Washington State Freight and Goods Transportation System (FGTS) 2013 Update

Prepared by:
Freight Systems Division

Washington State
Department of Transportation

March 2014

Washington State Freight and Goods Transportation System (FGTS) 2013 Update

March 2014

2013 Update Team

Wenjuan Zhao	WSDOT Freight Systems Division
Chris Herman	WSDOT Freight Systems Division
Mark Bozanich	WSDOT Transportation Data & GIS Office
Dave Bushnell	WSDOT Transportation Data & GIS Office
John Anderson	WSDOT Transportation Data & GIS Office
Paula Reeves	WSDOT Highways and Local Programs
Ed Spilker	WSDOT Highways and Local Programs
Dave Catterson	Association of Washington Cities
Don Zimmer	County Road Administration Board

Prepared by:
Washington State Department of Transportation
Freight Systems Division

FGTS 2013 Update - Table of Contents

FGTS 2013 Update Executive Summary iii
Introduction 1
History of the FGTS 1
The FGTS Tonnage Classification System 2
Data Source and Methodology 3
State Highway Data 3
Data Source 3
Truck Tonnage Estimation Methodology 4
County Road Data 5
City Street Data 5
Railroad Data 6
Waterway Data 6
Results and Findings of the FGTS 2013 Update 7
State Highway 7
County Road and City Street 8
Railroad 8
Waterway 10
Data Limitations and Recommendations 10
Roadway Data Availability and Limitations 10
Railroad and Waterway Data Availability and Limitations 10
Additional Analysis Needed to Fully Understand Freight System 11
Recommendations 12

Appendices

Appendices

Appendix A: Maps of FGTS 2013 Update T-1 and T-2 Routes 14
Appendix B: Maps of 2011 to 2013 FGTS State Route T-1 and T-2 Changes 16
Appendix C: Maps of FGTS 2013 Strategic Rail Corridors 18
Appendix D: Maps of FGTS 2013 Freight Rail System by Volume 19
Appendix E: Maps of FGTS 2013 Strategic Waterway Corridors 20
Appendix F: Map of FGTS 2013 Freight Waterway Corridors 21
Appendix G: 2013 FGTS State Route T-1 and T-2, Sorted by State Route 22
Appendix H: 2013 FGTS State Route T-1 and T-2, Sorted by County 33
Appendix I: FGTS State Route T-1 and T-2 Changes, 2011 to 2013 42
Appendix J: 2013 FGTS County Road T-1 and T-2 Classifications 44
Appendix K: FGTS County Road T-1 and T-2 Changes, 2011 to 2013 50
Appendix L: 2013 FGTS City Street T-1 and T-2 Classifications 57
Appendix M: FGTS City Street T-1 and T-2 Changes, 2011 to 2013 69
Appendix N: Request to Cities for FGTS Data 74
Appendix O: Instructions for FGTS Truck Tonnage Estimation 76
Appendix P: Validation of Truck Class Average Weight 78
Appendix Q: Assumptions Made When Interpreting the Data 80

Exhibits

Exhibit 1: Locations of WSDOT Actual Truck Classification Data 3
Exhibit 2: Truck Categories 4
Exhibit 3: Vehicle Classification Guide 4
Exhibit 4: Online Data Submittal Application for Local Jurisdictions 6
Exhibit 5: Percent of all Washington State Routes Classified as FGTS T-1 or T-2 7

FGTS 2013 Update - Executive Summary

The Washington State Freight and Goods Transportation System (FGTS) is used to classify roadways, freight railroads and waterways according to the annual freight tonnage they carry. The Washington State Department of Transportation (WSDOT), with the assistance of the Association of Washington Cities (AWC) and the County Road Administration Board (CRAB), updates the FGTS classifications on a periodic basis as required by the Washington State Legislature.

This is the eighth update of the FGTS since the original report was adopted in 1995. It is used to establish project eligibility for Freight Mobility Strategic Investment Board (FMSIB) grants and fulfill other federal reporting requirements, and supports transportation planning process.

The FGTS classifies roadways using five truck gross tonnage classifications, T-1 through T-5, as follows:

T-1 more than 10 million tons per year

T-2 4 million to 10 million tons per year

T-3 300,000 to 4 million tons per year

T-4 100,000 to 300,000 tons per year

T-5 at least 20,000 tons in 60 days and less than 100,000 tons per year

The FGTS classifies freight railroad using five freight gross tonnage classifications, R1 through R5, as follows:

R1 more than 5 million tons per year

R2 1 million to 5 million tons per year

R3 500,000 to 1 million tons per year

R4 100, 000 to 500,000 tons per year

R5 less than 100,000 tons per year

The FGTS classifies freight waterways using five freight net tonnage classifications, W1 through W5, as follows:

W1 more than 25 million tons per year

W2 10 million to 25 million tons per year

W3 5 million to 10 million tons per year

W4 2.5 million to 5 million tons per year

W5 0.9 million to 2.5 million tons per year

Washington's Strategic freight corridors are currently defined as those corridors that carry freight tonnage of at least:

- Four million gross tons annually on state highways, city streets, and county roads; or
- Five million gross tons annually on railroads; or
- Two and one-half million net tons on waterways.

The FGTS 2013 Update provides updated classification information for state and local roadways, freight railroads, and waterways. Information for T-1 and T-2 roadway routes, strategic freight rail and waterways are provided in this report. Comprehensive information for full classifications, including tables and highway detailed maps, are available on the WSDOT website.

In 2013, a total of 2,521 state route miles were designated as either T-1 or T-2, representing 36 percent of all state route miles. T-1 roads accounted for 1,056 miles, 15 percent of all state route miles, and T-2 roads accounted for 1,465 miles, 21 percent of all state route miles. Since the 2011 FGTS update, 217.2 state route miles changed designation, with a net loss of 68.09 miles from the T-1/T-2 set in 2013.

This update also provides information about FGTS classifications for county roads and city streets, obtained through the assistance of AWC and CRAB. In 2013, a total of 20.12 county road miles were classified as T-1 and 169.45 miles were classified as T-2. The total number of T-1 and T-2 county road miles decreased from 202 miles in 2011 to 190 miles in 2013, a decrease of 12 miles. In 2013, a total of 61 cities and towns had T-1 and T-2 city streets within their jurisdiction. Approximately 352 centerline miles of city streets were classified as T-1 or T-2 routes, of which 88 centerline miles were classified as T-1 routes and 264 centerline miles were classified as T-2 routes.

This update provides the classification information for freight rail and waterways. A total of 1,480 miles of railroad were classified as R1, which carried more than 5 million gross tons annually. Eight strategic

freight waterway corridors are identified in this update, including marine waterways in Puget Sound, Strait of Juan de Fuca, Rosario and Georgia Strait, Columbia River from mouth to Kennewick, and Snake River from Kennewick to Clarkson.

The FGTS provides practical and useful information from available data sources, but it has limitations that must be considered when using the data. The annual tons of freight carried are estimated from truck traffic count data, which must also be estimated when actual classification counts are not available. The FGTS must be supplemented with additional analysis to develop a complete inventory of the State's freight transportation assets, evaluate the conditions and performance of the freight transportation system, identify freight needs and issues, develop freight improvement strategy and make investment decisions. Truck tonnage and roadway information represents only one part of an intermodal and complex freight transportation system. It does not provide information on users of the system, what commodities are moved through the system and their origins/destinations, and the economic importance of the corridors.

WSDOT is aware that freight tonnage data is not sufficient to present a comprehensive view of the state's freight system. The development of State Freight Mobility Plan and other freight data collection efforts expand this analysis and can be accessed through the WSDOT Freight Systems Division at *www.wsdot.wa.gov/freight.*

Introduction

Washington's freight system is important to the economy of our state and country in many ways: it underpins our national and state economies, supports national defense, directly sustains hundreds of thousands of jobs, and delivers the necessities of life to residents on a daily basis. Goods are shipped into, out of, and around Washington through our system of roads, rail roads, marine and air ports, waterways, and other intermodal facilities.

The Washington State Freight and Goods Transportation System (FGTS) is used to classify roadways, freight railroads and waterways according to the annual freight tonnage they carry. The Washington State Department of Transportation (WSDOT), with the assistance of the Association of Washington Cities (AWC) and the County Road Administration Board (CRAB), updates the FGTS classifications on a periodic basis as required by the Washington State Legislature.

This is the eighth update of the FGTS since the original report was adopted in 1995. As with past editions, this update is used to establish project eligibility for Freight Mobility Strategic Investment Board (FMSIB) grants and fulfill other federal reporting requirements for truck and traffic counts. WSDOT has been using this data to make various decisions, including designating freight economic corridors in State Freight Mobility Plan. This information also supports planning for mobility improvement, traffic congestion management, and other investment decisions at the local and statewide level. Political leaders, transportation managers, and planners can use the FGTS to assess freight needs and impacts.

History of the FGTS

In 1993, the Washington State Legislature enacted RCW 47.05.021, directing the Washington State Transportation Commission (The Commission) to designate a freight and goods transportation system. The Commission adopted the first report in 1995 (Resolution No. 516) and WSDOT has updated the FGTS on a periodic basis since that time. Beginning in 2006, the Washington State Legislature directed WSDOT, instead of The Commission, to adopt the FGTS classification system.

The following efforts have directly influenced the FGTS designation process since the first report was adopted:

- In 1998, the legislature created FMSIB to designate strategic freight corridors and review and recommend funding for the most strategic freight mobility projects (RCW 47.06A).
- A resolution was signed in November 1998 by the Transportation Commission and FMSIB, jointly adopting the 1998 FGTS update.
- In 2000, appropriation was given to CRAB directing them to develop a County Freight and Goods System (CFGS) to provide data consistent with WSDOT's FGTS for state highways.
- In 2006, the legislature required WSDOT to designate a freight and goods transportation system that includes state highways, county roads, and city streets (RCW 47.05.021 (4)).

The Washington FGTS was updated in 1998, 2001, 2003, 2005, 2007, 2009, 2011, and now, 2013. WSDOT has no mandated interval for FGTS updates, but FMSIB is required by statute to update the list of designated strategic freight corridors not less than every two years (RCW 47.06A.020(3)). So, at a minimum, WSDOT updates the list of T-1 and T-2 roadways every two years to assist in FMSIB strategic freight corridor designation.

The FGTS Tonnage Classification System

The FGTS tonnage classification system is used to classify roadways, freight railroads and waterways according to the annual freight tonnage they carry. Strategic freight corridors (RCW 47.06A.010) means a transportation corridor of great economic importance within an integrated freight system that carries freight tonnage of at least:

- Four million gross tons annually on state highways, city streets, and county roads; or
- Five million gross tons annually on railroads; or
- Two and one-half million net tons on waterways.

FGTS roadway system is designated based on annual gross truck tonnage and the classifications are as follows:

T-1 more than 10 million tons per year

T-2 4 million to 10 million tons per year

T-3 300,000 to 4 million tons per year

T-4 100,000 to 300,000 tons per year

T-5 at least 20,000 tons in 60 days and less than 100,000 tons per year

The gross tonnage classifications used for designating freight rail system are as follows:

R1 more 5 million tons per year

R2 1 million to 5 million tons per year

R3 500,000 to 1 million tons per year

R4 100, 000 to 500,000 tons per year

R5 less than 100, 000 tons per year

The net tonnage classifications used for designating freight waterways are as follows:

W1 more than 25 million tons per year

W2 10 million to 25 million tons per year

W3 5 million to 10 million tons per year

W4 2.5 million to 5 million tons per year

W5 0.9 million to 2.5 million tons per year

Data Source and Methodology

State Highway Data

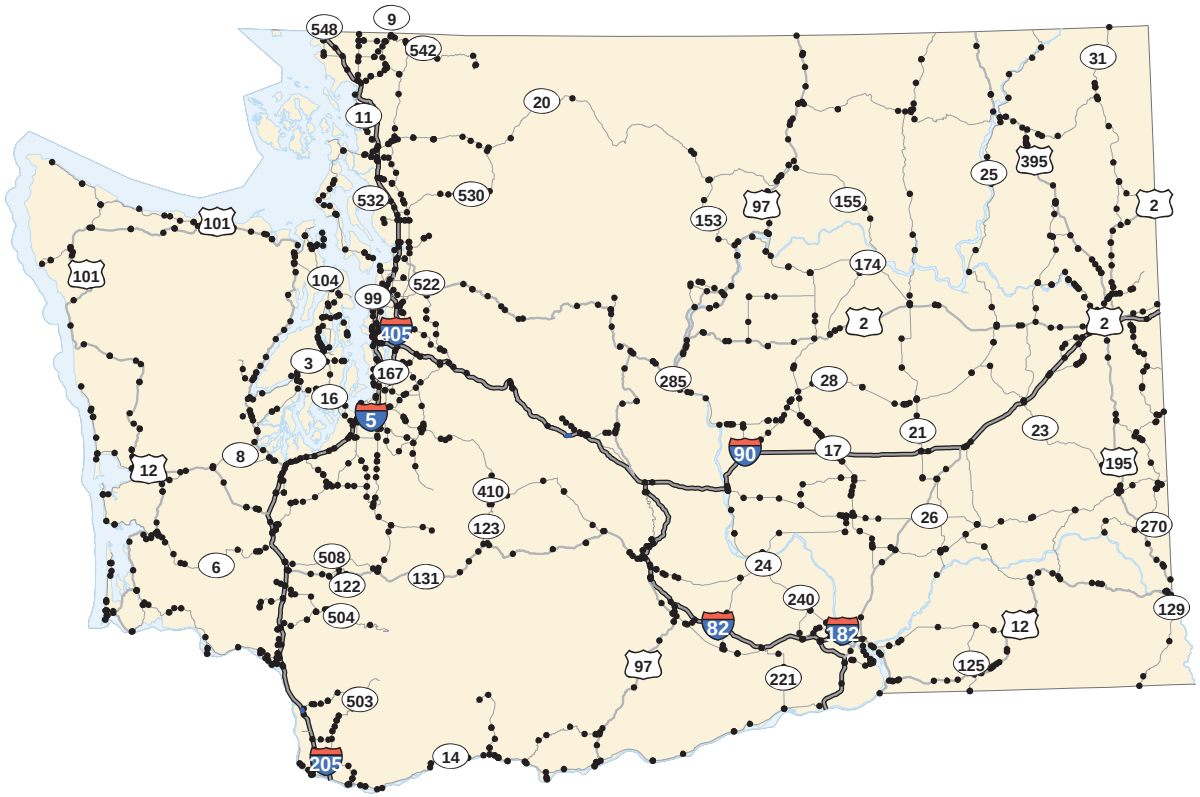
Data Source

The WSDOT Transportation Data & GIS Office (TDGO) provides truck and tonnage information that is used to classify segments of the State highways for the FGTS For the 2013 update, truck classification data, used to estimate truck tonnage for state highways, was available at approximately 4,323 permanent and short count locations statewide. And Washington State Ferries provides actual truck volume data for state ferry routes collected from points of sale.

There were a total of 4,323 traffic counts used on state routes to estimate the 2013 FGTS classification. Of these, 45% (1,948 traffic counts) had truck classification data. The other 55% (2,375 traffic counts) only provided total volume data. When only volume data is available for a segment of highway, the truck classification data is estimated as a percent of total volume using the truck percent from counts taken during a prior year or observed at the closest relevant location providing truck classification data.

The locations of permanent counters or short count which provided full truck classification data for the 2013 FGTS update are shown below in Exhibit 1.

Exhibit 1: Locations of WSDOT Actual Truck Classification Data



Source: WSDOT Transportation Data & GIS Office • 2012 Acutal Truck Volume Count Location

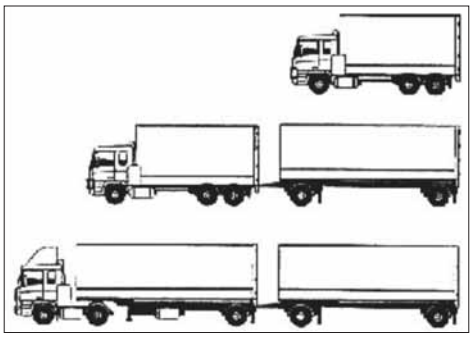
Truck Tonnage Estimation Methodology

WSDOT methodology, described in Appendix O, was used to covert traffic count data to average gross annual tons. The annual truck tonnage for a specific route is estimated using the average annual daily traffic (AADT), truck percentage, truck type, average truck type tonnage, and working days per year. In some locations, where there is not a classification counter or other appropriate technology, estimates must be used instead of actual count data.

In the FGTS, trucks are defined as those that are two-axle (four tires) or larger. Pickups, vans, and recreational vehicles are not included. To aid in calculating annual tonnage, trucks are divided into three categories as shown in Exhibit 2 and Exhibit 3.

Single Units - a single vehicle, including dump trucks and mixers, regardless of the number of axles.

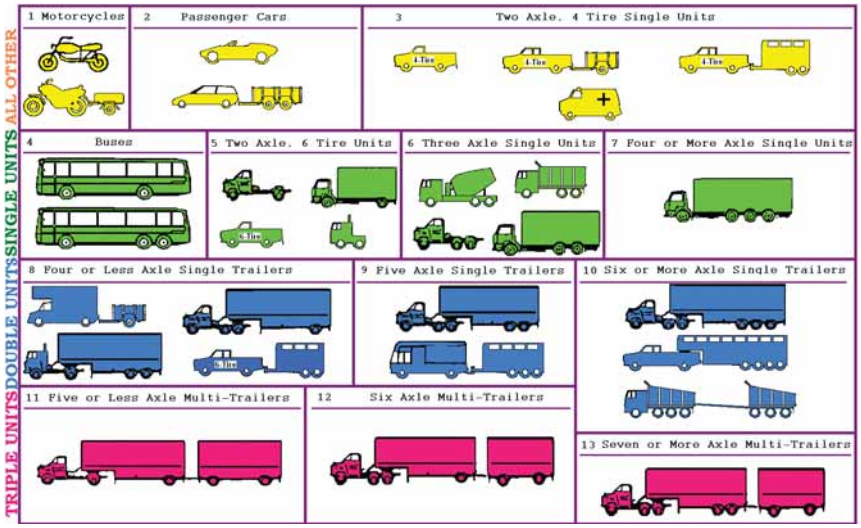
Exhibit 2: Truck Categories



Double Units - a 2-unit vehicle, normally a truck and trailer with four to six axles. This category includes trucks up to 80,000 pounds. Older double trailers can be included in this category.

Trains (Triple Units) - - normally a tractor and two trailers. Includes any truck rated from 80,000 pounds to 105,000 pounds. Gasoline tankers, 8-axle truck and trailer type, are also included in this category.

Exhibit 3: Vehicle Classification Guide



In calculating the approximate freight tonnage for the FGTS, the following average weights are used:

Singles 7 tons

Doubles 27 tons

Trains 42 tons

In 2005, the FGTS team validated these tonnage values. See Appendix P for more information on data validation and Appendix O for procedures used in estimating FGTS truck tonnage.

County Road Data

The County Road Administration Board (CRAB) provides FGTS classification information for county roads in their annual County Freight and Goods System (CFGS). These are obtained from each of Washington's 39 counties. Counties conduct traffic counts on a portion of their road system annually. They conduct volume and classification studies on many roads that are existing and/or potential truck routes. To provide the best information possible, some counties work with trucking concerns (haulers, grain co-ops, and industry representatives) to develop tonnage data. The methodology developed by WSDOT and described in Appendix O is used to convert the truck counts to Gross Annual Tons. The WSDOT methodology is used to ensure that the designation of Truck Route Classes will be consistent between the state and counties.

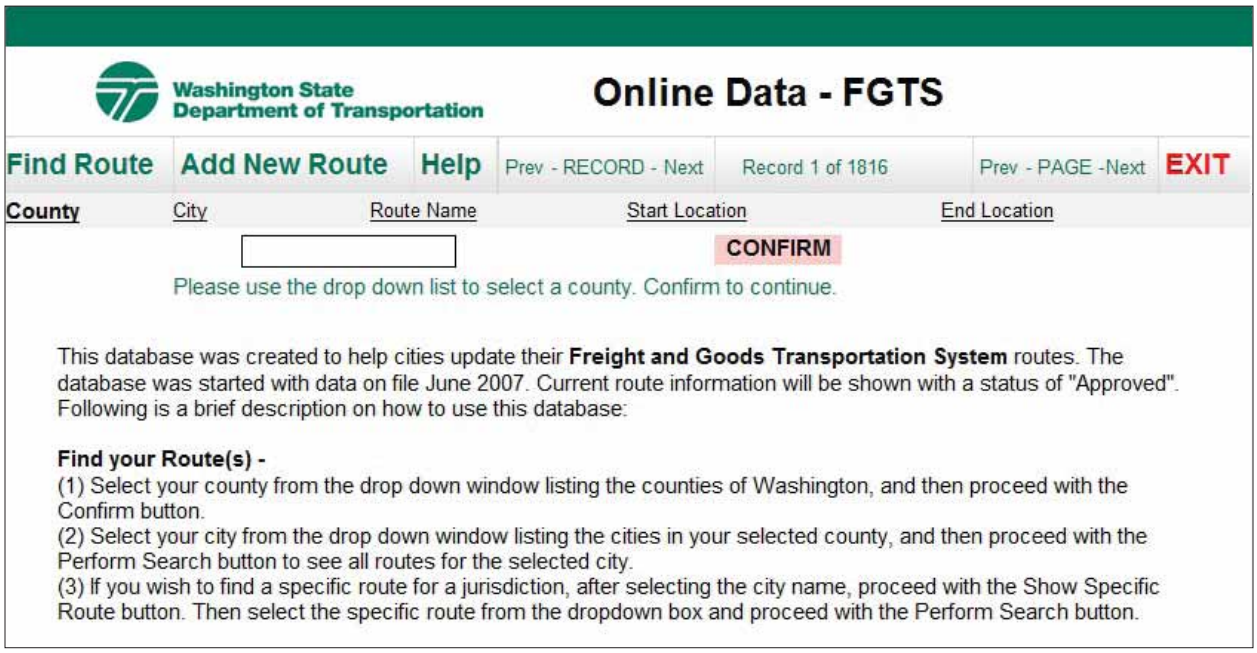
Calendar year Road Log changes are submitted to CRAB no later than May 1 of the following year. The Road Log contains road and usage information for all identified FGTS routes. Counties are not required to submit their actual truck counts to CRAB, but they keep their truck route classification as current as possible. For 2013 FGTS update CRAB sent out formal data collection request to all the counties asking them to update the FGTS classification on county freight routes and submit associated truck volume counts to improve the data quality. Information from the most recent CFGS was incorporated into the FGTS 2013 Update.

