR BRDG NUM 205/034W | ST | | | | | | | | | | | | | | | | | | | | |
| 34.01 | 7.42 | | LEAVE CITY | | | VANCOUVER | | 2 | 2 | C | 38P | C | 145O | | C | 38P | C | | 76 | 1 | 01 | \$\$\$\$ | U5 | | 60 | R | \$ |
| 34.04 | 7.45 | | END BRIDGE | I | | LP & N RR | | 2 | 2 | 10A | 24P | 4A | 145S | BE | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | | 60 | R | |
| | | | END BRIDGE | D | | LP & N RR | | | | | | | | | | | | | | | | | | | | | |
| 34.08 | 7.49 | | | | | | | 2 | 2 | 10A | 24P | 4A | 145S | DE | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | | 60 | R | |
| 34.25 | 7.66 | | | | | | | 2 | 2 | 10A | 24P | 4A | 145S | BE | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | | 60 | R | |
| 34.29 | 7.70 | | BEG BRIDGE | I | | ST JOHNS RD BRDG NUM 205/036E | ST | 2 | 2 | \$\$C | 38P | \$\$C | 100O | \$\$ | \$\$C | 38P | \$\$C | | 76 | 1 | 01 | | U5 | | 60 | R | |
| | | | BEG BRIDGE | D | | ST JOHNS RD BRDG NUM 205/036W | ST | | | | | | | | | | | | | | | | | | | | |
| 34.33 | 7.74 | | END BRIDGE | I | | ST JOHNS RD | | 2 | 2 | 10A | 24P | 4A | 100S | BE | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | | 60 | R | |
| | | | END BRIDGE | D | | ST JOHNS RD | | | | | | | | | | | | | | | | | | | | | |
| 34.36 | 7.77 | | | | | | | 2 | 2 | 10A | 24P | 4A | 100S | DE | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | | 60 | R | |
| 34.80 | 8.21 | | | | | | | 2 | 2 | 10A | 24P | 4A | 100S | GR | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | | 60 | R | |
| 34.82 | 8.23 | | UXING | B | | NE 50TH AVE BRDG NUM 205/038 | ST | | | | | | | | | | | | | | | | | | | | |
| 34.84 | 8.25 | | | | | | | 2 | 2 | 10A | 24P | 4A | 100S | DE | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | | 60 | R | |
| 34.89 | 8.30 | | | | | | | 2 | 2 | 10A | 24P | 4A | 100S | GR | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | | 60 | R | |
| 35.00 | 8.41 | | MP MARKER | B | | 35 | | | | | | | | | | | | | | | | | | | | | |
| 35.29 | 8.70 | | | | | | | 2 | 2 | 10A | 24P | 4A | 100S | DE | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | | 60 | R | |
| 35.51 | 8.92 | | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | |
| 35.58 | 8.99 | | | | | | | 2 | 2 | 10A | 24P | 4A | 100S | GR | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | | 60 | R | |
| 35.65 | 9.06 | | UXING | B | | NE 119TH ST BRDG NUM 205/040 | ST | | | | | | | | | | | | | | | | | | | | |
| 35.72 | 9.13 | | | | | | | 2 | 2 | 10A | 24P | 4A | 100S | DE | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | | 60 | R | |
| 35.98 | 9.39 | | | | | | | 2 | 2 | 10A | 24P | 4A | 100S | BE | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | | 60 | R | |
| 36.00 | 9.41 | | MP MARKER | B | | 36 | | 2 | 2 | \$\$C | 38P | \$\$C | 125S | BE | 4A | 24P | 10A | | 62 | 1 | 01 | | U5 | | 60 | R | |
| | | | BEG BRIDGE | D | | SALMON CREEK BRDG NUM 205/042W | ST | | | | | | | | | | | | | | | | | | | | |
| 36.01 | 9.42 | | BEG BRIDGE | I | | SALMON CREEK BRDG NUM 205/042E | ST | 2 | 2 | C | 38P | C | 125O | \$\$ | \$\$C | 38P | \$\$C | | 76 | 1 | 01 | | U5 | | 60 | R | |
| 36.06 | 9.47 | | END BRIDGE | D | | SALMON CREEK | | 2 | 2 | 10A | 24P | 4A | 125S | BE | C | 38P | C | | 62 | 1 | 01 | | U5 | | 60 | R | |
| 36.07 | 9.48 | | END BRIDGE | I | | SALMON CREEK | | 2 | 2 | 10A | 24P | 4A | 125S | BE | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | | 60 | R | |

SR 401 MAINLINE

STATE ROUTE - SRSH

COUNTY PACIFIC

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------|-------|---|------|-----------------------|----|----|-------------|-----|-----|--------------|-----|------|---------|-------|---------------------------|-------|-----|-----|----|----|------|----|-------|----|---|---|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | |
| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | 1 | 1 | | | | | 8A | 26A | 8A | | | 26 | 3 | 02 | | R1 | 40 | L | | | |
| | | BEG CTLSEC | | SR 101/MEGLER TO SR 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | CONTROL SECTION 2530 | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.15 | 0.15 | TRAF RCDR | B | SR 101 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 0.20 | 0.20 | | | S841 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.92 | 0.92 | EXIT TO | R | REST AREA | ST | | Y | 1 | 1 | | | | | 1A | 23A | 6A | | | 23 | 3 | 02 | | R1 | 40 | L | | | |
| 0.94 | 0.94 | REST AREA | R | MEGLER FERRY LANDING | | | | | | | | | | 7A | 23A | 7A | | | 23 | 3 | 02 | | R1 | 40 | L | | | |
| | | | | CS 253091 V457 MAJOR | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.95 | 0.95 | ENT FROM | R | REST AREA | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | MP MARKER | R | 1 | | | | 1 | 1 | | | | | 8A | 22B | 8A | | | 22 | 3 | 02 | | R1 | 40 | L | | | |
| 1.11 | 1.11 | ENT/EXIT | R | REST AREA | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.14 | 1.14 | | | | | | | 1 | 1 | | | | | 8A | 22B | 8A | | | 22 | 3 | 02 | | R1 | 55 | L | | | |
| 2.00 | 2.00 | MP MARKER | R | 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | 3.00 | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.00 | 4.00 | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.70 | 4.70 | | | | | | | 1 | 1 | | | | | 8A | 22B | 8A | | | 22 | 3 | 02 | | R1 | 55 | R | | | |
| 5.00 | 5.00 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | 6.00 | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.87 | 6.87 | BEG BRIDGE | B | BEAN CREEK | ST | | | 1 | 1 | | | | | \$\$W | 29P | \$\$W | | | 29 | 3 | 02 | | R1 | 55 | R | | | |
| | | | | BRDG NUM 401/005 | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.89 | 6.89 | END BRIDGE | B | BEAN CREEK | | | | 1 | 1 | | | | | 8A | 22B | 8A | | | 22 | 3 | 02 | | R1 | 55 | R | | | |
| 7.01 | 7.01 | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.00 | 8.00 | MP MARKER | R | 8 | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.00 | 9.00 | MP MARKER | R | 9 | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.23 | 9.23 | INTRSECTN | R | KNAPPTON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 9.60 | 9.60 | BEG BRIDGE | B | DAVIS CREEK | ST | | | 1 | 1 | | | | | \$\$C | 38P | \$\$C | | | 38 | 3 | 02 | | R1 | 55 | R | | | |
| | | | | BRDG NUM 401/008 | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.62 | 9.62 | END BRIDGE | B | DAVIS CREEK | | | | 1 | 1 | | | | | 8A | 22B | 8A | | | 22 | 3 | 02 | | R1 | 55 | R | | | |
| 10.01 | 10.01 | MP MARKER | R | 10 | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.00 | 11.00 | MP MARKER | R | 11 | | | | 1 | 1 | | | | | 6A | 24B | 6A | | | 24 | 3 | 02 | | R1 | 55 | R | | | |
| 11.07 | 11.07 | MISC FEATR | R | SGN ENT NASELLE | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.10 | 11.10 | | | | | | | 1 | 1 | | | | | 6A | 24B | 6A | | | 24 | 3 | 02 | | R1 | 45 | R | | | |
| 11.20 | 11.20 | | | | | | | 1 | 1 | | | | | 6A | 24B | 10A | | | 24 | 3 | 02 | | R1 | 45 | R | | | |
| 11.27 | 11.27 | INTRSECTN | R | S VALLEY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | PARPALA RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 11.37 | 11.37 | BEG BRIDGE | B | NASELLE RIVER | ST | | | 1 | 1 | | | | | \$\$C | 26P | \$\$C | | | 26 | 3 | 02 | | R1 | 45 | R | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.00 | 0.00 | | | .08 | 12 | | | | |

SR 409 MAINLINE

STATE ROUTE - SRSH

COUNTY WAHKIAKUM

DOT DISTRICT 4

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | |
|-------------------------|-------|---------|---|-------------|---------|-----------------|-------------|---------|-------------|-----|-----|-------------|------|----|---------|--------------------------|----|---|-------|---|--|-------|--|--|--|--|
| :DIRECTION TO INVENTORY | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | SPEED | | | | | | | |
| : : | | | -XROAD- | | | LNS SHD RDY SHD | | | MEDIAN- | | | SHD RDY SHD | | | LNS RDY | | | | | | | T P S | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW TC L | D I | W/S W/S W/S | WD/S BR | W/S W/S W/S | WID | WID | A SE | CITY | ST | FC | D | IB | R | K | T | | | | | | |

3.84 3.84 END ROUTE

SR 411 MAINLINE

STATE ROUTE - SRSR

COUNTY COWLITZ

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | | | | | |
|------|-------|---|------|-------------------------|----|----|-----------------|-----|-----|-------------|-----|------|---------|-----|-----|-----|--------------------------|-----|------|------|----|-------|---|----|------|----|----|---|---|---|--|--|--|--|--|--|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | | | |
| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | 1 | 1 | | | | | | | | C | 50P | C | | | 50 | 1 | 02 | 0695 | U2 | 35 | L | P | * | | | | | | | | |
| | | ENTER CITY | | SR 432/LONGVIEW TO SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | LONGVIEW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | CONTROL SECTION 0834 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | UXING | B | 3RD AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | SR 432 WB | | | | | | | | | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 432/008N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.02 | 0.02 | WYE CONN | L | TENNANT WAY FRONTAGE RD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.03 | 0.03 | INTRSECTN | L | TENNANT WAY FRONTAGE RD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | R | SR 432 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.10 | 0.10 | BEG SU LN | C | TWO WAY TURN | | | | | | | 10P | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.78 | 0.78 | END SU LN | C | TWO WAY TURN | | | | | | | 10P | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.84 | 0.84 | INTRSECTN | B | HUDSON ST | | | | | | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.90 | 0.90 | BEG SU LN | C | TWO WAY TURN | | | | | | | 10P | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.99 | 0.99 | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.14 | 1.14 | INTRSECTN | R | RIVER RD | | | | | | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.16 | 1.16 | INTRSECTN | L | PEARDALE LN | | | | | | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.36 | 1.36 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.44 | 1.44 | END SU LN | C | TWO WAY TURN | | | | | | | 10P | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.48 | 1.48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.49 | 1.49 | LEAVE CITY | | LONGVIEW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | END ST | I | 3RD AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ENTER CITY | | KELSO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | FIRST AVE SW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.50 | 1.50 | INTRSECTN | L | WASHINGTON ST | | | | | | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.55 | 1.55 | INTRSECTN | L | LINCOLN ST | | | | | | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.61 | 1.61 | INTRSECTN | B | CATLIN ST | | | | | | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.64 | 1.64 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.67 | 1.67 | END ST | I | FIRST AVE SW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | FIRST AVE NW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | ALLEN ST | | | | | | | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | W MAIN ST | | | | | | | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.72 | 1.72 | INTRSECTN | L | GRANT ST | | | | | | | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.78 | 1.78 | INTRSECTN | L | BYDAN LN | | | | | | | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.03 | 0.03 | .03 | 12 | | | | | | |
| 0.84 | 0.84 | .03 | 10 | | .03 | 10 | | | |
| 1.50 | 1.50 | .03 | 10 | | | | | | |
| 1.67 | 1.67 | | | .03 | 12 | | .03 | 10 | |

SR 411 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|------|------|-------------------------|------------|---|----|-----------------------|-----------------|----|---|-------------|---|-----|---------|-----|---------------------------|----|-----|-----|-----|-----|-----|------|------|----------|-------|----|---|----|----|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | |
| 1.79 | 1.79 | | UXING | B | | SR 4 | ST | | 1 | 1 | | | | | | | C | 40A | C | | 40 | 1 | 02 | 0605 | U2 | 35 | L | B | * | |
| | | | | | | BRDG NUM 004/230 | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.99 | 1.99 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | | INTRSECTN | L | | FISHERS LN | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.03 | 2.03 | | LEAVE CITY | | | KELSO | | | | 1 | 1 | | | | | | C | 40A | C | | 40 | 1 | 02 | 0695 | U2 | 35 | L | B | * | |
| | | | ENTER CITY | | | LONGVIEW | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.04 | 2.04 | | | | | | | | | 1 | 1 | | | | | | C | 40A | C | | 40 | 1 | 02 | 0695 | U2 | 45 | L | B | * | |
| 2.05 | 2.05 | | END ST | I | | FIRST AVE NW | | | | 1 | 1 | | | | | | C | 40A | C | | 40 | 1 | 02 | 0695 | U2 | 45 | L | B | \$ | |
| | | | MISC FEATR | L | | SGN ENT KELSO | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.13 | 2.13 | | | | | | | | | 1 | 1 | | | | | | 6A | 24A | 8A | | 24 | 1 | 02 | 0695 | U2 | 45 | L | B | | |
| 2.14 | 2.14 | | | | | | | | | 1 | 1 | | | | | | 6A | 24A | 8A | | 24 | 1 | 02 | 0695 | U2 | 45 | L | P | | |
| 2.51 | 2.51 | | LEAVE CITY | | | LONGVIEW | | | | 1 | 1 | | | | | | 6A | 24A | 8A | | 24 | 1 | 02 | \$\$\$\$ | U2 | 45 | L | \$ | | |
| 2.63 | 2.63 | | MISC FEATR | L | | SGN ENT LONGVIEW | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.87 | 2.87 | | | | | | | | | 1 | 1 | | | | | | 6A | 24A | 8A | | 24 | 1 | 02 | | U2 | 35 | L | | | |
| 2.93 | 2.93 | | | | | | | | | 1 | 1 | | | | | | 6A | 35A | 8A | | 35 | 1 | 02 | | U2 | 35 | L | | | |
| 2.95 | 2.95 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.97 | 2.97 | | INTRSECTN | L | | NEVADA DR | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 3.07 | 3.07 | | INTRSECTN | L | | ALPHA DR | CO | | Y | 1 | 1 | | | | | | 8A | 32A | 8A | | 32 | 1 | 02 | | U2 | 35 | L | | | |
| 3.11 | 3.11 | | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | U2 | 35 | L | | | |
| 3.14 | 3.14 | | WYE CONN | L | | BEACON HILL DR | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 3.15 | 3.15 | | INTRSECTN | L | | BEACON HILL DR | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 3.20 | 3.20 | | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | U2 | 45 | L | | | |
| 3.24 | 3.24 | | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 6A | | 24 | 1 | 02 | | U2 | 45 | L | | | |
| 3.35 | 3.35 | | UXING | B | | WEYERHAEUSER RR | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | BRDG NUM 411/003 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | NUM 840549A STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.66 | 3.66 | | | | | | | | | 1 | 1 | | | | | | 7A | 24A | 7A | | 24 | 1 | 02 | | U2 | 45 | L | | | |
| 3.88 | 3.88 | | INTRSECTN | L | | SOLOMON RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 3.99 | 3.99 | | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.10 | 4.10 | | | | | | | | | 1 | 1 | | | | | | 5A | 24A | 5A | | 24 | 1 | 02 | | U2 | 45 | L | | | |
| 4.22 | 4.22 | | | | | | | | | 1 | 1 | | | | | | 5A | 24A | 5A | | 24 | 1 | 02 | | U2 | 35 | L | | | |
| 4.24 | 4.24 | | INTRSECTN | L | | EARLY BIRD DR | CO | | Y | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 2.00 | 2.00 | .04 | 12 | | | | | | |
| 2.97 | 2.97 | .03 | 11 | | | | | | |
| 3.07 | 3.07 | .04 | 12 | | | | | | |
| 3.15 | 3.15 | .02 | 12 | | | | | | |
| 3.88 | 3.88 | .03 | 10 | | | .05 | 10 | | |
| 4.24 | 4.24 | .05 | 10 | | | .08 | 10 | .06 | 10 |

SR 411 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|------|-------|---|------|---------------------|----|----|-----------------|---|---|-------------|-----|-----|---------|----|-------|-----|---------------------------|-----|-----|----|----|------|----|-------|----|---|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | |
| 4.26 | 4.26 | | | | | | | 1 | 1 | | | | | | 5A | 24A | 5A | | | 24 | 1 | 02 | | U2 | 35 | L | | |
| 4.52 | 4.52 | | | | | | | 1 | 1 | | | | | | \$\$C | 44A | \$\$C | | | 44 | 1 | 02 | | U2 | 35 | L | | |
| 4.58 | 4.58 | INTRSECTN | L | SPARKS DR | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | LEXINGTON BRIDGE DR | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.67 | 4.67 | | | | | | | 1 | 1 | | | | | | 6A | 24A | 4A | | | 24 | 1 | 02 | | U2 | 35 | L | | |
| 4.70 | 4.70 | | | | | | | 1 | 1 | | | | | | 6A | 24B | 4A | | | 24 | 1 | 02 | | U2 | 35 | L | | |
| 4.71 | 4.71 | INTRSECTN | L | LEXINGTON AVE | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 4.77 | 4.77 | INTRSECTN | R | COWLITZ DR | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 4.96 | 4.96 | INTRSECTN | L | RAINBOW WAY | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.99 | 4.99 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.02 | 5.02 | ENT FROM | R | RIVERSIDE PARK | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 5.07 | 5.07 | INTRSECTN | L | JOHN ST | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 5.13 | 5.13 | INTRSECTN | L | LOUISE ST | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 5.17 | 5.17 | EXIT TO | R | RIVERSIDE PARK | CO | | N | 1 | 1 | | | | | | 7A | 24B | 7A | | | 24 | 1 | 02 | | U2 | 35 | L | | |
| 5.33 | 5.33 | | | | | | | 1 | 1 | | | | | | 6A | 24B | 6A | | | 24 | 1 | 02 | | U2 | 35 | L | | |
| 5.46 | 5.46 | INTRSECTN | L | PONDEROSA DR | CO | | N | 1 | 1 | | | | | | 6A | 24B | 8A | | | 24 | 1 | 02 | | U2 | 35 | L | | |
| 5.53 | 5.53 | INTRSECTN | L | AARON DR | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 5.76 | 5.76 | INTRSECTN | L | KING RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 5.77 | 5.77 | | | | | | | 1 | 1 | | | | | | 8A | 24B | 8A | | | 24 | 1 | 02 | | U2 | 35 | L | | |
| 5.80 | 5.80 | MISC FEATR | L | SGN LEXINGTON | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.81 | 5.81 | | | | | | | 1 | 1 | | | | | | 8A | 24B | 8A | | | 24 | 1 | 02 | | U2 | 45 | L | | |
| 5.83 | 5.83 | | | | | | | 1 | 1 | | | | | | 8A | 24B | 8A | | | 24 | 1 | 02 | | R2 | 45 | L | | |
| 5.99 | 5.99 | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.16 | 6.16 | | | | | | | 1 | 1 | | | | | | 2A | 24B | 2A | | | 24 | 1 | 02 | | R2 | 45 | L | | |
| 6.17 | 6.17 | INTRSECTN | L | HAZEL DELL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 6.99 | 6.99 | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.06 | 7.06 | | | | | | | 1 | 1 | | | | | | 2A | 24B | 2A | | | 24 | 1 | 02 | | R2 | 55 | L | | |
| 7.30 | 7.30 | | | | | | | 1 | 1 | | | | | | 8A | 24B | 8A | | | 24 | 1 | 02 | | R2 | 55 | R | | |
| 7.42 | 7.42 | INTRSECTN | L | GRAY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 7.97 | 7.97 | TRAF RCDR | B | S819 0 | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.98 | 7.98 | MP MARKER | R | 8 | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.13 | 8.13 | INTRSECTN | L | SANDY BEND RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 8.37 | 8.37 | | | | | | | 1 | 1 | | | | | | 8A | 24B | 8A | | | 24 | 1 | 02 | | R2 | 50 | R | | |
| 8.43 | 8.43 | | | | | | | 1 | 1 | | | | | | 4A | 24B | 4A | | | 24 | 1 | 02 | | R2 | 50 | R | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 4.58 | 4.58 | .03 | 12 | .06 | 12 | .07 | 12 | | |
| 4.77 | 4.77 | | | .04 | 12 | | | | |
| 4.96 | 4.96 | .03 | 12 | | | | | | |
| 6.17 | 6.17 | .03 | 12 | | | | | | |

SR 432 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | |
|------|-------|-------------------------|------|---|----|----|-------------|---|---|-------------|-----|-----|---------|----|-----|--------------------------|-----|-----|-----|------|------|----|-------|----|----|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | |
| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | 1 | 1 | | | | | | 6A | 24B | 6A | | | 24 | 1 | 02 | | U1 | 50 | L | * |
| | | BEG CTLSEC | | SR 4/LONGVIEW TO SR 5 | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | CONTROL SECTION 0831 | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | WILLOW GROVE CONN RD | | | | | | | | | | | | | | | | | | | | | | | |
| 0.01 | 0.01 | WYE CONN | R | SR 4 | | | | | | | | | | | | | | | | | | | | | | | |
| 0.02 | 0.02 | WYE CONN | L | SR 4 | | | | | | | | | | | | | | | | | | | | | | | |
| 0.84 | 0.84 | INTRSECTN | R | SR 4 | | | | | | | | | | | | | | | | | | | | | | | |
| 0.93 | 0.93 | INTRSECTN | R | WILLOW GROVE RD | | | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | INTRSECTN | L | SCHNEITER DR | | | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| 1.21 | 1.21 | END ST | I | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | WILLOW GROVE CONN RD | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | MT SOLO RD | | | | | | | | | | | | | | | | | | | | | | | |
| 1.82 | 1.82 | INTRSECTN | L | MT SOLO RD | | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | MP MARKER | R | PIONEER MT SOLO CMTRY RD | | | | | | | | | | | | | | | | | | | | | | | |
| 2.11 | 2.11 | MP MARKER | R | 2 | | | | | | | | | | | | | | | | | | | | | | | |
| 2.11 | 2.11 | MISC FEATR | R | SGN ENT LONGVIEW | | | | | | | | | | | | | | | | | | | | | | | |
| 2.17 | 2.17 | ENTER CITY | | LONGVIEW | | | | | | | | | | | | | | | | | | | | | | | |
| 2.58 | 2.58 | INTRSECTN | L | LONGVIEW | | | | | | | | | | | | | | | | | | | | | | | |
| 2.75 | 2.75 | INTRSECTN | L | BRADFORD PL | | | | | | | | | | | | | | | | | | | | | | | |
| 2.75 | 2.75 | MISC FEATR | L | SGN ENT LONGVIEW | | | | | | | | | | | | | | | | | | | | | | | |
| 2.78 | 2.78 | LEAVE CITY | | LONGVIEW | | | | | | | | | | | | | | | | | | | | | | | |
| | | END ST | I | LONGVIEW | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | MT SOLO RD | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | INDUSTRIAL WAY | | | | | | | | | | | | | | | | | | | | | | | |
| 2.79 | 2.79 | INTRSECTN | L | MEMORIAL PARK DR | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | B | DITCH NO 10 | | | | | | | | | | | | | | | | | | | | | | | |
| | | END BRIDGE | B | BRDG NUM 432/002C | | | | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | R | DITCH NO 10 | | | | | | | | | | | | | | | | | | | | | | | |
| 2.80 | 2.80 | MP MARKER | R | LONGVIEW ALUMINUM CO | | | | | | | | | | | | | | | | | | | | | | | |
| 2.87 | 2.87 | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | | | | | | | |
| 2.99 | 2.99 | ENT/EXIT | R | LONGVIEW ALUMINUM CO | | | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | 3.00 | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | | | | | | | |
| 3.04 | 3.04 | ENT/EXIT | R | LONGVIEW ALUMINUM CO | | | | | | | | | | | | | | | | | | | | | | | |
| 3.24 | 3.24 | ENT/EXIT | R | LONGVIEW ALUMINUM CO | | | | | | | | | | | | | | | | | | | | | | | |
| 3.30 | 3.30 | INTRSECTN | L | LONGVIEW ALUMINUM CO | | | | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | R | 38TH AVE | | | | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | R | LONGVIEW ALUMINUM CO | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.00 | 0.00 | | | .03 | 12 | | | | |
| 0.02 | 0.02 | | | | | | | | .01 12 |
| 0.84 | 0.84 | | | .02 | 12 | | | | |
| 2.87 | 2.87 | | | .04 | 10 | | | | |
| 3.30 | 3.30 | .03 | 12 | .05 | 12 | .03 | 12 | | |