City Street Data

The FGTS data for city streets was provided by the respective incorporated cities with FGTS classified routes. To improve the response rate and data quality, the Association of Washington Cities (AWC), assisted by WSDOT's Highways and Local Programs, sent out an announcement in October 2012 to remind cities about the 2013 FGTS update and ask them to plan data collection in advance. A formal data request was sent out by AWC in July 2013 soliciting cities to submit FGTS classifications and associated truck volume data and tonnage estimates for city streets, including those routes that changed classification since the previous update (see Appendix N for the 2013 request). Guidance is provided to ensure consistency in reporting street classification and tonnage data (Appendix O). The same methodology used to estimate tonnage for state routes and county roads is used for city streets.

For the 2013 update, AWC and WSDOT used an online data submittal application and database to make it easier for cities to update FGTS data for their jurisdiction (Exhibit 4). This process improvement saved time for WSDOT, AWC, and local jurisdictions. Each city and town was also contacted by letter and e-mail, and provided assistance in calculating FGTS classifications. FGTS classification changes made by local jurisdictions were incorporated in the 2013 update, and the 2013 update team worked with local jurisdictions to resolve issues with route continuity and anomalies to improve the city dataset.

Exhibit 4: Online data submittal application for local Jurisdictions



Railroad Data

WSDOT Freight Systems Division (FSD) collects railroad gross tonnage data and provides classification information for freight rail system. Freight Systems Division worked with all freight railroads in Washington State to gather data on 2012 freight tonnage carried by railroad segments.

Waterway Data

WSDOT Freight Systems Division compiles classification information for the freight waterway system. Cargo tonnage by waterways information was gathered from the 2011 National Waterway Commodity Data published by US Army Corps of Engineers Navigation Data Center. Tonnage data for waterways without published information was provided by Navigation Data Center upon special requests.

Results and Findings of the FGTS 2013 Update

The FGTS 2013 Update provides updated classification information for T 1 through T-5 roadways at the state, county, and city levels, R1 through R5 freight railroads, and W1 through W5 waterways. Classifications were reviewed and validated by the 2013 FGTS Update team as described in Appendix Q. Information, tables, and maps for T-1 and T-2 roadway routes, strategic freight rail and waterways are provided in this report.

Highly detailed maps, displaying all T-1 through T-5 routes, are available on the WSDOT website. This allows easier access to information for use by state and local planners, engineers, and decision-makers. The website includes:

- The FGTS 2013 Update Report with T-1 and T-2 tables and maps, strategic freight rail and waterway maps.
- Highly detailed maps at the county, urban area, and city level of T-1 through T-5 roadway classifications.
- Detailed data tables of 2013 FGTS classifications.

State Highway

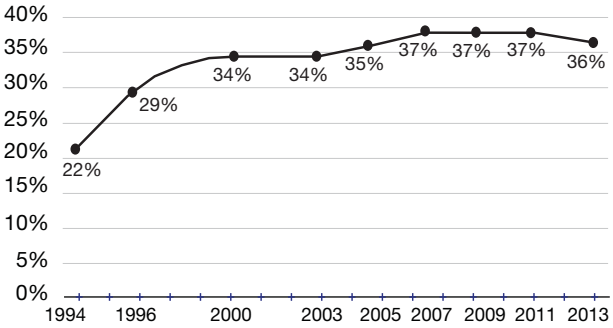
The 2013 FGTS tabular data for T-1 and T-2 state routes is presented in Appendix G and Appendix H. The data is listed in order by state route (SR) in Appendix G and by county in Appendix H. These tables include the milepost, estimated annual truck tonnage, average annual daily truck volume, truck percentage, and FGTS classification information for each highway segment. Please note that the average annual daily truck volume may use classification data from multiple sources (permanent traffic recorder, short duration tube count, or manual count) and is the weighted average volume based on the traffic data collected at multiple locations along the roadway section. For some roadway segments without classification counts, truck classification data was spread from counts taken during a prior year or nearby location.

In 2013, a total of 2,521 state route miles were designated as either T-1 or T-2, representing 36 percent of all state route miles. T-1 roads accounted for 1,056 miles, 15 percent of all state route miles, and T-2 roads accounted for 1,465 miles, 21 percent of all state route miles.

As shown in Exhibit 5, the miles of state T-1 and T-2 roadways increased steadily in the 1990s and have generally leveled off since 2000. However, this does not mean that the truck volumes on state highways have also remained fairly constant. The truck volumes on T-1 corridors keep growing and currently T-1 category covers corridors with a wide range of truck tonnage, from 10 million tons annually to 84 million tons annually (1,600 AADTT to 17,000 AADTT).

Detailed information about state route T-1 and T-2 classification changes from 2011 to 2013 is provided in Appendix I. Maps displaying state route classification changes are provided in Appendix B. In 2013, 0.74 state route miles increased in tonnage classification from T-2 to T-1, and 25.3 miles increased from T-3 to T-2. Also 12.61 state route miles dropped from T-1 to T-2, and 91.06 state route miles dropped from T-2 to T-3. Distance modifications and corrected length calculations resulted in 0.05 decrease of T-1 state route miles and 2.04 increase of T-2 state route miles. In all, 217.2 state route miles changed designation since the 2011 FGTS update, with a net loss of 68.09 miles from the T-1/T-2 set in 2013.

Exhibit 5: Percent of all Washington State Routes Classified as FGTS T-1 or T-2



Data source: WSDOT Transportation Data & GIS Office.

County Road and City Street

This update also provides information about FGTS classifications for county roads and city streets, obtained with the assistance of AWC and CRAB. County road data for T-1 and T-2 segments is presented in Appendix J and a summary of county road T-1 and T-2 classification changes from 2011 to 2013 is presented in Appendix K.

In 2013, a total of 20.12 county road miles were classified as T-1 and 169.45 miles were classified as T-2. The total number of T-1 and T-2 county road miles decreased from 202 miles in 2011 to 190 miles in 2013, a decrease of 12 miles. In 2013, 8.32 county road miles changed from T-1 to T-2 classification. Twelve county road miles changed from T-3 or non-truck route to T-2. Due to city annexation and truck volume change, a total of 18.14 county road miles were removed from T-1 and T-2 classifications. Of 18.14 miles, 6.42 miles were removed from Clark County and 4.08 miles were removed from Pierce County.

In 2013, a total of 61 cities and towns had T-1 and T-2 city streets within their jurisdiction. Tables of T-1 and T-2 classified city streets is presented in Appendix L. The FGTS 2013 Update also includes a comparison of City Street T-1 and T-2 changes since 2011, presented in Appendix M. Approximately 352 centerline miles of city streets were classified as T-1 or T-2 routes, of which 88 centerline miles were classified as T-1 routes and 264 centerline miles were classified as T-2 routes. The cities of Seattle, Redmond, Auburn, Kent, and Olympia had several new T-1 and T-2 classified streets based on their new traffic counts.

Railroad

This update provides classification information for freight railroads. Maps displaying strategic rail corridors and freight rail system by volume are provided in Appendix C and D. Table 1 shows all rail segments classified as strategic rail corridors. A total of 1,480 miles of railroad were classified as R1 and carried more than 5 million gross tons in 2013.

Table 1 - 2013 FGTS Freight Rail R1 Classifications

Rail Segment	Railroad	Classification
Blaine to Burlington	BNSF	R1
Burlington to Everett	BNSF	R1
Everett to Seattle	BNSF	R1
Everett to Wenatchee	BNSF	R1
Seattle to Black River Junction	BNSF	R1
Black River Junction to Auburn	BNSF	R1
Auburn to Yakima	BNSF	R1
Auburn to Tacoma	BNSF	R1
Tacoma to Nisqually	BNSF	R1
Nisqually to Centralia	BNSF	R1
Centralia to Longview Junction	BNSF	R1
Longview Junction to Vancouver, WA	BNSF	R1
Vancouver, WA to Wishram	BNSF	R1
Wishram to Pasco	BNSF	R1
Yakima to Pasco	BNSF	R1
Pasco to Connell	BNSF	R1
Connell to Cheney	BNSF	R1
Cheney to Marshall	BNSF	R1
Marshall to Spokane	BNSF	R1
Wenatchee to Spokane	BNSF	R1
Spokane to Washington - Idaho border	BNSF	R1
Wishram to Washington - Oregon border	BNSF	R1
Longview Switching Company	BNSF/UP	R1
Tidelands Division	Tacoma Rail	R1
Black River Junction to Tacoma	Union Pacific	R1
Washington-Oregon border to Spokane	Union Pacific	R1
Spokane to Washington - Idaho border	Union Pacific	R1

Waterway

The 2013 FGTS Freight Waterway Corridors are presented in Table 2. Maps displaying strategic waterway corridors, and freight waterway corridors are provided in Appendix E and F. Marine waterways in Puget Sound and Strait of Juan de Fuca carried more than 50 million net tons, and marine waterway in Rosario and George Strait carried about 23 million net tons. The Columbia River carried about 54 million net tons from mouth to Vancouver, and 5 to 10 million net tons between Vancouver and Kennewick. The Snake River carried 2.7 million tons from Kennewick to Clarkson.

Table 2 - 2013 FGTS Freight Waterway Classifications

Waterway Segment	Annual Tonnage	Classification
Marine Waterway in Puget Sound[1]	51,750,976	W-1
Strait of Juan de Fuca[1]	80,643,827	W-1
Rosario and George Strait[1]	23,290,454	W-2
Columbia River from Mouth to Vancouver	54,261,533	W-1
Columbia River between Vancouver and The Dalles Dam	8,696,943	W-3
Columbia River above Dalles Dam to McNary Lock and Dam	7,175,935	W-3
Columbia River above McNary Lock and Dam to Kennewick	5,244,303	W-3
Snake River from Kennewick to Clarkson	2,715,802	W-4

[1] Cargo tonnage data for Marine Waterway in Puget Sound, Strait of San Juan De Fuca, and Rosario and Georgia Strait is unpublished and provided by US Army Corps of Engineers Data Navigation Center upon special request. The data does not go through their rigorous quality control measures.

Data Limitations and Recommendations

Roadway Data Availability and Limitations

The current FGTS roadway designation is limited by the availability and cost of obtaining full truck classification counts. The annual tons of freight carried are estimated from truck traffic count data, which is often estimated when actual truck counts are not available. A more comprehensive dataset of actual truck counts at the state and local level would improve the accurate depiction of freight carried on roadway segments in Washington State.

Not all traffic count equipment provides accurate vehicle-classification data for determining truck volumes, and the cost to install and maintain accurate count technology requires estimates to be used instead of actual count data. Most cities and counties use road tube counters to collect vehicle classification data, but the classification accuracy deteriorates in stop-and-go traffic and on multi-lane roads. In addition, most local jurisdictions collect the traffic classification counts only for a few consecutive days during certain time of the year and may not be able to adjust the actual truck count for seasonal variation. To improve the truck count data quality, newer and more accurate traffic counters or additional equipment would be needed to collect vehicle classification data on multi-lane arterials. This could include induction loops or camera equipment.

Railroad and Waterway Data Availability and Limitations

Railroad tonnage data is collected annually from railroads operating in Washington. The railroad owner inventory has a response rate of nearly 100 percent. Railroads were requested to provide tonnage data for the previous year. WSDOT does not publish individual

railroad data due to proprietary and confidential requirements.

Waterway tonnage data is available from reports published by the US Army Corps of Engineers. Tonnages for Strait of Juan de Fuca, Rosario-Georgia Strait and Marine Waterway in Puget Sound as provided by the Corps upon special request are not subject to the rigorous data validation required for published reports. Availability of waterway data is lagged by two years with 2011 data being the most recent available at 2013.

Additional Analysis Needed to Fully Understand Freight System

While the use of freight tonnage data provides some practical and useful information, when used without additional data sources it presents a somewhat limited view of overall freight movement. The FGTS must be supplemented with additional analysis to develop a complete inventory of the State's freight transportation assets, evaluate the conditions and performance of the freight transportation system, identify freight needs and issues, develop freight improvement strategy and make investment decisions. Freight tonnage information represents only one part of an intermodal and complex freight transportation system. It does not provide information on users of the system, what commodities are moved through the system and their origins/destinations, and the economic importance of the corridors.

A number of elements have been identified by current and prior FGTS update teams to be considered in the development of a more comprehensive freight system analysis. These include identifying freight-intensive land uses, freight intermodal facilities and connectors, and freight bottlenecks that cause delays and unreliability in freight movements. The team also suggested considering the economic value of cargo, perishability, time-sensitivity, origin/destination patterns, and commodity type to better understand the freight movement in Washington State.

WSDOT has been able to consider these elements through the development of the Washington State Freight Mobility Plan 2011-2014 and other strategic planning efforts. One deliverable from this plan is the designation of the Washington State Freight Economic Corridors by identifying high-volume freight corridors and the first/last mile connector routes connecting freight-intensive land uses to the backbone freight system. Detailed freight economic corridor maps can be viewed on WSDOT website at: *http://www.wsdot.wa.gov/Freight/EconCorridors.htm.* The State Freight Mobility Plan also fills many of the gaps through documenting conditions and developing performance measures that will guide the freight-related transportation investment decisions, identifying freight trends, needs and issues, and recommending prioritized freight system improvement strategies. In addition, WSDOT has conducted several other efforts to improve freight data collection efforts:

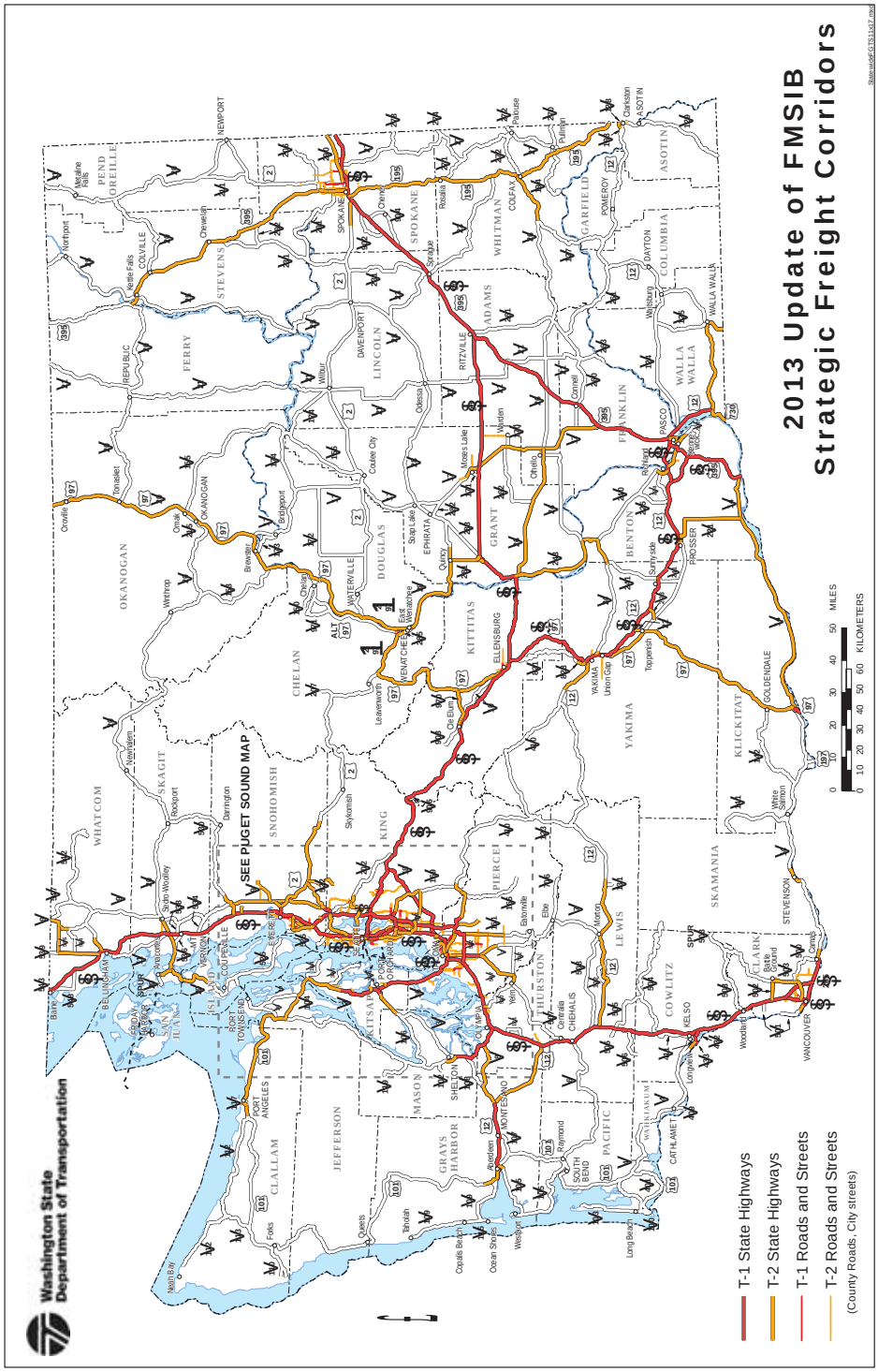
- WSDOT initiated a Truck Performance Program in 2007 to systematically analyze the entire truck freight network and quantify delay at truck freight bottlenecks using truck GPS data. WSDOT is currently in the process of transitioning this program to use probe vehicle data provided by FHWA for performance measurement required by MAP-21.
- WSDOT conducted truck intercept surveys at several locations throughout Washington in order to collect commodity flow data in 2012-2013. This is data collection effort resulted in a detailed data set that has been used to help WSDOT better understand cross-state truck movements -by tonnage, value, and commodity types, the importance of Washington's Puget Sound ports, and truck routing decisions related to mountain-pass closures on the state's main truck freight routes.

More information on these efforts can be found online at *www.wsdot.wa.gov/freight/*.

Recommendations

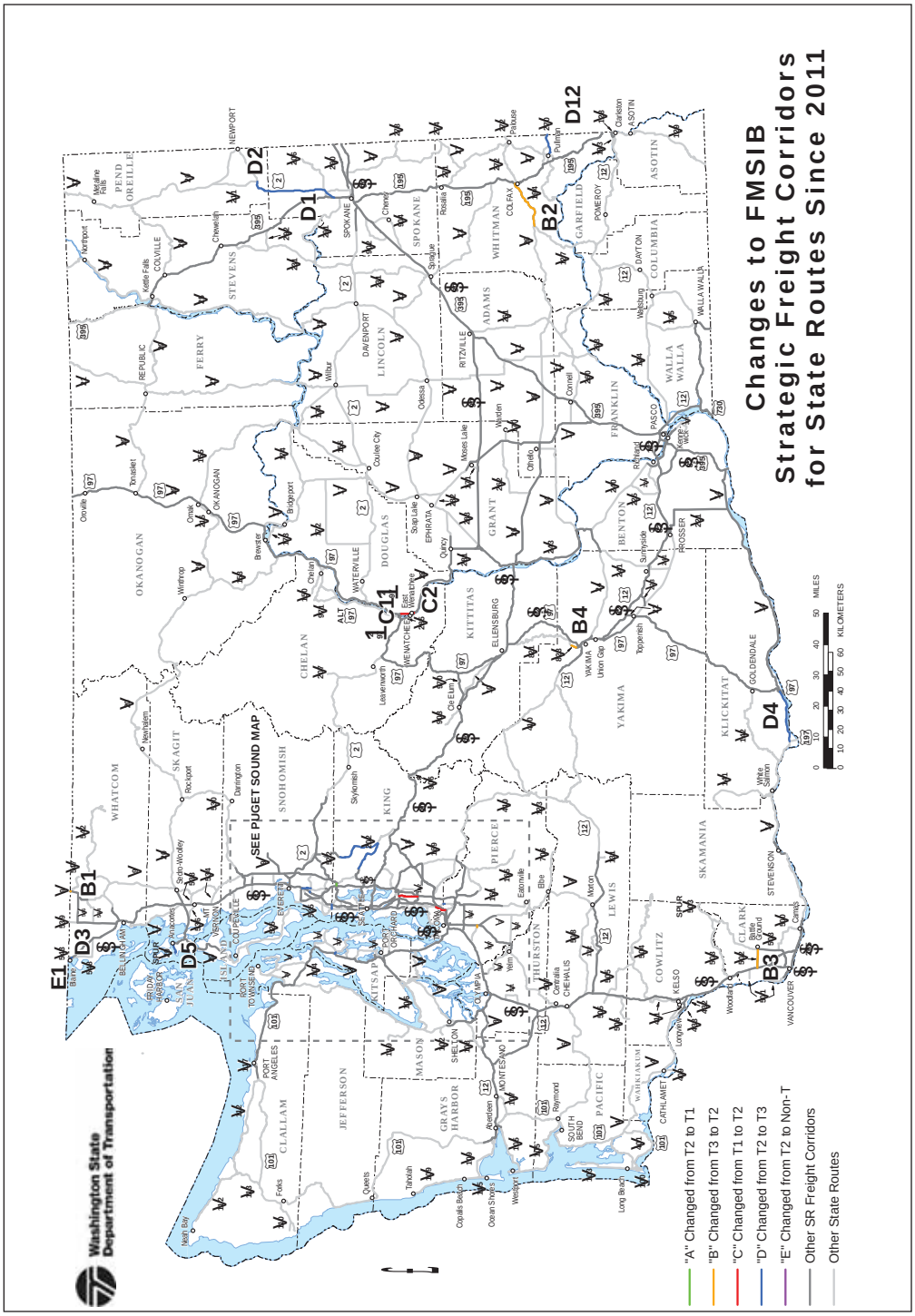
- The FGTS 2013 update represents the most comprehensive city street information to date. The city data quality for this update has significantly improved compared to 2011 FGTS update. However, gaps in the system remain and additional data are needed to more accurately portray freight movement on city streets. Resource constraints and information availability make it difficult for many local communities to submit information. Many cities do not have current truck counts, equipment, software, and/or available staff to compile the data on an ongoing basis. Additional funding and assistance needs to be identified and provided in order to increase the ability of local jurisdictions to provide information for the FGTS and identify local freight routes.
- Developing a more accurate and systematic statewide freight data system requires more collaboration between cities, counties, and the state. For this update WSDOT has received county FGTS data with better qualities through improved communication with counties assisted by CRAB and many counties have submitted their current truck count data in county road log database. More coordination will help fill the gaps to provide a complete data-based picture of the freight system.
- Availability of waterway data is lagged by two years with 2011 data being the most recent available at the end of 2013. Quality of future data can be improved by working more closely with the US Army Corps of Engineers and understanding the availability and limitations of their data.