SR 432 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|------|-----------|---|----|------------------------|-------------|----|---|--------------|---|-----|-----|-----|------|----|---------------------------|-----|-----|-------|-----|---|----|-----|------|---|----|---|---|----|--|--|--|--|-------|--|--|--|--|---|--|--|--|--|---|--|--|--|--|---|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | LEGAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | | | | MTCE | | | | | CITY | | | | | ST | | | | | SPEED | | | | | T | | | | | P | | | | | S | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.31 | | 3.31 | WYE CONN | L | | 38TH AVE | CO | Y | 1 | 1 | | | | | | | 8A | 24B | 3A | | 24 | 1 | 02 | | U1 | | 50 | L | * | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.35 | | 3.35 | | | | | | | 2 | 1 | | | | | | | 8A | 36B | 3A | | 36 | 1 | 02 | | U1 | | 50 | L | * | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.39 | | 3.39 | ENT/EXIT | R | | LONGVIEW ALUMINUM CO | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.40 | | 3.40 | | | | | | | 2 | 1 | | | | | | | 8A | 36B | 5G | | 36 | 1 | 02 | | U1 | | 50 | L | * | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.50 | | 3.50 | | | | | | | 2 | 1 | | | | | | | 2G | 36B | 2G | | 36 | 1 | 02 | | U1 | | 50 | L | * | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.77 | | 3.77 | WYE CONN | L | | PRUDENTIAL BLVD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.78 | | 3.78 | INTRSECTN | L | | PRUDENTIAL BLVD | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.79 | | 3.79 | | | | | | | 2 | 1 | | | | | | | 4A | 36B | 2G | | 36 | 1 | 02 | | U1 | | 50 | L | * | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.80 | | 3.80 | WYE CONN | L | | PRUDENTIAL BLVD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.87 | | 3.87 | | | | | | | 2 | 1 | | | | | | | 2G | 36B | 2G | | 36 | 1 | 02 | | U1 | | 50 | L | * | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.88 | | 3.88 | ENT/EXIT | R | | WEYERHAEUSER PULP CO | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | INTEROX CO | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.00 | | 4.00 | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.18 | | 4.18 | ENT/EXIT | R | | WEYERHAEUSER PAPER CO | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | INTEROX CO | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.29 | | 4.29 | | | | | | | 2 | 1 | | | | | | | 2G | 36B | 2A | | 36 | 1 | 02 | | U1 | | 50 | L | * | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.40 | | 4.40 | WYE CONN | L | | WASHINGTON WAY | CO | | Y | 1 | 1 | | | | | | 2G | 24A | 2A | | 24 | 1 | 02 | | U1 | | 50 | L | * | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.43 | | 4.43 | INTRSECTN | L | | WASHINGTON WAY | CO | SG | Y | 1 | 1 | | | | | | 4A | 24A | 2A | | 24 | 1 | 02 | | U1 | | 50 | L | * | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | R | | WEYERHAEUSER PAPER CO | PV | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.45 | | 4.45 | WYE CONN | L | | WASHINGTON WAY | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.54 | | 4.54 | | | | | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | | U1 | | 50 | L | * | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.72 | | 4.72 | | | | | | | 1 | 1 | | | | | | | 6A | 24A | 3A | | 24 | 1 | 02 | | U1 | | 50 | L | * | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.75 | | 4.75 | ENT/EXIT | R | | WEYERHAEUSER-NORPAC CO | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.79 | | 4.79 | RR XING | B | | NUM 840534K GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.85 | | 4.85 | ENT/EXIT | R | | WEYERHAEUSER CO | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | DOUGLAS ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|------|--|------|--|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|--|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| | | | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | |
| | | | | --- | --- | --- | --- | --- | --- | --- | --- | |
| 3.31 | | 3.31 | | | | | .04 | 13 | | | | |
| 3.39 | | 3.39 | | | | .02 | 12 | | | | | |
| 3.78 | | 3.78 | | .03 | 12 | | | | | | | |
| 3.80 | | 3.80 | | | | | .02 | 12 | | | | |
| 3.88 | | 3.88 | | .02 | 12 | | .03 | 12 | | | | |
| 4.18 | | 4.18 | | .02 | 12 | | .02 | 12 | | | | |
| 4.43 | | 4.43 | | .03 | 12 | | .04 | 12 | | | | |
| 4.45 | | 4.45 | | | | | .01 | 12 | | | | |
| 4.75 | | 4.75 | | | .04 | 12 | .03 | 12 | | | | |
| 4.85 | | 4.85 | | .04 | 12 | | .03 | 12 | | | | |

SR 432 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | |
|------|-------|---|------|------------------------|----|-----|-------------|-----|-----|-------------|-----|------|---------|-------|-----|-------|---------------------------|-----|---|----|------|----|-------|---|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S |
| 4.86 | 4.86 | | | | | | | 1 | 1 | | | | | 6A | 24A | 3A | | 24 | 1 | 02 | | U1 | 50 | L | * | |
| 4.97 | 4.97 | | | | | | | 1 | 1 | | | | | 2A | 24A | 2A | | 24 | 1 | 02 | | U1 | 50 | L | * | |
| 4.99 | 4.99 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | |
| 5.25 | 5.25 | | | | | | | 1 | 1 | | | | | 10A | 24A | 2A | | 24 | 1 | 02 | | U1 | 50 | L | * | |
| 5.36 | 5.36 | INTRSECTN | L | 26TH AVE | CO | | N | | | | | | | | | | | | | | | | | | | |
| 5.64 | 5.64 | ENT/EXIT | R | WEYERHAEUSER-NORPAC CO | PV | | N | | | | | | | | | | | | | | | | | | | |
| 5.77 | 5.77 | | | | | | | 1 | 1 | | | | | 10A | 24A | 2A | | 24 | 1 | 02 | | U1 | 35 | L | * | |
| 5.81 | 5.81 | | | | | | | 1 | 1 | | | | | 2A | 24A | 2A | | 24 | 1 | 02 | | U1 | 35 | L | * | |
| 5.90 | 5.90 | RR XING | B | NUM 101806G GRADE | | | | | | | | | | | | | | | | | | | | | | |
| 5.95 | 5.95 | ENT/EXIT | R | WEYERHAEUSER CO | PV | | Y | 1 | 2 | | | | | 9A | 36A | 6A | | 36 | 1 | 02 | | U1 | 35 | L | * | |
| 6.01 | 6.01 | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | | | | | | |
| 6.02 | 6.02 | | | | | | | 2 | 2 | | | | | 9A | 48A | 6A | | 48 | 1 | 02 | | U1 | 35 | L | * | |
| 6.07 | 6.07 | WYE CONN | R | SR 433 | ST | | Y | 2 | 2 | | | | | 9P | 48P | 6P | | 48 | 1 | 02 | | U1 | 35 | L | * | |
| 6.09 | 6.09 | ENTER CITY | | LONGVIEW | | | | 2 | 2 | | | | | 9P | 48P | 6P | | 48 | 1 | 02 | 0695 | U1 | 35 | L | P | * |
| 6.10 | 6.10 | INTRSECTN | R | SR 433 | ST | SG | Y | 2 | 2 | | | | | \$\$C | 48P | 6P | | 48 | 1 | 02 | 0695 | U1 | 35 | L | P | * |
| | | INTRSECTN | L | OREGON WAY | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 6.15 | 6.15 | RR XING | B | NUM 101794P GRADE | | | | 2 | 2 | | | | | C | 48A | 6A | | 48 | 1 | 02 | 0695 | U1 | 35 | L | P | * |
| 6.21 | 6.21 | | | | | | | 2 | 2 | | | | | C | 50A | \$\$C | | 50 | 1 | 02 | 0695 | U1 | 35 | L | P | * |
| 6.44 | 6.44 | INTRSECTN | R | COLUMBIA BLVD | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 6.60 | 6.60 | | | | | | | 2 | 2 | | | | | C | 63A | C | | 63 | 1 | 02 | 0695 | U1 | 35 | L | P | * |
| 6.68 | 6.68 | INTRSECTN | R | INTERNATIONAL WAY | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 6.74 | 6.74 | BEG SU LN | C | TWO WAY TURN | | 13A | | 2 | 2 | | | | | C | 50A | C | 13 | 63 | 1 | 02 | 0695 | U1 | 35 | L | P | * |
| 6.78 | 6.78 | END SU LN | C | TWO WAY TURN | | 13A | | 2 | 2 | | | | | C | 63A | C | \$\$\$ | 63 | 1 | 02 | 0695 | U1 | 35 | L | P | * |
| 6.80 | 6.80 | INTRSECTN | R | FIBRE WAY | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 6.86 | 6.86 | BEG SU LN | C | TWO WAY TURN | | 13A | | 2 | 2 | | | | | C | 50A | C | 13 | 63 | 1 | 02 | 0695 | U1 | 35 | L | P | * |
| 6.98 | 6.98 | END SU LN | C | TWO WAY TURN | | 13A | | 2 | 2 | | | | | C | 63A | C | \$\$\$ | 63 | 1 | 02 | 0695 | U1 | 35 | L | P | * |
| 7.01 | 7.01 | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | | | | | | |
| 7.04 | 7.04 | INTRSECTN | B | CALIFORNIA WAY | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 7.10 | 7.10 | END ST | I | INDUSTRIAL WAY | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | 3RD AVE | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 5.36 | 5.36 | .03 | 12 | | | | | | |
| 5.95 | 5.95 | | | .07 | 12 | | | | |
| 6.07 | 6.07 | | | .07 | 12 | | | | |
| 6.10 | 6.10 | .03 | 12 | .08 | 12 | | | | |
| 6.44 | 6.44 | | | .03 | 12 | | | | |
| 6.68 | 6.68 | | | .04 | 13 | | | | |
| 6.80 | 6.80 | | | .04 | 13 | | | | |
| 7.04 | 7.04 | .04 | 13 | .04 | 13 | | | | |

SR 432 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|----------------------|-------------|----|---|--------------|---|-----|---------|-----|------|----|---------------------------|--------|-----|-----|--------|------|--------|--------|--------|--------|--------|--------|--------|--------|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | | |
| 7.10 | | 7.10 | INTRSECTN | R | | INDUSTRIAL WAY | CT | SG | Y | 2 | 2 | | | | | | C | 63A | C | | 63 | 1 | 02 | 0695 | U1 | 35 | L | P | * | | |
| 7.19 | | 7.19 | RR XING | B | | NUM 101826T GRADE | | | | | | | | | | | C | 50A | C | | 50 | 1 | 02 | 0695 | U1 | 35 | L | P | * | | |
| 7.42 | | 7.42 | ENT FROM | L | | HOME DEPOT | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.44 | | 7.44 | EXIT TO | L | | HOME DEPOT | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.47 | | 7.47 | OFF RAMP | R | | SR 432 | ST | | Y | 2 | 1 | | | | | | C | 50A | C | | 50 | 1 | 02 | 0695 | U1 | 35 | L | P | * | | |
| 7.51 | | 7.51 | ON RAMP | L | | TENNANT WAY | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.52 | | 7.52 | OFF RAMP | L | | SR 432 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.55 | | 7.55 | MISC FEATR | R | | GORE (P100747) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.61 | | 7.61 | UXING | B | | SR 432 EB | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 432/008S | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.62 | | 7.62 | LEAVE CITY | | | LONGVIEW | | | | | | \$ | \$ | | | | \$ | \$\$\$ | \$ | | \$\$\$ | \$ | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$ | |
| | | | END ST | I | | 3RD AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 0831 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG PH GP | | | BEGIN PHYSICAL GAP | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | B | | SR 432 WB | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 432/008N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.64 | | 7.63 | ENTER CITY | | | LONGVIEW | | | | 2 | 2 | W | 33P | | 15P | WA | | | | 39P | W | | 72 | 1 | 02 | 0695 | U1 | 55 | L | P | |
| | | | EQUATION | | | 007.63 =007.64 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 0831 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | I | | SR 432-3RD AVE | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 432/008S | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | SR 432-3RD AVE | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 432/008N | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END PH GP | | | END PHYSICAL GAP | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.70 | | 7.69 | END BRIDGE | I | | SR 432-3RD AVE | | | | 2 | 2 | 10A | 24A | | 15A | JE | | | | 24A | 8A | | 48 | 1 | 02 | 0695 | U1 | 55 | L | P | |
| | | | END BRIDGE | D | | SR 432-3RD AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.75 | | 7.74 | ON RAMP | R | | SR 432-3RD AVE | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.87 | | 7.86 | MISC FEATR | L | | GORE (R100800) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.90 | | 7.89 | MISC FEATR | R | | GORE (P100747) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.00 | | 7.99 | OFF RAMP | L | | SR 411-3RD AVE | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 8.04 | | 8.03 | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.17 | | 8.16 | ON RAMP | R | | SR 432-3RD AVE | ST | | Y | 2 | 2 | 10A | 24A | | 15A | JE | | | | 24A | 10A | | 48 | 1 | 02 | 0695 | U1 | 55 | L | P | |
| 8.45 | | 8.44 | MISC FEATR | L | | SGN ENT LONGVIEW | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.46 | | 8.45 | LEAVE CITY | | | LONGVIEW | | | | 2 | 2 | 10A | 24A | | 15A | JE | | | | 24A | 10A | | 48 | 1 | 02 | 0695 | U1 | 55 | L | \$ | |
| 8.51 | | 8.50 | | | | | | | | 2 | 2 | 10A | 24A | | 15A | UP | | | | 24A | 10A | | 48 | 1 | 02 | 0695 | U1 | 55 | L | | |
| 8.54 | | 8.53 | RR XING | B | | NUM 101842C GRADE | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|---|------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 7.10 | | 7.10 | | | | .04 | 13 | | | | |
| 7.44 | | 7.44 | | | | | | .04 | 12 | | |

SR 433 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|------|--------------|---|----|--------------------------|-----------------|----|---|--------------|---|-----|---------|-----|--------------------------|----|-----|-----|-----|-----|-----|-----|--------|------|-------|----|----|-------|----|------|----|----|----|----|---|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | LEGAL | | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | SPEED T P S | | | | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | NBR | ST | FC | SPEED | T | P | S | | | | | | | |
| 0.00 | | 0.00 | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | | | | C | 34P | C | | | | | | 34 | 1 | 02 | | | U1 | 35 | L | | | |
| | | | BEG CTLSEC | | | OREGON ST LINE TO SR 432 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR B | | | CONTROL SECTION 0806 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE B | | | BEGIN ON BRIDGE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | COLUMBIA RIVER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 433/001 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.54 | | 0.54 | END BRIDGE B | | | COLUMBIA RIVER | | | | 1 | 1 | | | | | | | | | 7A | 24A | 7A | | | | | 24 | 1 | 02 | | | U1 | 35 | L | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 0806 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 0805 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.70 | | 0.70 | TRAF RCDR B | | | S503 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.76 | | 0.76 | | | | | | | | 1 | 1 | | | | | | | | | | 7A | 24A | 8A | | | | 24 | 1 | 02 | | | U1 | 35 | L | | | | |
| 0.79 | | 0.79 | WYE CONN | B | | PORT RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.80 | | 0.80 | | | | | | | | 1 | 1 | 8A | 14A | | | | | | | | 4A | CU | \$\$\$ | 14A | 8A | | 28 | 1 | 02 | | | U1 | 35 | L | | | | |
| 0.87 | | 0.87 | ENTER CITY | | | LONGVIEW | | | | 1 | 1 | 8A | 14A | | | | | | | | 12A | CU | | 14A | 8A | | 28 | 1 | 02 | 0695 | U1 | 35 | L | P | | | | |
| 0.88 | | 0.88 | INTRSECTN | B | | PORT RD | CT | | Y | 2 | 2 | 2A | 30A | | | | | | | | 6A | CU | | 30A | \$\$C | | 60 | 1 | 02 | 0695 | U1 | 35 | L | P | | | | |
| 0.92 | | 0.92 | WYE CONN | L | | SR 432 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.94 | | 0.94 | INTRSECTN | B | | SR 432-INDUSTRIAL WAY | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 0805 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|---|------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.94 | | 0.94 | | .04 | 24 | | | | | | |

SR 500 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|-------------------------|---|------|---------------------|---|----|-----------------|-----------------|----|---|-------------|-----|-----|-----|-----|------|-----|---------------------------|-----|-----|-----|-----|------|----------|----|-------|---|----|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | LEGAL | T | P | S | |
| 1.41 | | 1.41 | | | | | | | | 2 | 2 | 10A | 24A | | 22A | JE | 24A | 10A | | 48 | 1 | 01 | 1350 | U1 | 55 | R | P | | |
| 1.43 | | 1.43 | OFF RAMP | L | | ST JOHNS BLVD | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 1.54 | | 1.54 | ON RAMP | R | | ST JOHNS BLVD | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 1.60 | | 1.60 | | | | | | | | 2 | 2 | 4A | 24A | | 22A | JE | 24A | 10A | | 48 | 1 | 01 | 1350 | U1 | 55 | R | P | | |
| 1.63 | | 1.63 | | | | | | | | 2 | 2 | 4A | 24A | | 19A | JE | 24A | 10A | | 48 | 1 | 01 | 1350 | U1 | 55 | R | P | | |
| 1.65 | | 1.65 | LEAVE CITY | | | VANCOUVER | | | | 2 | 2 | 4A | 24A | | 19A | JE | 24A | 10A | | 48 | 1 | 01 | \$\$\$\$ | U1 | 55 | R | \$ | | |
| 1.69 | | 1.69 | | | | | | | | 2 | 2 | 4A | 22A | | 19A | JE | 24A | 10A | | 46 | 1 | 01 | | U1 | 55 | R | | | |
| 1.72 | | 1.72 | | | | | | | | 2 | 2 | 4A | 22A | | 19A | JE | 24A | 8A | | 46 | 1 | 01 | | U1 | 55 | R | | | |
| 1.74 | | 1.74 | | | | | | | | 2 | 2 | 4A | 22A | | 16A | JE | 24A | 8A | | 46 | 1 | 01 | | U1 | 55 | R | | | |
| 1.75 | | 1.75 | | | | | | | | 2 | 2 | 4A | 22A | | 16A | JE | 22A | 8A | | 44 | 1 | 01 | | U1 | 55 | R | | | |
| 1.78 | | 1.78 | EXIT TO | R | | FALK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 1.79 | | 1.79 | ENT FROM | L | | NE 42ND AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 1.80 | | 1.80 | | | | | | | | 2 | 2 | 8A | 22A | | 16A | JE | 22A | 4A | | 44 | 1 | 01 | | U1 | 55 | R | | | |
| 1.81 | | 1.81 | ENT FROM | R | | FALK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 1.82 | | 1.82 | UXING | B | | PED XING | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 500/004.2P | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | EXIT TO | L | | NE 42ND AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 1.93 | | 1.93 | | | | | | | | 2 | 2 | 10A | 22A | | 16A | JE | 22A | 4A | | 44 | 1 | 01 | | U1 | 55 | R | | | |
| 2.00 | | 2.00 | MP MARKER | B | 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.03 | | 2.03 | | | | | | | | 2 | 2 | 10A | 22A | | 16A | JE | 22A | 10A | | 44 | 1 | 01 | | U1 | 55 | R | | | |
| 2.13 | | 2.13 | | | | | | | | 2 | 2 | 4A | 22A | | 16A | JE | 22A | 10A | | 44 | 1 | 01 | | U1 | 55 | R | | | |
| 2.28 | | 2.28 | | | | | | | | 2 | 2 | 4A | 22A | | 16A | JE | 22A | 8A | | 44 | 1 | 01 | | U1 | 55 | R | | | |
| 2.30 | | 2.30 | ENTER CITY | | | VANCOUVER | | | | 2 | 2 | 4A | 22A | | 16A | JE | 22A | 8A | | 44 | 1 | 01 | 1350 | U1 | 55 | R | P | | |
| 2.36 | | 2.36 | EXIT TO | R | | NE STAPLETON RD | CO | Y | 2 | 2 | 10A | 22A | | 16A | JE | 22A | 8A | | 44 | 1 | 01 | 1350 | U1 | 55 | R | P | | | |
| | | | ENT FROM | L | | NE 54TH AVE | CO | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.37 | | 2.37 | LEAVE CITY | | | VANCOUVER | | | | 2 | 2 | 10A | 22A | | 16A | JE | 22A | 8A | | 44 | 1 | 01 | \$\$\$\$ | U1 | 55 | R | \$ | | |
| 2.38 | | 2.38 | | | | | | | | 2 | 2 | 8A | 22A | | 16A | JE | 22A | 10A | | 44 | 1 | 01 | | U1 | 55 | R | | | |
| 2.40 | | 2.40 | ENT FROM | R | | NE STAPLETON RD | CO | Y | 2 | 2 | 8A | 22A | | 16A | JE | 22A | 4A | | 44 | 1 | 01 | | U1 | 55 | R | | | | |
| | | | EXIT TO | L | | NE 54TH AVE | CO | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.48 | | 2.48 | | | | | | | | 2 | 2 | 8A | 22A | | 16A | JE | 22A | 4A | | 44 | 1 | 01 | | U1 | 55 | L | | | |
| 2.49 | | 2.49 | | | | | | | | 2 | 2 | 10A | 22A | | 16A | JE | 22A | 4A | | 44 | 1 | 01 | | U1 | 55 | L | | | |
| 2.54 | | 2.54 | | | | | | | | 2 | 2 | 10A | 22A | | 19A | JE | 22A | 4A | | 44 | 1 | 01 | | U1 | 55 | L | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|---|------|--|----------------------|--------|-------|-------|------------------------------|---------|---------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L--CNTR | R--CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 1.78 | | 1.78 | | | .05 | 16 | | | | | |
| 1.79 | | 1.79 | | | | | | .11 | 11 | | |
| 1.81 | | 1.81 | | | | | | | | .17 | 11 |
| 1.82 | | 1.82 | | | | | .05 | 16 | | | |
| 2.36 | | 2.36 | | | .04 | 16 | | .17 | 11 | | |
| 2.40 | | 2.40 | | | | | .04 | 16 | | .11 | 11 |