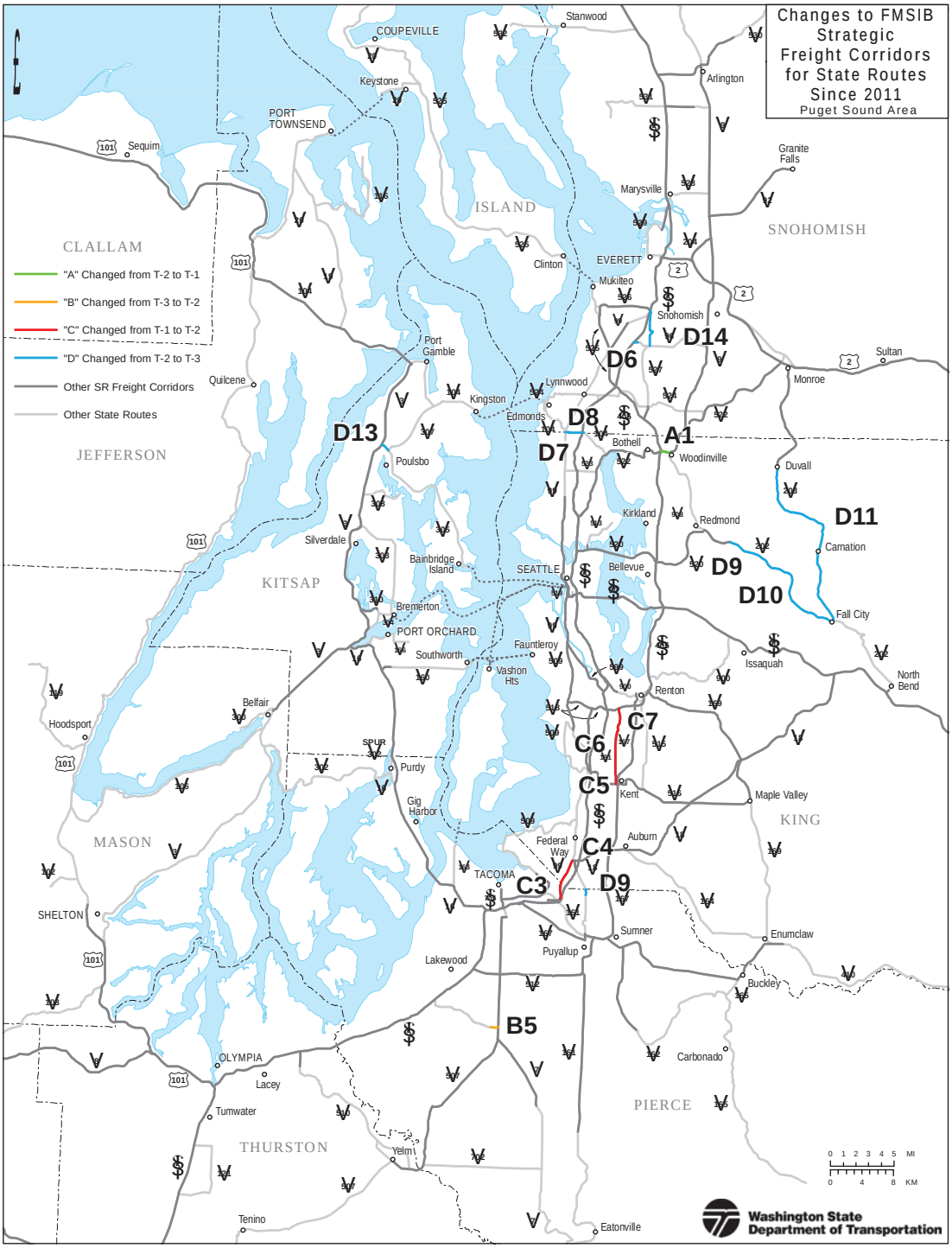
Appendix A: Maps of FGTS 2013 Update T-1 and T-2 Routes



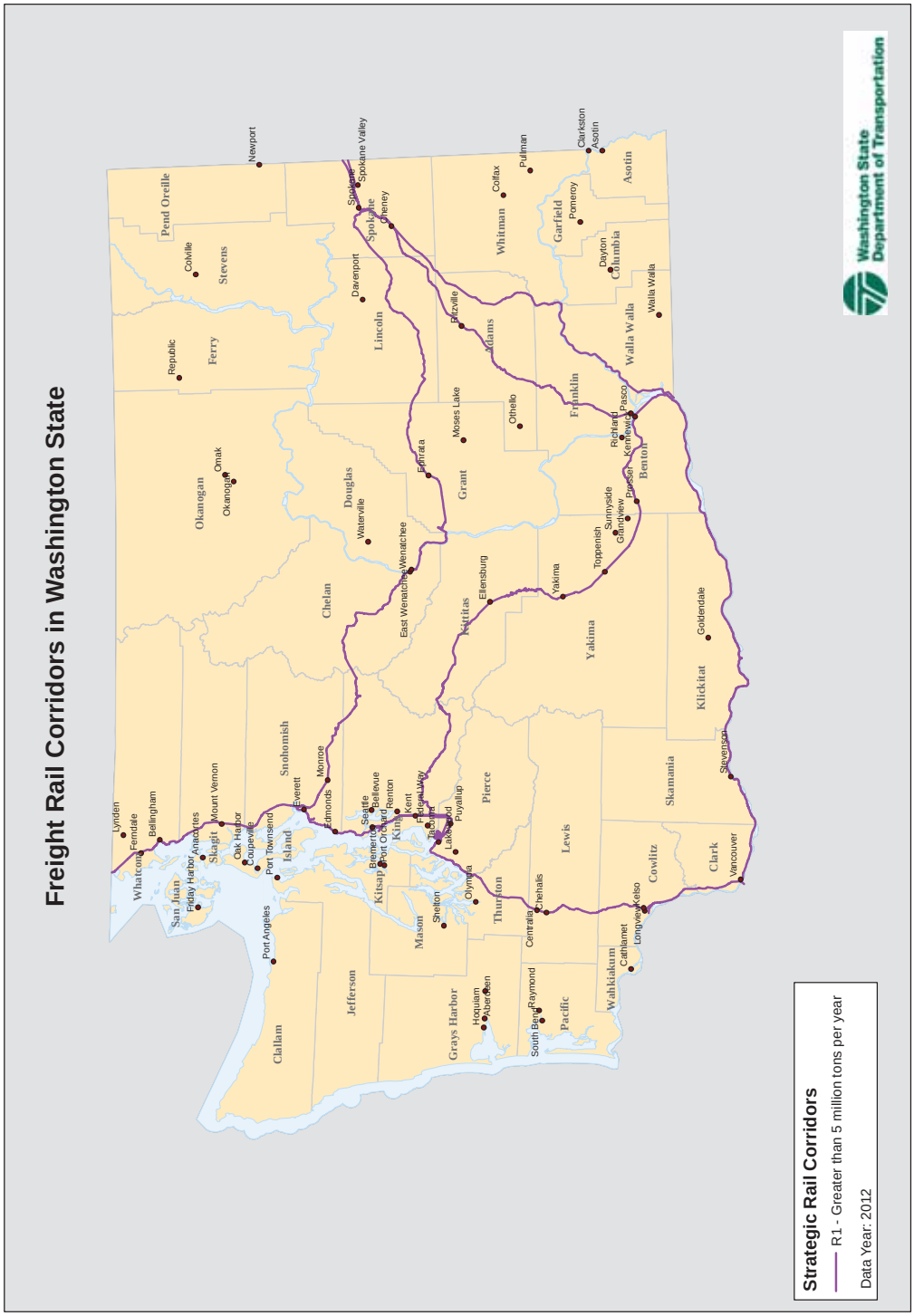
2013 Update of FMSIB Strategic Freight Corridors
Puget Sound Area
Legend
T-1 State Routes
T-2 State Routes
T-1 Roads and Streets
T-2 Roads and Streets
(County Roads, City streets)
CLALLAM
JEFFERSON
KITSAP
MASON
THURSTON
ISLAND
SNOHOMISH
KING
PIERCE
COUPEVILLE
Stanwood
Keystone
PORT TOWNSEND
Sequim
Arlington
Granite Falls
Marysville
Clinton
EVERETT
Mukilteo
Snohomish
Sultan
Monroe
Port Gamble
Quilcene
Kingston
Lynnwood
Edmonds
Bothell
Woodinville
Duvall
Poulsbo
Kirkland
Redmond
Carnation
Silverdale
Bainbridge Island
SEATTLE
Bellevue
Bremerton
PORT ORCHARD
Southworth
Fauntleroy
Vashon Hts
Issaquah
Fall City
North Bend
Renton
Belfair
Hoodsport
SPUR
Purdy
Gig Harbor
Kent
Maple Valley
Federal Way
Auburn
TACOMA
SHELTON
Sumner
Enumclaw
Puyallup
Lakewood
Buckley
Carbonado
OLYMPIA
Lacey
Tumwater
Yelm
Tenino
Eatonville
0 1 2 3 4 5 MI
0 4 8 KM
Washington State Department of Transportation

Appendix B: Maps of 2011 to 2013 FGTS State Route T-1 and T-2 Changes

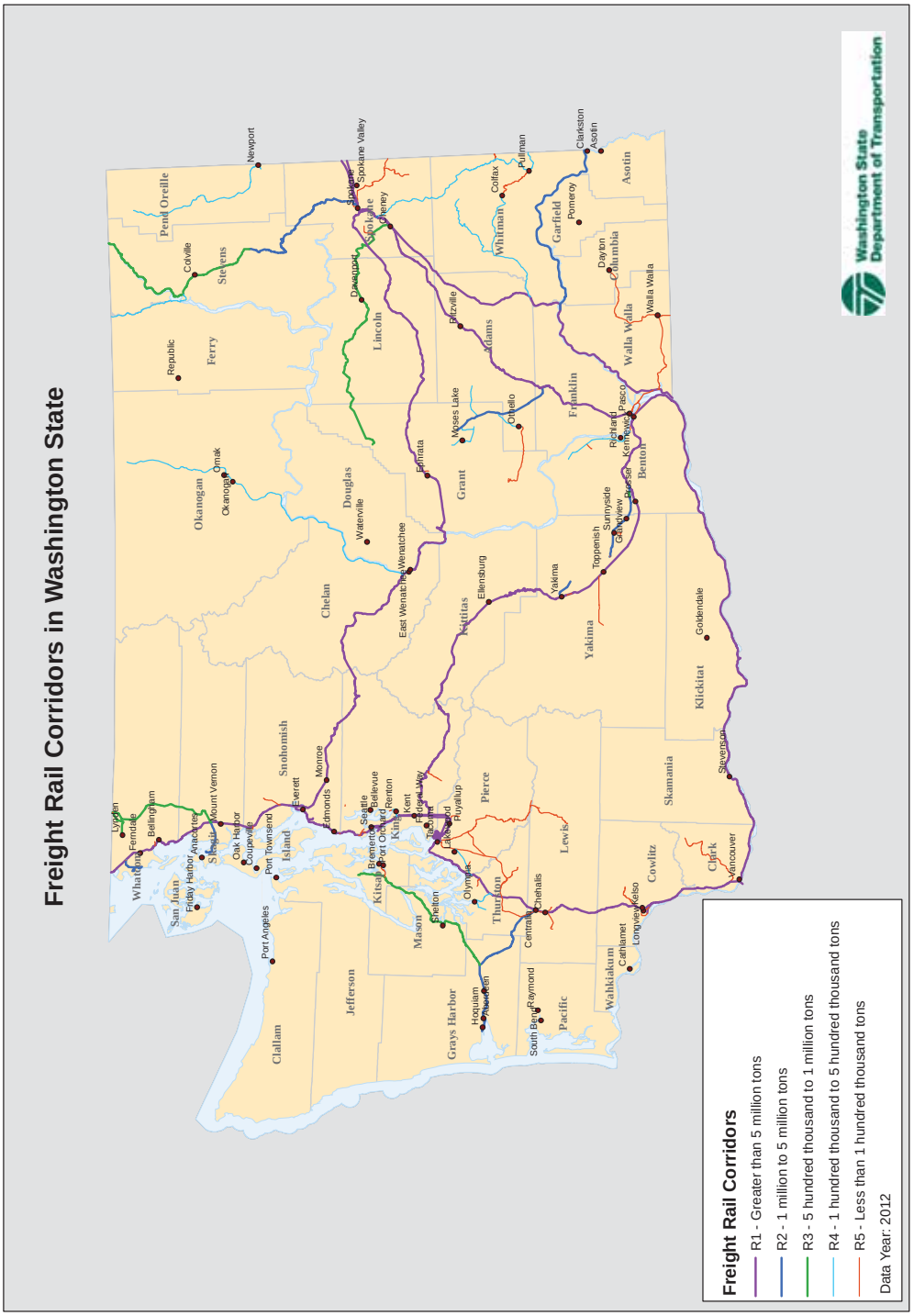



Changes to FMSIB Strategic Freight Corridors for State Routes Since 2011
Puget Sound Area
"A" Changed from T-2 to T-1
"B" Changed from T-3 to T-2
"C" Changed from T-1 to T-2
"D" Changed from T-2 to T-3
Other SR Freight Corridors
Other State Routes
CLALLAM
JEFFERSON
KITSAP
MASON
THURSTON
ISLAND
SNOHOMISH
KING
PIERCE
COUPEVILLE
Stanwood
Keystone
PORT TOWNSEND
Sequim
Arlington
Granite Falls
Marysville
Clinton
EVERETT
Mukilteo
Snohomish
Sultan
Monroe
Port Gamble
Quilcene
Lynnwood
Kingston
Edmonds
Bothell
Woodinville
Duvall
Poulsbo
Kirkland
Redmond
Carnation
Silverdale
Bainbridge Island
SEATTLE
Bellevue
Bremerton
PORT ORCHARD
Fall City
Southworth
Fauntleroy
Vashon Hts
Issaquah
North Bend
Renton
Belfair
Hoodsport
SPUR
Purdy
Kent
Maple Valley
Gig Harbor
Federal Way
Auburn
TACOMA
SHELTON
Sumner
Enumclaw
Puyallup
Lakewood
Buckley
Carbonado
OLYMPIA
Lacey
Tumwater
Yelm
Tenino
Eatonville
D14
D6
D8
A1
D13
D7
D11
D9
D10
C7
C6
C5
C4
C3
D9
B5
0 1 2 3 4 5 MI
0 4 8 KM
Washington State Department of Transportation

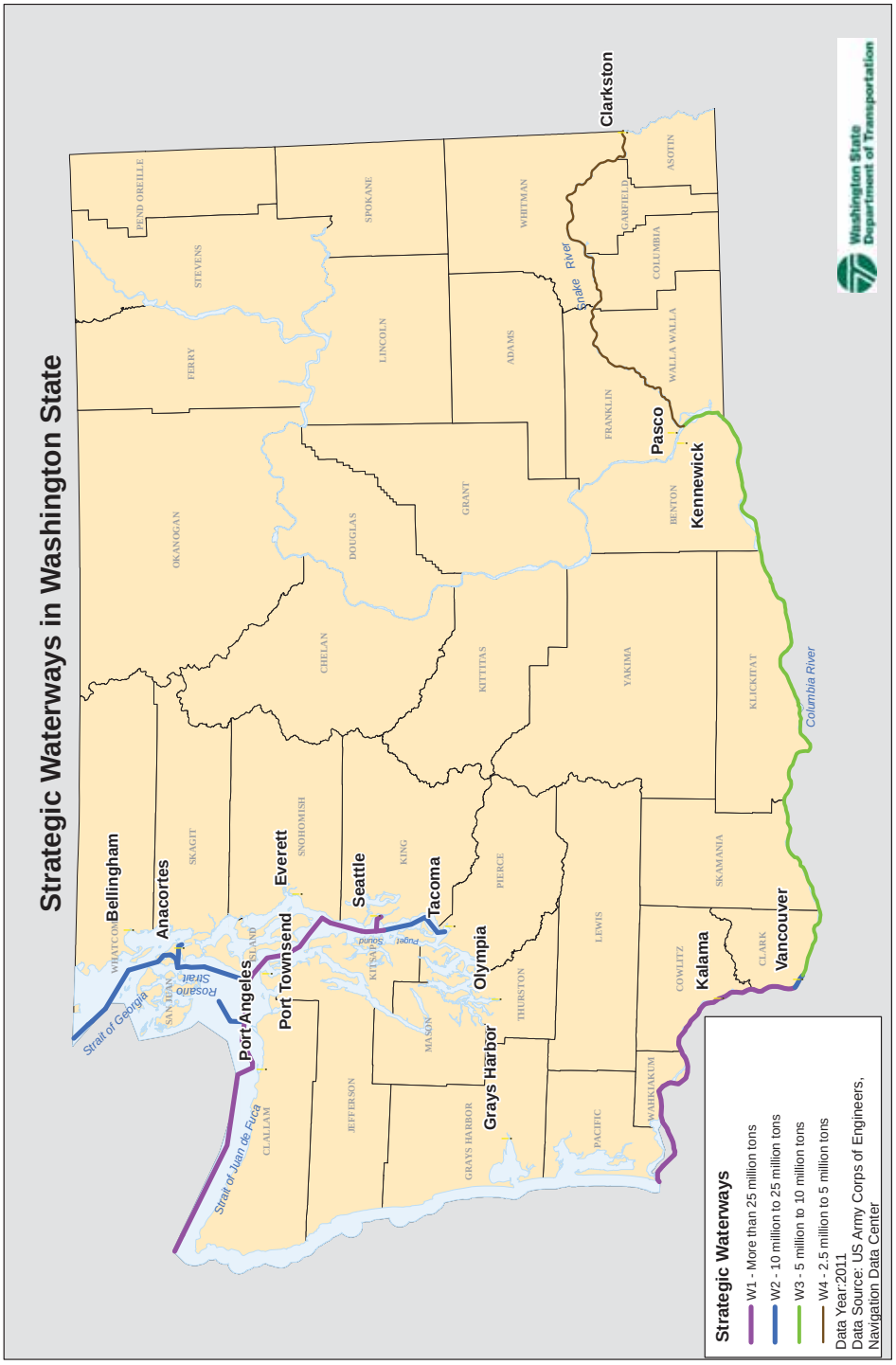
Appendix C: Map of FGTS 2013 Strategic Rail Corridors



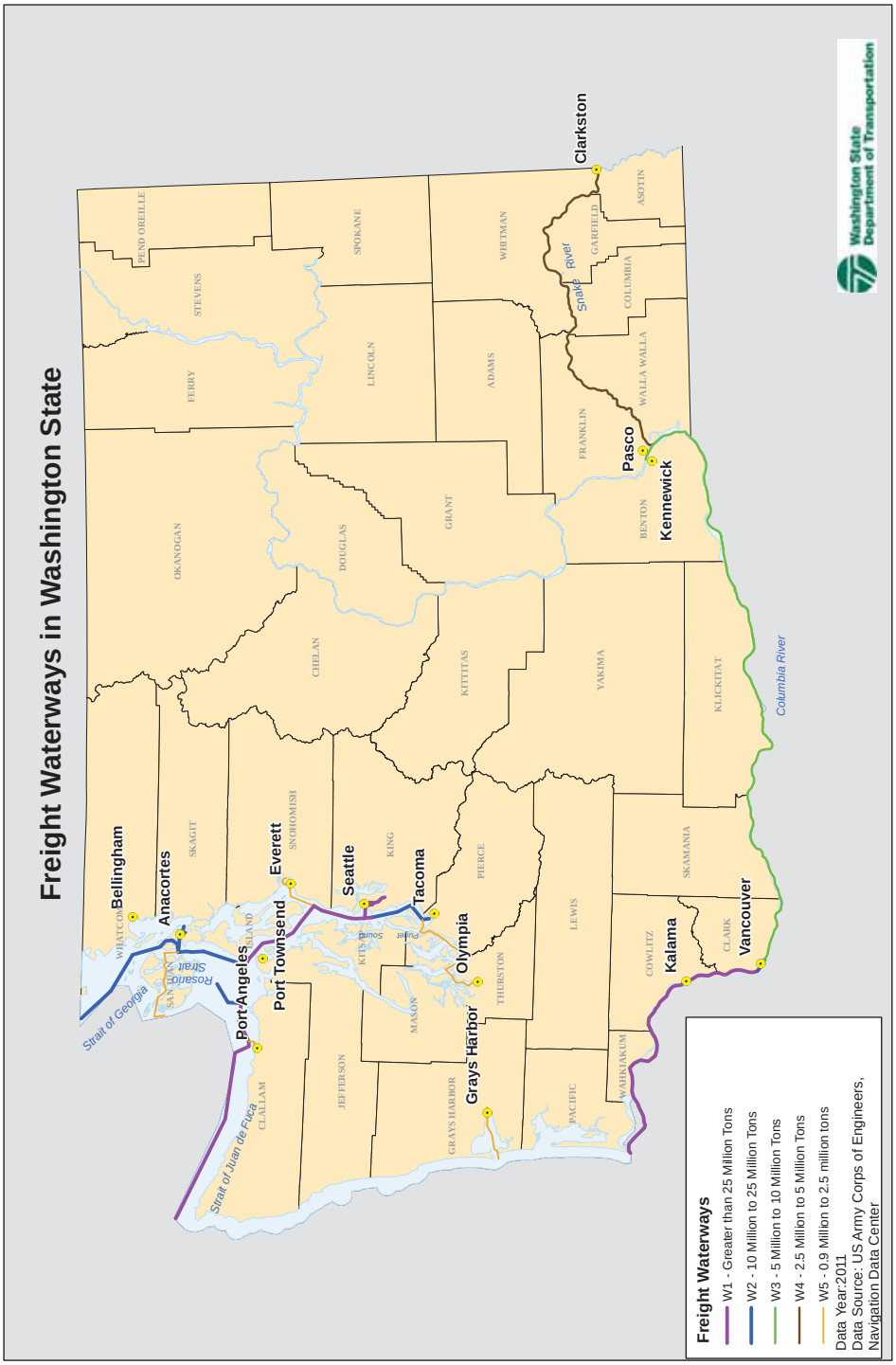
Appendix D: Map of FGTS 2013 Freight Rail System by Volume