SR 500 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | |
|-------|---|------|-----------|---|----|----------------------------------|----|----|-------------|--------|--------|-------------|----------|------|--------|--------|---------------------------|------|-----|-----|-----|-----|-----|-----|------|------|----|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | TOT | | | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | NBR | LFT | RHT | SHD | RDY | SHD | | W/S | W/S | W/S | LFT | RHT | SHD | LNS | RDY | MTCE | CITY | ST |
| | | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | | | | | | | USE | RDY | | | | | | | | | | | |
| | | | | : : | | -XROAD- | | | MEDIAN- | | | | | | LNS | | WID | | | | | | | | | | |
| | | | | | | LNS | | | WD/S BR | | | W/S W/S W/S | | | WID | A | | | | | | | | | | | |
| 7.04 | | 7.04 | | | | | | 2 | 2 | | | | | | | | 48 | 1 | 01 | | | | U1 | 50 | L | \$ | * |
| 7.22 | | 7.22 | | | | | | 2 | 2 | 8A | 24A | | 10A | JE | \$\$\$ | 24A | 8A | | | | | U1 | 50 | L | | * | |
| 7.31 | | 7.31 | | | | | | 2 | 2 | 8A | 24A | 2A | 10S | GR | 2A | 24A | 8A | | | | | U1 | 50 | L | | * | |
| 7.62 | | 7.62 | UXING | B | | NE 130TH AVE BRDG NUM 500/008 | | | | | | | | | | | | | | | | | | | | | |
| 7.86 | | 7.86 | | | | | | 2 | 2 | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$\$ | \$\$ | | 8A | 60A | 8A | | | | | U1 | 50 | L | | * |
| 7.98 | | 7.98 | INTRSECTN | B | | NE 137TH AVE | | CO | SG | Y | | | | | | | | | | | | | | | | | |
| 8.06 | | 8.06 | | | | | | 2 | 2 | 8A | 24A | 2A | 10S | GR | 2A | 24A | 8A | | | | | U1 | 50 | L | | * | |
| 8.23 | | 8.23 | UXING | B | | PED UXING BRDG NUM 500/008.5P | | | | | | | | | | | | | | | | | | | | | |
| 8.30B | | 8.30 | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | |
| 8.63B | | 8.63 | | | | | | 2 | 1 | 8A | 24A | 2A | 10S | GR | 2A | 12A | 8A | | | | | U1 | 50 | L | | * | |
| 8.64B | | 8.64 | | | | | | 2 | 1 | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$\$ | \$\$ | | 8A | 36A | 8A | | | | | U1 | 50 | L | | * |
| 8.73B | | 8.73 | INTRSECTN | B | | NE 152ND AVE | | CO | SG | Y | | | | | \$\$C | 60A | \$\$C | | | | | U1 | 50 | L | | * | |
| 8.79B | | 8.79 | | | | | | 2 | 1 | C | 30A | | 14S | CU | | \$ | 16A | C | | | | | U1 | 50 | L | | * |
| 8.91B | | 8.91 | | | | | | 2 | 1 | C | 30A | | 14S | CU | | | 16A | C | | | | | U1 | 40 | L | | * |
| 8.96B | | 8.96 | INTRSECTN | R | | NE WARD AVE | | CO | SG | Y | | | | | \$ | \$\$\$ | \$\$\$\$ | \$\$ | C | 60A | C | | U1 | 40 | L | | * |
| 9.06B | | 9.06 | | | | | | 2 | 1 | C | 30A | | 10S | CU | | \$ | 16A | C | | | | | U1 | 40 | L | | * |
| 9.09B | | 9.09 | | | | | | 2 | 1 | C | 30A | | 1A | CU | | | 16A | C | | | | | U1 | 40 | L | | * |
| 9.10B | | 9.10 | END ST | I | | PADDEN PKWY | | 2 | 2 | C | 30A | | 1A | CU | | | 40A | C | | | | U1 | 40 | L | | * | |
| | | | BEG ST | I | | NE WARD RD | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | R | | NE WARD AVE | | CO | | N | | | | | | | | | | | | | | | | | |
| 9.17B | | 9.17 | INTRSECTN | L | | NE 160TH AVE | | CO | Y | 2 | 2 | C | 30A | | 10A | UP | 30A | C | | | | U1 | 40 | L | | * | |
| 9.26B | | 9.26 | END ST | I | | NE WARD RD | | 2 | 2 | C | 22A | | 14S | CU | | | 22A | C | 10 | 54 | 1 | 01 | U1 | 40 | L | | * |
| | | | BEG SU LN | L | | BICYCLE | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG SU LN | R | | BICYCLE | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | NE 162ND AVE | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | NE WARD RD | | CO | SG | Y | | | | | | | | | | | | | | | | | |
| 9.46B | | 9.46 | INTRSECTN | B | | NE 81ST ST | | CO | | Y | | | | | | | | | | | | | | | | | |
| 9.63B | | 9.63 | INTRSECTN | B | | NE 78TH ST | | CO | SG | Y | | | | | | | | | | | | | | | | | |
| 9.75B | | 9.75 | INTRSECTN | B | | NE 76TH ST | | CO | | Y | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|-------|---|----------------------|-----|----|-----|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L | R | L | R | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 7.98 | | 7.98 | .09 | 12 | .08 | 12 | .05 | 12 | .02 | 12 |
| 8.73B | | 8.73 | .06 | 12 | .10 | 12 | .03 | 12 | .02 | 12 |
| 8.96B | | 8.96 | | | | .07 | 12 | | | |
| 9.17B | | 9.17 | .03 | 12 | | | | | | |
| 9.26B | | 9.26 | | | | | | | .05 | 12 |
| 9.46B | | 9.46 | .03 | 12 | | .04 | 12 | | | |
| 9.63B | | 9.63 | .03 | 12 | | .04 | 12 | | | |
| 9.75B | | 9.75 | .03 | 12 | | .03 | 12 | | | |

SR 500 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|-------------------------|-------------|----|---|-------------|---|-----|--------|-----|---------------------------|----|-------|-----|--------|-----|-----|------|------|--------|-------|----|---|----|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE- | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | |
| 9.88B | 9.88 | | INTRSECTN | B | | NE 73RD ST | CO | SG | Y | 2 | 2 | C | 22A | | 14S | CU | 22A | C | 10 | 54 | 1 | 01 | | U1 | 40 | L | * | | | |
| 10.03B | 10.03 | | END SU LN | R | | BICYCLE | 05A | | | 2 | 2 | C | 22A | | 14S | CU | 27A | C | 5 | 54 | 1 | 01 | | U1 | 40 | L | * | | | |
| 10.05B | 10.05 | | END SU LN | L | | BICYCLE | 05A | | | 2 | 2 | C | 27A | | 14S | CU | 27A | C | \$\$\$ | 54 | 1 | 01 | | U1 | 40 | L | * | | | |
| 10.11B | 10.11 | | ENTER CITY | | | VANCOUVER | | | | 2 | 2 | C | 27A | | 14S | CU | 27A | C | | 54 | 1 | 01 | 1350 | U1 | 40 | L | P | * | | |
| 8.30 | 10.13 | | END ST | I | | NE 162ND AVE | | | | 2 | 2 | \$ | \$\$\$ | | \$\$\$ | \$ | C | 60A | 8A | | 60 | 1 | 01 | 1350 | U2 | 50 | L | P | * | |
| | | | EQUATION | | | 010.13B=008.30 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | NE 4TH PLAIN BLVD | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | NE 4TH PLAIN*OLD SR 500 | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | NE 162ND AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 8.38 | 10.21 | | | | | | | | | | | | | | | | C | 36A | 8A | | 36 | 1 | 01 | 1350 | U2 | 50 | L | P | * | |
| 8.50 | 10.33 | | ENT/EXIT | L | | PIONEER ELEM SCHOOL | PV | | Y | 1 | 1 | | | | | | 8A | 24B | 8A | | 24 | 1 | 01 | 1350 | U2 | 50 | L | P | * | |
| 8.58 | 10.41 | | | | | | | | | | | | | | | | 2A | 22B | 2A | | 22 | 1 | 01 | 1350 | U2 | 50 | L | P | * | |
| 8.80 | 10.63 | | LEAVE CITY | | | VANCOUVER | | | | | | | | | | | 2A | 22B | 2A | | 22 | 1 | 01 | \$\$\$ | R2 | 50 | L | \$ | * | |
| 8.85 | 10.68 | | BEG BRIDGE | B | | FIFTH PLAIN CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 26B | \$\$C | | 26 | 1 | 01 | | R2 | 50 | L | | * | |
| | | | BRDG NUM | | | 500/009 | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.86 | 10.69 | | END BRIDGE | B | | FIFTH PLAIN CREEK | | | | 1 | 1 | | | | | | 2A | 22B | 2A | | 22 | 1 | 01 | | R2 | 50 | L | | * | |
| 9.00 | 10.83 | | MP MARKER | R | | 9 | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.14 | 10.97 | | INTRSECTN | L | | NE 182ND AVE | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 9.16 | 10.99 | | BEG BRIDGE | B | | LACAMAS CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 26P | \$\$C | | 26 | 1 | 01 | | R2 | 50 | L | | * | |
| | | | BRDG NUM | | | 500/010 | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.18 | 11.01 | | END BRIDGE | B | | LACAMAS CREEK | | | | 1 | 1 | | | | | | 2A | 22B | 2A | | 22 | 1 | 01 | | R2 | 50 | L | | * | |
| 9.42 | 11.25 | | INTRSECTN | L | | NE 65TH ST | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 9.95 | 11.78 | | END ST | I | | NE 4TH PLAIN BLVD | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | NE 58TH ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.96 | 11.79 | | | | | | | | | 1 | 1 | | | | | | 2G | 22B | 2G | | 22 | 1 | 01 | | R2 | 50 | L | | * | |
| 10.00 | 11.83 | | MP MARKER | R | | 10 | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.27 | 12.10 | | INTRSECTN | R | | NE 199TH AVE | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 10.28 | 12.11 | | | | | | | | | 1 | 1 | | | | | | 2G | 22B | 2G | | 22 | 1 | 01 | | R3 | 50 | L | | * | |
| 11.00 | 12.83 | | MP MARKER | R | | 11 | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.92 | 13.75 | | END ST | I | | NE 58TH ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | NE 232ND AVE | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | NE 232ND AVE | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 12.00 | 13.83 | | MP MARKER | R | | 12 | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.10 | 13.93 | | END ST | I | | NE 232ND AVE | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | NE 54TH ST | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|-------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 9.88B | 9.88 | | .03 | 12 | .04 | 12 | | | | |
| 8.30 | 10.13 | | .06 | 24 | .05 | 12 | .08 | 15 | | |
| 8.50 | 10.33 | | .06 | 14 | | | | | .02 | 12 |

SR 500 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| SRMP | | ARM | FEATURE | D LR | DESCRIPTION | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|---|-------|-----|-------------------------------|------|---|---|-----|-------------|-----|-----|------------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|---|----|------|----|----|---|---|---|
| :DIRECTION TO INVENTORY : :LEFT/RIGHT INDICATOR : | | | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | |
| | | | | | | -UXING- | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | |
| | | | | | | -XROAD- | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | |
| | | | | | | OW TC L | D I | W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 12.34 | 14.17 | | END ST BEG ST | I | NE 54TH ST NE 237TH AVE | | 1 | | | | | | | | 2G | 22B | 2G | | | 22 | 1 | 01 | | R3 | 50 | L | * | |
| 12.39 | 14.22 | | INTRSECTN | L | NE 53RD ST | CO | N | 1 | | | | | | | 2G | 22B | 2G | | | 22 | 1 | 01 | | R3 | 50 | R | * | |
| 12.90 | 14.73 | | END ST BEG ST | I | NE 237TH AVE NE 44TH ST | | | | | | | | | | | | | | | | | | | | | | | |
| 13.00 | 14.83 | | MP MARKER | R | 13 | | | | | | | | | | | | | | | | | | | | | | | |
| 13.11 | 14.94 | | END ST BEG ST | I | NE 44TH ST NE 242ND AVE | | | | | | | | | | | | | | | | | | | | | | | |
| 13.34 | 15.17 | | INTRSECTN | L | NE 39TH ST | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 13.84 | 15.67 | | END ST BEG ST INTRSECTN | I | NE 242ND AVE NE DRESSER RD NE 28TH ST | | | | | | CO | SS | Y | | | | | | | | | | | | | | | |
| 13.96 | 15.79 | | MP MARKER | R | 14 | | | | | | | | | | | | | | | | | | | | | | | |
| 14.20 | 16.03 | | END ST BEG ST INTRSECTN | I | NE DRESSER RD NE 25TH ST NE 249TH AVE | | | | | | CO | | N | | | | | | | | | | | | | | | |
| 14.38 | 16.21 | | END ST BEG ST INTRSECTN | I | NE 25TH ST NE BRUNNER RD NE 252ND AVE | | | | | | CO | | N | | | | | | | | | | | | | | | |
| 14.71 | 16.54 | | INTRSECTN | L | NE 259TH AVE | CO | | | | | | | N | | | | | | | | | | | | | | | |
| 15.00 | 16.83 | | MP MARKER | R | 15 | | | | | | | | | | | | | | | | | | | | | | | |
| 15.14 | 16.97 | | END ST BEG ST | I | NE BRUNNER RD NE 267TH AVE | | | | | | | | | | | | | | | | | | | | | | | |
| 15.23 | 17.06 | | INTRSECTN | L | NE 19TH ST | CO | | Y | 1 | 1 | | | | | 2G | 22B | 2G | | | 22 | 1 | 01 | | U3 | 50 | R | * | |
| 15.80 | 17.63 | | INTRSECTN | L | NE 9TH ST | CO | | | | | | | | | | | | | | | | | | | | | | |
| 16.01 | 17.84 | | MP MARKER | R | 16 | | | | | | | | | | | | | | | | | | | | | | | |
| 16.08 | 17.91 | | INTRSECTN | L | NE HATHAWAY RD | CO | | | | | | | | | | | | | | | | | | | | | | |
| 16.12 | 17.95 | | | | | | | | | | | | | | 2G | 22B | 2G | | | 22 | 1 | 01 | | U2 | 50 | R | * | |
| 16.13 | 17.96 | | INTRSECTN | L | NE ROBINSON RD | CO | | | | | | | | | | | | | | | | | | | | | | |
| 16.15 | 17.98 | | END ST BEG ST | I | NE 267TH AVE NE 3RD ST | | | | | | | | | | | | | | | | | | | | | | | |
| 16.17 | 18.00 | | INTRSECTN | L | NE 3RD ST | CO | | | Y | | | | | | | | | | | | | | | | | | | |
| 16.36 | 18.19 | | END ST BEG ST INTRSECTN | I | NE 3RD ST NE EVERETT RD NE 3RD ST | | | | | | CO | | N | | | | | | | | | | | | | | | |
| 16.48 | 18.31 | | ENTER CITY | | CAMAS | | | | | | | | | | 2G | 22B | 2G | | | 22 | 1 | 01 | 0145 | U2 | 50 | R | P | * |
| 16.72 | 18.55 | | ENT/EXIT | R | CHURCH | PV | | Y | 1 | 1 | | | | | 2G | 22B | 4A | | | 22 | 1 | 01 | 0145 | U2 | 50 | R | P | * |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 16.72 | 18.55 | | | .02 | 12 | | | .04 | 12 |

SR 500 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|-------|-------|---|------|------------------|-----|----|-------------|-----|-----|-------------|-----|------|-----|--------|---------------------------|--------|-------|-----|-------|----|------|----|---|----|---|----|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | LEGAL | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | SPEED | | T P S | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | MTCE | | CITY | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 16.80 | 18.63 | | | | | | | 1 | 1 | | | | | 2G | 22B | 4A | | 22 | 1 | 01 | 0145 | U2 | | 50 | R | P | * |
| 16.84 | 18.67 | END ST | I | NE EVERETT RD | | | | 1 | 1 | | | | | 8A | 22B | 8A | | 22 | 1 | 01 | 0145 | U2 | | 50 | R | P | * |
| | | BEG ST | I | SE EVERETT RD | | | | | | | | | | | | | | | | | | | | | | | |
| 16.86 | 18.69 | ENT/EXIT | L | SCHOOL | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 16.94 | 18.77 | INTRSECTN | L | EVERETT DR | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 17.01 | 18.84 | MP MARKER | R | 17 | | | | | | | | | | | | | | | | | | | | | | | |
| 17.04 | 18.87 | MISC FEATR | R | SGN ENT CAMAS | | | | | | | | | | | | | | | | | | | | | | | |
| 17.16 | 18.99 | | | | | | | 1 | 1 | | | | | 8A | 22B | 8A | | 22 | 1 | 01 | 0145 | U2 | | 35 | R | P | * |
| 17.26 | 19.09 | INTRSECTN | R | SE LEADBETTER RD | CT | | Y | 1 | 1 | | | | | 8A | 22A | 8A | | 22 | 1 | 01 | 0145 | U2 | | 35 | R | P | * |
| 17.33 | 19.16 | INTRSECTN | L | NE 43RD AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 17.34 | 19.17 | WYE CONN | L | NE 43RD AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 17.41 | 19.24 | | | | | | | 1 | 1 | | | | | 3G | 22A | 3G | | 22 | 1 | 01 | 0145 | U2 | | 35 | L | P | * |
| 17.52 | 19.35 | INTRSECTN | L | NE 39TH AVE | CT | | N | | | | | | | | | | | | | | | | | | | | |
| 17.57 | 19.40 | INTRSECTN | L | NE 38TH AVE | CT | | N | | | | | | | | | | | | | | | | | | | | |
| 17.62 | 19.45 | INTRSECTN | R | NE 37TH CIRCLE | CT | | N | | | | | | | | | | | | | | | | | | | | |
| 17.73 | 19.56 | INTRSECTN | L | NE 35TH AVE | CT | | N | | | | | | | | | | | | | | | | | | | | |
| 17.77 | 19.60 | BEG BRIDGE | B | LACAMAS LAKE | ST | | | 1 | 1 | | | | | \$\$C | 24A | \$\$C | | 24 | 1 | 01 | 0145 | U2 | | 35 | L | \$ | * |
| | | BRDG NUM 500/016 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.78 | 19.61 | END BRIDGE | B | LACAMAS LAKE | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 1 | 01 | 0145 | U2 | | 35 | L | | * |
| 17.82 | 19.65 | BEG SU LN | L | BICYCLE | 04A | | | 1 | 1 | | | | | \$\$\$ | 24A | 4A | 4 | 28 | 1 | 01 | 0145 | U2 | | 35 | L | | * |
| 17.85 | 19.68 | BEG SU LN | R | BICYCLE | 04A | | | 1 | 1 | | | | | | 24A | \$\$\$ | 8 | 32 | 1 | 01 | 0145 | U2 | | 35 | L | | * |
| 17.90 | 19.73 | INTRSECTN | R | NE LAKE RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 18.00 | 19.83 | MP MARKER | R | 18 | | | | | | | | | | | | | | | | | | | | | | | |
| 18.33 | 20.16 | | | | | | | 1 | 1 | | | | | 24A | | | 8 | 32 | 1 | 01 | 0145 | U2 | | 25 | L | | * |
| 18.34 | 20.17 | CHG SU LN | L | BICYCLE | 05A | | | 1 | 1 | | | | | C | 44A | C | 10 | 54 | 1 | 01 | 0145 | U2 | | 25 | L | P | * |
| | | CHG SU LN | R | BICYCLE | 05A | | | | | | | | | | | | | | | | | | | | | | |
| 18.36 | 20.19 | END ST | I | SE EVERETT RD | | | | 1 | 1 | | | | | C | 44A | C | 10 | 54 | 1 | 01 | 0145 | U2 | | 25 | L | B | * |
| | | BEG ST | I | SE EVERETT ST | | | | | | | | | | | | | | | | | | | | | | | |
| 18.37 | 20.20 | BEG SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | | C | 22A | C | 22 | 44 | 1 | 01 | 0145 | U2 | | 25 | L | B | * |
| | | INTRSECTN | R | NE 23RD AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 18.44 | 20.27 | INTRSECTN | L | NE 22ND AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 18.49 | 20.32 | INTRSECTN | R | NE 21ST AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 16.86 | 18.69 | | | | | | | | |
| 16.94 | 18.77 | .03 | 11 | | | | | | .02 11 |
| 17.26 | 19.09 | | | .03 | 12 | | | | |
| 17.33 | 19.16 | .03 | 12 | | | | | | |
| 17.34 | 19.17 | | | | | | | | .06 12 |
| 17.90 | 19.73 | | | .03 | 11 | | | | |

SR 500 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------|-------|---|------|------------------|----|----|-------------|-----|-----|-------------|-----|---------------------------|---------|-----|-----|-----|-----|-----|-----|-----|------|------|-----|-------|---|----|---|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | |
| | | | | | | | | | | | | WD/S BR | W/S | W/S | W/S | | | | | | A | SE | NBR | FC | D | IB | R | K | T |
| 18.55 | 20.38 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.58 | 20.41 | END SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | NE 19TH AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.59 | 20.42 | INTRSECTN | L | NE 19TH AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.61 | 20.44 | BEG SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.67 | 20.50 | INTRSECTN | R | NE 17TH AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.75 | 20.58 | INTRSECTN | B | NE 15TH AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.78 | 20.61 | END SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.80 | 20.63 | END ST | I | SE EVERETT ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | END SU LN | R | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | NE 14TH AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | NE 14TH AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.86 | 20.69 | INTRSECTN | L | NE FRANKLIN ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.90 | 20.73 | END ST | I | NE 14TH AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | NE GARFIELD ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | NE GARFIELD ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | NE 14TH AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.92 | 20.75 | BEG BRIDGE | B | CANAL | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 500/018 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.93 | 20.76 | END BRIDGE | B | CANAL | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.00 | 20.83 | BEG SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | NE 6TH AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.02 | 20.85 | MP MARKER | R | 19 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.05 | 20.88 | INTRSECTN | B | NE 5TH AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.10 | 20.93 | END SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | NE 4TH AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.15 | 20.98 | END ST | I | NE GARFIELD ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | END SU LN | L | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | NE 3RD AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | NE GARFIELD ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | NE 3RD AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.19 | 21.02 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.20 | 21.03 | BEG SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | L | BUSINESS | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | NE FRANKLIN ST | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 19.10 | 20.93 | | | .02 | 12 | | | | |
| 19.15 | 20.98 | .03 | 12 | | | | | | |
| 19.20 | 21.03 | .01 | 12 | | | | | | |

SR 500 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------|-------|---|------|----------------------|----|-------------|----|--------------|---|-----|-----|---------------------------|------|-------|-----------|-----|--------|-------|-----|----|------|-----|----|---|----|---|---|---|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | INCREAS/UNDI | | SPC | | | | LEGAL | | T | | P | | S | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR LFT RHT | | LFT RHT | | USE | | TOT | | CITY | | ST | | SPEED | | R | | K | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 19.23 | 21.06 | | | | | | | | | | | | | | C 36A | C | 14 | 50 | 1 | 01 | 0145 | U1 | 25 | R | P | * | | | | |
| 19.25 | 21.08 | END SU LN | C | TWO WAY TURN | | | | | | | | | | | C 50A | C | \$\$\$ | 50 | 1 | 01 | 0145 | U1 | 25 | R | P | * | | | | |
| | | INTRSECTN | B | NE EVERETT ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 19.29 | 21.12 | END ST | I | NE 3RD AVE | | | | | | | | | | | C 50A | C | | 50 | 1 | 01 | 0145 | U2 | 25 | R | P | * | | | | |
| | | BEG ST | I | NE DALLAS ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | NE 3RD AVE | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | NE DALLAS ST | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 19.34 | 21.17 | INTRSECTN | B | NE 2ND AVE | CT | | Y | 1 | 1 | | | | | | C 30A | C | | 30 | 1 | 01 | 0145 | U2 | 25 | R | P | * | | | | |
| 19.38 | 21.21 | RR XING | B | NUM 90107X STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | B | BN RR | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 500/022 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.43 | 21.26 | END BRIDGE | B | BN RR | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.46 | 21.29 | | | | | | | | | | | | | | C 30A | C | | 30 | 1 | 01 | 0145 | U2 | 35 | R | P | * | | | | |
| 19.48 | 21.31 | END ST | I | NE DALLAS ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | NE 6TH AVE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SE EVERETT ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 19.54 | 21.37 | INTRSECTN | R | SE 3RD AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 19.55 | 21.38 | INTRSECTN | R | SE FRANKLIN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 19.59 | 21.42 | BEG BRIDGE | B | WASHOUGAL RIVER | ST | | | 1 | 1 | | | | | | C 26A | C | | 26 | 1 | 01 | 0145 | U2 | 35 | L | P | * | | | | |
| | | | | BRDG NUM 500/024 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.68 | 21.51 | END BRIDGE | B | WASHOUGAL RIVER | | | | 1 | 1 | | | | | | 4A 30A | C | | 30 | 1 | 01 | 0145 | U2 | 35 | L | P | * | | | | |
| 19.86 | 21.69 | | | | | | | 1 | 1 | | | | | | \$\$C 40A | C | | 40 | 1 | 01 | 0145 | U2 | 35 | L | L | * | | | | |
| 19.92 | 21.75 | INTRSECTN | B | SE POLK ST | CT | | Y | 1 | 1 | | | | | | C 40A | C | | 40 | 1 | 01 | 0145 | U2 | 35 | L | B | * | | | | |
| 20.01 | 21.84 | MP MARKER | R | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.03 | 21.86 | INTRSECTN | R | SE RUSSELL ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 20.08 | 21.91 | INTRSECTN | R | SE SUMNER ST | CT | | Y | 1 | 1 | | | | | | C 40A | C | | 40 | 1 | 01 | 0145 | U2 | 35 | L | P | * | | | | |
| 20.13 | 21.96 | INTRSECTN | R | SE TAMPA ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 20.18 | 22.01 | END ST | I | NE 6TH AVE | | | | 1 | 1 | | | | | | C 40A | C | | 40 | 1 | 01 | 0145 | U2 | 25 | L | P | * | | | | |
| | | BEG ST | I | SE UNION ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.19 | 22.02 | INTRSECTN | L | SE 6TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 20.24 | 22.05 | EQUATION | | 020.22 =020.24 | | | | 1 | 1 | | | | | | C 40A | C | | 40 | 1 | 01 | 0145 | U2 | 25 | L | B | * | | | | |
| | | INTRSECTN | B | SE 7TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 20.30 | 22.11 | | | | | | | 1 | 1 | | | | | | C 17A | | | 4A | CU | | | | | | | | | | | |
| 20.31 | 22.12 | | | | | | | 1 | 1 | | | | | | C 17A | | | 4A | CU | | | | | | | | | | | |
| 20.32 | 22.13 | ROUNDAABOUT | B | SE 8TH AVE | CT | YS | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 20.34 | 22.15 | OFF RAMP | R | SR 14 WB | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 19.25 | 21.08 | | | .02 | 14 | | | | |
| 19.29 | 21.12 | | | .02 | 12 | | | | |

SR 501 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|--------------------------|-------------|----|---|-------------|---|-----|---------|-----|--------------------------|----|-----|-----|-----|-----|-----|---|----|------|----|-------|----|---|----|---|---|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | LEGAL | | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | | | | | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 3 | 3 | | | | | | C | 99A | | C | | | 99 | 1 | 01 | 1350 | U1 | | 35 | L | P | | | | | |
| | | | ENTER CITY | | | SR 5/VANCOUVER TO SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | VANCOUVER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | B | | CONTROL SECTION 0631 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/006 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.05 | 0.05 | | OFF RAMP | L | | SR 5 SB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | R | | SR 5 SB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 501 COVANCVR (COUPLT) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | D | | COUPLT - COVANCVR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.07 | 0.07 | | WYE CONN | R | | SR 5 SB ON RAMP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.15 | 0.15 | | BEG ST | I | | E 15TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | E 15TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.18 | 0.18 | | INTRSECTN | B | | D ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.23 | 0.23 | | INTRSECTN | B | | C ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.28 | 0.28 | | INTRSECTN | B | | BROADWAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.34 | 0.34 | | INTRSECTN | B | | MAIN ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.37 | 0.37 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.39 | 0.39 | | INTRSECTN | B | | WASHINGTON ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.45 | 0.45 | | BEG SU LN | R | | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | COLUMBIA ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.53 | 0.53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.61 | 0.61 | | END ST | I | | E 15TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG SU LN | L | | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | MILL PLAIN BLVD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | FRANKLIN ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | D | | COUPLT - COVANCVR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.64 | 0.64 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.66 | 0.66 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.74 | 0.74 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.80 | 0.80 | | INTRSECTN | C | | MEDIAN XROAD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | KAUFFMAN AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.05 | 0.05 | | | .04 | 15 | | | | | | |
| 0.07 | 0.07 | | | | | | | | | | .04 20 |
| 0.39 | 0.39 | | | .02 | 12 | | | | | | |
| 0.61 | 0.61 | | | .08 | 12 | | | .04 | 12 | | |
| 0.80 | 0.80 | | | .03 | 12 | | | .03 | 12 | | |

SR 501 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | |
|------|-------|---|------|-----------------------|---------|-------------|-----------|-----|--------------|-----------|-------------|-------------|---------|------|------|---------------------------|------|-------|----|-------|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | LEGAL | | T P S | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | SPEED | | R K T | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW TC L | D I | W/S | W/S | W/S | MEDIAN- | SHD RDY SHD | SHD RDY SHD | LNS RDY | MTCE | CITY | ST | D IB | R K | S | | |
| 0.83 | 0.83 | MISC FEATR | R | BUS PULLOUT | | 2 2 | C | 26A | | 4P | CU | 26A | C | 12 | 64 | 1 01 | 1350 | U1 | 35 | L P * | |
| 0.85 | 0.85 | INTRSECTN | L | MARKLE AVE | CT | Y | | | | | | | | | | | | | | | |
| 0.88 | 0.88 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | |
| 0.91 | 0.91 | INTRSECTN | C | MEDIAN XROAD | ST | SG Y | 2 2 | W | 26A | 4P | CU | 26A | W | 12 | 64 | 1 01 | 1350 | U1 | 35 | L P * | |
| | | INTRSECTN | B | LINCOLN AVE | CT | SG Y | | | | | | | | | | | | | | | |
| 0.98 | 0.98 | | | | | 2 2 | W | 24A | | 4A | UP | 24A | W | 12 | 60 | 1 01 | 1350 | U1 | 35 | L P * | |
| 1.00 | 1.00 | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | |
| 1.02 | 1.02 | CHG SU LN | R | BICYCLE | | 2 2 | W | 24P | | 4P | UP | 24P | W | 12 | 60 | 1 01 | 1350 | U1 | 35 | L P * | |
| | | CHG SU LN | L | BICYCLE | | | | | | | | | | | | | | | | | |
| | | RR XING | B | NUM 92279M STRUCTURE | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | B | BNSF RR | | | | | | ST | | | | | | | | | | | |
| | | | | BRDG NUM 501/008 | | | | | | | | | | | | | | | | | |
| 1.14 | 1.14 | END BRIDGE | B | BNSF RR | | 2 2 | W | 24A | | 4A | UP | 24A | W | 12 | 60 | 1 01 | 1350 | U1 | 35 | L P * | |
| | | CHG SU LN | L | BICYCLE | | | | | | | | | | | | | | | | | |
| | | CHG SU LN | R | BICYCLE | | | | | | | | | | | | | | | | | |
| 1.17 | 1.17 | | | | | 2 2 | W | 24A | | 11S | CU | 24A | W | 12 | 60 | 1 01 | 1350 | U1 | 35 | L P * | |
| 1.28 | 1.28 | | | | | 2 2 | C | 24A | | 11S | CU | 24A | C | 12 | 60 | 1 01 | 1350 | U1 | 35 | L P * | |
| 1.30 | 1.30 | | | | | 2 2 | C | 24A | | 4P | CU | 24A | C | 12 | 60 | 1 01 | 1350 | U1 | 35 | L P * | |
| 1.32 | 1.32 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | |
| 1.33 | 1.33 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | |
| 1.36 | 1.36 | INTRSECTN | R | W 20TH ST | CT | SG Y | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | SG Y | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | THOMPSON AVE | CT | SG Y | | | | | | | | | | | | | | | |
| 1.37 | 1.37 | RR XING | B | NUM 0000000 GRADE | | | | | | | | | | | | | | | | | |
| 1.38 | 1.38 | RR XING | B | NUM 0000000 GRADE | | | | | | | | | | | | | | | | | |
| 1.46 | 1.46 | MISC FEATR | B | BUS PULLOUT | | | | | | | | | | | | | | | | | |
| 1.51 | 1.51 | ENT/EXIT | L | WATER TREATMENT PLANT | CT | Y 2 2 | C | 24A | | 14S | CU | 24A | C | 12 | 60 | 1 01 | 1350 | U1 | 35 | L P * | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | Y | | | | | | | | | | | | | | | |
| 1.67 | 1.67 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | |
| 1.68 | 1.68 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | |
| 1.71 | 1.71 | WYE CONN | R | FOURTH PLAIN BLVD | CT | Y 2 1 | C | 24A | | 14S | CU | 24A | C | 12 | 60 | 1 01 | 1350 | U1 | 35 | L P * | |
| 2.03 | 1.73 | END ST | I | MILL PLAIN BLVD | | 2 1 | \$ \$\$\$ | | | \$\$\$ \$ | | C 63A | C | 12 | 75 | 1 01 | 1350 | U1 | 35 | L P * | |
| | | EQUATION | | 001.73 =002.03 | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | FOURTH PLAIN BLVD | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | ST FRANCIS LN | CT | SG Y | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 0.91 | 0.91 | .03 | 12 | .03 | 12 | | | | |
| 1.36 | 1.36 | .04 | 12 | .05 | 12 | | | | |
| 1.51 | 1.51 | .05 | 12 | | | | | | |

SR 501 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|--------------------------|-------------|----|---|-------------|---|-----|---------|-----|---------------------------|----|-----|-----|-----|--------|-----|------|------|------|-------|----|---|---|----|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | |
| 2.03 | 1.73 | | INTRSECTN | R | | FOURTH PLAIN BLVD | CT | SG | Y | 2 | 1 | | | | | | C | 63A | C | 12 | 75 | 1 | 01 | 1350 | U1 | 35 | L | P | * | |
| 2.04 | 1.74 | | ENT/EXIT | L | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.08 | 1.78 | | WYE CONN | R | | FOURTH PLAIN BLVD | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.13 | 1.83 | | | | | | | | | 2 | 1 | | | | | | C | 48A | C | 12 | 60 | 1 | 01 | 1350 | U1 | 35 | L | P | * | |
| 2.17 | 1.87 | | | | | | | | | 2 | 1 | | | | | | C | 48A | C | 12 | 60 | 1 | 01 | 1350 | U1 | 45 | L | P | * | |
| 2.24 | 1.94 | | END ST | I | | FOURTH PLAIN BLVD | | | | 1 | 1 | | | | | | 6A | 24A | 6A | \$\$\$ | 24 | 1 | 01 | 1350 | U1 | 45 | L | P | \$ | |
| | | | END SU LN | R | | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SU LN | L | | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SW 26TH ST EXT | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.58 | 2.28 | | INTRSECTN | R | | NW 32ND AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.60 | 2.30 | | | | | | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | 24 | 1 | 01 | 1350 | U1 | 50 | L | P | | |
| 3.00 | 2.70 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.41 | 3.11 | | INTRSECTN | L | | NW GATEWAY AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 3.59 | 3.29 | | ENT/EXIT | L | | RIVER RD GENERATING PLNT | PV | | Y | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 1 | 01 | 1350 | U1 | 50 | L | P | | |
| 4.00 | 3.70 | | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.01 | 3.71 | | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 1 | 01 | 1350 | U2 | 50 | L | P | | |
| 4.06 | 3.76 | | WYE CONN | L | | OLD LOWER RIVER RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.10 | 3.80 | | INTRSECTN | L | | OLD LOWER RIVER RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.19 | 3.89 | | | | | | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | 24 | 1 | 01 | 1350 | U2 | 50 | L | P | | |
| 5.01 | 4.71 | | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.17 | 4.87 | | INTRSECTN | L | | NW OLD LOWER RIVER RD | CT | | N | | | | | | | | | | | | | | | | | | | | | |
| 5.24 | 4.94 | | INTRSECTN | R | | NW LOWER RIVER RD | CT | | N | | | | | | | | | | | | | | | | | | | | | |
| 5.25 | 4.95 | | | | | | | | | 1 | 1 | | | | | | 2A | 22A | 2A | | 22 | 1 | 01 | 1350 | U2 | 50 | L | P | | |
| 5.30 | 5.00 | | WYE CONN | R | | NW LOWER RIVER RD | CT | | N | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | FLUSHING CHANNEL | CT | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 501/010C | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.31 | 5.01 | | END BRIDGE | B | | FLUSHING CHANNEL | | | | 1 | 1 | | | | | | 1A | 20A | 1A | | 20 | 1 | 01 | 1350 | U2 | 50 | L | P | | |
| 5.41 | 5.11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.65 | 5.24 | | EQUATION | | | 005.54 =005.65 | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | 5.59 | | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|------|-----|----------------------|--------|-------|--------|------------------------------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 2.03 | 1.73 | | .03 | 12 | | .03 | 12 | | | |
| 2.08 | 1.78 | | | | | | | | | .02 12 |
| 2.24 | 1.94 | | .06 | 12 | | .03 12 | | | | |
| 2.58 | 2.28 | | | | .08 | 12 | | | | |
| 3.41 | 3.11 | | .04 | 12 | | | | | | |
| 3.59 | 3.29 | | .03 | 13 | | | | | | |
| 4.06 | 3.76 | | | | | | .04 | 12 | | |
| 4.10 | 3.80 | | .10 | 12 | | | | | | |

SR 501 MAINLINE STATE ROUTE - SRSH COUNTY CLARK DOT DISTRICT 4

Table with columns for SRMP, B, ARM, FEATURE, D, LR, DESCRIPTION, -BRIDGE, DECREASE/DIV, INCREASE/UNDI, SPC, CLASSIFICATIONS, etc. Includes rows for mileposts 6.50 to 17.94.

INTERSECTION DETAIL

-----TURN LANES----- ACCELERATION LANES-----

Table for intersection detail with columns: SRMP, B, ARM, L NEAR, R NEAR, L FAR, R FAR, LEFT, L-CNTR, R-CNTR, RIGHT, LGT, WD.

SR 501 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|----------------------|-------------|----|---|-------------|---|-----|---------|-----|---------------------------|------|-----|-----|-----|-----|-----|------|------|------|-------|----|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | LEGAL | T | P | S | | | |
| 19.77 | | 12.59 | | | | | | | | | | 2 | 2 | C | 26A | | 12S | CU | | 38A | C | 64 | 1 | 01 | 1085 | R3 | 40 | R | P | * | |
| 19.78 | | 12.60 | WYE CONN | R | | SR 5 SB RAMP | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 19.79 | | 12.61 | OFF RAMP | R | | SR 5 SB | ST | SG | Y | 2 | 2 | \$ | \$\$\$ | | \$\$\$\$ | \$\$ | C | 76A | C | | 76 | 1 | 01 | 1085 | R3 | 40 | R | P | * | | |
| | | | ON RAMP | L | | SR 5 SB | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 19.83 | | 12.65 | BEG BRIDGE | B | | SR 5 | ST | | | 2 | 2 | | | | | | C | 76P | C | | 76 | 1 | 01 | 1085 | R3 | 40 | R | P | * | | |
| | | | | | | BRDG NUM 501/024 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.88 | | 12.70 | END BRIDGE | B | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ST | I | | PIONEER ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 0647 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 19.78 | 12.60 | | .05 | 14 | | | | | |
| 19.79 | 12.61 | | | .05 | 24 | | | | |

SR 502 MAINLINE

STATE ROUTE - SRSR

COUNTY CLARK

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | |
|------|-------|---|------|-------------------------|----|----|-----------------|-----|-----|--------------|-----|------|---------|-----|--------------------------|-----|------|-----|--------|-----|-------|----|-------|----|----|---|----|----|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | MTCE | | CITY | | ST | | LEGAL | | T P S | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | 2 | 1 | | | | | | | | W | 52P | W | | | | 52 | 1 | 01 | | U1 | 50 | L | |
| | | BEG CTLSEC | | SR 5 TO SR 503/BATTLEGD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE B | | CONTROL SECTION 0635 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | SR 5 | | | | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 502/001 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.14 | 0.14 | END BRIDGE B | | SR 5 | | | | 2 | 1 | | | | | | | | 8A | 36A | 8A | | | | 36 | 1 | 01 | | U1 | 50 | L | |
| 0.33 | 0.33 | OFF RAMP | R | SR 5 NB | | | | ST | Y | | | | | | | | | | | | | | | | | | | | | |
| 0.34 | 0.34 | ON RAMP | R | SR 5 NB | | | | ST | Y | | | | | | | | | | | | | | | | | | | | | |
| 0.35 | 0.35 | WYE CONN | R | SR 5 NB ON RAMP | | | | ST | Y | 2 | 2 | | | | | | 8A | 48A | 8A | | | | 48 | 1 | 01 | | U1 | 50 | L | |
| 0.40 | 0.40 | | | | | | | | | 2 | 2 | 8A | 24A | | | | 13A | UP | \$\$\$ | 24A | 8A | | 48 | 1 | 01 | | U1 | 50 | L | |
| 0.61 | 0.61 | BEG ST | I | NE 219TH ST | | | | | | 2 | 2 | 8A | 24A | | | | 13A | UP | | 24A | 8A | | 48 | 1 | 01 | | U1 | 50 | L | * |
| | | INTRSECTN | B | NE 10TH AVE | | | | CO | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 0.64 | 0.64 | | | | | | | | | 2 | 2 | 8A | 24A | | | | 13A | JE | | 24A | 8A | | 48 | 1 | 01 | | U1 | 50 | L | * |
| 0.72 | 0.72 | MISC FEATR | L | SGN ENT DULUTH | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.85 | 0.85 | | | | | | | | | 2 | 2 | 10A | 24A | | | | 10A | JE | | 24A | 10A | | 48 | 1 | 01 | | U1 | 50 | L | * |
| 0.86 | 0.86 | INTRSECTN | R | NE 15TH AVE | | | | CO | Y | 2 | 2 | 10A | 24A | | | | 10A | JE | | 24A | 10A | | 48 | 1 | 01 | | U1 | 50 | R | * |
| 1.00 | 1.00 | MP MARKER | B | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.24 | 1.24 | INTRSECTN | R | NE 22ND AVE | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 1.59 | 1.59 | | | | | | | | | 2 | 2 | 10A | 24A | | | | 10A | UP | | 24A | 10A | | 48 | 1 | 01 | | U1 | 50 | R | * |
| 1.61 | 1.61 | INTRSECTN | B | NE 29TH AVE | | | | CO | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 1.64 | 1.64 | | | | | | | | | 2 | 2 | 10A | 24A | | | | 10A | JE | | 24A | 10A | | 48 | 1 | 01 | | U1 | 50 | R | * |
| 1.99 | 1.99 | INTRSECTN | B | NE 37TH AVE | | | | CO | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | MP MARKER | B | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.23 | 2.23 | INTRSECTN | R | NE 42ND AVE | | | | CO | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.58 | 2.58 | | | | | | | | | 2 | 2 | 10A | 24A | | | | 10A | UP | | 24A | 10A | | 48 | 1 | 01 | | U1 | 50 | R | * |
| 2.60 | 2.60 | INTRSECTN | B | NE 50TH AVE | | | | CO | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 2.62 | 2.62 | | | | | | | | | 2 | 2 | 10A | 24A | | | | 10A | JE | | 24A | 10A | | 48 | 1 | 01 | | U1 | 50 | R | * |
| 2.92 | 2.92 | | | | | | | | | 2 | 2 | 10A | 24A | | | | 10A | UP | | 24A | 10A | | 48 | 1 | 01 | | U1 | 50 | R | * |
| 2.98 | 2.98 | MP MARKER | B | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.20 | 3.20 | BEG BRIDGE B | | DRAINAGE SLOUGH | | | | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 502/004 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.21 | 3.21 | END BRIDGE B | | DRAINAGE SLOUGH | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| | | --- | --- | --- | --- | --- | --- | --- | --- |
| 0.33 | 0.33 | | | .05 | 13 | | | | |
| 0.61 | 0.61 | .08 | 13 | .03 | 12 | | | | |
| 1.61 | 1.61 | .09 | 12 | .09 | 12 | .09 | 12 | .09 | 12 |
| 1.99 | 1.99 | | | .02 | 12 | | | .02 | 12 |
| 2.23 | 2.23 | | | .02 | 12 | | | | |
| 2.60 | 2.60 | .09 | 12 | .09 | 12 | .09 | 12 | .09 | 12 |

SR 502 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|------|-------|---|------|-----------------------|----|---------|---|-----|-----------------|-------|--------|-----------------|----|--------|---------|-------|-----|---------------------------|-------|--------|------|----|-------|-------|------|------|----|----|---|----|----|---|---|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | LNS SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | | | | | | |
| 3.25 | 3.25 | | | | | | | 2 | 2 | 10A | 24A | | | 10A | CU | | | 24A | 10A | | | 48 | 1 | 01 | | U1 | 50 | R | * | | | | |
| 3.28 | 3.28 | | | | | | | 2 | 2 | \$\$C | 34A | | | 10A | CU | | | 34A | \$\$C | | | 68 | 1 | 01 | | U1 | 50 | R | * | | | | |
| 3.34 | 3.34 | BEG SU LN | R | BICYCLE | | | | 2 | 2 | C | 24A | | | 10A | CU | | | 24A | C | 10 | | 58 | 1 | 01 | | U1 | 35 | R | * | | | | |
| | | BEG SU LN | L | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | NE 67TH AVE | | | | | | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 3.57 | 3.57 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.58 | 3.58 | WYE CONN | B | NE 72ND AVE | | | | | | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 3.59 | 3.59 | INTRSECTN | B | NE 72ND AVE | | | | | | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 3.60 | 3.60 | WYE CONN | B | NE 72ND AVE | | | | | | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 3.61 | 3.61 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.68 | 3.68 | BEG BRIDGE | B | MILL CREEK #1 | | | | | | | | | ST | | | | | | | | | | | | | | | | | | | | |
| | | BRDG NUM 502/005 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.69 | 3.69 | END BRIDGE | B | MILL CREEK #1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.81 | 3.81 | END SU LN | R | BICYCLE | | | | 2 | 2 | 10A | 24A | | | 10A | CU | | | 24A | 10A | \$\$\$ | | 48 | 1 | 01 | | U1 | 35 | R | * | | | | |
| | | END SU LN | L | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.84 | 3.84 | | | | | | | 2 | 2 | 10A | 24A | | | 10A | CU | | | 24A | 10A | | | 48 | 1 | 01 | | U1 | 50 | R | * | | | | |
| 3.86 | 3.86 | | | | | | | 2 | 2 | 10A | 24A | | | 10A | JE | | | 24A | 10A | | | 48 | 1 | 01 | | U1 | 50 | R | * | | | | |
| 3.96 | 3.96 | MP MARKER | B | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.55 | 4.55 | BEG BRIDGE | B | MILL CREEK #2 | | | | | | ST | | | | 2 | 2 | \$\$W | 34P | | | 10P | JE | | 46P | \$\$W | | 80 | 1 | 01 | | U1 | 50 | R | * |
| | | BRDG NUM 502/008 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.56 | 4.56 | END BRIDGE | B | MILL CREEK #2 | | | | 2 | 2 | 10A | 24A | | | 10A | JE | | | 24A | 10A | | | 48 | 1 | 01 | | U1 | 50 | R | * | | | | |
| 4.57 | 4.57 | | | | | | | 2 | 2 | 10A | 24A | | | 10A | UP | | | 24A | 10A | | | 48 | 1 | 01 | | U1 | 50 | R | * | | | | |
| 4.59 | 4.59 | ENTER CITY | | BATTLE GROUND | | | | 2 | 2 | 10A | 24A | | | 10A | UP | | | 24A | 10A | | | 48 | 1 | 01 | 0060 | U1 | 50 | R | P | * | | | |
| 4.60 | 4.60 | INTRSECTN | C | U-TURN ROUTE | | | | 2 | 2 | \$\$C | 29A | | | 10A | UP | | | 29A | \$\$C | | | 58 | 1 | 01 | 0060 | U1 | 50 | R | P | * | | | |
| | | INTRSECTN | L | NE 92ND AVE | | | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | SGN ENT BATTLE GROUND | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.63 | 4.63 | | | | | | | 2 | 2 | C | 29A | | | 10A | JE | | | 29A | C | | | 58 | 1 | 01 | 0060 | U1 | 50 | R | P | * | | | |
| 4.95 | 4.95 | MP MARKER | B | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.09 | 5.09 | BEG SU LN | L | BICYCLE | | | | 2 | 2 | C | 29A | | | 10A | JE | | | 29A | C | 10 | | 68 | 1 | 01 | 0060 | U1 | 40 | R | P | * | | | |
| | | BEG SU LN | R | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.12 | 5.12 | | | | | | | 2 | 2 | \$ | \$\$\$ | | | \$\$\$ | \$\$ | | | C | 60A | C | 10 | | 70 | 1 | 01 | 0060 | U1 | 40 | R | P | * | | |
| 5.17 | 5.17 | END ST | I | NE 219TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | W MAIN ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 3.34 | 3.34 | .03 | 13 | .02 | 12 | .03 | 13 | .02 | 12 |
| 3.58 | 3.58 | | | .04 | 14 | | | | |
| 3.59 | 3.59 | .12 | 13 | | | .08 | 24 | | |
| 3.60 | 3.60 | | | | | | | .03 | 14 |
| 4.60 | 4.60 | .07 | 12 | .03 | 12 | .07 | 12 | .10 | 12 |