Appendix E: Map of FGTS 2013 Strategic Waterway Corridors



Appendix F: Map of FGTS 2013 Freight Waterway Corridors



Appendix G: 2013 FGTS State Route T-1 and T-2, sorted by State Route

State Route (SR)	Description	Begin SR Milepost	End SR Milepost	Length	2013 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percen-tage	County
002	I-5 (Everett) to SR 204	0.00	2.45	2.45	T-1	9,760,000	3,500	5%	Snohomish
002	SR 204 to SR 203	2.45	14.92	12.42	T-2	3,530,000	1,200	5%	Snohomish
002	SR 203 to Index-Galena Rd	14.92	35.62	20.70	T-2	4,730,000	1,400	11%	Snohomish
002	US 97 to SR 285 (Wenatchee)/physical gap	104.50	118.90	14.40	T-2	7,980,000	2,000	12%	Chelan
002	SR 285 to Chelan/Douglas Co. Line	118.92	119.92	1.15	T-1	9,820,000	2,400	13%	Chelan
002	Chelan/Douglas Co. Line to SR 28	119.92	127.86	0.88	T-1	9,820,000	2,400	13%	Douglas
002	SR 28 to US 97 (Orondo)	127.86	139.85	11.89	T-2	5,940,000	1,300	18%	Douglas
002	Fairchild Air Force Base to I-90/coincident	275.33	283.22	7.89	T-2	3,950,000	1,100	5%	Spokane
002	I-90 to US 395 (includes Browne and Division Couplets)	286.87	292.86	6.03	T-2	5,885,843	1,745	3%	Spokane
003	SR 300 to Mason/Kitsap Co. line	26.38	28.23	1.85	T-2	4,610,000	1,500	9%	Mason
003	Mason/Kitsap Co. line to Sunnyslope Rd	28.23	32.60	4.37	T-2	4,610,000	1,500	9%	Kitsap
003	Sunnyslope Rd to SR 16 (Gorst)	32.60	34.67	2.07	T-2	5,690,000	1,800	10%	Kitsap
003	SR 16 (Gorst) to SR 308	34.67	48.48	13.79	T-1	11,720,000	3,600	8%	Kitsap
003	SR 308 to SR 104	48.48	60.02	11.38	T-2	8,410,000	2,300	9%	Kitsap
005	Oregon State Line to SR 205	0.00	8.25	8.25	T-1	29,820,000	6,200	8%	Clark
005	I-205 to SR 501	8.25	14.17	5.92	T-1	84,120,000	15,000	19%	Clark
005	SR 501 to Clark/Cowlitz Co. line	14.17	19.98	5.81	T-1	69,610,000	13,000	20%	Clark
005	Clark/Cowlitz Co. line to Cowlitz/Clark Co. line	19.98	20.29	0.31	T-1	69,610,000	13,000	20%	Cowlitz
005	Cowlitz/Clark Co. line to Clark/Cowlizt Co. line	20.29	20.78	0.49	T-1	69,610,000	13,000	20%	Clark
005	Clark/Cowlitz Co. line to SR 503	20.78	21.08	0.30	T-1	69,610,000	13,000	20%	Cowlitz
005	SR 503 to Cowlitz/Lewis Co. line	21.08	57.13	36.12	T-1	55,990,000	9,600	20%	Cowlitz
005	Cowlitz/Lewis Co. line to SR 12	57.13	68.41	11.28	T-1	55,990,000	9,600	20%	Lewis
005	US 12 to SR 507	68.41	82.08	13.67	T-1	69,040,000	11,000	20%	Lewis
005	SR 507 to Lewis/Thurston Co.	82.08	85.51	3.43	T-1	57,440,000	11,000	15%	Lewis

State Route (SR)	Description	Begin SR Milepost	End SR Milepost	Length	2013 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percen-tage	County
	line								
005	Lewis/Thurston Co. line to SR 510	85.51	112.43	26.92	T-1	57,440,000	11,000	15%	Thurston
005	SR 510 to Thurston/Pierce Co. line	112.43	114.93	2.50	T-1	61,960,000	13,000	10%	Thurston
005	Thurston/Pierce Co. line to Pacific Ave (SR 705)	114.93	133.69	18.75	T-1	61,960,000	13,000	10%	Pierce
005	Pacific Ave (SR 705) to Pierce/King Co. line	133.69	139.50	5.81	T-1	72,630,000	16,000	9%	Pierce
005	King/Pierce Co. line to SR 599 (includes HOV)	139.50	155.94	16.44	T-1	72,630,000	16,000	9%	King
005	SR 599 to I-90	155.94	163.96	8.02	T-1	76,580,000	17,000	9%	King
005	I-90 to SR 520 (includes Express Lanes)	163.96	167.72	3.76	T-1	54,680,000	13,000	7%	King
005	SR 520 to SR 523 (includes Express Lanes)	167.72	174.58	6.86	T-1	44,790,000	11,000	5%	King
005	SR 523 to King/Snohomish Co. line	174.58	177.76	3.18	T-1	44,700,000	10,000	7%	King
005	King/Snohomish Co. line to SR 531	177.76	206.08	28.31	T-1	44,700,000	10,000	7%	Snohomish
005	SR 531 to Snohomish/Skagit Co. line	206.08	217.66	11.58	T-1	33,410,000	7,200	11%	Snohomish
005	Snohomish/Skagit Co. line to SR 20	217.66	230.14	12.49	T-1	33,410,000	7,200	11%	Skagit
005	SR 20 to Skagit/Whatcom Co. line	230.14	242.63	12.49	T-1	16,020,000	3,600	8%	Skagit
005	Skagit/Whatcom Co. line to 36th St	242.63	252.50	9.87	T-1	16,020,000	3,600	8%	Whatcom
005	36th St to SR 548	252.50	265.98	13.48	T-1	20,250,000	4,400	8%	Whatcom
005	SR 548 to SR 543	265.98	275.15	9.17	T-1	13,550,000	2,600	9%	Whatcom
007	Weiler Rd to SR 507	41.18	47.38	6.20	T-2	4,670,000	1,400	8%	Pierce
007	SR 507 to SR 512	47.38	52.58	5.20	T-1	6,930,000	2,000	6%	Pierce
007	SR 512 to S 72nd St	52.58	54.87	2.29	T-2	1,820,000	710	3%	Pierce
007	S 72nd St to Physical gap	54.87	57.45	2.58	T-2	1,590,000	630	3%	Pierce
008	US 12 to Grays Harbor/Thurston Co. Line	0.00	10.54	10.54	T-2	7,340,000	1,800	11%	Grays Harbor
008	Grays Harbor/Thurston Co. line to US 101	10.54	20.67	10.13	T-2	7,340,000	1,800	11%	Thurston
009	SR 522 to SR 92	0.00	17.49	17.49	T-2	5,400,000	1,700	8%	Snohomish
009	SR 92 to SR 530	17.49	29.57	12.08	T-2	3,130,000	1,100	9%	Snohomish
009	South Pass Rd to Canadian Border	90.31	98.17	7.48	T-2	6,340,000	1,200	22%	Whatcom
009SP SUMA S	Sumas Spur	98.00	98.24	0.24	T-2	4,500,000	620	41%	Whatcom

State Route (SR)	Description	Begin SR Milepost	End SR Milepost	Length	2013 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percen-tage	County
012	US 101 to SR 8 (Elma)/physical gap (includes Aberdeen Couplet)	0.00	20.99	20.99	T-1	8,546,193	2,115	11%	Grays Harbor
012	SR 8 to Grays Harbor/Thurston Co. line	21.30	38.84	17.54	T-2	5,580,000	1,200	17%	Grays Harbor
012	Grays Harbor/Thurston Co. line to Elderberry St (Old Hwy 99)	38.84	46.37	7.53	T-2	5,580,000	1,200	17%	Thurston
012	Elderberry St (Old Hwy 99) to I-5/coincident	46.37	46.62 B	0.25	T-1	11,310,000	2,900	15%	Thurston
012	I-5 (Napavine) to Gharet Rd	66.54	116.87	50.34	T-2	5,240,000	1,200	23%	Lewis
012	S Naches Rd to 16th Ave	189.87	202.04	12.19	T-2	7,140,000	1,800	14%	Yakima
012	16th Ave to I-82/coincident	202.04	202.75	0.71	T-1	9,570,000	3,100	11%	Yakima
012	I-182 to Franklin/Walla Walla Co. line	291.67	294.70	3.07	T-1	11,600,000	2,200	18%	Franklin
012	Franklin/Walla Walla Co. line to US 730	294.70	307.41	12.71	T-1	11,600,000	2,200	18%	Walla Walla
012	US 730 to SR 125 Spur	307.41	335.33	27.92	T-2	6,540,000	1,300	19%	Walla Walla
014	I-5 (Vancouver) to SE 192nd Ave	0.00	10.09	10.10	T-1	17,030,000	4,100	9%	Clark
014	SE 192nd Ave to SR 500	10.09	14.10	4.01	T-1	10,590,000	2,700	9%	Clark
014	SR 500 to 32nd St (Washougal)	14.10	17.05	2.95	T-2	8,380,000	2,200	10%	Clark
014	Bridge of the Gods Rd to Wind River Rd/Stevenson	41.55	47.47	5.92	T-2	3,720,000	870	15%	Skamania
014	US 97 to Klickitat/Benton Co. line	101.44	152.24	50.80	T-2	4,190,000	680	49%	Klickitat
014	Klickitat/Benton Co. line to SR 221	152.24	167.25	15.01	T-2	4,190,000	680	49%	Benton
014	SR 221 to I-82 (Plymouth)	167.25	180.77	13.52	T-2	7,770,000	1,300	43%	Benton
016	SR 163 to Pierce/Kitsap Co. line (includes alternate route)	3.95	18.10	11.92	T-1	12,809,765	3,743	7%	Pierce
016	Pierce/Kitsap Co. line to Gorst	18.10	29.19	11.14	T-1	12,670,000	3,700	7%	Kitsap
016	Tacoma to SR 163	0 B	3.95	4.10	T-1	17,390,000	5,000	6%	Pierce
017	US 395 to Franklin/Adams Co. line	7.43	21.80	14.31	T-2	8,750,000	1,400	31%	Franklin
017	Franklin/Adams Co. line to SR 26	21.80	27.96	6.16	T-2	8,750,000	1,400	31%	Adams
017	SR 26 to Adams/Grant Co. line	27.96	35.60	7.64	T-2	7,940,000	1,500	22%	Adams
017	Adams/Grant Co. line	35.60	50.77	15.17	T-2	7,940,000	1,500	22%	Grant

State Route (SR)	Description	Begin SR Milepost	End SR Milepost	Length	2013 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percen-tage	County
	to I-90								
017	I-90 to Patton Blvd.	50.77	56.56	5.77	T-2	5,360,000	1,200	8%	Grant
018	SR 164 to SR 516	4.47	11.39	6.92	T-1	26,070,000	5,800	12%	King
018	SR 516 to I-90	11.39	27.91	16.49	T-1	19,820,000	3,900	16%	King
018	SR 99 to SR 164 (Auburn)	2.2 B	4.47	5.00	T-1	41,100,000	9,400	11%	King
020	Swantown Rd to Island/Skagit Co. line	30.85	41.90	11.04	T-2	3,620,000	1,200	8%	Island
020	Island/Skagit Co. line to SR 20 Spur	41.90	47.89	5.96	T-2	3,620,000	1,200	8%	Skagit
020	SR 20 Spur to SR 536	47.89	55.09	7.20	T-2	7,290,000	1,800	6%	Skagit
020	SR 536 to S Burlington Blvd. & Avon Ave	55.09	60.27	5.18	T-2	9,780,000	2,600	12%	Skagit
020	S Burlington Blvd. & Avon Ave to SR 9	60.27	66.08	5.81	T-2	5,840,000	1,700	10%	Skagit
020SP ANAC RT	Anacortes Spur, SR 20 to Commercial Ave, Anacortes	47.89	51.92	4.03	T-2	2,733,000	880	5%	Skagit
022	I-82 to Toppenish to US 97 (Toppenish)	0.70	4.00	3.31	T-2	3,680,000	760	9%	Yakima
022	SR 221 to I-82	35.74	36.52	0.78	T-2	7,470,000	1,200	27%	Benton
024	I-82 to Riverside Rd / University Pkwy	0.00	1.28	1.28	T-2	5,030,000	1,100	6%	Yakima
024	SR 241 to Yakima/Benton Co. line	30.45	30.76	0.31	T-2	4,670,000	850	27%	Yakima
024	Yakima/Benton Co. line to SR 240	30.76	38.71	7.72	T-2	4,670,000	850	27%	Benton
024	SR 240 to Benton/Grant Co. line	38.71	43.79	5.08	T-2	6,200,000	1,000	25%	Benton
024	Benton/Grant Co. line to SR 243	43.79	44.13	0.34	T-2	6,200,000	1,000	25%	Grant
026	I-90 to Grant/Adams Co. Line	0.00	31.17	31.17	T-2	5,340,000	900	27%	Grant
026	Grant/Adams Co. line to SR 17	31.17	42.58	11.41	T-2	5,340,000	900	27%	Adams
026	SR 127 to US 195	116.92	133.53	16.61	T-2	4,100,000	720	30%	Whitman
028	Douglas/Grant Co. line to 7th Ave SW	22.03	29.26	7.23	T-2	6,780,000	1,400	18%	Grant
028	7th Ave SW to SR 281	29.26	29.77	0.51	T-2	8,830,000	1,500	13%	Grant
028	SR 281 to Adams Rd	29.77	33.79	4.02	T-2	3,810,000	900	13%	Grant
028	US 2 to 15th St	0 B	2.78 B	2.78	T-2	8,020,000	1,500	9%	Douglas
028	15th St to SR 285	2.78 B	3.84 B	1.06	T-2	8,040,000	1,500	8%	Douglas
028	SR 285 to Grant Rd (includes Wenatchee Couplet)	3.84 B	4.31 B	0.47	T-2	6,681,277	1,501	15%	Douglas
028	Grant Rd to Douglas/Grant Co. line	4.31 B	22.03	21.79	T-2	6,780,000	1,400	18%	Douglas
028SP WENT CH	Wenatchee Spur	4.25	5.01	0.76	T-2	7,140,000	1,200	8%	Douglas
082	I-90 to Kittitas/Yakima Co. line	0.00	19.88	19.88	T-1	22,940,000	4,100	21%	Kittitas
082	Kittitas/Yakima Co. line	19.88	50.63	30.72	T-1	22,940,000	4,100	21%	Yakima

State Route (SR)	Description	Begin SR Milepost	End SR Milepost	Length	2013 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percen-tage	County
	to SR 22								
082	SR 22 to Yakima/Benton Co. line	50.63	75.37	24.74	T-1	18,050,000	3,200	17%	Yakima
082	Yakima/Benton Co. line to I-182	75.37	102.87	27.50	T-1	18,050,000	3,200	17%	Benton
082	I-182 to US 395	102.87	113.71	10.84	T-1	13,040,000	2,300	23%	Benton
082	US 395 to Oregon State Line	113.71	132.60	18.89	T-1	22,120,000	3,900	23%	Benton
090	4th to I-5 (Seattle)	1.94	2.79	0.85	T-1	10,860,000	3,000	9%	King
090	I-5 (Seattle) to SR 18	2.79	25.65	22.87	T-1	35,030,000	7,700	8%	King
090	SR 18 to SR 202, North Bend	25.65	31.00	5.35	T-1	48,980,000	8,700	20%	King
090	SR 202 to King/Kittitas Co. line	31.00	52.61	21.88	T-1	34,810,000	6,100	23%	King
090	King/Kittitas Co. line to I-82	52.61	110.13	57.46	T-1	34,810,000	6,100	23%	Kittitas
090	I-82 to Kittitas/Grant Co. line	110.13	137.57	27.44	T-1	20,760,000	3,500	27%	Kittitas
090	Kittitas/Grant Co. line to SR 17	137.57	179.81	42.24	T-1	20,760,000	3,500	27%	Grant
090	SR 17 to Grant/Adams Co. line	179.81	191.89	12.08	T-1	13,350,000	2,300	23%	Grant
090	Grant/Adams Co. line to US 395	191.89	221.55	29.09	T-1	13,350,000	2,300	23%	Adams
090	US 395 to Adams/Lincoln Co. line	221.55	239.11	17.56	T-1	24,560,000	4,200	25%	Adams
090	Adams/Lincoln Co. line Lincoln/Spokane Co. line	239.11	255.29	16.18	T-1	24,560,000	4,200	25%	Lincoln
090	Lincoln/Spokane Co. line to SR 904	255.29	271.03	15.74	T-1	24,560,000	4,200	25%	Spokane
090	SR 904 to US 2	271.03	278.40	7.37	T-1	29,830,000	5,200	16%	Spokane
090	US 2 to Idaho State line	278.40	299.82	21.40	T-1	39,060,000	8,000	11%	Spokane
092	SR 9 to Granite Falls	0.00	8.26	8.25	T-2	6,030,000	1,700	12%	Snohomish
097	SR 14 to Klickitat/Yakima Co. line(includes Maryhill Couplet)	2.31	33.52	30.67	T-2	8,937,724	1,497	33%	Klickitat
097	Klickitat/Yakima Co. line to W 1st Ave	33.52	61.98	28.37	T-2	8,820,000	1,400	35%	Yakima
097	W 1st Ave to I-82/coincident	61.98	76.36	14.34	T-2	7,210,000	1,400	10%	Yakima
097	I-90 to SR 970	133.90	149.69	15.92	T-2	4,340,000	820	30%	Kittitas
097	SR 970 to Kittitas/Chelan Co. line	149.69	163.98	14.29	T-2	5,090,000	960	20%	Kittitas
097	Kittitas/Chelan Co. line to US 2 (Peshastin)/coincident	163.98	184.95	20.97	T-2	5,090,000	960	20%	Chelan
097	US 2 (Orondo) to Douglas/Chelan Co. line	213.00	234.87	21.87	T-2	4,460,000	940	20%	Douglas
097	Douglas/Chelan Co. line to SR 150	234.87	235.10	0.23	T-2	4,460,000	940	20%	Chelan

State Route (SR)	Description	Begin SR Milepost	End SR Milepost	Length	2013 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percen-tage	County
097	SR 150 to Chelan/Okanogan Co. line	235.10	246.97	11.87	T-2	3,180,000	710	17%	Chelan
097	Chelan/Okanogan Co. line to Canadian border	246.97	336.48	89.49	T-2	3,180,000	710	17%	Okanogan
097	Oregon State line to SR 14	0 B	2.31	2.55	T-1	9,780,000	1,700	35%	Klickitat
097AR	Alt. Rt,. US 2 to Ohme Garden Rd /Warehouse Rd	199.83	200.47	0.64	T-2	6,020,000	1,200	14%	Chelan
099	I-5 (Fife) to 70th Ave E	0.00	1.18	1.18	T-1	14,370,000	3,000	13%	Pierce
099	70th Ave E to Pierce/King Co. line	1.18	6.15	1.32	T-2	7,990,000	1,800	9%	Pierce
099	Pierce/King Co. line to SR 18	6.15	8.14	1.99	T-2	7,990,000	1,800	9%	King
099	SR 516 to SR 518/physical gap	15.49	20.43	4.94	T-2	3,660,000	1,700	6%	King
099	Physical gap/SR 599 to E Marginal Way	22.97	26.42	3.45	T-1	18,230,000	3,900	13%	King
099	E Marginal Way to Elliot Ave (includes Alaska Way Viaduct Couplet)	26.55	31.72	5.21	T-1	10,810,000	3,278	6%	King
099	Elliot Ave to N 105th St/ N Northgate Way	31.72	38.47	6.75	T-2	3,250,000	1,500	3%	King
099	SR 525 to Evergreen Way	50.56	53.49	2.93	T-2	2,490,000	1,100	3%	Snohomish
101	SR 105 (Aberdeen) to Aberdeen Couplet (includes Aberdeen & Heron Couplets)	83.17	87.49	4.42	T-2	6,162,512	3,481	6%	Grays Harbor
101	Aberdeen Couplet to Ocean Beach Rd	87.49	91.92	4.26	T-2	3,780,000	960	17%	Grays Harbor
101	SR 112 to SR 117	242.61	246.07	3.46	T-2	5,350,000	1,500	16%	Clallam
101	1st St /Lincoln St to Golf Course Rd (includes Port Angeles Couplet)	248.06	249.65	1.59	T-2	4,769,182	1,200	9%	Clallam
101	Golf Course Rd to Clallam/Jefferson Co. line	249.65	274.65	24.70	T-2	6,040,000	1,700	11%	Clallam
101	Clallam/Jefferson Co. line to SR 104	274.65	284.95	10.30	T-2	6,040,000	1,700	11%	Jefferson
101	Wallace Blvd. to SR 3	345.65	349.16	3.51	T-2	6,710,000	1,800	12%	Mason
101	SR 3 to Mason/Thurston Co. line	349.16	356.92	6.99	T-1	10,780,000	2,700	11%	Mason
101	Mason/Thurston Co. line to SR 8/physical gap	356.92	361.40	4.48	T-1	10,780,000	2,700	11%	Thurston
101	SR 8 to I-5	361.52	367.41	5.89	T-1	12,830,000	3,500	7%	Thurston
104	US 101 to SR 19	0.20	8.87	8.67	T-2	4,100,000	930	13%	Jefferson
104	SR 19 to Jefferson/Kitsap Co.	8.87	14.67	5.80	T-2	6,110,000	1,500	12%	Jefferson