SR 502 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|------|------|-------------------------|------------|---|----|-----------------|-----|-----|------------|-----|-----|-----|--------|-----|--------|------|-----|---------------------------|--------|-----|-----|-------|------|-------|----|----|----|---|---|---|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | TOT | | MTCE | | CITY | | ST | | LEGAL | | T P S | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | LFT | RHT | LNS | RDY | SHD | RDY | SHD | LNS | RDY | A | SE | NBR | FC | D | IB | R | K | S | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | S | | |
| 5.17 | 5.17 | | INTRSECTN | C | | U-TURN ACCESS | ST | Y | 2 | 2 | | | | | | | C | 60A | C | 10 | 70 | 1 | 01 | 0060 | U1 | 40 | R | P | * | | | |
| | | | INTRSECTN | L | | NW 29TH AVE | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.19 | 5.19 | | MISC FEATR | R | | BUS PULLOUT | | | 2 | 2 | | C | 24A | | 12S | CU | \$ | 24A | C | 10 | 58 | 1 | 01 | 0060 | U1 | 40 | R | P | * | | | |
| 5.24 | 5.24 | | | | | | | | 2 | 2 | | \$ | \$\$\$ | | \$\$\$ | \$\$ | C | 60A | C | 10 | 70 | 1 | 01 | 0060 | U1 | 40 | R | P | * | | | |
| 5.26 | 5.26 | | INTRSECTN | C | | U-TURN ACCESS | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.30 | 5.30 | | | | | | | | 2 | 2 | | C | 24A | | 12S | CU | \$ | 24A | C | 10 | 58 | 1 | 01 | 0060 | U1 | 40 | R | P | * | | | |
| 5.34 | 5.34 | | | | | | | | 2 | 2 | | C | 24A | | 2A | CU | 24A | C | 10 | 58 | 1 | 01 | 0060 | U1 | 40 | R | P | * | | | | |
| 5.36 | 5.36 | | INTRSECTN | R | | PVT RD | PV | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.38 | 5.38 | | | | | | | | 2 | 2 | | C | 24A | | 12S | CU | 24A | C | 10 | 58 | 1 | 01 | 0060 | U1 | 40 | R | P | * | | | | |
| 5.39 | 5.39 | | ENT/EXIT | L | | SHOPPING CENTER | PV | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.41 | 5.41 | | | | | | | | 2 | 2 | | C | 24A | | 12S | CU | 24A | C | 10 | 58 | 1 | 01 | 0060 | U1 | 40 | L | P | * | | | | |
| 5.42 | 5.42 | | | | | | | | 2 | 2 | | C | 24A | | 2A | CU | 24A | C | 10 | 58 | 1 | 01 | 0060 | U1 | 40 | L | P | * | | | | |
| 5.47 | 5.47 | | ENT/EXIT | L | | SHOPPING CENTER | PV | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | R | | BUSINESS | PV | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.49 | 5.49 | | | | | | | | 2 | 2 | | C | 24A | | 12S | CU | 24A | C | 10 | 58 | 1 | 01 | 0060 | U1 | 40 | L | P | * | | | | |
| 5.55 | 5.55 | | | | | | | | 2 | 2 | | C | 24A | | 2A | CU | 24A | C | 10 | 58 | 1 | 01 | 0060 | U1 | 40 | L | P | * | | | | |
| 5.60 | 5.60 | | INTRSECTN | L | | NW 20TH AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SW 20TH AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.66 | 5.66 | | BEG SU LN | C | | TWO WAY TURN | 14A | | 2 | 2 | | \$ | \$\$\$ | | \$\$\$ | \$\$ | C | 46A | C | 24 | 70 | 1 | 01 | 0060 | U1 | 40 | L | P | * | | | |
| 5.74 | 5.74 | | INTRSECTN | L | | NW 18TH AVE | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.78 | 5.78 | | END SU LN | C | | TWO WAY TURN | 14A | | 2 | 2 | | C | 24A | | 12S | CU | \$ | 24A | C | 10 | 58 | 1 | 01 | 0060 | U1 | 40 | L | P | * | | | |
| 5.81 | 5.81 | | | | | | | | 2 | 2 | | C | 24A | | 2A | CU | 24A | C | 10 | 58 | 1 | 01 | 0060 | U1 | 40 | L | P | * | | | | |
| 5.85 | 5.85 | | INTRSECTN | L | | NW 15TH AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SW 15TH AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.88 | 5.88 | | | | | | | | 2 | 2 | | C | 24A | | 12S | CU | 24A | C | 10 | 58 | 1 | 01 | 0060 | U1 | 40 | L | P | * | | | | |
| 5.92 | 5.92 | | MP MARKER | B | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.96 | 5.96 | | INTRSECTN | L | | NW 13TH AVE | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | 6.00 | | INTRSECTN | R | | SW 12TH AVE | CT | Y | 2 | 2 | | C | 24A | | 2A | CU | 24A | C | 10 | 58 | 1 | 01 | 0060 | U1 | 40 | L | P | * | | | | |
| | | | INTRSECTN | L | | NW 12TH AVE | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.12 | 6.12 | | END ST | I | | W MAIN ST | | | 2 | 2 | | C | 24A | | 2A | CU | 24A | C | \$\$\$ | 48 | 1 | 01 | 0060 | U1 | 40 | L | P | * | | | | |
| | | | END SU LN | L | | BICYCLE | 05A | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SU LN | R | | BICYCLE | 05A | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 5.17 | 5.17 | .03 | 12 | | | | | | |
| 5.26 | 5.26 | | | .02 | 12 | | | | |
| 5.36 | 5.36 | | | .02 | 12 | | | | |
| 5.47 | 5.47 | .04 | 12 | | | | | | |
| 5.60 | 5.60 | .04 | 12 | | | | | | |
| 5.85 | 5.85 | .04 | 12 | | | | | | |

SR 502 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|------|--------------------------------------|---|----|--------------------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|-----|-----|---|----|------|----|---|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | T | P | S |
| 6.12 | | 6.12 | INTRSECTN END CTLSEC END ROUTE | B | | SR 503 CONTROL SECTION 0635 | ST | SG | Y | 2 | 2 | C | 24A | | 2A | CU | 24A | | C | | 48 | 1 | 01 | 0060 | U1 | | 40 | L | P | * |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 6.12 | 6.12 | .06 | 24 | | | | | | |

SR 503 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|-------------------------|-------------|----|---|-------------|---|-----|---------|-----|-------|---------------------------|-----|-----|-----|-----|-----|---|----|------|----|-------|----|---|----|---|---|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | LEGAL | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | | | | | |
| 0.00 | | 0.00 | BEG ROUTE | | | MAIN ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SR 500 TO SR 5/WOODLAND | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SR 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.02 | | 1.02 | BEG CTLSEC | | | CONTROL SECTION 0634 | | | | 2 | 2 | | | | | | C | 65A | | C | | | 65 | 1 | 01 | | U1 | | 40 | L | * | | | | |
| | | | BEG ST | I | | NE 117TH AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SR 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | PADDEN PKWY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END COINCI | | | SR 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.04 | | 1.04 | WYE CONN | L | | PADDEN PKWY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | R | | SR 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.11 | | 1.11 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.16 | | 1.16 | BEG SU LN | C | | TWO WAY TURN | | | | | | 13A | | | | | | | | | | | | | | | | | | | | | | | |
| 1.20 | | 1.20 | END SU LN | C | | TWO WAY TURN | | | | | | 13A | | | | | | | | | | | | | | | | | | | | | | | |
| 1.25 | | 1.25 | MISC FEATR | B | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.26 | | 1.26 | INTRSECTN | L | | NE 87TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | R | | BUSINESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.35 | | 1.35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.45 | | 1.45 | ENT/EXIT | R | | BUSINESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.46 | | 1.46 | BEG SU LN | C | | TWO WAY TURN | | | | | | 13A | | | | | | | | | | | | | | | | | | | | | | | |
| 1.57 | | 1.57 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.59 | | 1.59 | END SU LN | C | | TWO WAY TURN | | | | | | 13A | | | | | | | | | | | | | | | | | | | | | | | |
| 1.60 | | 1.60 | INTRSECTN | R | | NE 95TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.62 | | 1.62 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.66 | | 1.66 | INTRSECTN | L | | NE 96TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.70 | | 1.70 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.78 | | 1.78 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.80 | | 1.80 | INTRSECTN | B | | NE 99TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.86 | | 1.86 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.87 | | 1.87 | INTRSECTN | R | | NE 100TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.90 | | 1.90 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|---|------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 1.02 | | 1.02 | | | | .09 | 13 | | | | |
| 1.04 | | 1.04 | | | | | | | | .05 | 14 |
| 1.26 | | 1.26 | | .05 | 13 | | | .07 | 13 | | |
| 1.45 | | 1.45 | | | | .03 | 12 | | | | |
| 1.60 | | 1.60 | | | | .07 | 12 | .04 | 13 | | |
| 1.66 | | 1.66 | | .01 | 13 | | | | | | |
| 1.80 | | 1.80 | | .09 | 13 | .05 | 12 | .08 | 13 | .05 | 13 |

SR 503 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|------|---|------|---|---|---------|------------------|-----|-----------------|---|---|-----------------|-----|--------|---------|--------|---------------------------|-----|-----|-----|--------|-----|------|------|----|-------|----|---|---|
| | | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | |
| | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | |
| | | | : : | | -XROAD- | | | LNS SHD RDY SHD | | | LNS SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S |
| 1.97 | | 1.97 | | | | | | | | 2 | 2 | C | 26A | | 13P | CU | 26A | | C | | 52 | 1 | 01 | | U1 | 40 | L | * |
| 1.99 | | 1.99 | INTRSECTN | R | | NE 103RD ST | CO | | N | | | | | | | | | | | | | | | | | | | |
| 2.00 | | 2.00 | MP MARKER | B | | 2 | | | | | | | | | | | | | | | | | | | | | | |
| 2.05 | | 2.05 | | | | | | | | 2 | 2 | C | 26A | | 13A | UP | 26A | | C | | 52 | 1 | 01 | | U1 | 40 | L | * |
| 2.08 | | 2.08 | | | | | | | | 2 | 2 | C | 26A | | 1A | CU | 38A | | C | | 64 | 1 | 01 | | U1 | 40 | L | * |
| 2.18 | | 2.18 | INTRSECTN | L | | NE 107TH ST | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 2.23 | | 2.23 | MISC FEATR | B | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 2.36 | | 2.36 | BEG SU LN | C | | TWO WAY TURN | 13A | | | 2 | 2 | \$ | \$\$\$ | | \$\$\$ | \$ | C | 52A | C | 13 | 65 | 1 | 01 | | U1 | 40 | L | * |
| | | | ENT/EXIT | L | | RECYCLING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 2.40 | | 2.40 | END SU LN | C | | TWO WAY TURN | 13A | | | 2 | 2 | C | 26A | | 13P | CU | \$ | 26A | C | \$\$\$ | 52 | 1 | 01 | | U1 | 40 | L | * |
| 2.48 | | 2.48 | INTRSECTN | L | | NE 112TH DR | CO | | N | | | | | | | | | | | | | | | | | | | |
| 2.51 | | 2.51 | INTRSECTN | R | | NE 113TH ST | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 2.56 | | 2.56 | | | | | | | | 2 | 2 | C | 26A | | 1A | CU | 38A | | C | | 64 | 1 | 01 | | U1 | 40 | L | * |
| 2.64 | | 2.64 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 2.67 | | 2.67 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 2.81 | | 2.81 | INTRSECTN | B | | NE 119TH ST | CO | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| 2.92 | | 2.92 | | | | | | | | 2 | 2 | C | 26A | | 13P | CU | 26A | | C | | 52 | 1 | 01 | | U1 | 40 | L | * |
| 2.93 | | 2.93 | ENT FROM | L | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 2.94 | | 2.94 | EXIT TO | L | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 2.99 | | 2.99 | BEG SU LN | C | | TWO WAY TURN | 13A | | | 2 | 2 | \$ | \$\$\$ | | \$\$\$ | \$ | C | 52A | C | 13 | 65 | 1 | 01 | | U1 | 40 | L | * |
| 3.02 | | 3.02 | MP MARKER | B | | 3 | | | | | | | | | | | | | | | | | | | | | | |
| 3.08 | | 3.08 | | | | | | | | 2 | 2 | | | | | | | | | | | | | | | | | |
| 3.43 | | 3.43 | INTRSECTN | L | | NE 131ST ST | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 3.44 | | 3.44 | | | | | | | | 2 | 2 | | | | | | | | | | | | | | | | | |
| 3.99 | | 3.99 | | | | | | | | 2 | 2 | | | | | | | | | | | | | | | | | |
| 4.00 | | 4.00 | MP MARKER | B | | 4 | | | | | | | | | | | | | | | | | | | | | | |
| 4.06 | | 4.06 | END SU LN | C | | TWO WAY TURN | 13A | | | 2 | 2 | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | NE 144TH ST | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 4.12 | | 4.12 | BEG SU LN | C | | TWO WAY TURN | 13A | | | 2 | 2 | | | | | | | | | | | | | | | | | |
| 4.22 | | 4.22 | END SU LN | C | | TWO WAY TURN | 13A | | | 2 | 2 | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 1.99 | 1.99 | | | .05 | 13 | | | | |
| 2.18 | 2.18 | .06 | 13 | | | | | | |
| 2.36 | 2.36 | .09 | 13 | | | | | | |
| 2.48 | 2.48 | | | | | | | .04 | 12 |
| 2.81 | 2.81 | .06 | 24 | | .07 | 13 | | .07 | 12 |
| 2.94 | 2.94 | | | | | | | .05 | 12 |
| 4.06 | 4.06 | | | .07 | 14 | .03 | 13 | | |

SR 503 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | :DIRECTION TO INVENTORY | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|-------|-------|-------------------------|------|---|-------------|-----|-----|------------|--------|----------|------|-----|-----|---------------------------|-----|------|--------|----|-------|----|----------|----|----|---|----|---|
| | | : :LEFT/RIGHT INDICATOR | | -BRIDGE | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| | | : : | | -UXING- | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | -XROAD- | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | |
| | | | | | OW TC L | D I | W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A SE | NBR | FC | D | IB | R | K | T | | | |
| 8.50 | 8.28 | | | | | 1 | 1 | \$\$\$ | \$\$\$ | \$\$\$\$ | \$\$ | 8A | 22A | 8A | | 22 | 1 | 01 | 0060 | U1 | 55 | L | B | * | | |
| 8.85 | 8.63 | INTRSECTN | B | NW ONSDORFF BLVD | | | | | | CT | SG | Y | | | | | | | | | | | | | | |
| 9.00 | 8.78 | MP MARKER | R | 9 | | | | | | | | | | | | | | | | | | | | | | |
| 9.30 | 9.08 | BEG SU LN | L | CLIMBING | | | 12A | | | | | | | 8A | 22A | 8A | 12 | 34 | 1 | 01 | 0060 | U1 | 55 | L | B | * |
| 9.33 | 9.11 | MISC FEATR | L | SGN ENT BATTLE GROUND | | | | | | | | | | | | | | | | | | | | | | |
| 9.35 | 9.13 | END ST | I | NW 10TH AVE | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | NE LEWISVILLE HWY | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | NE 244TH ST | | | | | | CT | SG | Y | | | | | | | | | | | | | | |
| 9.36 | 9.14 | | | | | | | | | | | | | 8A | 22A | 8A | 12 | 34 | 1 | 01 | 0060 | U2 | 55 | L | B | * |
| 9.65 | 9.43 | | | | | | | | | | | | | 8A | 22A | 8A | 12 | 34 | 1 | 01 | 0060 | U2 | 55 | R | B | * |
| 9.85 | 9.63 | LEAVE CITY | | BATTLE GROUND | | | | | | | | | | 8A | 22A | 8A | 12 | 34 | 1 | 01 | \$\$\$\$ | U2 | 55 | R | \$ | * |
| 9.98 | 9.76 | END SU LN | L | CLIMBING | | | 12A | | | | | | | 8A | 22A | 8A | \$\$\$ | 22 | 1 | 01 | | U2 | 55 | R | * | |
| 10.00 | 9.78 | MP MARKER | R | 10 | | | | | | | | | | | | | | | | | | | | | | |
| 10.07 | 9.85 | INTRSECTN | R | NE ROPER RD | | | | | | CO | | N | | | | | | | | | | | | | | |
| 10.11 | 9.89 | BEG BRIDGE | B | E FORK LEWIS RIVER | | | | | | ST | | | 1 | 1 | | | | | | | | | | | | |
| | | | | BRDG NUM 503/011 | | | | | | | | | | | | | | | | | | | | | | |
| 10.15 | 9.93 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.16 | 9.94 | END BRIDGE | B | E FORK LEWIS RIVER | | | | | | | | | | C | 28P | C | | | | | | | | | | |
| 10.26 | 10.04 | INTRSECTN | L | NE PARK DR | | | | | | PV | | Y | | | | | | | | | | | | | | |
| 10.29 | 10.07 | ENT/EXIT | R | LEWISVILLE COUNTY PARK | | | | | | CO | | Y | | | | | | | | | | | | | | |
| 10.38 | 10.16 | BEG SU LN | R | CLIMBING | | | 12A | | | | | | | 8A | 22A | 8A | 12 | 34 | 1 | 01 | | R2 | 55 | R | * | |
| 10.63 | 10.41 | INTRSECTN | L | NE 269TH ST | | | | | | CO | | Y | | | | | | | | | | | | | | |
| | | INTRSECTN | R | NE POTTER RD | | | | | | CO | | Y | | | | | | | | | | | | | | |
| 10.70 | 10.48 | ENT FROM | L | BUSINESS | | | | | | PV | | Y | | | | | | | | | | | | | | |
| 10.72 | 10.50 | EXIT TO | L | BUSINESS | | | | | | PV | | Y | | | | | | | | | | | | | | |
| 10.93 | 10.71 | END SU LN | R | CLIMBING | | | 12A | | | | | | | 8A | 22A | 8A | \$\$\$ | 22 | 1 | 01 | | R2 | 55 | R | * | |
| 11.00 | 10.78 | MP MARKER | R | 11 | | | | | | | | | | | | | | | | | | | | | | |
| 11.61 | 11.39 | INTRSECTN | R | NE 132ND AVE | | | | | | CO | | N | | | | | | | | | | | | | | |
| 12.00 | 11.78 | MP MARKER | R | 12 | | | | | | | | | | | | | | | | | | | | | | |
| 12.27 | 12.05 | INTRSECTN | R | NE MCBRIDE RD | | | | | | CO | | N | | | | | | | | | | | | | | |
| | | INTRSECTN | L | NE 299TH ST | | | | | | CO | | N | | | | | | | | | | | | | | |
| 12.99 | 12.77 | INTRSECTN | R | NE MCBRIDE RD | | | | | | CO | | Y | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 8.85 | 8.63 | .04 | 12 | .04 | 11 | .04 | 12 | | |
| 9.35 | 9.13 | .04 | 12 | .12 | 12 | .04 | 12 | | |
| 10.26 | 10.04 | .03 | 12 | | | | | | |
| 10.29 | 10.07 | | | .04 | 12 | .03 | 12 | | |
| 10.63 | 10.41 | .05 | 12 | | | .03 | 12 | | |
| 10.72 | 10.50 | | | | | | | .08 | 12 |

SR 503 MAINLINE

STATE ROUTE - SRSH

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DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------|---|-------------------------|------------|---|----|--|-------------|----|---|--------------|---|-----|---------|-----|------|----|---------------------------|-----|-----|-----|-----|----|----|------|----|-------|----|---|----|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | |
| 12.99 | | 12.77 | INTRSECTN | L | | NE 142ND AVE | CO | | Y | 1 | 1 | | | | | | 8A | 22A | 8A | | | 22 | 1 | 01 | | R2 | 55 | R | * | |
| 13.00 | | 12.78 | MP MARKER | R | | 13 | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.47 | | 13.25 | INTRSECTN | L | | NE 319TH ST | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 13.72 | | 13.50 | INTRSECTN | R | | NE ROCK CREEK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | PVT RD | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 13.73 | | 13.51 | WYE CONN | L | | PVT RD | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 13.81 | | 13.59 | | | | | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | | 22 | 1 | 01 | | R2 | 50 | R | * | |
| 13.82 | | 13.60 | | | | | | | | 1 | 1 | | | | | | 1A | 22A | 1A | | | 22 | 1 | 01 | | R2 | 50 | R | * | |
| 14.00 | | 13.78 | MP MARKER | R | | 14 | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.35 | | 14.13 | INTRSECTN | R | | NE GABRIEL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 14.36 | | 14.14 | WYE CONN | R | | NE GABRIEL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 15.00 | | 14.78 | MP MARKER | R | | 15 | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.78 | | 15.56 | INTRSECTN | L | | NE 365TH ST | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 15.80 | | 15.58 | | | | | | | | 1 | 1 | | | | | | 1A | 22A | 1A | | | 22 | 1 | 01 | | R2 | 35 | R | * | |
| 15.85 | | 15.63 | BEG BRIDGE | B | | FARGHER LAKE SHED BRDG NUM 503/013.25 | ST | | | | | | | | | | | | | | | | | | | | | | | |
| 15.86 | | 15.64 | END BRIDGE | B | | FARGHER LAKE SHED | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.98 | | 15.76 | END ST | I | | NE LEWISVILLE HWY | | | | 1 | 1 | | | | | | 1A | 21A | 1A | | | 21 | 1 | 01 | | R2 | 35 | R | \$ | |
| | | | INTRSECTN | L | | NE FARGHER LAKE HWY | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 16.00 | | 15.78 | MP MARKER | R | | 16 | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.11 | | 15.89 | INTRSECTN | L | | NE 156TH AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 16.65 | | 16.43 | | | | | | | | 1 | 1 | | | | | | 1A | 21A | 1A | | | 21 | 1 | 01 | | R2 | 50 | R | | |
| 16.70 | | 16.48 | INTRSECTN | L | | NE 165TH AVE | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 17.00 | | 16.78 | MP MARKER | R | | 17 | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.84 | | 17.62 | INTRSECTN | L | | NE HOOPER WOLLAM RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 18.01 | | 17.79 | MP MARKER | R | | 18 | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.70 | | 18.48 | INTRSECTN | R | | NE KELLY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 19.01 | | 18.79 | MP MARKER | R | | 19 | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.24 | | 19.02 | INTRSECTN | R | | WORTHINGTON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 19.77 | | 19.55 | INTRSECTN | L | | NE 389TH ST | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 19.90 | | 19.68 | | | | | | | | 1 | 1 | | | | | | 1A | 21A | 1A | | | 21 | 1 | 01 | | R2 | 25 | R | | |
| 19.98 | | 19.76 | INTRSECTN | L | | OATFIELD RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 20.01 | | 19.79 | MP MARKER | R | | 20 | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.24 | | 20.02 | MISC FEATR | R | | SGN ENT AMBOY | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.29 | | 20.07 | | | | | | | | 1 | 1 | | | | | | 2A | 22A | 2A | | | 22 | 1 | 01 | | R2 | 25 | R | | |
| 20.39 | | 20.17 | | | | | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | | 22 | 1 | 01 | | R2 | 25 | R | | |
| 20.44 | | 20.22 | BEG ST | I | | NE 399TH ST | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | | 22 | 1 | 01 | | R2 | 25 | R | * | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|--------|--------|----------------------|-------|--------|--------|------------------------------|--------|----|--|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | | |
| SRMP | B | LGT | WD | LGT | WD | LGT | WD | LGT | WD | | |
| 13.72 | | 13.50 | .04 | 12 | | .04 | 12 | | .04 | 12 | |
| 13.73 | | 13.51 | | | | | | | .03 | 12 | |