State Route (SR)	Description	Begin SR Milepost	End SR Milepost	Length	2013 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percen-tage	County
	line								
104	Jefferson/Kitsap Co. line to SR 3	14.67	15.54	0.87	T-2	6,110,000	1,500	12%	Kitsap
105	Taft Rd to US 101 (Aberdeen)	47.39	48.76	1.37	T-2	6,290,000	1,700	14%	Grays Harbor
117	US 101 to Port Docks	0.00	1.40	1.40	T-2	6,130,000	1,300	31%	Clallam
125	Oregon State Line to W Rose St	0.00	5.41	5.40	T-2	4,990,000	1,500	10%	Walla Walla
125	W Rose St to SR 125 SP	5.41	6.09	0.68	T-2	1,930,000	560	10%	Walla Walla
125SP 125SP	SR 125 to US 12	6.09	6.82	0.73	T-2	3,700,000	940	25%	Walla Walla
128	US 12 to Asotin/Whitman Co. line	0.00	0.39	0.39	T-2	5,690,000	1,300	28%	Asotin
128	Asotin/Whitman Co. line to Idaho State Line	0.39	2.24	1.85	T-2	5,690,000	1,300	28%	Whitman
160	SR 16 to Bethel Rd	0.00	0.82	0.82	T-2	5,150,000	1,600	7%	Kitsap
161	Kapowsin Highway to 224th St E	13.15	18.19	5.04	T-2	3,770,000	1,200	12%	Pierce
161	224th St E to SR 512/coincident	18.19	25.83	7.64	T-2	4,680,000	1,500	4%	Pierce
161	SR 167 to Valley Ave	29.87	30.02	0.15	T-2	5,480,000	1,400	5%	Pierce
161	S 360th St/Milton Rd to SR 18 (Federal Way)	35.39	36.25	0.86	T-2	3,090,000	1,100	4%	King
162	SR 410(Sumner) to Calistoga St W	0.00	9.54	7.16	T-2	4,770,000	1,100	6%	Pierce
167	I-5 (Tacoma) to SR 512	0.00	6.44	7.72	T-2	6,910,000	1,800	6%	Pierce
167	SR 512 to Pierce/King Co. line	6.44	11.17	4.73	T-1	47,740,000	11,000	12%	Pierce
167	Pierce/King Co. line to SR 516	11.17	19.60	8.47	T-1	47,740,000	11,000	12%	King
167	SR 516 to I-405	19.60	25.84	6.24	T-1	44,050,000	10,000	9%	King
167	I-405 to SR 900	25.84	27.28	1.44	T-1	17,740,000	4,700	7%	King
169	SR 516 to Cedar Grove Rd	11.44	17.68	6.24	T-2	4,840,000	1,700	8%	King
169	Cedar Grove Rd to 196th Ave SE	17.68	19.22	1.54	T-2	6,180,000	1,900	10%	King
169	196th Ave SE to 140th Way SE	19.22	22.99	3.77	T-2	7,860,000	2,500	10%	King
169	140th Way SE to Renton	22.99	25.26	2.27	T-1	8,640,000	2,100	6%	King
181	SR 516 (Kent) to S 220th St	5.32	7.21	1.89	T-2	7,640,000	2,100	8%	King
181	S 220th St to Longacres Way	7.21	11.18	3.97	T-2	8,140,000	2,400	9%	King
181	Longacres Way to I-405 (Renton)	11.18	11.37	0.19	T-2	8,130,000	2,300	8%	King
182	I-82 to SR 240/Thayer Dr	0.00	3.83	3.83	T-1	17,770,000	3,400	17%	Benton
182	SR 240/Thayer Dr to Benton/Franklin Co. line	3.83	6.04	2.21	T-1	15,450,000	4,000	9%	Benton
182	Benton/Franklin Co.	6.04	14.37	8.33	T-1	15,450,000	4,000	9%	Franklin

State Route (SR)	Description	Begin SR Milepost	End SR Milepost	Length	2013 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percen-tage	County
	line to US 395/SR 397								
182	US 395/SR 397 to US 12	14.37	15.19	0.82	T-1	6,260,000	1,600	9%	Franklin
195	SR 23 to SR 271	47.99	62.94	14.95	T-2	4,110,000	760	18%	Whitman
195	SR 271 to Whitman/Spokane Co. line	62.94	66.22	3.28	T-2	4,900,000	1,000	15%	Whitman
195	Whitman/Spokane Co. line to Cheney-Spokane Rd	66.22	93.83	26.85	T-2	4,900,000	1,000	15%	Spokane
195	Cheney-Spokane Rd to I-90	93.83	95.99	2.16	T-2	8,310,000	2,100	12%	Spokane
195	Idaho State line to SR 23	0 B	47.99	46.13	T-2	4,590,000	960	18%	Whitman
202	SR 522 to NE 175th St	0.00	0.31	2.50	T-2	4,170,000	1,200	4%	King
202	SR 520 to Sahalee Way	7.75	10.27	2.50	T-2	3,520,000	1,200	3%	King
202	South Fork Ave to I-90	30.32	30.60	0.28	T-2	3,430,000	1,000	7%	King
203	Woodinville-Duvall Rd to King/Snohomish Line	14.99	17.99	3.01	T-2	4,460,000	1,400	14%	King
203	King/Snohomish Line to US 2	17.99	24.17	6.19	T-2	4,460,000	1,400	14%	Snohomish
204	US 2 to SR 9	0 B	2.35	2.38	T-2	4,950,000	2,300	9%	Snohomish
205	Oregon State Line to I-5	26.59	37.16	10.57	T-1	22,190,000	5,400	7%	Clark
221	SR 14 /Patterson to SR 22	0.00	26.07	25.95	T-2	6,130,000	970	44%	Benton
223	SR 22 to SR 82 (Granger)	0.00	3.81	3.80	T-2	4,040,000	750	16%	Yakima
240	Jadwin Ave/Stevens Dr to I-182/coincident	30.63	34.87	4.24	T-2	8,600,000	2,100	6%	Benton
240	I-182 to US 395	36.05	43.17	7.09	T-2	5,380,000	2,200	5%	Benton
241	I-82 to Yakima Valley Hwy	7.61	7.96	0.35	T-2	5,760,000	1,100	8%	Yakima
243	SR 24 (Vernita) to SR 26	0.00	28.26	28.23	T-2	4,550,000	820	23%	Grant
281	I-90 to SR 28 (Quincy)	0.00	10.55	10.55	T-2	6,900,000	1,300	25%	Grant
281SP BURK E	Burke Spur	2.65	4.34	1.69	T-2	2,550,000	500	23%	Grant
285	SR 28 to Douglas/Chelan Co. line	0.00	0.28	0.28	T-2	5,230,000	2,000	7%	Douglas
285	Douglas/Chelan Co. line to Wenatchee Ave	0.28	0.39	0.11	T-2	7,140,000	2,800	10%	Chelan
285	Wenatchee Ave to Ferry St	0.39	0.71	0.32	T-2	5,520,000	2,200	6%	Chelan
285	Miller St to US 2	3.05	5.04	1.99	T-2	6,110,000	2,000	6%	Chelan
290	I-90 to Trent Ave /Hamilton St	0.07	0.74	0.67	T-2	4,760,000	1,500	7%	Spokane
290	Havana St to Idaho State line	3.22	18.38	15.16	T-2	5,930,000	1,600	10%	Spokane
310	SR 3 to 11th St	0.00	1.44	1.44	T-2	3,970,000	1,500	5%	Kitsap

State Route (SR)	Description	Begin SR Milepost	End SR Milepost	Length	2013 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percen-tage	County
395	I-82 to Benton/Franklin Co. line	13.05	18.93	5.88	T-1	17,320,000	3,300	12%	Benton
395	Benton/Franklin Co. line to I-182/coincident	18.93	20.59	1.66	T-1	17,320,000	3,300	12%	Franklin
395	I-182 to SR 17	22.72	45.33	22.61	T-1	21,920,000	3,800	27%	Franklin
395	SR 17 to Franklin/Adams Co. line	45.33	61.24	15.71	T-1	14,990,000	2,400	33%	Franklin
395	Franklin/Adams Co. line to I-90/coincident	61.24	96.13	34.89	T-1	14,990,000	2,400	33%	Adams
395	US 2 to Physical Gap	164.50	167.40	2.90	T-2	2,720,000	810	3%	Spokane
395	Physical Gap to Spokane/Stevens Co. line	167.44	183.69	16.27	T-2	4,100,000	1,000	12%	Spokane
395	Spokane/Stevens Co. line to Stevens/Ferry Co. line	183.69	241.61	57.90	T-2	4,100,000	1,000	12%	Stevens
395	Stevens/Ferry Co. line to SR 20	241.61	241.89	0.28	T-2	4,100,000	1,000	12%	Ferry
397	Haney Rd to Benton/Franklin Co. line	13.89	18.32	4.43	T-2	4,860,000	1,300	13%	Benton
397	Benton/Franklin Co. line to Oregon Ave	18.32	19.87	1.55	T-2	4,860,000	1,300	13%	Franklin
397	Oregon Ave to I-182 End Route	19.87	22.31	2.44	T-2	7,970,000	1,700	22%	Franklin
405	I-5 (Tukwila) to SR 522	0.00	23.23	23.22	T-1	37,860,000	10,000	7%	King
405	SR 522 to King/Snohomish Co. line	23.23	25.02	1.78	T-1	18,640,000	4,700	4%	King
405	King/Snohomish Co. line to I-5 (Swamp Creek)	25.02	30.32	5.30	T-1	18,640,000	4,700	4%	Snohomish
410	SR 167 to Sumner Buckley Highway/181st St	8.84	13.37	4.53	T-1	12,240,000	3,200	7%	Pierce
410	Sumner Buckley Hwy to Pierce/King Co. line	13.37	22.02	8.65	T-2	3,800,000	1,100	5%	Pierce
410	Pierce/King Co. line to 244th Ave SE (Enumclaw)	22.02	22.46	0.44	T-2	3,800,000	1,100	5%	King
410	244th Ave SE (Enumclaw) to 284th Ave SE	22.46	25.64	3.18	T-2	4,350,000	1,300	11%	King
432	38th Ave to SR 433	3.30	6.10	2.80	T-2	6,080,000	1,600	17%	Cowlitz
432	SR 433 to physical gap	6.10	7.62	1.52	T-1	20,030,000	3,700	21%	Cowlitz
432	physical gap to I-5	7.64	10.33	2.69	T-1	18,250,000	3,600	14%	Cowlitz
433	Oregon State line to SR 432	0.00	0.94	0.94	T-1	10,610,000	2,700	13%	Cowlitz
500	I-5 (Vancouver) to NE 4th Plain Rd	0.00	5.96	5.96	T-2	8,730,000	2,600	5%	Clark
500	NE 4th Plain Rd to SR 503	5.96	6.98	1.02	T-2	5,560,000	1,600	5%	Clark
501	I-5 (Vancouver) to Fourth Plain Blvd	0.00	2.24	1.94	T-1	8,574,639	1,725	16%	Clark

State Route (SR)	Description	Begin SR Milepost	End SR Milepost	Length	2013 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percen-tage	County
	(includes Vancouver Couplet)								
501	Fourth Plain Blvd to Old Lower River Rd	2.24	4.10	1.86	T-2	4,740,000	1,000	26%	Clark
502	I-5 to SR 503 (Battleground)	0.00	7.56	6.12	T-2	4,160,000	1,400	9%	Clark
503	SR 500 to SR 502	1.02	8.09	6.85	T-2	5,280,000	1,600	6%	Clark
507	SR 510 to Thurston/Pierce Co. line	28.24	30.67	2.43	T-2	3,480,000	1,100	9%	Thurston
507	Thurston/Pierce Co. line to SR 7	30.67	43.57	12.89	T-2	3,480,000	1,100	9%	Pierce
509	I-705 to Norpoint Way	0.00	5.7 B	5.70	T-2	7,180,000	1,800	7%	Pierce
509	Des Moines Way S/S 188th St to SR 99	24.35 B	29.92	7.07	T-2	3,420,000	1,300	3%	King
510	I-5 (Lacey) to Steilacoom Rd SE	0.01	3.31	1.18	T-2	4,690,000	1,400	5%	Thurston
512	I-5 (Lakewood) To SR 167 (Puyallup)	0.00	12.06	12.06	T-1	27,290,000	6,500	8%	Pierce
513	SR 520 to NE Pacific St	0.00	0.34	0.34	T-2	3,710,000	1,800	3%	King
516	SR 99 to SR 169	1.79	16.22	14.70	T-2	3,780,000	1,300	5%	King
518	SR 509 to SR 99	0.00	2.49	2.10	T-2	5,330,000	2,000	4%	King
518	SR 99 to I-5	2.49	3.81	1.32	T-2	8,660,000	3,300	4%	King
519	I-90 to 1st Ave S	0.00	0.38	0.38	T-1	12,300,000	2,600	9%	King
519	1st Ave S to Ferry Terminal	0.38	1.14	0.76	T-2	3,850,000	810	9%	King
520	I-5 (Seattle) to SR 202	0.00	12.83	12.82	T-2	9,010,000	2,800	4%	King
522	I-5 (Seattle) to Northgate Way	0.00	2.52	2.52	T-2	4,980,000	1,700	6%	King
522	Northgate Way to I-405 (Bothell)	2.52	11.10	8.57	T-2	3,360,000	1,400	4%	King
522	I-405 (Bothell) SR 202	11.10	11.84	0.74	T-1	10,190,000	3,200	7%	King
522	SR 202 (Woodinville) to King/Snohomish Co. line	11.84	13.45	1.62	T-1	10,190,000	3,200	7%	King
522	King/Snohomish Co. line to SR 9	13.45	14.09	0.64	T-1	10,190,000	3,200	7%	Snohomish
522	SR 9 to US 2	14.09	24.68	10.59	T-2	8,340,000	2,400	9%	Snohomish
525	I-5 (Lynnwood) to SR 525 Spur	0.00	5.60	5.77	T-2	5,990,000	1,900	4%	Snohomish
525SP PAINE	Paine Spur, SR 525 to SR 526	5.59	6.45	0.86	T-2	2,630,000	880	4%	Snohomish
526	SR 525 Spur to Boeing Entrance	0.40	0.80	0.40	T-2	4,470,000	1,600	5%	Snohomish
526	Boeing Entrance to Airport Rd	0.80	1.50	0.70	T-2	4,550,000	1,600	5%	Snohomish
526	Airport Rd to Evergreen Way	1.50	3.73	2.23	T-2	4,510,000	2,100	4%	Snohomish
526	Evergreen Way to I-5	3.73	4.52	0.79	T-2	4,380,000	2,000	4%	Snohomish
527	I-405 to SR 524	2.63	3.73	1.10	T-2	3,980,000	1,600	4%	Snohomish
529	Broadway Ave to I-5 (Marysville)	3.74	5.79	2.05	T-2	6,630,000	2,600	8%	Snohomish
530	I-5 (Arlington) to SR	16.95	20.79	3.84	T-2	6,390,000	1,600	10%	Snohomish

State Route (SR)	Description	Begin SR Milepost	End SR Milepost	Length	2013 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percen-tage	County
	9/coincident								
530	SR 9 to 115th Ave	20.90	24.84	3.74	T-2	3,710,000	1,100	14%	Snohomish
531	I-5 (Smokey Point) to 67th Ave NE	6.38	8.59	2.21	T-2	4,580,000	1,400	7%	Snohomish
536	Wall St to 1st St	4.49	4.92	0.43	T-2	4,140,000	1,500	8%	Skagit
539	I-5 (Bellingham) to SR 546	0.00	12.54	12.54	T-2	6,700,000	1,500	8%	Whatcom
542	I-5 (Bellingham) to Everson Goshen Rd	0.00	4.80	4.80	T-2	3,590,000	980	7%	Whatcom
543	I-5 (Bellingham) to Canadian Border	0.00	1.09	1.09	T-1	15,890,000	2,600	27%	Whatcom
546	SR 539 to SR 9	0.00	8.02	8.02	T-2	4,510,000	1,000	13%	Whatcom
599	I-5 (Tukwila) to SR 99	0.00	1.75	1.75	T-1	22,950,000	5,100	12%	King
704	Spanaway Loop Rd to SR 7	5.29	5.92	0.63	T-2	4,630,000	1,100	6%	Pierce
705	I-5 (Tacoma) to Schuster Parkway	0.00	1.50	1.50	T-2	4,450,000	1,600	4%	Pierce
730	Oregon State Line to US 12 (Wallula)	0.00	6.08	6.08	T-2	6,500,000	1,100	46%	Walla Walla
823	I-82 to First St	0.04	1.06	1.02	T-2	4,810,000	1,800	6%	Yakima
823	First St to N Wenas Rd	1.06	2.82	1.70	T-2	5,390,000	950	8%	Yakima
900	I-5 (Tukwila) to 68th Ave S	5.93	8.27	2.34	T-2	6,210,000	1,700	6%	King
903	SR 970 to Oakes Ave	0.00	2.00	2.00	T-2	4,000,000	990	17%	Kittitas
970	I-90 to SR 903	0.00	0.36	0.36	T-2	3,290,000	670	19%	Kittitas
970	SR 903 to US 97	0.36	10.31	9.95	T-2	3,190,000	710	17%	Kittitas

Appendix H: 2013 FGTS State Route T-1 and T-2, sorted by County

County	State Route (SR)	Description	Begin SR Milepost	End SR Milepost	Length	2013 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percen-tage
Adams	017	Franklin/Adams Co. line to SR 26	21.80	27.96	6.16	T-2	8,750,000	1,400	31%
Adams	017	SR 26 to Adams/Grant Co. line	27.96	35.60	7.64	T-2	7,940,000	1,500	22%
Adams	026	Grant/Adams Co. line to SR 17	31.17	42.58	11.41	T-2	5,340,000	900	27%
Adams	090	Grant/Adams Co. line to SR 395	191.89	221.55	29.09	T-1	13,350,000	2,300	23%
Adams	090	US 395 to Adams/Lincoln Co. line	221.55	239.11	17.56	T-1	24,560,000	4,200	25%
Adams	395	Franklin/Adams Co. line to I-90/coincident	61.24	96.13	34.89	T-1	14,990,000	2,400	33%
Asotin	128	US 12 to Asotin/Whitman Co. line	0.00	0.39	0.39	T-2	5,690,000	1,300	28%
Benton	014	Klickitat/Benton Co. line to SR 221	152.24	167.25	15.01	T-2	4,190,000	680	49%
Benton	014	SR 221 to I-82 (Plymouth)	167.25	180.77	13.52	T-2	7,770,000	1,300	43%
Benton	022	SR 221 to I-82	35.74	36.52	0.78	T-2	7,470,000	1,200	27%
Benton	024	Yakima/Benton Co. line to SR 240	30.76	38.71	7.72	T-2	4,670,000	850	27%
Benton	024	SR 240 to Benton/Grant Co. line	38.71	43.79	5.08	T-2	6,200,000	1,000	25%
Benton	082	Yakima/Benton Co. line to I-182	75.37	102.87	27.50	T-1	18,050,000	3,200	17%
Benton	082	I-182 to US 395	102.87	113.71	10.84	T-1	13,040,000	2,300	23%
Benton	082	US 395 to Oregon State Line	113.71	132.60	18.89	T-1	22,120,000	3,900	23%
Benton	182	I-82 to SR 240/Thayer Dr	0.00	3.83	3.83	T-1	17,770,000	3,400	17%
Benton	182	SR 240/Thayer Dr to Benton/Franklin Co. line	3.83	6.04	2.21	T-1	15,450,000	4,000	9%
Benton	221	SR 14 /Patterson to SR 22	0.00	26.07	25.95	T-2	6,130,000	970	44%
Benton	240	Jadwin Ave/Stevens Dr to I-182/coincident	30.63	34.87	4.24	T-2	8,600,000	2,100	6%
Benton	240	I-182 to US 395	36.05	43.17	7.09	T-2	5,380,000	2,200	5%
Benton	395	I-82 to Benton/Franklin Co. line	13.05	18.93	5.88	T-1	17,320,000	3,300	12%
Benton	397	Haney Rd to Benton/Franklin Co. line	13.89	18.32	4.43	T-2	4,860,000	1,300	13%
Chelan	002	US 97 to SR 285 (Wenatchee)/physical gap	104.50	118.90	14.40	T-2	7,980,000	2,000	12%
Chelan	002	SR 285 to Chelan/Douglas Co. Line	118.92	119.92	1.15	T-1	9,820,000	2,400	13%
Chelan	097	Kittitas/Chelan Co. line to US 2 (Peshastin)/coincident	163.98	184.95	20.97	T-2	5,090,000	960	20%
Chelan	097	Douglas/Chelan Co. line to SR 150	234.87	235.10	0.23	T-2	4,460,000	940	20%
Chelan	097	SR 150 to Chelan/Okanogan Co. line	235.10	246.97	11.87	T-2	3,180,000	710	17%
Chelan	097AR	Alt. Rt,. US 2 to Ohme Garden Rd /Warehouse Rd	199.83	200.47	0.64	T-2	6,020,000	1,200	14%
Chelan	285	Douglas/Chelan Co. line to Wenatchee Ave	0.28	0.39	0.11	T-2	7,140,000	2,800	10%

County	State Route (SR)	Description	Begin SR Milepost	End SR Milepost	Length	2013 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percen-tage
Chelan	285	Wenatchee Ave to Ferry St	0.39	0.71	0.32	T-2	5,520,000	2,200	6%
Chelan	285	Miller St to US 2	3.05	5.04	1.99	T-2	6,110,000	2,000	6%
Clallam	101	SR 112 to SR 117	242.61	246.07	3.46	T-2	5,350,000	1,500	16%
Clallam	101	1st St /Lincoln St to Golf Course Rd (includes Port Angeles Couplet)	248.06	249.65	1.59	T-2	4,769,182	1,200	9%
Clallam	101	Golf Course Rd to Clallam/Jefferson Co. line	249.65	274.65	24.70	T-2	6,040,000	1,700	11%
Clallam	117	US 101 to Port Docks	0.00	1.40	1.40	T-2	6,130,000	1,300	31%
Clark	005	Oregon State Line to SR 205	0.00	8.25	8.25	T-1	29,820,000	6,200	8%
Clark	005	I-205 to SR 501	8.25	14.17	5.92	T-1	84,120,000	15,000	19%
Clark	005	SR 501 to Clark/Cowlitz Co. line	14.17	19.98	5.81	T-1	69,610,000	13,000	20%
Clark	005	Cowlitz/Clark Co. line to Clark/Cowlizt Co. line	20.29	20.78	0.49	T-1	69,610,000	13,000	20%
Clark	014	I-5 (Vancouver) to SE 192nd Ave	0.00	10.09	10.10	T-1	17,030,000	4,100	9%
Clark	014	SE 192nd Ave to SR 500	10.09	14.10	4.01	T-1	10,590,000	2,700	9%
Clark	014	SR 500 to 32nd St (Washougal)	14.10	17.05	2.95	T-2	8,380,000	2,200	10%
Clark	205	Oregon State Line to I-5	26.59	37.16	10.57	T-1	22,190,000	5,400	7%
Clark	500	I-5 (Vancouver) to NE 4th Plain Rd	0.00	5.96	5.96	T-2	8,730,000	2,600	5%
Clark	500	NE 4th Plain Rd to SR 503	5.96	6.98	1.02	T-2	5,560,000	1,600	5%
Clark	501	I-5 (Vancouver) to Fourth Plain Blvd (includes Vancouver Couplet)	0.00	2.24	1.94	T-1	8,574,639	1,725	16%
Clark	501	Fourth Plain Blvd to Old Lower River Rd	2.24	4.10	1.86	T-2	4,740,000	1,000	26%
Clark	502	I-5 to SR 503 (Battleground)	0.00	7.56	6.12	T-2	4,160,000	1,400	9%
Clark	503	SR 500 to SR 502	1.02	8.09	6.85	T-2	5,280,000	1,600	6%
Cowlitz	005	Clark/Cowlitz Co. line to Cowlitz/Clark Co. line	19.98	20.29	0.31	T-1	69,610,000	13,000	20%
Cowlitz	005	Clark/Cowlitz Co. line to SR 503	20.78	21.08	0.30	T-1	69,610,000	13,000	20%
Cowlitz	005	SR 503 to Cowlitz/Lewis Co. line	21.08	57.13	36.12	T-1	55,990,000	9,600	20%
Cowlitz	432	38th Ave to SR 433	3.30	6.10	2.80	T-2	6,080,000	1,600	17%
Cowlitz	432	SR 433 to physical gap	6.10	7.62	1.52	T-1	20,030,000	3,700	21%
Cowlitz	432	physical gap to I-5	7.64	10.33	2.69	T-1	18,250,000	3,600	14%
Cowlitz	433	Oregon State line to SR 432	0.00	0.94	0.94	T-1	10,610,000	2,700	13%
Douglas	002	Chelan/Douglas Co. Line to SR 28	119.92	127.86	0.88	T-1	9,820,000	2,400	13%
Douglas	002	SR 28 to US 97 (Orondo)	127.86	139.85	11.89	T-2	5,940,000	1,300	18%
Douglas	028	US 2 to 15th St	0 B	2.78 B	2.78	T-2	8,020,000	1,500	9%
Douglas	028	15th St to SR 285	2.78 B	3.84 B	1.06	T-2	8,040,000	1,500	8%
Douglas	028	SR 285 to Grant Rd (includes Wenatchee Couplet)	3.84 B	4.31 B	0.47	T-2	6,681,277	1,501	15%
Douglas	028	Grant Rd to Douglas/Grant Co. line	4.31 B	22.03	21.79	T-2	6,780,000	1,400	18%
Douglas	028SP WENT CH	Wenatchee Spur	4.25	5.01	0.76	T-2	7,140,000	1,200	8%
Douglas	097	US 2 (Orondo) to	213.00	234.87	21.87	T-2	4,460,000	940	20%

County	State Route (SR)	Description	Begin SR Milepost	End SR Milepost	Length	2013 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percen-tage
		Douglas/Chelan Co. line							
Douglas	285	SR 28 to Douglas/Chelan Co. line	0.00	0.28	0.28	T-2	5,230,000	2,000	7%
Ferry	395	Stevens/Ferry Co. line to SR 20	241.61	241.89	0.28	T-2	4,100,000	1,000	12%
Franklin	012	I-182 to Franklin/Walla Walla Co. line	291.67	294.70	3.07	T-1	11,600,000	2,200	18%
Franklin	017	US 395 to Franklin/Adams Co. line	7.43	21.80	14.31	T-2	8,750,000	1,400	31%
Franklin	182	Benton/Franklin Co. line to US 395/SR 397	6.04	14.37	8.33	T-1	15,450,000	4,000	9%
Franklin	182	US 395/SR 397 to US 12	14.37	15.19	0.82	T-1	6,260,000	1,600	9%
Franklin	395	Benton/Franklin Co. line to I-182/coincident	18.93	20.59	1.66	T-1	17,320,000	3,300	12%
Franklin	395	I-182 to SR 17	22.72	45.33	22.61	T-1	21,920,000	3,800	27%
Franklin	395	SR 17 to Franklin/Adams Co. line	45.33	61.24	15.71	T-1	14,990,000	2,400	33%
Franklin	397	Benton/Franklin Co. line to Oregon Ave	18.32	19.87	1.55	T-2	4,860,000	1,300	13%
Franklin	397	Oregon Ave to I-182 End Route	19.87	22.31	2.44	T-2	7,970,000	1,700	22%
Grant	017	Adams/Grant Co. line to I-90	35.60	50.77	15.17	T-2	7,940,000	1,500	22%
Grant	017	I-90 to Patton Blvd.	50.77	56.56	5.77	T-2	5,360,000	1,200	8%
Grant	024	Benton/Grant Co. line to SR 243	43.79	44.13	0.34	T-2	6,200,000	1,000	25%
Grant	026	I-90 to Grant/Adams Co. Line	0.00	31.17	31.17	T-2	5,340,000	900	27%
Grant	028	Douglas/Grant Co. line to 7th Ave SW	22.03	29.26	7.23	T-2	6,780,000	1,400	18%
Grant	028	7th Ave SW to SR 281	29.26	29.77	0.51	T-2	8,830,000	1,500	13%
Grant	028	SR 281 to Adams Rd	29.77	33.79	4.02	T-2	3,810,000	900	13%
Grant	090	Kittitas/Grant Co. line to SR 17	137.57	179.81	42.24	T-1	20,760,000	3,500	27%
Grant	090	SR 17 to Grant/Adams Co. line	179.81	191.89	12.08	T-1	13,350,000	2,300	23%
Grant	243	SR 24 (Vernita) to SR 26	0.00	28.26	28.23	T-2	4,550,000	820	23%
Grant	281	I-90 to SR 28 (Quincy)	0.00	10.55	10.55	T-2	6,900,000	1,300	25%
Grant	281SP BURK E	Burke Spur	2.65	4.34	1.69	T-2	2,550,000	500	23%
Grays Harbor	008	US 12 to Grays Harbor/Thurston Co. Line	0.00	10.54	10.54	T-2	7,340,000	1,800	11%
Grays Harbor	012	US 101 to SR 8 (Elma)/physical gap (includes Aberdeen Couplet)	0.00	20.99	20.99	T-1	8,546,193	2,115	11%
Grays Harbor	012	SR 8 to Grays Harbor/Thurston Co. line	21.30	38.84	17.54	T-2	5,580,000	1,200	17%
Grays Harbor	101	SR 105 (Aberdeen) to Aberdeen Couplet (includes Aberdeen & Heron Couplets)	83.17	87.49	4.42	T-2	6,162,512	3,481	6%
Grays Harbor	101	Aberdeen Couplet to Ocean Beach Rd	87.49	91.92	4.26	T-2	3,780,000	960	17%
Grays Harbor	105	Taft Rd to US 101 (Aberdeen)	47.39	48.76	1.37	T-2	6,290,000	1,700	14%
Island	020	Swantown Rd to Island/Skagit Co. line	30.85	41.90	11.04	T-2	3,620,000	1,200	8%
Jefferson	101	Clallam/Jefferson Co. line to SR 104	274.65	284.95	10.30	T-2	6,040,000	1,700	11%
Jefferson	104	US 101 to SR 19	0.20	8.87	8.67	T-2	4,100,000	930	13%
Jefferson	104	SR 19 to Jefferson/Kitsap Co.	8.87	14.67	5.80	T-2	6,110,000	1,500	12%

County	State Route (SR)	Description	Begin SR Milepost	End SR Milepost	Length	2013 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percen-tage
		line							
King	005	King/Pierce Co. line to SR 599 (includes HOV)	139.50	155.94	16.44	T-1	72,630,000	16,000	9%
King	005	SR 599 to I-90	155.94	163.96	8.02	T-1	76,580,000	17,000	9%
King	005	I-90 to SR 520 (includes Express Lanes)	163.96	167.72	3.76	T-1	54,680,000	13,000	7%
King	005	SR 520 to SR 523 (includes Express Lanes)	167.72	174.58	6.86	T-1	44,790,000	11,000	5%
King	005	SR 523 to King/Snohomish Co. line	174.58	177.76	3.18	T-1	44,700,000	10,000	7%
King	018	SR 164 to SR 516	4.47	11.39	6.92	T-1	26,070,000	5,800	12%
King	018	SR 516 to I-90	11.39	27.91	16.49	T-1	19,820,000	3,900	16%
King	018	SR 99 to SR 164 (Auburn)	2.2 B	4.47	5.00	T-1	41,100,000	9,400	11%
King	090	4th to I-5 (Seattle)	1.94	2.79	0.85	T-1	10,860,000	3,000	9%
King	090	I-5 (Seattle) to SR 18	2.79	25.65	22.87	T-1	35,030,000	7,700	8%
King	090	SR 18 to SR 202, North Bend	25.65	31.00	5.35	T-1	48,980,000	8,700	20%
King	090	SR 202 to King/Kittitas Co. line	31.00	52.61	21.88	T-1	34,810,000	6,100	23%
King	099	Pierce/King Co. line to SR 18	6.15	8.14	1.99	T-2	7,990,000	1,800	9%
King	099	SR 516 to SR 518/physical gap	15.49	20.43	4.94	T-2	3,660,000	1,700	6%
King	099	Physical gap/SR 599 to E Marginal Way	22.97	26.42	3.45	T-1	18,230,000	3,900	13%
King	099	E Marginal Way to Elliot Ave (includes Alaska Way Viaduct Couplet)	26.55	31.72	5.21	T-1	10,810,000	3,278	6%
King	099	Elliot Ave to N 105th St/ N Northgate Way	31.72	38.47	6.75	T-2	3,250,000	1,500	3%
King	161	S 360th St/Milton Rd to SR 18 (Federal Way)	35.39	36.25	0.86	T-2	3,090,000	1,100	4%
King	167	Pierce/King Co. line to SR 516	11.17	19.60	8.47	T-1	47,740,000	11,000	12%
King	167	SR 516 to I-405	19.60	25.84	6.24	T-1	44,050,000	10,000	9%
King	167	I-405 to SR 900	25.84	27.28	1.44	T-1	17,740,000	4,700	7%
King	169	SR 516 to Cedar Grove Rd	11.44	17.68	6.24	T-2	4,840,000	1,700	8%
King	169	Cedar Grove Rd to 196th Ave SE	17.68	19.22	1.54	T-2	6,180,000	1,900	10%
King	169	196th Ave SE to 140th Way SE	19.22	22.99	3.77	T-2	7,860,000	2,500	10%
King	169	140th Way SE to Renton	22.99	25.26	2.27	T-1	8,640,000	2,100	6%
King	181	SR 516 (Kent) to S 220th St	5.32	7.21	1.89	T-2	7,640,000	2,100	8%
King	181	S 220th St to Longacres Way	7.21	11.18	3.97	T-2	8,140,000	2,400	9%
King	181	Longacres Way to I-405 (Renton)	11.18	11.37	0.19	T-2	8,130,000	2,300	8%
King	202	SR 522 to NE 175th St	0.00	0.31	0.31	T-2	4,170,000	1,200	4%
King	202	SR 520 to Sahalee Way	7.75	10.27	2.50	T-2	3,520,000	1,200	3%
King	202	South Fork Ave to I-90	30.32	30.60	0.28	T-2	3,430,000	1,000	7%
King	203	Woodinville-Duvall Rd to King/Snohomish Line	14.99	17.99	3.01	T-2	4,460,000	1,400	14%
King	405	I-5 (Tukwila) to SR 522	0.00	23.23	23.22	T-1	37,860,000	10,000	7%
King	405	SR 522 to King/Snohomish Co. line	23.23	25.02	1.78	T-1	18,640,000	4,700	4%
King	410	Pierce/King Co. line to 244th Ave SE (Enumclaw)	22.02	22.46	0.44	T-2	3,800,000	1,100	5%
King	410	244th Ave SE (Enumclaw) to 284th Ave SE	22.46	25.64	3.18	T-2	4,350,000	1,300	11%

County	State Route (SR)	Description	Begin SR Milepost	End SR Milepost	Length	2013 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percen-tage
King	509	Des Moines Way S/S 188th St to SR 99	24.35 B	29.92	7.07	T-2	3,420,000	1,300	3%
King	513	SR 520 to NE Pacific St	0.00	0.34	0.34	T-2	3,710,000	1,800	3%
King	516	SR 99 to SR 169	1.79	16.22	14.70	T-2	3,780,000	1,300	5%
King	518	SR 509 to SR 99	0.00	2.49	2.10	T-2	5,330,000	2,000	4%
King	518	SR 99 to I-5	2.49	3.81	1.32	T-2	8,660,000	3,300	4%
King	519	I-90 to 1st Ave S	0.00	0.38	0.38	T-1	12,300,000	2,600	9%
King	519	1st Ave S to Ferry Terminal	0.38	1.14	0.76	T-2	3,850,000	810	9%
King	520	I-5 (Seattle) to SR 202	0.00	12.83	12.82	T-2	9,010,000	2,800	4%
King	522	I-5 (Seattle) to Northgate Way	0.00	2.52	2.52	T-2	4,980,000	1,700	6%
King	522	Northgate Way to I-405 (Bothell)	2.52	11.10	8.57	T-2	3,360,000	1,400	4%
King	522	I-405 (Bothell) SR 202	11.10	11.84	0.74	T-1	10,190,000	3,200	7%
King	522	SR 202 (Woodinville) to King/Snohomish Co. line	11.84	13.45	1.62	T-1	10,190,000	3,200	7%
King	599	I-5 (Tukwila) to SR 99	0.00	1.75	1.75	T-1	22,950,000	5,100	12%
King	900	I-5 (Tukwila) to 68th Ave S	5.93	8.27	2.34	T-2	6,210,000	1,700	6%
Kitsap	003	Mason/Kitsap Co. line to Sunnyslope Rd	28.23	32.60	4.37	T-2	4,610,000	1,500	9%
Kitsap	003	Sunnyslope Rd to SR 16 (Gorst)	32.60	34.67	2.07	T-2	5,690,000	1,800	10%
Kitsap	003	SR 16 (Gorst) to SR 308	34.67	48.48	13.79	T-1	11,720,000	3,600	8%
Kitsap	003	SR 308 to SR 104	48.48	60.02	11.38	T-2	8,410,000	2,300	9%
Kitsap	016	Pierce/Kitsap Co. line to Gorst	18.10	29.19	11.14	T-1	12,670,000	3,700	7%
Kitsap	104	Jefferson/Kitsap Co. line to SR 3	14.67	15.54	0.87	T-2	6,110,000	1,500	12%
Kitsap	160	SR 16 to Bethel Rd	0.00	0.82	0.82	T-2	5,150,000	1,600	7%
Kitsap	310	SR 3 to 11th St	0.00	1.44	1.44	T-2	3,970,000	1,500	5%
Kittitas	082	I-90 to Kittitas/Yakima Co. line	0.00	19.88	19.88	T-1	22,940,000	4,100	21%
Kittitas	090	King/Kittitas Co. line to I-82	52.61	110.13	57.46	T-1	34,810,000	6,100	23%
Kittitas	090	I-82 to Kittitas/Grant Co. line	110.13	137.57	27.44	T-1	20,760,000	3,500	27%
Kittitas	097	I-90 to SR 970	133.90	149.69	15.92	T-2	4,340,000	820	30%
Kittitas	097	SR 970 to Kittitas/Chelan Co. line	149.69	163.98	14.29	T-2	5,090,000	960	20%
Kittitas	903	SR 970 to Oakes Ave	0.00	2.00	2.00	T-2	4,000,000	990	17%
Kittitas	970	I-90 to SR 903	0.00	0.36	0.36	T-2	3,290,000	670	19%
Kittitas	970	SR 903 to US 97	0.36	10.31	9.95	T-2	3,190,000	710	17%
Klickitat	014	US 97 to Klickitat/Benton Co. line	101.44	152.24	50.80	T-2	4,190,000	680	49%
Klickitat	097	SR 14 to Klickitat/Yakima Co. line(includes Maryhill Couplet)	2.31	33.52	30.67	T-2	8,937,724	1,497	33%
Klickitat	097	Oregon State line to SR 14	0 B	2.31	2.55	T-1	9,780,000	1,700	35%
Lewis	005	Cowlitz/Lewis Co. line to SR 12	57.13	68.41	11.28	T-1	55,990,000	9,600	20%
Lewis	005	US 12 to SR 507	68.41	82.08	13.67	T-1	69,040,000	11,000	20%
Lewis	005	SR 507 to Lewis/Thurston Co. line	82.08	85.51	3.43	T-1	57,440,000	11,000	15%
Lewis	012	I-5 (Napavine) to Gharet Rd	66.54	116.87	50.34	T-2	5,240,000	1,200	23%
Lincoln	090	Adams/Lincoln Co. line Lincoln/Spokane Co. line	239.11	255.29	16.18	T-1	24,560,000	4,200	25%
Mason	003	SR 300 to Mason/Kitsap Co. line	26.38	28.23	1.85	T-2	4,610,000	1,500	9%
Mason	101	Wallace Blvd. to SR 3	345.65	349.16	3.51	T-2	6,710,000	1,800	12%
Mason	101	SR 3 to Mason/Thurston Co. line	349.16	356.92	6.99	T-1	10,780,000	2,700	11%
Okanogan	097	Chelan/Okanogan Co. line to Canadian border	246.97	336.48	89.49	T-2	3,180,000	710	17%

County	State Route (SR)	Description	Begin SR Milepost	End SR Milepost	Length	2013 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percen-tage
Pierce	005	Thurston/Pierce Co. line to Pacific Ave (SR 705)	114.93	133.69	18.75	T-1	61,960,000	13,000	10%
Pierce	005	Pacific Ave (SR 705) to Pierce/King Co. line	133.69	139.50	5.81	T-1	72,630,000	16,000	9%
Pierce	007	Weiler Rd to SR 507	41.18	47.38	6.20	T-2	4,670,000	1,400	8%
Pierce	007	SR 507 to SR 512	47.38	52.58	5.20	T-1	6,930,000	2,000	6%
Pierce	007	SR 512 to S 72nd St	52.58	54.87	2.29	T-2	1,820,000	710	3%
Pierce	007	S 72nd St to Physical gap	54.87	57.45	2.58	T-2	1,590,000	630	3%
Pierce	016	SR 163 to Pierce/Kitsap Co. line (includes alternate route)	3.95	18.10	11.92	T-1	12,809,765	3,743	7%
Pierce	016	Tacoma to SR 163	0 B	3.95	4.10	T-1	17,390,000	5,000	6%
Pierce	099	I-5 (Fife) to 70th Ave E	0.00	1.18	1.18	T-1	14,370,000	3,000	13%
Pierce	099	70th Ave E to Pierce/King Co. line	1.18	6.15	1.32	T-2	7,990,000	1,800	9%
Pierce	161	Kapowsin Highway to 224th St E	13.15	18.19	5.04	T-2	3,770,000	1,200	12%
Pierce	161	224th St E to SR 512/coincident	18.19	25.83	7.64	T-2	4,680,000	1,500	4%
Pierce	161	SR 167 to Valley Ave	29.87	30.02	0.15	T-2	5,480,000	1,400	5%
Pierce	162	SR 410(Sumner) to Calistoga St W	0.00	9.54	7.16	T-2	4,770,000	1,100	6%
Pierce	167	I-5 (Tacoma) to SR 512	0.00	6.44	7.72	T-2	6,910,000	1,800	6%
Pierce	167	SR 512 to Pierce/King Co. line	6.44	11.17	4.73	T-1	47,740,000	11,000	12%
Pierce	410	SR 167 to Sumner Buckley Highway/181st St	8.84	13.37	4.53	T-1	12,240,000	3,200	7%
Pierce	410	Sumner Buckley Hwy to Pierce/King Co. line	13.37	22.02	8.65	T-2	3,800,000	1,100	5%
Pierce	507	Thurston/Pierce Co. line to SR 7	30.67	43.57	12.89	T-2	3,480,000	1,100	9%
Pierce	509	I-705 to Norpoint Way	0.00	5.7 B	5.70	T-2	7,180,000	1,800	7%
Pierce	512	I-5 (Lakewood) To SR 167 (Puyallup)	0.00	12.06	12.06	T-1	27,290,000	6,500	8%
Pierce	704	Spanaway Loop Rd to SR 7	5.29	5.92	0.63	T-2	4,630,000	1,100	6%
Pierce	705	I-5 (Tacoma) to Schuster Parkway	0.00	1.50	1.50	T-2	4,450,000	1,600	4%
Skagit	005	Snohomish/Skagit Co. line to SR 20	217.66	230.14	12.49	T-1	33,410,000	7,200	11%
Skagit	005	SR 20 to Skagit/Whatcom Co. line	230.14	242.63	12.49	T-1	16,020,000	3,600	8%
Skagit	020	Island/Skagit Co. line to SR 20 Spur	41.90	47.89	5.96	T-2	3,620,000	1,200	8%
Skagit	020	SR 20 Spur to SR 536	47.89	55.09	7.20	T-2	7,290,000	1,800	6%
Skagit	020	SR 536 to S Burlington Blvd. & Avon Ave	55.09	60.27	5.18	T-2	9,780,000	2,600	12%
Skagit	020	S Burlington Blvd. & Avon Ave to SR 9	60.27	66.08	5.81	T-2	5,840,000	1,700	10%
Skagit	020SP ANAC RT	Anacortes Spur, SR 20 to Commercial Ave, Anacortes	47.89	51.92	4.03	T-2	2,733,000	880	5%
Skagit	536	Wall St to 1st St	4.49	4.92	0.43	T-2	4,140,000	1,500	8%
Skamania	014	Bridge of the Gods Rd to Wind River Rd/Stevenson	41.55	47.47	5.92	T-2	3,720,000	870	15%
Snohomish	002	I-5 (Everett) to SR 204	0.00	2.45	2.45	T-1	9,760,000	3,500	5%
Snohomish	002	SR 204 to SR 203	2.45	14.92	12.42	T-2	3,530,000	1,200	5%
Snohomish	002	SR 203 to Index-Galena Rd	14.92	35.62	20.70	T-2	4,730,000	1,400	11%
Snohomish	005	King/Snohomish Co. line to SR	177.76	206.08	28.31	T-1	44,700,000	10,000	7%