SR 503 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | |
|-------|-------|---|------|------------------------------------|---------|---------|-----|-----|-------------|---------|-------------|--------------|-------------|-----------|---------------------------|------|------|------|----|-------|----|---|---|------|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | |
| | | : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW TC L | D I | W/S | W/S | W/S | MEDIAN- | SHD RDY SHD | SHD RDY SHD | SHD RDY SHD | LNS RDY | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | |
| | | | | | | | | | | WD/S BR | W/S | W/S | W/S | WID | WID | A SE | NBR | FC | D | IB | R | K | T | |
| 27.87 | 27.60 | ENTER CO BEG CTLSEC | | COWLITZ CONTROL SECTION 0830 | | | | | | | | | | C 17A | C | | 17 | 1 | 01 | | R2 | | | 50 M |
| 27.92 | 27.65 | END BRIDGE B | | LEWIS RIVER | | | | | | | | | | 2G 22A | 2G | | 22 | 1 | 01 | | R2 | | | 50 M |
| 28.00 | 27.73 | MP MARKER | R | 28 | | | | | | | | | | 4A 22A | 4A | | 22 | 1 | 01 | | R2 | | | 50 M |
| 28.29 | 28.02 | | | | | | | | | | | | | 4A 22A | 4A | | 22 | 1 | 01 | | R2 | | | 50 M |
| 28.39 | 28.12 | ENT/EXIT | L | CRESAP BAY REC AREA | | PV | | N | | | | | | | | | | | | | | | | |
| 28.43 | 28.16 | INTRSECTN | R | FRASIER RD | | CO | | N | | | | | | | | | | | | | | | | |
| 28.45 | 28.18 | | | | | | | | | | | | | 2G 22A | 2G | | 22 | 1 | 01 | | R2 | | | 50 M |
| 29.00 | 28.73 | MP MARKER | R | 29 | | | | | | | | | | | | | | | | | | | | |
| 29.26 | 28.99 | INTRSECTN | L | HAM RD | | CO | | N | | | | | | | | | | | | | | | | |
| 29.96 | 29.69 | | | | | | | | | | | | | 1B 22B | 1B | | 22 | 1 | 01 | | R2 | | | 50 M |
| 30.00 | 29.73 | MP MARKER | R | 30 | | | | | | | | | | | | | | | | | | | | |
| 30.45 | 30.18 | INTRSECTN | R | WILLIAMS RD | | CO | | N | | | | | | | | | | | | | | | | |
| 30.73 | 30.46 | BEG BRIDGE B | | SPEELYAI CREEK BRDG NUM 503/103 | | ST | | | | | | | | \$\$C 26P | \$\$C | | 26 | 1 | 01 | | R2 | | | 50 M |
| 30.75 | 30.48 | END BRIDGE B | | SPEELYAI CREEK | | | | | | | | | | 2B 22B | 2B | | 22 | 1 | 01 | | R2 | | | 50 R |
| 31.00 | 30.73 | MP MARKER | R | 31 | | | | | | | | | | | | | | | | | | | | |
| 31.31 | 31.04 | INTRSECTN | R | SR 503 SPCOUGAR (SPUR) | | ST | SS | N | 1 | 1 | | | | 6B 24B | 6B | | 24 | 1 | 01 | | R2 | | | 50 R |
| 32.00 | 31.73 | MP MARKER | R | 32 | | | | | | | | | | | | | | | | | | | | |
| 33.00 | 32.73 | MP MARKER | R | 33 | | | | | | | | | | | | | | | | | | | | |
| 33.04 | 32.77 | INTRSECTN | L | BAKER RD | | CO | | N | | | | | | | | | | | | | | | | |
| 33.25 | 32.98 | INTRSECTN | L | ELK LN | | CO | | N | | | | | | | | | | | | | | | | |
| 33.52 | 33.25 | INTRSECTN | L | THURMAN AVE | | CO | | N | | | | | | | | | | | | | | | | |
| 33.60 | 33.33 | INTRSECTN | L | SPEELYAI BAY RD | | CO | | N | | | | | | | | | | | | | | | | |
| 34.00 | 33.73 | MP MARKER | R | 34 | | | | | | | | | | | | | | | | | | | | |
| 34.08 | 33.81 | | | | | | | | | | | | | 4B 24B | 4B | | 24 | 1 | 01 | | R2 | | | 50 R |
| 34.52 | 34.25 | | | | | | | | | | | | | 4B 24B | 6B | | 24 | 1 | 01 | | R2 | | | 50 R |
| 35.00 | 34.73 | MP MARKER | R | 35 | | | | | | | | | | | | | | | | | | | | |
| 35.50 | 35.23 | | | | | | | | | | | | | 4B 24A | 6B | | 24 | 1 | 01 | | R2 | | | 50 R |
| 36.00 | 35.73 | MP MARKER | R | 36 | | | | | | | | | | | | | | | | | | | | |
| 36.12 | 35.85 | | | | | | | | | | | | | 2B 24A | 2B | | 24 | 1 | 01 | | R2 | | | 50 R |
| 36.52 | 36.25 | | | | | | | | | | | | | 8B 24A | 5B | | 24 | 1 | 01 | | R2 | | | 50 R |
| 36.54 | 36.27 | | | | | | | | | | | | | 8B 24B | 5B | | 24 | 1 | 01 | | R2 | | | 50 R |
| 36.72 | 36.45 | BEG BRIDGE B | | ROCK CREEK BRDG NUM 503/109 | | ST | | | | | | | | \$\$W 32P | \$\$W | | 32 | 1 | 01 | | R2 | | | 50 R |
| 36.80 | 36.53 | END BRIDGE B | | ROCK CREEK | | | | | | | | | | 6B 24B | 6B | | 24 | 1 | 01 | | R2 | | | 50 R |
| 36.98 | 36.71 | | | | | | | | | | | | | 4B 22A | 4B | | 22 | 1 | 01 | | R2 | | | 50 R |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 28.39 | 28.12 | .03 | 11 | | | | | | |

SR 503 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|-------|-------|---|------|------------------------|----|----|-------------|-----|-----|--------------|-----|------|-----|------|-----|---------------------------|-------|-----|-------|----|-----|------|----|----|----|---|-----|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | LEGAL | | T P S | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | CITY | | R K T | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | MTCE | | ST | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 50.07 | 49.80 | | | | | | | 1 | 1 | | | | | 8B | 24B | 8B | | | 24 | 1 | 01 | | R2 | | 55 | R | |
| 50.37 | 50.10 | INTRSECTN | L | OLD LEWIS RIVER RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | FINN HALL RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 50.55 | 50.28 | INTRSECTN | L | OLD LEWIS RIVER RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | NEVALA RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 50.77 | 50.50 | INTRSECTN | R | BUTTE HILL RD | CO | | N | 1 | 1 | | | | | 7B | 24B | 7B | | | 24 | 1 | 01 | | R2 | | 50 | R | |
| 50.92 | 50.65 | | | | | | | 1 | 1 | | | | | 4B | 24B | 4B | | | 24 | 1 | 01 | | R2 | | 50 | R | |
| 51.00 | 50.73 | MP MARKER | R | 51 | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | RUDY ROSS RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 51.16 | 50.89 | BEG BRIDGE | B | ROSS CREEK | ST | | | 1 | 1 | | | | | \$SW | 41B | \$SW | | | 41 | 1 | 01 | | R2 | | 50 | R | |
| | | BRDG NUM 503/116 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.17 | 50.90 | END BRIDGE | B | ROSS CREEK | | | | 1 | 1 | | | | | 4A | 24A | 4A | | | 24 | 1 | 01 | | R2 | | 50 | R | |
| 51.82 | 51.55 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | | 24 | 1 | 01 | | U2 | | 50 | R | |
| 52.00 | 51.73 | MP MARKER | R | 52 | | | | 1 | 1 | | | | | 4A | 24A | 4A | | | 24 | 1 | 01 | | U2 | | 50 | L | |
| 52.04 | 51.77 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | | 24 | 1 | 01 | | U2 | | 35 | L | |
| 52.19 | 51.92 | | | | | | | 1 | 1 | | | | | 2A | 23A | 2A | | | 23 | 1 | 01 | | U2 | | 35 | L | |
| 52.23 | 51.96 | INTRSECTN | L | MCCRACKEN RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 52.27 | 52.00 | MISC FEATR | R | SGN ENT WOODLAND | | | | | | | | | | | | | | | | | | | | | | | |
| 52.28 | 52.01 | ENT/EXIT | R | WOODLAND MIDDLE SCHOOL | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 52.31 | 52.04 | ENTER CITY | | WOODLAND | | | | 1 | 1 | | | | | 2A | 23A | 2A | | | 23 | 1 | 01 | 1470 | U2 | | 35 | L | P |
| 52.42 | 52.15 | INTRSECTN | R | SALMON ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 52.49 | 52.22 | BEG ST | I | LEWIS RIVER DR | | | | 1 | 1 | | | | | 4A | 23A | 5A | | | 23 | 1 | 01 | 1470 | U2 | | 35 | L | P * |
| | | INTRSECTN | R | SPRUCE AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 52.57 | 52.30 | INTRSECTN | R | DEHNING DR | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 52.64 | 52.37 | INTRSECTN | L | MACKENZIE RD | CT | | N | | | | | | | | | | | | | | | | | | | | |
| 52.72 | 52.45 | INTRSECTN | R | EVERGREEN LN | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 52.77 | 52.50 | INTRSECTN | L | MISTY DR | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 52.78 | 52.51 | | | | | | | 1 | 1 | | | | | 3A | 23A | 6A | | | 23 | 1 | 01 | 1470 | U2 | | 35 | L | P * |
| 52.89 | 52.62 | INTRSECTN | R | FIR AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 52.95 | 52.68 | INTRSECTN | R | VALLEY WAY | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 53.00 | 52.73 | INTRSECTN | R | GUN CLUB RD | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 53.01 | 52.74 | MP MARKER | R | 53 | | | | 1 | 1 | | | | | 4A | 23A | 4A | | | 23 | 1 | 01 | 1470 | U2 | | 35 | L | P * |
| 53.12 | 52.85 | | | | | | | 1 | 1 | | | | | 6A | 22A | 6A | | | 22 | 1 | 01 | 1470 | U2 | | 35 | L | P * |
| 53.19 | 52.92 | INTRSECTN | R | INSEL RD | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 53.28 | 53.01 | INTRSECTN | L | RIVER ROCK LN | CT | | Y | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 52.28 | 52.01 | | | .04 | 13 | | | | |
| 52.77 | 52.50 | | | | | .02 | 10 | | |
| 53.00 | 52.73 | | | .04 | 12 | | | | |

SR 503 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|---|-------|---|---|----|----------------------|----|----|-----------------|---|---|-------------|-----|-----|---------|----|-------|--------------------------|-------|--------|-----|------|------|------|-------|---|----|---|---|---|--|--|
| | | | :DIRECTION TO INVENTORY | | | -BRIDGE- | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | |
| | | | : :LEFT/RIGHT INDICATOR | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | |
| | | | : : | | | -XROAD- | | | LNS SHD RDY SHD | | | LNS RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | | | |
| 53.29 | | 53.02 | | | | | | | | | | | | | | | 6A | 22A | 6A | | 22 | 1 | 01 | 1470 | U2 | | 35 | L | P | * | | |
| 53.43 | | 53.16 | INTRSECTN | R | | HILLSHIRE DR | CT | | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 53.53 | | 53.26 | ROUNDAABOUT | R | | E SCOTT AVE | CT | YS | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 53.73 | | 53.46 | INTRSECTN | R | | N GOERIG ST | CT | | | | Y | 1 | 1 | | | | 5A | 23A | 7A | | 23 | 1 | 01 | 1470 | U2 | | 35 | L | P | * | | |
| 53.81 | | 53.54 | INTRSECTN | R | | CHERRY BLOSSOM LN | CT | | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 53.92 | | 53.65 | WYE CONN | R | | N GOERIG ST | CT | | | | Y | 1 | 1 | | | | 8A | 22A | 8A | | 22 | 1 | 01 | 1470 | U2 | | 35 | L | B | * | | |
| 53.95 | | 53.68 | INTRSECTN | R | | N GOERIG ST | CT | | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 54.00 | | 53.73 | MP MARKER | R | | 54 | | | | | | 1 | 1 | | | | 8A | 22A | 8A | | 22 | 1 | 01 | 1470 | U2 | | 30 | L | B | * | | |
| 54.02 | | 53.75 | BEG SU LN | C | | TWO WAY TURN | | | 13A | | | 1 | 1 | | | | 8A | 30A | \$\$C | 13 | 43 | 1 | 01 | 1470 | U2 | | 30 | L | B | * | | |
| 54.15 | | 53.88 | | | | | | | | | | 1 | 1 | | | | 8A | 38A | C | 13 | 51 | 1 | 01 | 1470 | U2 | | 30 | L | B | * | | |
| 54.18 | | 53.91 | | | | | | | | | | 1 | 1 | | | | \$\$C | 52A | C | 13 | 65 | 1 | 01 | 1470 | U2 | | 30 | L | B | * | | |
| 54.21 | | 53.94 | | | | | | | | | | 2 | 1 | | | | C | 52A | C | 13 | 65 | 1 | 01 | 1470 | U2 | | 30 | L | B | * | | |
| 54.24 | | 53.97 | END SU LN | C | | TWO WAY TURN | | | 13A | | | 2 | 1 | | | | C | 56A | 8A | \$\$\$ | 56 | 1 | 01 | 1470 | U2 | | 30 | L | B | * | | |
| | | | INTRSECTN | B | | MILLARD ST | CT | | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 54.29 | | 54.02 | | | | | | | | | | 2 | 2 | | | | C | 56A | 8A | | 56 | 1 | 01 | 1470 | U2 | | 30 | L | B | * | | |
| 54.31 | | 54.04 | INTRSECTN | L | | E CC ST | CT | SG | | | Y | 2 | 2 | | | | C | 59A | \$\$C | | 59 | 1 | 01 | 1470 | U2 | | 30 | L | B | * | | |
| 54.33 | | 54.06 | ON RAMP | L | | SR 5 | ST | SG | | | Y | 2 | 2 | | | | C | 59A | C | | 59 | 1 | 01 | 1470 | U2 | | 30 | L | P | * | | |
| | | | INTRSECTN | R | | ATLANTIC ST | CT | SG | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 54.37 | | 54.10 | UXING | B | | SR 5 NB | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/102E | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54.38 | | 54.11 | END ST | I | | LEWIS RIVER DR | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | B | | SR 5 SB | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/102W | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 0830 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 53.43 | | 53.16 | | | .03 | 12 | | | | |
| 54.24 | | 53.97 | | | .01 | 13 | | | | |
| 54.31 | | 54.04 | .03 | 11 | | | | | | |
| 54.33 | | 54.06 | | | .03 | 12 | | | | |

SR 503 SPUR STATE ROUTE - SRSH COUNTY COWLITZ DOT DISTRICT 4
 COUGAR

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|-------|---|------|------------------------|----|---------|---|-------------|-----|-----|------------|------|-----|-------|-----|--------------------------|--------|------|------|----|-------|----|---|----|----|---|---|--|--|--|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | LNS | RDY | SHD | USE | TOT | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 31.31 | 0.00 | BEG ROUTE | | COUGAR | | | | 1 | 1 | | | | | 3B | 22B | 3B | | 22 | 1 | 01 | | R3 | | | 50 | R | | | | |
| | | BEG CTLSEC | | SR 503 TO SKAMANIA CO. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | CONTROL SECTION 0826 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.88 | 0.57 | INTRSECTN | R | SR 503 | | | | ST | N | | | | | | | | | | | | | | | | | | | | | |
| 32.00 | 0.69 | MP MARKER | R | SHTLER RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 32.16 | 0.85 | INTRSECTN | L | 32 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.39 | 1.08 | INTRSECTN | R | DOLPH DR | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 32.49 | 1.18 | BEG BRIDGE | B | ARROWHEAD RD | | | | PV | N | | | | | | | | | | | | | | | | | | | | | |
| | | | | SPEELYIA CREEK | | | | ST | | 1 | 1 | | | \$\$C | 26P | \$\$C | | 26 | 1 | 01 | | R3 | | | 50 | R | | | | |
| | | | | BRDG NUM 503/150SP | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.51 | 1.20 | END BRIDGE | B | SPEELYIA CREEK | | | | | | 1 | 1 | | | 2B | 22B | 2B | | 22 | 1 | 01 | | R3 | | | 50 | R | | | | |
| 33.00 | 1.69 | MP MARKER | R | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.01 | 1.70 | INTRSECTN | R | 33 | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 34.00 | 2.69 | MP MARKER | R | REESE RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.56 | 3.25 | ENT/EXIT | R | 34 | | | | PV | N | | | | | | | | | | | | | | | | | | | | | |
| 35.00 | 3.69 | MP MARKER | R | YALE PARK REC AREA | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.56 | 4.25 | ENT FROM | L | 35 | | | | PV | N | | | | | | | | | | | | | | | | | | | | | |
| 35.68 | 4.37 | EXIT TO | L | LOG SCALEHOUSE | | | | PV | N | | | | | | | | | | | | | | | | | | | | | |
| 35.72 | 4.41 | INTRSECTN | L | LOG SCALEHOUSE | | | | PV | N | | | | | | | | | | | | | | | | | | | | | |
| 35.83 | 4.52 | BEG BRIDGE | B | FS RD #8100 | | | | FS | N | | | | | | | | | | | | | | | | | | | | | |
| | | | | DOG CREEK | | | | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 503/155.25 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.84 | 4.53 | END BRIDGE | B | DOG CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.97 | 4.66 | | | | | | | | | 1 | 1 | | | 2B | 22B | 2B | | 22 | 1 | 01 | | R3 | | | 35 | R | | | | |
| 36.00 | 4.69 | MP MARKER | R | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.01 | 4.70 | MISC FEATR | R | 36 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.17 | 4.86 | | | SGN COUGAR UNINC | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.29 | 4.98 | BEG SU LN | C | TWO WAY TURN | | | | | | 1 | 1 | | | 2B | 22B | 2B | | 22 | 1 | 01 | | R3 | | | 25 | R | | | | |
| | | INTRSECTN | R | COUGAR CREST RD | | | | CO | N | | | | | 2B | 22B | 2B | 12 | 34 | 1 | 01 | | R3 | | | 25 | R | | | | |
| 36.48 | 5.17 | | | | | | | | | 1 | 1 | | | 8B | 22B | 8B | 12 | 34 | 1 | 01 | | R3 | | | 25 | R | | | | |
| 36.58 | 5.27 | END SU LN | C | TWO WAY TURN | | | | | | 1 | 1 | | | 2B | 22B | 2B | \$\$\$ | 22 | 1 | 01 | | R3 | | | 25 | R | | | | |
| | | INTRSECTN | L | OLD LAKE MERRILL RD | | | | CO | Y | | | | | | | | | | | | | | | | | | | | | |
| 36.65 | 5.34 | | | | | | | | | 1 | 1 | | | 2B | 22B | 2B | | 22 | 1 | 01 | | R3 | | | 35 | R | | | | |
| 36.85 | 5.54 | ENT/EXIT | R | COUGAR PARK REC AREA | | | | PV | N | | | | | | | | | | | | | | | | | | | | | |
| 36.89 | 5.58 | | | | | | | | | 1 | 1 | | | 2B | 22B | 2B | | 22 | 1 | 01 | | R3 | | | 50 | R | | | | |
| 37.00 | 5.69 | MP MARKER | R | 37 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.06 | 5.75 | BEG BRIDGE | B | PANAMAKER CREEK | | | | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 503/160SP | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 31.31 | 0.00 | | | .03 | 11 | | | | |

SR 504 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|------|-----|--------------|---|----|----------------------|-----------------|-----|---|--------------|---|-----|---------|-----|---------------------------|----|-------|-----|-------|--------|-----|------|------|---------|-------|----|---|----|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | W | 56P | W | | 56 | 1 | 02 | 0170 | R2 | 35 | R | P | |
| | | | ENTER CITY | | | SR 5 TO MT ST HELENS | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CASTLE ROCK | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE B | | | CONTROL SECTION 0832 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 504/001 | | | | | | | | | | | | | | | | | | | | | | | |
| 0.06 | 0.06 | | END BRIDGE B | | | SR 5 | | | | | | | | | | | 8A | 27A | 8A | | 27 | 1 | 02 | 0170 | R2 | 35 | R | P | |
| 0.10 | 0.10 | | OFF RAMP | L | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | R | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | |
| 0.15 | 0.15 | | INTRSECTN | L | | OLD PACIFIC HWY | | | | | | | | | | | \$\$C | 56A | \$\$C | | 56 | 1 | 02 | 0170 | R2 | 35 | R | P | |
| | | | INTRSECTN | R | | DOUGHERTY DR NE | | | | | | | | | | | | | | | | | | | | | | | |
| 0.19 | 0.19 | | BEG SU LN | C | | TWO WAY TURN | | 13A | | | | | | | | | C | 44A | C | 13 | 57 | 1 | 02 | 0170 | R2 | 35 | R | P | |
| 0.24 | 0.24 | | INTRSECTN | L | | BOYD AVE NE | | | | | | | | | | | | | | | | | | | | | | | |
| 0.34 | 0.34 | | END SU LN | C | | TWO WAY TURN | | 13A | | | | | | | | | C | 56A | C | \$\$\$ | 56 | 1 | 02 | 0170 | R2 | 35 | R | P | |
| 0.40 | 0.40 | | BEG SU LN | R | | CLIMBING | | 12A | | | | | | | | | 8A | 23A | 4A | 12 | 35 | 1 | 02 | 0170 | R2 | 35 | R | P | |
| 0.47 | 0.47 | | INTRSECTN | R | | SALMON CREEK LN | | | | | | | | | | | | | | | | | | | | | | | |
| 0.51 | 0.51 | | LEAVE CITY | | | CASTLE ROCK | | | | | | | | | | | 8A | 23A | 4A | 12 | 35 | 1 | 02 | \$\$\$R | R2 | 55 | R | \$ | |
| | | | MISC FEATR | L | | SGN ENT CASTLE ROCK | | | | | | | | | | | | | | | | | | | | | | | |
| 0.61 | 0.61 | | | | | | | | | | | | | | | | 8A | 23A | 10A | 12 | 35 | 1 | 02 | | R2 | 55 | R | | |
| 0.78 | 0.78 | | | | | | | | | | | | | | | | 8A | 23A | 4A | 12 | 35 | 1 | 02 | | R2 | 55 | R | | |
| 1.00 | 1.00 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| 1.30 | 1.30 | | INTRSECTN | L | | LONE MAPLE DR | | | | | | | | | | | | | | | | | | | | | | | |
| 1.37 | 1.37 | | INTRSECTN | L | | STUDEBAKER RD | | | | | | | | | | | | | | | | | | | | | | | |
| 1.71 | 1.71 | | INTRSECTN | L | | KROLL RD | | | | | | | | | | | | | | | | | | | | | | | |
| 1.90 | 1.90 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | | MP MARKER | R | | 2 | | | | | | | | | | | 8A | 24A | 4A | 12 | 36 | 1 | 02 | | R2 | 55 | R | | |
| | | | INTRSECTN | L | | TOWER RD | | | | | | | | | | | | | | | | | | | | | | | |
| 2.10 | 2.10 | | | | | | | | | | | | | | | | 8A | 23A | 4A | 12 | 35 | 1 | 02 | | R2 | 55 | R | | |
| 2.17 | 2.17 | | | | | | | | | | | | | | | | 4A | 23A | 4A | 12 | 35 | 1 | 02 | | R2 | 55 | R | | |
| 2.19 | 2.19 | | END SU LN | R | | CLIMBING | | 12A | | | | | | | | | 4A | 23A | 4A | \$\$\$ | 23 | 1 | 02 | | R2 | 55 | R | | |
| 2.21 | 2.21 | | | | | | | | | | | | | | | | 4A | 23A | 14A | | 23 | 1 | 02 | | R2 | 55 | R | | |
| 2.31 | 2.31 | | | | | | | | | | | | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | |
| 2.70 | 2.70 | | INTRSECTN | R | | SI TOWN RD | | | | | | | | | | | | | | | | | | | | | | | |
| 2.95 | 2.95 | | INTRSECTN | L | | REYNOLDS RD | | | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | 3.00 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|------|--|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.10 | 0.10 | | | .04 | 13 | | | | | | |
| 0.15 | 0.15 | | | .02 | 13 | | .02 | 13 | | | |
| 2.00 | 2.00 | | | .03 | 12 | | | | | | |

SR 504 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------|-------|---|------|---------------------|----|---------|---|-----|-------------|-----|------|-------------|------|-----|---------|-----|--------------------------|-----|-----|-----|------|--------|-----|-------|----|----|----|---|----|----|---|--|--|--|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | |
| | | | | | | | | | WD/S | BR | WD/S | BR | WD/S | BR | WD/S | BR | WD/S | BR | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | |
| 3.03 | 3.03 | | | | | | | | | | | | | | | | | | 4A | 24A | 4A | | | | 24 | 1 | 02 | | R2 | 55 | R | | | |
| 3.40 | 3.40 | BEG SU LN | R | CLIMBING | | | | | 12A | | | | | | | | | | 4A | 24A | 4A | 12 | | | 36 | 1 | 02 | | R2 | 55 | R | | | |
| 3.59 | 3.59 | INTRSECTN | R | S SILVER LAKE RD | | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.80 | 3.80 | END SU LN | R | CLIMBING | | | | | 12A | | | | | | | | | | 4A | 24A | 4A | \$\$\$ | | | 24 | 1 | 02 | | R2 | 55 | R | | | |
| 4.00 | 4.00 | BEG SU LN | L | CLIMBING | | | | | 12A | | | | | | | | | | 4A | 24A | 4A | 12 | | | 36 | 1 | 02 | | R2 | 55 | R | | | |
| | | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.10 | 4.10 | INTRSECTN | R | CARNINE RD | | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | SCHAFFRAN RD | | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.32 | 4.32 | END SU LN | L | CLIMBING | | | | | 12A | | | | | | | | | | 4A | 24A | 4A | \$\$\$ | | | 24 | 1 | 02 | | R2 | 55 | R | | | |
| 4.59 | 4.59 | INTRSECTN | L | ESTES RD | | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.00 | 5.00 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.02 | 5.02 | | | | | | | | | | | | | | | | | | 20A | 24A | 6A | | | | 24 | 1 | 02 | | R2 | 55 | R | | | |
| 5.12 | 5.12 | | | | | | | | | | | | | | | | | | 4A | 24A | 6A | | | | 24 | 1 | 02 | | R2 | 55 | R | | | |
| 5.22 | 5.19 | EQUATION | | 005.19 =005.22 | | | | | | | | | | | | | | | 4A | 24A | 4A | | | | 24 | 1 | 02 | | R2 | 55 | R | | | |
| 5.28 | 5.25 | EXIT TO | R | SEAQUEST STATE PARK | | ST | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.57 | 5.54 | BEG BRIDGE B | | SEAQUEST PED PATH | | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 504/005.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.58 | 5.55 | END BRIDGE B | | SEAQUEST PED PATH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.60 | 5.57 | ENT/EXIT | B | SEAQUEST STATE PARK | | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.70 | 5.67 | | | | | | | | | | | | | | | | | | 8A | 24A | 8A | | | | 24 | 1 | 02 | | R2 | 55 | R | | | |
| 5.92 | 5.89 | INTRSECTN | L | PAINÉ RD | | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.02 | 5.99 | MP MARKER | R | 6 | | | | | | | | | | | | | | | 8A | 24A | 10A | | | | 24 | 1 | 02 | | R2 | 55 | R | | | |
| 6.21 | 6.18 | | | | | | | | | | | | | | | | | | 8A | 24A | 8A | | | | 24 | 1 | 02 | | R2 | 55 | R | | | |
| 6.26 | 6.23 | INTRSECTN | R | SILVER COVE DR | | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.35 | 6.32 | INTRSECTN | R | LAKEVIEW DR | | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.53 | 6.50 | INTRSECTN | L | OWENS RD | | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.66 | 6.63 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.76 | 6.73 | INTRSECTN | R | EL COSTA-LOTTA PL | | PV | N | | | | | | | | | | | | 4A | 24A | 4A | | | | 24 | 1 | 02 | | R2 | 55 | R | | | |
| 6.89 | 6.86 | INTRSECTN | R | SILVER SHORES DR | | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.01 | 6.98 | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.87 | 7.84 | INTRSECTN | R | KERR RD | | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.01 | 7.98 | MP MARKER | R | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.46 | 8.43 | INTRSECTN | L | GEORGE TAYLOR RD | | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.01 | 8.98 | MP MARKER | R | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.09 | 9.06 | INTRSECTN | R | HALL RD | | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 3.59 | 3.59 | | | .03 | 13 | | | | |
| 5.28 | 5.25 | | .03 | 12 | | | | | |
| 5.60 | 5.57 | .04 | 14 | .04 | 14 | | | | |
| 9.09 | 9.06 | | | .03 | 12 | | | | |

SR 504 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------|---|-------|---|---|----------|---------------------|----|-------------|---|---|--------------|-----|-----|---------|------|----|-------|---------------------------|-------|-----|-----|---|----|------|----|-------|---|---|---|--|--|
| | | | :DIRECTION TO INVENTORY | | -BRIDGE- | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | |
| | | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | |
| 9.14 | | 9.11 | | | | | | | | | | | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 9.42 | | 9.39 | | | | | | | | | | | | | | | 4A | 24A | 10A | | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 9.59 | | 9.56 | INTRSECTN | L | | MARTIN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 9.62 | | 9.59 | | | | | | | | | | | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 9.75 | | 9.72 | | | | | | | | | | | | | | | 4A | 24A | 10A | | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 9.91 | | 9.88 | | | | | | | | | | | | | | | 4A | 24A | 10A | | 24 | 1 | 02 | | R2 | 35 | R | | | | |
| 9.97 | | 9.94 | INTRSECTN | R | | HANSEN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 10.00 | | 9.97 | MP MARKER | R | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.02 | | 9.99 | | | | | | | | | | | | | | | 10A | 24A | 10A | | 24 | 1 | 02 | | R2 | 35 | R | | | | |
| 10.56 | | 10.53 | INTRSECTN | R | | SIGHTLY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 10.57 | | 10.54 | INTRSECTN | R | | S TOUTLE RD | CO | | Y | 1 | 1 | | | | | | 4A | 24A | 8A | | 24 | 1 | 02 | | R2 | 35 | R | | | | |
| 10.75 | | 10.72 | | | | | | | | | | | | | | | 4A | 24A | 8A | | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 10.83 | | 10.80 | INTRSECTN | L | | COAL BANKS RD | CO | | N | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 10.95 | | 10.92 | BEG BRIDGE B | | | CULVERT | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 504/009C | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.96 | | 10.93 | END BRIDGE B | | | CULVERT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.00 | | 10.97 | MP MARKER | R | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.04 | | 11.01 | BEG BRIDGE B | | | TOUTLE RIVER | ST | | | 1 | 1 | | | | | | \$\$W | 40P | \$\$W | | 40 | 1 | 02 | | R2 | 55 | R | | | | |
| | | | | | | BRDG NUM 504/010 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.14 | | 11.11 | END BRIDGE B | | | TOUTLE RIVER | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 11.46 | | 11.43 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 12.01 | | 11.98 | MP MARKER | R | | 12 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.01 | | 12.98 | MP MARKER | R | | 13 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.64 | | 13.61 | INTRSECTN | L | | TOWER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 14.01 | | 13.98 | MP MARKER | R | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.43 | | 14.40 | INTRSECTN | L | | FINKAS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 14.72 | | 14.69 | INTRSECTN | L | | SR 505 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 15.01 | | 14.98 | MP MARKER | R | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.01 | | 15.98 | MP MARKER | R | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.00 | | 16.97 | BEG BRIDGE B | | | WOOSTER CREEK | ST | | | 1 | 1 | | | | | | \$\$W | 33P | \$\$W | | 33 | 1 | 02 | | R2 | 55 | R | | | | |
| | | | | | | BRDG NUM 504/014 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.01 | | 16.98 | END BRIDGE B | | | WOOSTER CREEK | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| | | | MP MARKER | R | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.29 | | 17.26 | BEG BRIDGE B | | | N FORK TOUTLE RIVER | ST | | | 1 | 1 | | | | | | \$\$C | 28A | \$\$C | | 28 | 1 | 02 | | R2 | 55 | R | | | | |
| | | | | | | BRDG NUM 504/015 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.38 | | 17.35 | END BRIDGE B | | | N FORK TOUTLE RIVER | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 17.84 | | 17.81 | INTRSECTN | R | | KID VALLEY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 17.86 | | 17.83 | | | | | | | | 1 | 1 | | | | | | 16A | 24B | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 17.92 | | 17.89 | MP MARKER | R | | 18 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.18 | | 18.15 | INTRSECTN | B | | ROAD 1900 | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 18.19 | | 18.16 | | | | | | | | 1 | 1 | | | | | | 10A | 24B | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 18.23 | | 18.20 | | | | | | | | 1 | 1 | | | | | | 4A | 24B | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 18.27 | | 18.24 | | | | | | | | 1 | 1 | | | | | | 4A | 24B | 6A | | 24 | 1 | 02 | | R2 | 55 | R | | | | |

SR 504 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|-------|-------|---|------|------------------------|----|-----|-----------------|-----|-----|--------------|-----|------|---------|--------|---------------------------|--------|--------|-----|---|----|------|----|-------|---|---|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | |
| 26.57 | 26.52 | | | | | | | 1 | 1 | | | | | 4A | 24B | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | | |
| 26.67 | 26.62 | EXIT TO | R | HOFFSTADT VIEWPOINT | FS | | N | | | | | | | | | | | | | | | | | | | | |
| 26.71 | 26.66 | ENT/EXIT | R | HOFFSTADT VIEWPOINT | FS | | N | | | | | | | | | | | | | | | | | | | | |
| 26.73 | 26.68 | ENT FROM | R | HOFFSTADT VIEWPOINT | FS | | N | | | | | | | | | | | | | | | | | | | | |
| 27.02 | 26.97 | MP MARKER | R | 27 | | | | | | | | | | | | | | | | | | | | | | | |
| 27.45 | 27.40 | BEG BRIDGE | B | HOFFSTADT BLUFFS | ST | | 1 | 1 | | | | | | \$\$W | 32P | \$\$W | | 32 | 1 | 02 | | R2 | 55 | R | | | |
| | | | | BRDG NUM 504/023 | | | | | | | | | | | | | | | | | | | | | | | |
| 27.53 | 27.48 | END BRIDGE | B | HOFFSTADT BLUFFS | | | 1 | 1 | | | | | | 4A | 24B | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | | |
| 27.57 | 27.52 | MISC FEATR | R | VEHICLE PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 27.92 | 27.87 | BEG SU LN | R | SLOW VEHICLE | | 12A | | 1 | 1 | | | | | 4A | 24B | \$\$\$ | 12 | 36 | 1 | 02 | | R2 | 55 | R | | | |
| 28.02 | 27.97 | MP MARKER | R | 28 | | | | | | | | | | | | | | | | | | | | | | | |
| 28.04 | 27.99 | END SU LN | R | SLOW VEHICLE | | 12A | | 1 | 1 | | | | | 4A | 24B | 4A | \$\$\$ | 24 | 1 | 02 | | R2 | 55 | R | | | |
| 28.13 | 28.08 | INTRSECTN | L | PVT RD (2502) | PV | | N | | | | | | | | | | | | | | | | | | | | |
| 28.25 | 28.20 | BEG BRIDGE | B | COW CREEK | ST | | 1 | 1 | | | | | | \$\$W | 32P | \$\$W | | 32 | 1 | 02 | | R2 | 55 | R | | | |
| | | | | BRDG NUM 504/025 | | | | | | | | | | | | | | | | | | | | | | | |
| 28.41 | 28.36 | END BRIDGE | B | COW CREEK | | | 1 | 1 | | | | | | 4A | 24B | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | | |
| 28.62 | 28.57 | BEG SU LN | L | CHAIN UP | | 22A | | 1 | 1 | | | | | \$\$\$ | 24B | 4A | 22 | 46 | 1 | 02 | | R2 | 55 | R | | | |
| 28.67 | 28.62 | BEG SU LN | R | CHAIN UP | | 22A | | 1 | 1 | | | | | | 24B | \$\$\$ | 44 | 68 | 1 | 02 | | R2 | 55 | R | | | |
| 28.92 | 28.87 | ENT/EXIT | R | DOT STOCKPILE | ST | | N | | | | | | | | | | | | | | | | | | | | |
| 29.01 | 28.96 | END SU LN | L | CHAIN UP | | 22A | | 1 | 1 | | | | | 4A | 24B | 4A | \$\$\$ | 24 | 1 | 02 | | R2 | 55 | R | | | |
| | | END SU LN | R | CHAIN UP | | 22A | | | | | | | | | | | | | | | | | | | | | |
| 29.02 | 28.97 | MP MARKER | R | 29 | | | | | | | | | | | | | | | | | | | | | | | |
| 29.38 | 29.33 | INTRSECTN | L | PVT RD (2900) | PV | | N | | | | | | | | | | | | | | | | | | | | |
| 29.48 | 29.43 | BEG BRIDGE | B | HOFFSTADT CREEK | ST | | 1 | 1 | | | | | | \$\$W | 32P | \$\$W | | 32 | 1 | 02 | | R2 | 55 | R | | | |
| | | | | BRDG NUM 504/027 | | | | | | | | | | | | | | | | | | | | | | | |
| 29.92 | 29.87 | END BRIDGE | B | HOFFSTADT CREEK | | | 1 | 1 | | | | | | 4A | 24B | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | | |
| 30.02 | 29.97 | MP MARKER | R | 30 | | | | | | | | | | | | | | | | | | | | | | | |
| 30.72 | 30.67 | INTRSECTN | B | PVT RD (3100) | PV | | N | | | | | | | | | | | | | | | | | | | | |
| 30.78 | 30.73 | BEG SU LN | R | CLIMBING | | 12A | | 1 | 1 | | | | | 4A | 24B | 4A | 12 | 36 | 1 | 02 | | R2 | 55 | R | | | |
| 31.02 | 30.97 | MP MARKER | R | 31 | | | | | | | | | | | | | | | | | | | | | | | |
| 31.64 | 31.59 | BEG SU LN | L | SLOW VEHICLE | | 12A | | 1 | 1 | | | | | \$\$\$ | 24B | 4A | 24 | 48 | 1 | 02 | | R2 | 55 | R | | | |
| 31.82 | 31.77 | END SU LN | R | CLIMBING | | 12A | | 1 | 1 | | | | | 4A | 24B | 4A | \$\$\$ | 24 | 1 | 02 | | R2 | 55 | R | | | |
| | | END SU LN | L | SLOW VEHICLE | | 12A | | | | | | | | | | | | | | | | | | | | | |
| 32.02 | 31.97 | MP MARKER | R | 32 | | | | | | | | | | | | | | | | | | | | | | | |
| 33.02 | 32.97 | MP MARKER | R | 33 | | | | | | | | | | | | | | | | | | | | | | | |
| 33.06 | 33.01 | EXIT TO | R | FOREST LEARNING CENTER | FS | | N | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 26.71 | 26.66 | | | .03 | 12 | | .07 | 12 | |
| 26.73 | 26.68 | | | | | | | | .07 12 |
| 33.06 | 33.01 | | .01 | 12 | | | | | |

SR 504 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|-------|-------|---|------|------------------------|----|-----|-------------|-----|-----|-------------|-----|------|---------|--------|-----|---------------------------|--------|-----|---|----|------|----|-------|---|---|---|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | |
| 33.07 | 33.02 | | | | | | | 1 | 1 | | | | | 4A | 24B | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 33.08 | 33.03 | ENT/EXIT | R | FOREST LEARNING CENTER | FS | | N | | | | | | | | | | | | | | | | | | | | | |
| 33.09 | 33.04 | BEG SU LN | R | CLIMBING | | 12A | | 1 | 1 | | | | | 4A | 24B | 4A | 12 | 36 | 1 | 02 | | R2 | 55 | R | | | | |
| | | ENT FROM | R | FOREST LEARNING CENTER | FS | | N | | | | | | | | | | | | | | | | | | | | | |
| 33.73 | 33.68 | INTRSECTN | R | PVT RD (3354) | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 34.02 | 33.97 | MP MARKER | R | 34 | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.13 | 34.08 | INTRSECTN | L | PVT RD (3300) | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 34.21 | 34.16 | MISC FEATR | L | TRUCK RUN AWAY RAMP | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.73 | 34.68 | END SU LN | R | CLIMBING | | 12A | | 1 | 1 | | | | | 4A | 24B | 4A | \$\$\$ | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 35.02 | 34.97 | MP MARKER | R | 35 | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.36 | 35.31 | BEG BRIDGE | B | BEAR CREEK | ST | | | 1 | 1 | | | | | \$\$W | 32P | \$\$W | | 32 | 1 | 02 | | R2 | 55 | R | | | | |
| | | | | BRDG NUM 504/030 | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.45 | 35.40 | END BRIDGE | B | BEAR CREEK | | | | 1 | 1 | | | | | 4A | 24B | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 35.48 | 35.43 | INTRSECTN | L | PVT RD (3344) | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 35.60 | 35.55 | BEG SU LN | R | CLIMBING | | 12A | | 1 | 1 | | | | | 4A | 24B | 4A | 12 | 36 | 1 | 02 | | R2 | 55 | R | | | | |
| 36.02 | 35.97 | MP MARKER | R | 36 | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.06 | 36.01 | END SU LN | R | CLIMBING | | 12A | | 1 | 1 | | | | | 4A | 24B | 4A | \$\$\$ | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 36.84 | 36.79 | EXIT TO | R | ELK ROCK VIEWPOINT | FS | | N | | | | | | | | | | | | | | | | | | | | | |
| 36.86 | 36.81 | BEG SU LN | R | SLOW VEHICLE | | 12A | | 1 | 1 | | | | | 4A | 24B | 4A | 12 | 36 | 1 | 02 | | R2 | 55 | R | | | | |
| 36.87 | 36.82 | ENT/EXIT | R | ELK ROCK VIEWPOINT | FS | | N | | | | | | | | | | | | | | | | | | | | | |
| 36.96 | 36.91 | END SU LN | R | SLOW VEHICLE | | 12A | | 1 | 1 | | | | | 4A | 24B | 4A | \$\$\$ | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 36.97 | 36.92 | ENT FROM | R | ELK ROCK VIEWPOINT | FS | | N | | | | | | | | | | | | | | | | | | | | | |
| 37.02 | 36.97 | MP MARKER | R | 37 | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.16 | 37.11 | BEG SU LN | R | SLOW VEHICLE | | 22A | | 1 | 1 | | | | | 4A | 24B | \$\$\$ | 22 | 46 | 1 | 02 | | R2 | 55 | R | | | | |
| 37.25 | 37.20 | BEG SU LN | L | SLOW VEHICLE | | 22A | | 1 | 1 | | | | | \$\$\$ | 24B | | 44 | 68 | 1 | 02 | | R2 | 55 | R | | | | |
| 37.45 | 37.40 | END SU LN | R | SLOW VEHICLE | | 22A | | 1 | 1 | | | | | 4A | 24B | 4A | \$\$\$ | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| | | END SU LN | L | SLOW VEHICLE | | 22A | | | | | | | | | | | | | | | | | | | | | | |
| 38.02 | 37.97 | MP MARKER | R | 38 | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.21 | 38.16 | BEG BRIDGE | B | ELK CREEK | ST | | | 1 | 1 | | | | | \$\$W | 35P | \$\$W | | 35 | 1 | 02 | | R2 | 55 | R | | | | |
| | | | | BRDG NUM 504/032 | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.35 | 38.30 | END BRIDGE | B | ELK CREEK | | | | 1 | 1 | | | | | 4A | 24B | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 38.39 | 38.34 | MISC FEATR | R | VEHICLE PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.99 | 38.94 | BEG BRIDGE | B | EAST FORK ELK CREEK | ST | | | 1 | 1 | | | | | \$\$W | 35P | \$\$W | | 35 | 1 | 02 | | R2 | 55 | R | | | | |
| | | | | BRDG NUM 504/034 | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 33.08 | 33.03 | | | .03 | 12 | | | .07 | 12 |
| 36.84 | 36.79 | | .02 | 12 | | | | | |
| 36.87 | 36.82 | | | .04 | 12 | | | | |
| 36.97 | 36.92 | | | | | | .03 | 12 | |