County	State Route (SR)	Description	Begin SR Milepost	End SR Milepost	Length	2013 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percen-tage
		531							
Snohomish	005	SR 531 to Snohomish/Skagit Co. line	206.08	217.66	11.58	T-1	33,410,000	7,200	11%
Snohomish	009	SR 522 to SR 92	0.00	17.49	17.49	T-2	5,400,000	1,700	8%
Snohomish	009	SR 92 to SR 530	17.49	29.57	12.08	T-2	3,130,000	1,100	9%
Snohomish	092	SR 9 to Granite Falls	0.00	8.26	8.25	T-2	6,030,000	1,700	12%
Snohomish	099	SR 525 to Evergreen Way	50.56	53.49	2.93	T-2	2,490,000	1,100	3%
Snohomish	203	King/Snohomish Line to US 2	17.99	24.17	6.19	T-2	4,460,000	1,400	14%
Snohomish	204	US 2 to SR 9	0 B	2.35	2.38	T-2	4,950,000	2,300	9%
Snohomish	405	King/Snohomish Co. line to I-5 (Swamp Creek)	25.02	30.32	5.30	T-1	18,640,000	4,700	4%
Snohomish	522	King/Snohomish Co. line to SR 9	13.45	14.09	0.64	T-1	10,190,000	3,200	7%
Snohomish	522	SR 9 to US 2	14.09	24.68	10.59	T-2	8,340,000	2,400	9%
Snohomish	525	I-5 (Lynnwood) to SR 525 Spur	0.00	5.60	5.77	T-2	5,990,000	1,900	4%
Snohomish	525SP PAINE	Paine Spur, SR 525 to SR 526	5.59	6.45	0.86	T-2	2,630,000	880	4%
Snohomish	526	SR 525 Spur to Boeing Entrance	0.40	0.80	0.40	T-2	4,470,000	1,600	5%
Snohomish	526	Boeing Entrance to Airport Rd	0.80	1.50	0.70	T-2	4,550,000	1,600	5%
Snohomish	526	Airport Rd to Evergreen Way	1.50	3.73	2.23	T-2	4,510,000	2,100	4%
Snohomish	526	Evergreen Way to I-5	3.73	4.52	0.79	T-2	4,380,000	2,000	4%
Snohomish	527	I-405 to SR 524	2.63	3.73	1.10	T-2	3,980,000	1,600	4%
Snohomish	529	Broadway Ave to I-5 (Marysville)	3.74	5.79	2.05	T-2	6,630,000	2,600	8%
Snohomish	530	I-5 (Arlington) to SR 9/coincident	16.95	20.79	3.84	T-2	6,390,000	1,600	10%
Snohomish	530	SR 9 to 115th Ave	20.90	24.84	3.74	T-2	3,710,000	1,100	14%
Snohomish	531	I-5 (Smokey Point) to 67th Ave NE	6.38	8.59	2.21	T-2	4,580,000	1,400	7%
Spokane	002	Fairchild Air Force Base to I-90/coincident	275.33	283.22	7.89	T-2	3,950,000	1,100	5%
Spokane	002	I-90 to US 395 (includes Browne and Division Couplets)	286.87	292.86	6.03	T-2	5,885,843	1,745	3%
Spokane	090	Lincoln/Spokane Co. line to SR 904	255.29	271.03	15.74	T-1	24,560,000	4,200	25%
Spokane	090	SR 904 to US 2	271.03	278.40	7.37	T-1	29,830,000	5,200	16%
Spokane	090	US 2 to Idaho State line	278.40	299.82	21.40	T-1	39,060,000	8,000	11%
Spokane	195	Whitman/Spokane Co. line to Cheney-Spokane Rd	66.22	93.83	26.85	T-2	4,900,000	1,000	15%
Spokane	195	Cheney-Spokane Rd to I-90	93.83	95.99	2.16	T-2	8,310,000	2,100	12%
Spokane	290	I-90 to Trent Ave /Hamilton St	0.07	0.74	0.67	T-2	4,760,000	1,500	7%
Spokane	290	Havana St to Idaho State line	3.22	18.38	15.16	T-2	5,930,000	1,600	10%
Spokane	395	US 2 to Physical Gap	164.50	167.40	2.90	T-2	2,720,000	810	3%
Spokane	395	Physical Gap to Spokane/Stevens Co. line	167.44	183.69	16.27	T-2	4,100,000	1,000	12%
Stevens	395	Spokane/Stevens Co. line to Stevens/Ferry Co. line	183.69	241.61	57.90	T-2	4,100,000	1,000	12%
Thurston	005	Lewis/Thurston Co. line to SR 510	85.51	112.43	26.92	T-1	57,440,000	11,000	15%
Thurston	005	SR 510 to Thurston/Pierce Co. line	112.43	114.93	2.50	T-1	61,960,000	13,000	10%
Thurston	008	Grays Harbor/Thurston Co. line to US 101	10.54	20.67	10.13	T-2	7,340,000	1,800	11%
Thurston	012	Grays Harbor/Thurston Co. line	38.84	46.37	7.53	T-2	5,580,000	1,200	17%

County	State Route (SR)	Description	Begin SR Milepost	End SR Milepost	Length	2013 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percen-tage
		to Elderberry St (Old Hwy 99)							
Thurston	012	Elderberry St (Old Hwy 99) to I-5/coincident	46.37	46.62 B	0.25	T-1	11,310,000	2,900	15%
Thurston	101	Mason/Thurston Co. line to SR 8/physical gap	356.92	361.40	4.48	T-1	10,780,000	2,700	11%
Thurston	101	SR 8 to I-5	361.52	367.41	5.89	T-1	12,830,000	3,500	7%
Thurston	507	SR 510 to Thurston/Pierce Co. line	28.24	30.67	2.43	T-2	3,480,000	1,100	9%
Thurston	510	I-5 (Lacey) to Steilacoom Rd SE	0.01	3.31	1.18	T-2	4,690,000	1,400	5%
Walla Walla	012	Franklin/Walla Walla Co. line to US 730	294.70	307.41	12.71	T-1	11,600,000	2,200	18%
Walla Walla	012	US 730 to SR 125 Spur	307.41	335.33	27.92	T-2	6,540,000	1,300	19%
Walla Walla	125	Oregon State Line to W Rose St	0.00	5.41	5.40	T-2	4,990,000	1,500	10%
Walla Walla	125	W Rose St to SR 125 SP	5.41	6.09	0.68	T-2	1,930,000	560	10%
Walla Walla	125SP 125SP	SR 125 to US 12	6.09	6.82	0.73	T-2	3,700,000	940	25%
Walla Walla	730	Oregon State Line to US 12 (Wallula)	0.00	6.08	6.08	T-2	6,500,000	1,100	46%
Whatcom	005	Skagit/Whatcom Co. line to 36th St	242.63	252.50	9.87	T-1	16,020,000	3,600	8%
Whatcom	005	36th St to SR 548	252.50	265.98	13.48	T-1	20,250,000	4,400	8%
Whatcom	005	SR 548 to SR 543	265.98	275.15	9.17	T-1	13,550,000	2,600	9%
Whatcom	009	South Pass Rd to Canadian Border	90.31	98.17	7.48	T-2	6,340,000	1,200	22%
Whatcom	009SP SUMAS	Sumas Spur	98.00	98.24	0.24	T-2	4,500,000	620	41%
Whatcom	539	I-5 (Bellingham) to SR 546	0.00	12.54	12.54	T-2	6,700,000	1,500	8%
Whatcom	542	I-5 (Bellingham) to Everson Goshen Rd	0.00	4.80	4.80	T-2	3,590,000	980	7%
Whatcom	543	I-5 (Bellingham) to Canadian Border	0.00	1.09	1.09	T-1	15,890,000	2,600	27%
Whatcom	546	SR 539 to SR 9	0.00	8.02	8.02	T-2	4,510,000	1,000	13%
Whitman	026	SR 127 to US 195	116.92	133.53	16.61	T-2	4,100,000	720	30%
Whitman	128	Asotin/Whitman Co. line to Idaho State Line	0.39	2.24	1.85	T-2	5,690,000	1,300	28%
Whitman	195	SR 23 to SR 271	47.99	62.94	14.95	T-2	4,110,000	760	18%
Whitman	195	SR 271 to Whitman/Spokane Co. line	62.94	66.22	3.28	T-2	4,900,000	1,000	15%
Whitman	195	Idaho State line to SR 23	0 B	47.99	46.13	T-2	4,590,000	960	18%
Yakima	012	S Naches Rd to 16th Ave	189.87	202.04	12.19	T-2	7,140,000	1,800	14%
Yakima	012	16th Ave to I-82/coincident	202.04	202.75	0.71	T-1	9,570,000	3,100	11%
Yakima	022	I-82 to Toppenish to US 97 (Toppenish)	0.70	4.00	3.31	T-2	3,680,000	760	9%
Yakima	024	I-82 to Riverside Rd / University Pkwy	0.00	1.28	1.28	T-2	5,030,000	1,100	6%
Yakima	024	SR 241 to Yakima/Benton Co. line	30.45	30.76	0.31	T-2	4,670,000	850	27%
Yakima	082	Kittitas/Yakima Co. line to SR 22	19.88	50.63	30.72	T-1	22,940,000	4,100	21%
Yakima	082	SR 22 to Yakima/Benton Co. line	50.63	75.37	24.74	T-1	18,050,000	3,200	17%
Yakima	097	Klickitat/Yakima Co. line to W 1st Ave	33.52	61.98	28.37	T-2	8,820,000	1,400	35%
Yakima	097	W 1st Ave to I-82/coincident	61.98	76.36	14.34	T-2	7,210,000	1,400	10%

County	State Route (SR)	Description	Begin SR Milepost	End SR Milepost	Length	2013 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percen-tage
Yakima	223	SR 22 to SR 82 (Granger)	0.00	3.81	3.80	T-2	4,040,000	750	16%
Yakima	241	I-82 to Yakima Valley Hwy	7.61	7.96	0.35	T-2	5,760,000	1,100	8%
Yakima	823	I-82 to First St	0.04	1.06	1.02	T-2	4,810,000	1,800	6%
Yakima	823	First St to N Wenas Rd	1.06	2.82	1.70	T-2	5,390,000	950	8%

Appendix I: FGTS State Route T-1 and T-2 changes, 2011 to 2013

Summary of State Route T-1 and T-2 Miles Changes, 2011 to 2013

Classification Increased		Classification Decreased			Distance Modifications		Total Miles Changed	
T-2 to T-1	T-3 to T-2	T-1 to T-2	T-2 to T-3	T-2 to non T	T-1	T-2	T-1	T-2
0.74	25.30	12.61	91.06	0.34	-0.05	2.04	-11.82	-56.27

T-2 to T-1 State Route Classification Changes, 2011 to 2013

Change Reference	State Route SR	Begin SR Milepost	End SR Milepost	Total Miles	2013 FGTS Class	Location Description	Annual Tonnage	Truck Percen-tage	Comments
A1	522	11.10	11.84	0.74	T-1	I-405 (Bothell) SR 202	10,190,000	7%	T-2 To T-1
Total Miles				**0.74**					

T-3 to T-2 State Route Classification Changes, 2011 to 2013 (New Strategic Corridor)

Change Reference	State Route SR	Begin SR Milepost	End SR Milepost	Total Miles	2011 FGTS Class	Location Description	Annual Tonnage	Truck Percen-tage	Comments
B1	009SPS UMAS	98.00	98.24	0.24	T-2	Sumas Spur	4,500,000	41%	T-3 To T-2
B2	026	116.92	133.53	16.61	T-2	SR 127 to US 195	4,100,000	30%	T-3 To T-2
B3	502	0.00	7.56	6.12	T-2	I-5 to SR 503 (Battleground)	4,160,000	9%	T-3 To T-2
B4	823	1.06	2.82	1.70	T-2	First St to N Wenas Rd	5,390,000	8%	T-3 To T-2
B5	704	5.29	5.92	0.63	T-2	Spanaway Loop Rd to SR 7	4,630,000	6%	T-3 To T-2
Total Miles				**25.30**					

T-1 to T-2 State Route Classification Changes, 2011 to 2013

Change Reference	State Route SR	Begin SR Milepost	End SR Milepost	Total Miles	2013 FGTS Class	Location Description	Annual Tonnage	Truck Percen-tage	Comments
C1	028	0 B	2.78 B	2.78	T-2	SR 2 to 15th St	8,020,000	9%	T-1 To T-2
C2	028	3.84 B	4.31 B	0.47	T-2	SR 285 to Grant Rd (includes Wenatchee Couplet)	6,681,277	15%	T-1 To T-2
C3	099	1.18	6.15	1.32	T-2	70th Ave E to Pierce/King Co. line	7,990,000	9%	T-1 To T-2
C4	099	6.15	8.14	1.99	T-2	Pierce/King Co. line to SR 18	7,990,000	9%	T-1 To T-2
C5	181	5.32	7.21	1.89	T-2	SR 516 (Kent) to S 220th St	7,640,000	8%	T-1 To T-2
C6	181	7.21	11.18	3.97	T-2	S 220th St to Longacres Way	8,140,000	9%	T-1 To T-2
C7	181	11.18	11.37	0.19	T-2	Longacres Way to I-405 (Renton)	8,130,000	8%	T-1 To T-2
Total Miles				**12.61**					

T-2 to T-3 State Route Classification Changes, 2011 to 2013 (Removed Strategic Corridor)

Change Reference	State Route SR	Begin SR Milepost	End SR Milepost	Total Miles	2013 FGTS Class	Location Description	Annual Tonnage	Truck Percen-tage	Comments
E1	002	292.86	315.47	22.61	T-3	US 395 to Spokane/Pend Oreille Co. line	3,440,000	8%	T-2 To T-3
E2	002	315.47	321.29	5.82	T-3	Spokane/Pend Oreille Co. line to SR 211	3,330,000	6%	T-2 To T-3
E3	005	275.15	276.22	1.07	T-3	SR 543 to SR 548	314,000	1%	T-2 To T-3
E4	014	83.53	101.02	17.49	T-3	US 197 to US 97/coincident	3,250,000	30%	T-2 To T-3
E5	020SPANACRT	51.92	55.67	3.75	T-3	Anacortes Spur, Commercial Ave to Ferry Terminal	1,298,000	4%	T-2 To T-3
E6	096	0	0.3	0.3	T-3	I-5 (Mill Creek) to 3rd Ave SE	3,040,000	3%	T-2 To T-3
E7	104SPAURORA	28.69	29.03	0.34	T-3	Aurora Spur	1,870,000	4%	T-2 To T-3
E8	104	28.23	29.81	1.17	T-3	Snohomish/King Co. line to I-5	2,990,000	3%	T-2 To T-3
E9	161	33.31	33.8	0.49	T-3	Milton Way to Pierce/King Co. line	1,870,000	3%	T-2 To T-3
E10	202	10.27	21.84	11.57	T-3	Sahalee Way to SR 203	2,620,000	7%	T-2 To T-3
E11	203	0	14.99	15.06	T-3	SR 202 (Fall City) to Woodinville-Duvall Rd	3,310,000	12%	T-2 To T-3
E12	270	2.27	9.89	7.62	T-3	SR 27 to Idaho State Line (includes Pullman Couplet)	1,573,543	4%	T-2 To T-3
E13	305	12.82	13.52	0.7	T-3	SR 307 to SR 3	3,070,000	3%	T-2 To T-3
E14	527	8.85	11.92	3.07	T-3	SR 96 to I-5	1,870,000	3%	T-2 To T-3
Total Miles				**91.06**					

T-2 to Non-Freight Route State Route Classification Changes, 2011 to 2013 (Removed Strategic Corridor)

Change Reference	State Route SR	Begin SR Milepost	End SR Milepost	Total Miles	2013 FGTS Class	Location Description	Annual Tonnage	Truck Percen-tage	Comments
F1	005	276.22	276.56	0.34	non T class	SR 548 to Canadian Border	-	0%	T-2 To non T
Total Miles				**0.34**					

Appendix J: 2013 FGTS County Road T-1 and T-2 Classifications

County	Road Number	Road name	Begin Location	End Location	Begin MP	End MP	Length	2013 FGTS Class
Adams								
	12371	Cunningham Rd (Main St)	at Othello City Limits	at SR17	1.47	2.00	0.53	T-2
Asotin								
	5700	Fleshman Way	at WA./ID. State Line (Bridge)	21 ft. SE of End SR129 Underpass	0.00	0.15	0.15	T-2
Clark								
	14510	NE 99th St	at NE Hazel Dell Av	at I5 SB On Ramp	1.87	2.20	0.33	T-2
	14510	NE 99th St	at I5 SB On Ramp	at NE 99th St	2.20	2.48	0.28	T-2
	22468	NE 78th St Connector	at NE 78th St	at NE Padden Parkway	0.00	0.09	0.09	T-2
	22469	NE Padden Parkway	at NE Padden Parkway	at NE 78th St	0.00	0.85	0.85	T-2
	22470	NE Padden Parkway	at NE Andresen Rd	at NE 94th Av	0.00	1.27	1.27	T-2
	22470	Padden Parkway	at NE 94th Av	at SR 503	1.27	2.41	1.14	T-2
	43110	NE 20th Av	at NE Hwy 99	at NE 134th St	0.03	0.16	0.13	T-2
	43140	NE 134th St	at Frontage Rd	at NE 134th St	0.44	0.73	0.29	T-2
	91110	NE Hwy 99	at NE 99th St	at NE 117th St	4.97	5.89	0.92	T-2
	91110	NE 134th St	at NE 134th St	106 ft. East of Salmon Ck Park&Ride & I5 NB Off Ramp	6.82	6.86	0.04	T-2
	91110	NE 134th St	106 ft. East of Salmon Ck Park&Ride & I5 NB Off Ramp	at NE 134th St	6.86	6.98	0.12	T-2
	91250	NE St Johns Rd	at NE 68th St	at NE 88th St	0.00	1.23	1.23	T-2
	91300	NW 78th St	at NE 72nd Av (92190)	at NW 1st AV	3.31	3.76	0.45	T-2
	91300	NE 78th St	at NW 1st Av	at NE Hwy 99	3.76	4.17	0.41	T-2
	91300	NE 78th St	at NE Hwy 99	at NE 25th Av	4.17	4.93		T-2
	91300	NE 78th St	at NE 25th Av	at NE Andresen Rd	4.93	7.06	2.13	T-2
	92190	NE Andresen Rd	at NE 78th St	at NE Padden Parkway	5.28	5.51	0.23	T-2
	92600	NE Fourth Plain Rd	at NE 102Nd Av	370 ft. SW of NE 105th Av	1.98	2.09	0.11	T-2
	94200	NW 139th St	at NW 7th Av (Pvt)	at NE 139th St	1.91	2.35	0.44	T-2
	94200	NE Tenny Rd South	at NE 139th St	at Street Sign-NE 139th St to the Left/NE Tenny Rd	2.35	2.42	0.07	T-2
	94200	NE Tenny Rd	at Street Sign-NE 139th St to The Left/NE Tenny Rd	at NE 10th Av	2.42	2.81	0.39	T-2