SR 504 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|-------------------------|---|-----|------------|---|----|-----------------------|-------------|-----|----|-------------|---|-----|---------|-----|------|----|---------------------------|-----|--------|--------|-----|---|----|------|----|-------|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S |
| 39.02 | | | MP MARKER | R | | 39 | | | | 1 | 1 | | | | | | W | 35P | W | | 35 | 1 | 02 | | R2 | 55 | R | | |
| 39.15 | | | END BRIDGE | B | | EAST FORK ELK CREEK | | | | 1 | 1 | | | | | | 4A | 24B | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | |
| 39.60 | | | BEG SU LN | L | | SLOW VEHICLE | | 12A | | 1 | 1 | | | | | | \$\$\$ | 24B | 4A | 12 | 36 | 1 | 02 | | R2 | 55 | R | | |
| 39.75 | | | END SU LN | L | | SLOW VEHICLE | | 12A | | 1 | 1 | | | | | | 4A | 24B | 4A | \$\$\$ | 24 | 1 | 02 | | R2 | 55 | R | | |
| 40.02 | | | MP MARKER | R | | 40 | | | | | | | | | | | | | | | | | | | | | | | |
| 40.24 | | | INTRSECTN | R | | VEHICLE TURNAROUND | | | ST | | N | | | | | | | | | | | | | | | | | | |
| 40.26 | | | EXIT TO | R | | CASTLE LAKE VIEWPOINT | | | ST | | N | | | | | | | | | | | | | | | | | | |
| 40.27 | | | ENT/EXIT | R | | CASTLE LAKE VIEWPOINT | | | ST | | N | | | | | | | | | | | | | | | | | | |
| 40.77 | | | BEG SU LN | R | | SLOW VEHICLE | | 12A | | 1 | 1 | | | | | | 8A | 24B | \$\$\$ | 12 | 36 | 1 | 02 | | R2 | 55 | R | | |
| 40.80 | | | BEG SU LN | L | | SLOW VEHICLE | | 12A | | 1 | 1 | | | | | | \$\$\$ | 24B | | 24 | 48 | 1 | 02 | | R2 | 55 | R | | |
| 40.87 | | | END SU LN | R | | SLOW VEHICLE | | 12A | | 1 | 1 | | | | | | | 24B | 4A | 12 | 36 | 1 | 02 | | R2 | 55 | R | | |
| 40.89 | | | END SU LN | L | | SLOW VEHICLE | | 12A | | 1 | 1 | | | | | | 4A | 24B | 4A | \$\$\$ | 24 | 1 | 02 | | R2 | 55 | R | | |
| 41.02 | | | MP MARKER | R | | 41 | | | | | | | | | | | | | | | | | | | | | | | |
| 41.35 | | | BEG SU LN | R | | SLOW VEHICLE | | 12A | | 1 | 1 | | | | | | 4A | 24B | \$\$\$ | 12 | 36 | 1 | 02 | | R2 | 55 | R | | |
| 41.46 | | | END SU LN | R | | SLOW VEHICLE | | 12A | | 1 | 1 | | | | | | 4A | 24B | 4A | \$\$\$ | 24 | 1 | 02 | | R2 | 55 | R | | |
| 41.68 | | | BEG BRIDGE | B | | MARATTA CREEK | | | ST | | 1 | 1 | | | | | \$\$\$ | W | 32P | \$\$\$ | 32 | 1 | 02 | | R2 | 55 | R | | |
| | | | | | | BRDG NUM 504/036 | | | | | | | | | | | | | | | | | | | | | | | |
| 41.78 | | | END BRIDGE | B | | MARATTA CREEK | | | | 1 | 1 | | | | | | 4A | 24B | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | |
| 41.86 | | | INTRSECTN | L | | PVT RD (3540) | | | PV | | N | | | | | | | | | | | | | | | | | | |
| 42.02 | | | MP MARKER | R | | 42 | | | | | | | | | | | | | | | | | | | | | | | |
| 42.62 | | | | | | | | | | | | 1 | 1 | | | | 4A | 24B | 4A | | 24 | 1 | 02 | | R2 | 25 | R | | |
| 42.74 | | | OFF RAMP | R | | SR 504 EB | | | ST | | N | | | | | | | | | | | | | | | | | | |
| 42.84 | | | MISC FEATR | R | | GORE (P504274) | | | | | | | | | | | | | | | | | | | | | | | |
| 42.93 | | | BEG BRIDGE | B | | SR 504 LOOP | | | ST | | 1 | 1 | | | | | \$\$\$ | W | 32P | \$\$\$ | 32 | 1 | 02 | | R2 | 25 | R | | |
| | | | | | | BRDG NUM 504/038 | | | | | | | | | | | | | | | | | | | | | | | |
| 42.95 | | | END BRIDGE | B | | SR 504 LOOP | | | | 1 | 1 | | | | | | 4A | 24B | 4A | | 24 | 1 | 02 | | R2 | 25 | R | | |
| 42.98 | | | WYE CONN | L | | SR 504 | | | ST | | N | | | | | | | | | | | | | | | | | | |
| 43.02 | | | MP MARKER | R | | 43 | | | | | | | | | | | | | | | | | | | | | | | |
| 43.03 | | | ENT/EXIT | R | | COLDWATER COMPLEX | | | FS | | N | | | | | | | | | | | | | | | | | | |
| 43.07 | | | WYE CONN | L | | SR 504 | | | ST | | N | 1 | 1 | | | | 4A | 28B | 4A | | 28 | 1 | 02 | | R2 | 25 | R | | |
| 43.08 | | | MISC FEATR | B | | GATE (SEASONAL) | | | | | | | | | | | | | | | | | | | | | | | |
| 43.20 | | | | | | | | | | | | 1 | 1 | | | | 4A | 24B | 4A | | 24 | 1 | 02 | | R2 | 25 | R | | |
| 43.23 | | | UXING | B | | SR 504 LOOP | | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 504/038 | | | | | | | | | | | | | | | | | | | | | | | |
| 43.27 | | | MISC FEATR | R | | GORE (P504274) | | | | | | | | | | | | | | | | | | | | | | | |
| 43.45 | | | ON RAMP | R | | SR 504 EB | | | ST | | N | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|--|--|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 40.26 | | | 40.21 | | .05 | 12 | | | | | |
| 40.27 | | | 40.22 | | | .03 | 12 | | .03 | 12 | |

SR 507 MAINLINE

STATE ROUTE - SRSH

COUNTY LEWIS

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|------------------------|-----|-----|------------|---------|-----|-----|-----|-----|--------|---------------------------|----------|--------|-------|---------|-----|----|----|------|------|------|------|----|----|----|---|---|---|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | |
| 0.00B | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 2 | | | | | | | W | 43P | W | | 43 | 2 | 01 | 0180 | U2 | | 30 | L | B | * | | | | | | |
| | | | ENTER CITY | | | SR 5/CENTRALIA TO SR 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG EQ | | | CENTRALIA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | CONTROL SECTION 2135 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | I | | MELLEN ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/229 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.03B | 0.03 | | END BRIDGE | I | | SR 5 | | | | 2 | | | | | | | 4A | 24A | 8A | | 24 | 2 | 01 | 0180 | U2 | | 30 | L | B | * | | | | | | |
| 0.05B | 0.05 | | ON RAMP | R | | SR 5 NB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.18B | 0.18 | | | | | | | | | 2 | | | | | | | | 4A | 29A | \$\$\$C | | 29 | 2 | 01 | 0180 | U2 | | 30 | L | B | * | | | | | |
| 0.25B | 0.25 | | EXIT TO | R | | ALDER ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.26B | 0.26 | | ENT FROM | R | | ALDER ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.33B | 0.33 | | EXIT TO | R | | BORTHWICK ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.34B | 0.34 | | ENT FROM | R | | BORTHWICK ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.00 | 0.36 | | EQUATION | | | 000.36B=000.00 | | | | 2 | 2 | | C | 28A | | 80S | CU | \$\$\$ | 29A | C | | 57 | 2 | 01 | 0180 | U2 | | 30 | L | B | * | | | | | |
| | | | UXING | D | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/230 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.02 | 0.38 | | WYE CONN | L | | SR 507 DECREASING | | | | | Y | 2 | 1 | C | 28A | | 80S | CU | | 20A | C | | 48 | 2 | 01 | 0180 | U2 | | 30 | L | B | * | | | | |
| 0.03 | 0.39 | | OFF RAMP | L | | SR 5 NB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT FROM | R | | SR 507 INCREASING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.04 | 0.40 | | WYE CONN | L | | SR 507 DECREASING | | | | | Y | 2 | 1 | C | 28A | | 1A | CU | | 20A | C | | 48 | 2 | 01 | 0180 | U2 | | 30 | L | B | * | | | | |
| 0.07 | 0.43 | | INTRSECTN | B | | ELLSBURY ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.10 | 0.46 | | | | | | | | | 1 | 1 | | | C | 16A | | 1A | CU | | 20A | C | | 36 | 2 | 01 | 0180 | U2 | | 30 | L | B | * | | | | |
| 0.11 | 0.47 | | INTRSECTN | R | | CITY ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.15 | 0.51 | | | | | | | | | 1 | 1 | | | \$ | \$\$\$ | | \$\$\$\$ | \$\$ | | C | 44A | C | | 44 | 2 | 01 | 0180 | U2 | | 30 | L | B | * | | | |
| 0.18 | 0.54 | | INTRSECTN | B | | MARSH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.27 | 0.63 | | INTRSECTN | B | | YEW ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.39 | 0.75 | | END ST | I | | MELLEN ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | ALDER ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | ALDER ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.46 | 0.82 | | INTRSECTN | L | | ELM ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.47 | 0.83 | | RR XING | B | | NUM 396776G GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.48 | 0.84 | | INTRSECTN | R | | WOODLAND AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.54 | 0.90 | | INTRSECTN | L | | W CHESTNUT ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | RICHMOND ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.11 | 0.47 | | | | | | | | | | |
| 0.27 | 0.63 | | | .03 | 12 | | | .01 | 12 | | |

SR 507 MAINLINE

STATE ROUTE - SRSH

COUNTY LEWIS

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|------|-------|-------------------------|------|---|----|-----------------|---|------------|---|-------------|-----|---------|------|------|---------------------------|------|-----|-----|-----|-------|------|-------|----|----|----|---|---|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | INCRS/UNDI | | SPC | | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR LFT RHT | | LFT RHT | | USE TOT | | | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | LNS SHD RDY SHD | | MEDIAN- | | SHD RDY SHD | | LNS RDY | | MTCE | | CITY | | ST | | SPEED | | T P S | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 0.55 | 0.91 | | | | | | | 1 | 1 | | | | | | C 44A | C | | 44 | 2 | 01 | 0180 | U2 | | 30 | L | B | * | | |
| 0.58 | 0.94 | WYE CONN | L | S WASHINGTON AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.60 | 0.96 | INTRSECTN | R | HAMILTON AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | S WASHINGTON AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.67 | 1.03 | END ST | I | ALDER ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | WEST CHERRY ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | S OAK ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | W CHERRY ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.74 | 1.10 | INTRSECTN | B | S ROCK ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.80 | 1.16 | INTRSECTN | B | S IRON ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.84 | 1.20 | INTRSECTN | B | S SILVER ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.90 | 1.26 | | | | | | | 1 | 1 | | | | | | C 44A | C | | 44 | 2 | 01 | 0180 | U2 | | 25 | L | B | * | | |
| 0.91 | 1.27 | INTRSECTN | L | SR 507 COPEARL (COUplet) | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | S PEARL ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | D | COUplet - COPEARL | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.95 | 1.31 | END ST | I | WEST CHERRY ST | | | | \$ | 2 | | | | | | C 44A | C | | 44 | 2 | 01 | 0180 | U1 | | 25 | L | B | * | | |
| | | BEG ST | I | S TOWER AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | S TOWER AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | E CHERRY ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.01 | 1.37 | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.04 | 1.40 | INTRSECTN | B | E PLUM ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.11 | 1.47 | INTRSECTN | L | W PEAR ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.18 | 1.54 | INTRSECTN | B | E WALNUT ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.26 | 1.62 | INTRSECTN | L | CENTRALIA COLLEGE BLVD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | E LOCUST ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.31 | 1.67 | END ST | I | S TOWER AVE | | | | 2 | | | | | | | C 44A | C | | 44 | 2 | 01 | 0180 | U2 | | 25 | L | B | * | | |
| | | BEG ST | I | N TOWER AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | E MAIN ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | W MAIN ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.39 | 1.75 | INTRSECTN | B | E PINE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.46 | 1.82 | INTRSECTN | B | E MAGNOLIA ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.47 | 1.83 | BEG BRIDGE | I | CHINA CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 507/005E | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.48 | 1.84 | END BRIDGE | I | CHINA CREEK | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.52 | 1.88 | INTRSECTN | B | E MAPLE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.59 | 1.95 | INTRSECTN | B | CENTER ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.71 | 2.07 | INTRSECTN | B | E HANSON ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.91 | 1.27 | | | .02 | 12 | | | | |

SR 507 MAINLINE

STATE ROUTE - SRSH

COUNTY LEWIS

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|------|-------|---|------|--------------------------|----|-------------|---|------------|---|-----|-----|---------------------------|------|-------|-----------|-------|-----|-------|-----|---|----|------|----|---|----|---|---|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | INCRS/UNDI | | SPC | | | | LEGAL | | T | | P | | S | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR LFT RHT | | LFT RHT | | USE | | TOT | | CITY | | ST | | SPEED | | R | | K | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 1.77 | 2.13 | | | | | | | 2 | | | | | | | C 44A | | | | 44 | 2 | 01 | 0180 | U2 | | 25 | L | B | * | |
| 1.79 | 2.15 | INTRSECTN | R | E FIRST ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | W FIRST ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.80 | 2.16 | | | | | | | 2 | | | | | | | C 44A | | | | 44 | 2 | 01 | 0180 | U2 | | 30 | L | B | * | |
| 1.87 | 2.23 | INTRSECTN | B | E SECOND ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.96 | 2.32 | INTRSECTN | B | E THIRD ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.01 | 2.37 | MP MARKER | R | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.03 | 2.39 | INTRSECTN | B | E FOURTH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.10 | 2.46 | INTRSECTN | B | FIFTH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.12 | 2.48 | RR XING | I | NUM 092546N GRADE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.18 | 2.54 | WYE CONN | R | E SIXTH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.20 | 2.56 | END ST | I | N TOWER AVE | | | | 1 | 1 | | | | | | C 36A | | | | 36 | 2 | 01 | 0180 | U2 | | 30 | L | P | * | |
| | | BEG ST | I | W SIXTH ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | E SIXTH ST | CT | SS | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | N TOWER AVE | CT | SS | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.26 | 2.62 | END ST | I | W SIXTH ST | | | | 1 | 1 | | | | | | 4A 24A | 4A | | | 24 | 2 | 01 | 0180 | U2 | | 30 | L | B | * | |
| | | BEG ST | I | N PEARL ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | W SIXTH ST | CT | SS | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | SR 507 COPEARL (COUplet) | ST | SS | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | D | COUplet - COPEARL | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.36 | 2.72 | BEG BRIDGE | B | SKOOKUMCHUCK RIVER | ST | | | 1 | 1 | | | | | | \$\$C 20P | \$\$C | | | 20 | 2 | 01 | 0180 | U2 | | 30 | L | P | * | |
| | | | | BRDG NUM 507/008 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.40 | 2.76 | END BRIDGE | B | SKOOKUMCHUCK RIVER | | | | 1 | 1 | | | | | | 4A 24A | 4A | | | 24 | 2 | 01 | 0180 | U2 | | 35 | L | B | * | |
| 2.72 | 3.08 | INTRSECTN | B | REYNOLDS AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.81 | 3.17 | INTRSECTN | R | FREEMONT AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.85 | 3.21 | INTRSECTN | L | VIRGINIA ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.91 | 3.27 | INTRSECTN | R | TACOMA AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.97 | 3.33 | INTRSECTN | B | ALASKA WAY | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.01 | 3.37 | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.09 | 3.45 | INTRSECTN | B | ROANOKE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.21 | 3.57 | INTRSECTN | B | OAKVIEW AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.28 | 3.64 | INTRSECTN | R | PURVIS AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.34 | 3.70 | INTRSECTN | R | BURT AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.46 | 3.82 | INTRSECTN | B | CARSON ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.64 | 4.00 | INTRSECTN | R | CINDY RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.75 | 4.11 | INTRSECTN | L | SAWALL AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 2.26 | 2.62 | .02 | 12 | | | | | | |
| 2.72 | 3.08 | .03 | 12 | | .03 | 12 | | | |

SR 507 COUplet
PEARL

STATE ROUTE - SRSH

COUNTY LEWIS

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|-------------------------|-----|-----|--------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|-------|-----|-----|----|----|-----|------|----|----|----|---|---|---|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 2.26 | | 0.00 | BEG ROUTE | | | PEARL | | | | | 2 | | | | | | 4A | 24A | 4A | | | 24 | 2 | 01 | 0180 | U2 | | 25 | L | B | * | | | |
| | | | ENTER CITY | | | SIXTH ST TO W CHERRY ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CENTRALIA | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | N PEARL ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 507-E SIXTH ST | | | | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | W SIXTH ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 2.35 | | 0.09 | RR XING | I | | NUM 092547V GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.36 | | 0.10 | INTRSECTN | B | | W FIFTH ST | | | | CT | Y | 2 | | | | | \$C | 30A | \$C | | | 30 | 2 | 01 | 0180 | U2 | | 25 | L | B | * | | | |
| 2.43 | | 0.17 | INTRSECTN | B | | W FOURTH ST | | | | CT | Y | 2 | | | | | C | 44A | C | | | 44 | 2 | 01 | 0180 | U2 | | 25 | L | B | * | | | |
| 2.52 | | 0.26 | INTRSECTN | B | | W THIRD ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 2.61 | | 0.35 | INTRSECTN | B | | W SECOND ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 2.69 | | 0.43 | INTRSECTN | B | | W FIRST ST | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.76 | | 0.50 | INTRSECTN | B | | W HANSON ST | | | | CT | Y | 2 | | | | | C | 44A | C | | | 44 | 2 | 01 | 0180 | U2 | | 25 | L | L | * | | | |
| 2.82 | | 0.56 | | | | | | | | | | 2 | | | | | C | 44A | C | | | 44 | 2 | 01 | 0180 | U2 | | 25 | L | B | * | | | |
| 2.87 | | 0.61 | INTRSECTN | B | | W CENTER ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 2.93 | | 0.67 | INTRSECTN | B | | W MAPLE ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 2.98 | | 0.72 | BEG BRIDGE | I | | CHINA CREEK | | | | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 507/005W | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.99 | | 0.73 | END BRIDGE | I | | CHINA CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | | 0.74 | INTRSECTN | B | | W MAGNOLIA ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 3.06 | | 0.80 | INTRSECTN | B | | W PINE ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 3.13 | | 0.87 | END ST | I | | N PEARL ST | | | | | | 2 | | | | | C | 44A | C | | | 44 | 2 | 01 | 0180 | U1 | | 25 | L | B | * | | | |
| | | | BEG ST | I | | S PEARL ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | W MAIN ST | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.20 | | 0.94 | INTRSECTN | B | | CENTRALIA COLLEGE BLVD | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.28 | | 1.02 | INTRSECTN | B | | W WALNUT ST | | | | CT | Y | 2 | | | | | C | 36A | C | | | 36 | 2 | 01 | 0180 | U1 | | 25 | L | B | * | | | |
| 3.35 | | 1.09 | INTRSECTN | B | | W PEAR ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 3.41 | | 1.15 | INTRSECTN | B | | W PLUM ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 3.49 | | 1.23 | END ST | I | | S PEARL ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 507-W CHERRY ST | | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 2135 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SECTN | | | PEARL | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 3.13 | 0.87 | | | .02 | 12 | | | | |
| 3.49 | 1.23 | | | .02 | 12 | | | | |

SR 508 MAINLINE

STATE ROUTE - SRSH

COUNTY LEWIS

DOT DISTRICT 4

| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|-------|---|-------|------------|-------------------------|----|---|----------|----|---|-------------|-----|-----|------------|-------|-----|---------------------------|-----|------|------|----|-------|-----|---|---|----|-----|-----|
| | | | | D | LR | DESCRIPTION | -BRIDGE- | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | TOT | MTCE | CITY | ST | LEGAL | | T | P | S | | |
| | | | | | | | OW | TC | L | NBR | LFT | RHT | SHD | RDY | SHD | W/S | | | | | W/S | W/S | | | | LNS | RDY |
| 7.58 | | 7.58 | END BRIDGE | B | | GHEER CREEK | | | 1 | 1 | | | | 2A | 22B | 2A | | 22 | 2 | 01 | | R3 | | | 55 | L | |
| 7.66 | | 7.66 | | | | | | | 1 | 1 | | | | 2A | 22B | 2A | | 22 | 2 | 01 | | R3 | | | 40 | L | |
| 8.00 | | 8.00 | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | |
| 8.06 | | 8.06 | | | | | | | 1 | 1 | | | | 2A | 22B | 2A | | 22 | 2 | 01 | | R3 | | | 30 | L | |
| 8.09 | | 8.09 | INTRSECTN | L | | ALEXANDER RD | CO | | N | | | | | | | | | | | | | | | | | | |
| 8.13 | | 8.13 | MISC FEATR | R | | SGN ENT ONALASKA | | | | | | | | | | | | | | | | | | | | | |
| 8.22 | | 8.22 | INTRSECTN | L | | KERR RD | CO | | N | | | | | | | | | | | | | | | | | | |
| 8.28 | | 8.28 | INTRSECTN | L | | WESARG RD | CO | | N | | | | | | | | | | | | | | | | | | |
| 8.34 | | 8.34 | INTRSECTN | L | | CENTRAL AVE | CO | | Y | | | | | | | | | | | | | | | | | | |
| 8.39 | | 8.39 | INTRSECTN | L | | CARLISLE AVE | CO | | Y | 1 | 1 | | | 2A | 22B | 5A | | 22 | 2 | 01 | | R3 | | | 30 | L | |
| | | | INTRSECTN | R | | LEONARD RD | CO | | Y | | | | | | | | | | | | | | | | | | |
| 8.49 | | 8.49 | INTRSECTN | R | | 1ST AVE | CO | | Y | 1 | 1 | | | 2A | 22B | 2A | | 22 | 2 | 01 | | R3 | | | 30 | L | |
| 8.53 | | 8.53 | INTRSECTN | R | | 3RD AVE | CO | | Y | | | | | | | | | | | | | | | | | | |
| 8.60 | | 8.60 | INTRSECTN | R | | 4TH AVE | CO | | N | | | | | | | | | | | | | | | | | | |
| 8.61 | | 8.61 | MISC FEATR | L | | SGN ENT ONALASKA | | | | | | | | | | | | | | | | | | | | | |
| 8.67 | | 8.67 | INTRSECTN | R | | 5TH AVE | CO | | N | | | | | | | | | | | | | | | | | | |
| 8.69 | | 8.69 | | | | | | | 1 | 1 | | | | 2A | 22B | 2A | | 22 | 2 | 01 | | R3 | | | 55 | L | |
| 9.02 | | 9.02 | MP MARKER | R | | 9 | | | | | | | | | | | | | | | | | | | | | |
| 9.10 | | 9.10 | INTRSECTN | R | | COUGHLIN RD | CO | | N | | | | | | | | | | | | | | | | | | |
| 9.65 | | 9.65 | INTRSECTN | L | | FICKETT RD | CO | | N | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | JORGENSEN RD | CO | | N | | | | | | | | | | | | | | | | | | |
| 10.01 | | 10.01 | MP MARKER | R | | 10 | | | | | | | | | | | | | | | | | | | | | |
| 10.15 | | 10.15 | INTRSECTN | R | | PARNELL RD | CO | | N | | | | | | | | | | | | | | | | | | |
| 10.97 | | 10.97 | | | | | | | 1 | 1 | | | | 2A | 24B | 2A | | 24 | 2 | 01 | | R3 | | | 55 | L | |
| 11.01 | | 11.01 | MP MARKER | R | | 11 | | | | | | | | | | | | | | | | | | | | | |
| 12.01 | | 12.01 | MP MARKER | R | | 12 | | | | | | | | | | | | | | | | | | | | | |
| 13.01 | | 13.01 | MP MARKER | R | | 13 | | | | | | | | | | | | | | | | | | | | | |
| 13.34 | | 13.34 | INTRSECTN | L | | CENTRALIA ALPHA RD | CO | RF | N | | | | | | | | | | | | | | | | | | |
| 13.65 | | 13.65 | BEG BRIDGE | B | | S FORK NEWAUKUM RIVER | ST | | | 1 | 1 | | | \$\$C | 20A | \$\$C | | 20 | 2 | 01 | | R3 | | | 55 | L | |
| | | | | | | BRDG NUM 508/012 | | | | | | | | | | | | | | | | | | | | | |
| 13.69 | | 13.69 | END BRIDGE | B | | S FORK NEWAUKUM RIVER | | | | 1 | 1 | | | 3A | 22B | 3A | | 22 | 2 | 01 | | R3 | | | 55 | L | |
| 13.96 | | 13.96 | BEG BRIDGE | B | | KEARNEY CREEK | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 508/012.25 | | | | | | | | | | | | | | | | | | | | | |
| 13.97 | | 13.97 | END BRIDGE | B | | KEARNEY CREEK | | | | | | | | | | | | | | | | | | | | | |
| 14.01 | | 14.01 | MP MARKER | R | | 14 | | | | | | | | | | | | | | | | | | | | | |
| 14.35 | | 14.35 | INTRSECTN | L | | STUB RD | CO | | N | | | | | | | | | | | | | | | | | | |
| 14.85 | | 14.85 | INTRSECTN | R | | FRASE RD | CO | | N | | | | | | | | | | | | | | | | | | |
| 15.02 | | 15.02 | MP MARKER | R | | 15 | | | | | | | | | | | | | | | | | | | | | |
| 15.47 | | 15.47 | INTRSECTN | L | | AUGUST RD | CO | | N | | | | | | | | | | | | | | | | | | |
| 15.86 | | 15.86 | INTRSECTN | R | | MAGNUS RD | CO | | N | | | | | | | | | | | | | | | | | | |
| 15.97 | | 15.97 | BEG BRIDGE | B | | KEARNEY CREEK | ST | | | 1 | 1 | | | \$\$C | 21B | \$\$C | | 21 | 2 | 01 | | R3 | | | 55 | L | |
| | | | | | | BRDG NUM 508/014 | | | | | | | | | | | | | | | | | | | | | |
| 15.98 | | 15.98 | END BRIDGE | B | | KEARNEY CREEK | | | | 1 | 1 | | | 3A | 22B | 3A | | 22 | 2 | 01 | | R3 | | | 55 | L | |