County	Road Number	Road name	Begin Location	End Location	Begin MP	End MP	Length	2013 FGTS Class
	94200	NE Tenny Rd	at NE 10th Av	at NE 12th Av	2.81	2.89	0.08	T-1
	94200	NE 134th St	at NE 12th Av	at NE 134th St	2.89	3.03	0.14	T-1
Grant								
	45170	Patton Blvd	at SR 17	at Andrews St	0.00	2.29	2.29	T-2
	92035	U SE	at 7 SE	at South Frontage Rd	5.57	12.59	7.02	T-2
	94000	3 NE	at N NE	at O NE	3.88	5.03	1.15	T-2
King								
	90030	16 Ave SW	at SW 112 St	at SW 100 St	2.96	3.71	0.75	T-2
	90030	White Center Cut-Off	at SW 100 St	at SW 98 St	3.71	3.87	0.15	T-2
	90030	17 Ave SW	at SW 98 St	at SW Roxbury St	3.87	3.99	0.13	T-2
	90033	1 Ave S	at S 116 St	at 1 Ave S	2.81	3.24	0.43	T-2
	90033	Myers Way S	at 1 Ave S	at S 106 St	3.24	3.63	0.39	T-2
	90033	Myers Ave S	at S 106 St	at Aqua Way S	3.63	3.84	0.21	T-2
	90033	Myers Way S	at Aqua Way S	at S 99 St	3.84	4.04	0.20	T-2
	90113	Des Moines Wy S	475 ft. NE of Des Moines Memorial Dr S	at 14 Ave S	0.09	0.21	0.12	T-2
	90113	14 Ave S	at 14 Ave S	at C/L Seattle	0.21	0.31	0.10	T-2
	90113	16 Ave S	at C/L Seattle	475 ft. after Barricade	0.67	0.77	0.10	T-2
	91568	SE Petrovitsky Rd	at 134 Ave SE	at SE 176 St / 143 Ave SE	1.69	2.25	0.55	T-1
	91577	SE Lake Youngs Way	at C/L Kent	at SE 200 St	7.26	7.79	0.53	T-2
	91577	140 Ave SE	at SE 200 St	at SE Fairwood Blvd	7.79	10.10	2.31	T-2
	91577	140 Way SE	at SE Fairwood Blvd	at C/L Renton	10.10	10.48	0.38	T-2
	92500	West Valley Hwy	at S 277 St	at C/L Auburn	0.00	0.45	0.45	T-2
	92510	Orillia Rd S	at S 204 St	at C/L Kent	1.31	1.76	0.45	T-1
	92609	S 320 St	0.17 mi. east of 32 Drive S	at S 321 St	5.00	5.36	0.36	T-1
	92609	W Valley Hwy-Detroit Blvd	at C/L Auburn-Beg W 1/2 Co Rd	at C/L Auburn-End W1/2 Co Rd	8.67	9.43	0.76	T-2
	92633	S 272 St	at I-5 N.B. Off/On Ramp	at LK Fenwick Rd S	0.69	1.75	1.06	T-2
	92633	S 272 Way	at LK Fenwick Rd S	at 55 Ave S	1.75	2.22	0.47	T-2
	92633	S 277 St	at 55 Ave S	at 59 Ave S (Pvt Rd)	2.22	2.42	0.20	T-2
	92633	S 277 St	at 59 Ave S (Pvt Rd)	at SR 167-N.B.Ramp-C/L Auburn	2.42	3.19	0.77	T-2
	92633	S 277 St	158 ft. west of S 277 St	at S 277 St	3.81	3.84	0.03	T-2
	93690	Issaquah Hobart Rd	at SR 18	at C/L Issaquah	9.44	15.59	6.15	T-2
	96809	Avondale Rd NE	at NE 116 St	at NE Woodinville-Duvall Rd	2.64	6.35	3.71	T-2

County	Road Number	Road name	Begin Location	End Location	Begin MP	End MP	Length	2013 FGTS Class
	96818	NE Woodinville-Duvall Rd	at C/L Woodinville	at Avondale Rd NE	3.01	4.55	1.55	T-2
	96830	NE 124 St	at C/L Kirkland	at C/L Redmond	2.60	3.62	1.01	T-2
	96830	Ne124 Way/Ne 128 Way	at King County	at Avondale Rd NE	3.90	5.70	1.80	T-1
	98905	Sahalee Way NE	at Begin Kc Main Rd	at Redmond Fall City Rd	7.24	7.90	0.66	T-2
	98921	SE 128 St	at 158 Ave SE	at 175 Ave SE	3.17	4.24	1.07	T-2
Kitsap								
	13429	Newberry Hill Rd (NW)	at Provost Rd NW	at SR 3 SB On Ramp	2.80	2.83	0.04	T-2
	13429	Newberry Hill Rd (NW)	at SR 3 NB On/Off Ramps	at Silverdale Way NW	3.09	3.27	0.18	T-2
	19515	Silverdale Way NW	at Newberry Hill Rd (NW)	at Bucklin Hill Rd (NW)	0.00	1.02	1.02	T-2
	19515	Silverdale Way NW	at Bucklin Hill Rd (NW)	at Myhre Rd (NW)	1.02	1.75	0.73	T-2
	19515	Silverdale Way NW	at Myhre Rd (NW)	at SR 303 EB On Ramp	1.75	2.05	0.30	T-2
	57740	Bucklin Hill Rd (NW)	at Silverdale Way NW	at Mickelberry Rd NW	0.25	0.80	0.55	T-2
	57769	Kitsap Mall Blvd NW	at Randall Way (NW)	at Hwy 3 On/Off Ramp	0.44	0.55	0.11	T-2
	74200	Viking Way NW	at Silverdale Way NW	222 ft. north of Norfinn Ln (NW)	0.00	2.12	2.12	T-2
Kittitas								
	60640	Anderson Rd	at Umptanum Rd	at Ellensburg City Limits	0.00	0.41	0.41	T-2
	93041	University Way	at Ellensburg City Limits	at Reecer Creek Rd	1.47	1.54	0.07	T-2
	93041	University Way	at Reecer Creek Rd	at Bridge #88342	1.54	1.94	0.40	T-1
	93526	Reecer Creek Rd	at University Way	53 ft. north of Bowers Rd	0.00	1.26	1.26	T-2
	94001	Vantage Hwy	0.13 mi. west of Ellensburg City Limits	16 ft. west of Fairview Rd	1.28	5.57	4.29	T-2
	96937	Umptanum Rd	at Ellensburg City Limits	at Brown Rd	0.24	1.19	0.95	T-2
Pierce								
	10210	Steilacoom Dupont Rd SW	at City Limits: Dupont	0.28 mi. NE of 16th St (Ft Lewis)	0.21	3.38	3.17	T-2
	47500	192 St E	at 038 Av E	at Canyon Rd E	0.00	0.98	0.98	T-2
	58570	094 Av E	at 136 St E	at 128 St E	1.02	1.53	0.51	T-2
	58570	094 Av E	at 128 St E	at 043 Av SW (Puyallup)	1.53	2.29	0.76	T-2
	76100	Sunrise Blvd E	at 122 Av E	at Meridian E (SR 161)	2.10	3.48	1.38	T-2
	91050	Nisqually Rd SW	at Thurston Co--Nisqually River & Fas T341 In Thurston Co	at I-5: N-B Ramp	0.00	2.14	2.14	T-2
	92633	Wollochet Dr NW	at Hunt St NW	at 040 St NW	1.19	3.32	2.13	T-2

County	Road Number	Road name	Begin Location	End Location	Begin MP	End MP	Length	2013 FGTS Class
	92635	040 St NW	at Wollochet Dr NW	at 070 Av NW	0.00	0.72	0.72	T-2
	94600	224 St E	at Mountain Hwy E (SR 007)	at Meridian E (SR 161)	0.00	4.89	4.89	T-2
	94700	176 St S	at Pacific Av S (SR 007)	at A St S	0.00	0.12	0.12	T-2
	94700	176 St E	at A St S	at Meridian E (SR 161)	0.12	6.76	6.64	T-2
	94900	160 St E	at Canyon Rd E	at Meridian E (SR 161)	0.00	3.03	3.03	T-2
	95030	Spanaway Loop Rd S	at Spanaway Loop Rd S	at 116 St S	0.67	4.41	3.74	T-2
	95030	116 St S	at 116 St S	at Steele St S	4.41	4.78	0.37	T-2
	95030	Steele St S	at Steele St S	at SR 512: EB Ramp	4.78	5.23	0.45	T-2
	95040	Spanaway Loop Rd S	at Spanaway Loop Rd S	at 176 St S	0.00	0.18	0.18	T-2
	95330	Waller Rd E	at Pioneer Wy E	at 048 St E	0.00	1.03	1.03	T-2
	95400	Brookdale Rd E	211 Ft. Nw of Brookdale Rd E	at Canyon Rd E	3.28	4.32	1.04	T-2
	95550	Pioneer Wy E	at City Limits: Tacoma @ Browning St	at Pioneer Wy E	0.52	3.23	2.71	T-2
	95550	Canyon Rd E	at Pioneer Wy E	at 072 St E	3.23	4.19	0.96	T-2
	95550	Canyon Rd E	at 072 St E	at 084 St E	4.19	4.94	0.75	T-2
	95550	Canyon Rd E	at 084 St E	53 ft. south of 090 St E	4.94	5.32	0.38	T-2
	95550	Canyon Rd E	53ft. south of 090 St E	at SR 512: WB Ramp	5.32	6.46	1.14	T-2
	95550	Canyon Rd E	at SR 512: EB Ramp	at 192 St E	6.56	11.79	5.23	T-1
	95700	112 St E	at Woodland Av E	at A St S	2.04	6.56	4.52	T-2
	95700	112 St S	at A St S	at Pacific Av S (SR 007)	6.56	6.69	0.13	T-2
	96350	Portland Av E	at 112 St E	at SR 512: EB Ramp	0.00	0.23	0.23	T-2
	96350	Portland Av E	at SR 512: WB Ramp	at 072 St E	0.32	2.59	2.27	T-2
	96710	070 Av E	at City Limits: Fife	at Pacific Hwy E (SR 099)	2.10	2.27	0.17	T-1
	96770	Valley Av E	at Freeman Rd E	at Bridge: 16204B Up Rr (Beg) & Rr-Xing: Milw 396-617	2.06	2.47	0.41	T-1
	96770	Valley Av NW	at Bridge: 16204B Up Rr (Beg) & Rr-Xing: Milw 396-617	at City Limits: Puyallup	2.47	2.49	0.02	T-1
	97300	304 St E	at Mountain Hwy E (SR 007)	at Meridian E (SR 161)	0.00	2.84	2.84	T-2
	97300	Kapowsin Hwy E	at Meridian E (SR 161)	at Orting Kapowsin Hwy E	2.84	5.95	3.11	T-2
	97610	South Prairie Rd E	at City Limits: Bonney Lake	at 214 Av E	0.33	1.24	0.91	T-2
	98600	Jovita Blvd E	at West Valley Hwy E	at SR 167: S-B Ramp	0.00	0.02	0.02	T-2
Skagit								

County	Road Number	Road name	Begin Location	End Location	Begin MP	End MP	Length	2013 FGTS Class
	63000	Cook Road	at I-5 Overpass	at Old Hwy 99 North	1.75	1.86	0.11	T-2
	63000	Cook Road	at Old Hwy 99 North	at Green Road	1.86	1.97	0.11	T-2
	63000	Cook Road	at Green Road	at Sedro Woolley City Limits	1.97	5.62	3.65	T-2
Snohomish								
	14010	4th Ave W	at 128th St SW	at Mariner Park 'N Ride Ent (Ct)	0.00	0.11	0.11	T-2
	20050	Snohomish-Woodinville Rd	at Snohomish-King Co Line	at SR 522 EB On/Off Ramps	0.00	0.53	0.53	T-2
	46440	88th St SE	at SR 2 EB On/Off Ramps	at 92nd St SE	0.85	0.99	0.14	T-2
	46440	92Nd St SE	at 92nd St SE	at Bridge #633 Pilchuck River	0.99	1.40	0.41	T-2
	61000	116th St NE (Bia)	at I-5 Overpass (West End)	at Donna's Truck Stop Ent (Pvt)	0.00	0.17	0.17	T-2
	90560	164th St SW	at Lynnwood City Limits	at 36th Ave W	0.57	0.70	0.13	T-2
	90561	164th St SW	at 36th Ave W	at 164th St SW	0.00	1.42	1.42	T-1
	90562	164th St SW	at 164th St SW	at Mill Creek City Limits	0.00	1.28	1.28	T-1
	91559	4th Ave W	at 128th St SW	at 112th St SW	0.00	1.01	1.01	T-2
	91615	Airport Rd	at Everett City Limits	at Everett City Limits	0.51	1.10	0.59	T-1
	91616	Airport Rd	at SR 99	at E Gibson Rd	0.00	0.65	0.65	T-1
	91616	128th St SW	at E Gibson Rd	at 128th St SW	0.65	1.19	0.54	T-1
	91617	128th St SW	at 4th Ave W	at I-5 SB On/Off Ramps	0.00	0.16	0.16	T-1
	96829	Marine Dr NE	at I-5 SB On/Off Ramps	at 27th Ave NE	0.04	0.58	0.54	T-2
	96857	84th St NE	at SR 9	at 163Rd Ave NE	0.00	4.58	4.58	T-2
Spokane								
	49	Aero Rd	at I-90 On/Off Ramps E/B	at Westbow Rd	0.00	0.18	0.18	T-2
	91	Argonne Rd	at Bridge #4504 over Spokane River & Millwood City Limit	0.10 mi. after Bigelow Gulch Rd	0.00	2.55	2.55	T-1
	91	Argonne Rd	0.10 mi. after Bigelow Gulch Rd	at Stoneman Rd	2.55	5.04	2.49	T-2
	263	Bigelow Gulch Rd	at Havana St	at Forker Rd	0.00	6.63	6.63	T-2
	481	Bruce Rd	at Stoneman Rd	at Day-Mt Spokane Rd	0.00	3.27	3.27	T-2
	1128	Elk-Chattaroy Rd	at North Glen Dr	475 ft. after North Glen Dr	0.00	0.09	0.09	T-2
	1323	Farwell Rd	at Hastings Rd	at Market St	0.00	1.63	1.63	T-2
	1349	Forker Rd	at Sanson Av	at Bigelow Gulch Rd	0.00	1.53	1.53	T-2
	1376	Freya St	at Francis Av	at Lincoln Rd	0.00	0.98	0.98	T-2

County	Road Number	Road name	Begin Location	End Location	Begin MP	End MP	Length	2013 FGTS Class
	1574	Grove Rd	53 ft. after 40th Av	at Flightline Bl	3.96	4.36	0.40	T-2
	1746	Hastings Rd	at Mill Rd	at Farwell Rd	0.00	1.69	1.69	T-2
	1758	Havana St	at 4th Av	at Spokane City Limits	0.23	1.18	0.95	T-2
	1762	Hawthorne Rd	at US-395	at US-2	0.82	1.30	0.48	T-2
	1764	Hawthorne Rd	at Nevada St	at Market St	0.00	1.65	1.65	T-2
	3036	Mill Rd	at Waikiki Rd	at Hastings Rd	0.00	0.54	0.54	T-2
	3067	Monroe St	at SR 291 (Francis)	at Wall St	0.00	0.81	0.81	T-2
	3114	Market St	at Francis Av	at Parksmith Dr	0.00	3.14	3.14	T-1
	3114	Market St	at Parksmith Dr	at SR 206 (Mt Spo Park Dr)	3.14	5.16	2.02	T-2
	3386	Nevada St	at Hawthorne Rd	at US-2	0.00	0.30	0.30	T-2
	3811	Parksmith Dr	at Hawthorne Rd	53 ft. after Market St	0.00	0.68	0.68	T-2
	4133	Regal Rd	at 57th Av	at 53rd Av (Spokane City Limits)	0.50	0.75	0.25	T-2
	5203	Waikiki Rd	at Wall St	at Mill Rd	0.00	1.06	1.06	T-2
	5205	Wall St	at Wall St Y	at Waikiki Rd	0.68	2.21	1.53	T-2
Thurston								
	13190	Martin Way E	at Carpenter Rd SE	at Lacey City Limits	3.48	4.79	1.31	T-2
	13755	Old Pacific Hwy SE	at Durgin Rd SE	at Pierce County Line & Nisqually River	2.57	3.36	0.79	T-2
	13765	Old Hwy 99 SW	at Lewis County Line	at SR 12	0.00	2.68	2.68	T-2
	13765	Old Hwy 99 SW	at Ivan St SW	at Tilley Rd S	3.14	7.01	3.87	T-2
	13850	Pacific Ave SE	at Lacey City Limits	at Steilacoom Rd SE	3.53	4.38	0.86	T-2
Yakima								
	30260	Ahtanum Rd.	at Yakima C/L	158 ft. after 62nd Ave. S.	3.42	5.64	2.22	T-2
	30260	Ahtanum Rd.	53 ft. after 64th Ave. S.	106 ft. before 90th Ave. S.	5.73	7.37	1.64	T-2
	40500	Terrace Heights Dr.	at Br.#213(Beginning of Br.) & Yakima C/L	at 41st St. S.	0.36	1.87	1.51	T-2
	61120	Yakima Valley Highway	at End Sunnyside C/L	at Alexander Rd. E.	30.29	30.99	0.70	T-2
	61120	Yakima Valley Highway	0.14 mi. before Ray Rd	at Stover Rd. E.(City)	31.36	33.74	2.38	T-2
Total Miles							**189.57**	

Appendix K: FGTS County Road T-1 and T-2 changes, 2011 to 2013

County Road T-1 and T-2 Mileage Changes, 2011-2013 (T-1 and T-2)

County	2011 FGTS Miles			2013 FGTS Miles			Change in Miles		
	T-1	T-2	Total	T-1	T-2	Total	T-1	T-2	Total
Adams	0	0.53	0.53	0	0.53	0.53	0	0	0
Asotin	0	0.15	0.15	0	0.15	0.15	0	0	0
Clark	2.63	15.14	17.77	0.22	10.92	11.14	-2.41	-4.22	-6.63
Grant	0	10.51	10.51	0	10.46	10.46	0	-0.05	-0.05
Grays Harbor	0	1.03	1.03	0	0	0	0	-1.03	-1.03
King	5.77	22.55	28.32	3.16	23.69	26.85	-2.61	1.14	-1.47
Kitsap	0	7.18	7.18	0	5.04	5.04	0	-2.13	-2.13
Kittitas	0	2.02	2.02	0.4	6.98	7.38	0.4	4.97	5.37
Pierce	10.95	52.51	63.46	5.83	53.25	59.08	-5.12	0.74	-4.38
Skagit	0	3.44	3.44	0	3.87	3.87	0	0.43	0.43
Snohomish	4.64	7.62	12.26	4.64	7.62	12.26	0	0.00	-0.01
Spokane	5.69	31.95	37.64	5.69	29.16	34.85	0	-2.79	-2.79
Thurston	0	8.93	8.93	0	9.515	9.515	0	0.59	0.59
Yakima	0	8.82	8.82	0	8.45	8.45	0	-0.37	-0.37
Total	**29.67**	**172.38**	**202.05**	**20.12**	**169.45**	**189.57**	**-9.74**	**-2.74**	**-12.48**

County	Road name	Road Number	Begin Location	End Location	BMP	EMP	Length	2013 FGTS	Truck Volume	Explanation
Clark										
	NE 99th St	14510	at I5 SB On Ramp	at NE 99th St	2.20	2.48	0.28	T-2	651	T-1 to T-2
	NE Padden Parkway	22470	at I-205 Overpass Start	at NE 94th Av	0.39	1.27	0.88	T-2	1,658	T-1 to T-2
	Padden Parkway	22470	at NE 94th Av	at SR 503	1.27	2.41	1.14	T-2	1,239	T-1 to T-2
King										
	NE 124 St	96830	at C/L Kirkland	at C/L Redmond	2.60	3.62	1.01	T-2		T-1 to T-2 for route consistency
Pierce										
	Spanaway Loop Rd S	95030	at Spanaway Loop Rd S	at 116 St S	0.67	4.41	3.74	T-2	1,800	T-1 to T-2 for route consistency
	116 St S	95030	at 116 St S	at Steele St S	4.41	4.78	0.37	T-2		T-1 to T-2 for route consistency
	Steele St S	95030	at Steele St S	at SR 512: EB Ramp	4.78	5.23	0.45	T-2	1,780	T-1 to T-2 for route consistency
	Steele St S	95030	at SR 512: EB Ramp	106 ft. south of SR 512	5.23	5.31	0.08	T-2	1,700	T-1 to T-2 for route consistency
	Steele St S	95030	106 ft. south of SR 512	at SR 512: WB Ramp	5.31	5.40	0.09	T-2	911	T-1 to T-2 for route consistency
	Spanaway Loop Rd S	95040	at Spanaway Loop Rd S	at 176 St S	0	0.18	0.18	T-2		T-1 to T-2 for route consistency
	Canyon Rd E	95550	at SR 512: WB Ramp	at SR 512: EB Ramp	6.46	6.56	0.10	T-2	1,838	T-1 to T-2
Total Miles							**8.32**			

T-1 and T-2 County Road Segments Added in 2013

County	Road name	Road Number	Begin Location	End Location	BMP	EMP	Length	2011 FGTS	2013 FGTS	Truck Volume	Explanation
Clark											
	NE 78th St Connector	22468	at NE 78th St	at NE Padden Parkway	0.00	0.09	0.09	Non truck route	T-2		T-2 from non truck route for route consistency
	NE 78th St	91300	at NE Padden Parkway	at NE Andresen Rd	6.27	7.06	0.79	T-3	T-2	711	T-3 to T-2 for route consistency
King											
	W Valley Hwy-Detroit Blvd	92609	at C/L Auburn-Beg W 1/2 Co Rd	at C/L Auburn-End W1/2 Co Rd	8.67	9.43	0.76	T-3	T-2		T-3 to T-2 for route consistency
Kittitas											
	University Way	93041	at Ellensburg City Limits	at Reecer Creek Rd	1.47	1.54	0.07	T-3	T-2	922	T-3 to T-2
	University Way	93041	at Reecer Creek Rd	at Bridge #88342	1.54	1.94	0.40	T-3	T-1	2,218	T-3 to T-1 for route consistency
	Reecer Creek Rd	93526	at Old Highway 10	53 ft. north of Bowers Rd	0.10	1.26	1.16	T-3	T-2	1,105	T-3 to T-2
	Vantage Hwy	94001	at NO. 6 Rd	16 ft. west of Fairview Rd	2.53	5.57	3.04	T-3	T-2	1,512	T-3 to T-2
	Umptanum Rd	96937	at Anderson Rd	at Brown Rd	0.50	1.19	0.69	T-3	T-2	1,278	T-3 to T-2
Skagit											
	Cook Road	63000	at Green Road	at Sedro Woolley City Limits	1.97	5.62	3.65	T-3	T-2	1,119	T-3 to T-2
	Cook Road	63000	at Sedro Woolley City Limits	at State Route 20	5.62	6.14	0.52	T-3	T-2	1,178	T-3 to T-2
Thurston											
	Old Pacific Hwy SE	13755	at Durgin Rd SE	at Kuhlman Rd SE	2.57	2.76	0.19	T-3	T-2	1,444	T-3 to T-2
	Pacific Ave SE	13850	at Lacey City Limits	at Steilacoom Rd SE	3.53	4.38	0.86	T-3	T-2		T-3 to T-2
Total Miles							**12.22**				

T-1 to T-2 County Road Segments Removed in 2013

County	Road name	Road Number	Begin Location	End Location	BMP	EMP	Length	2011 FGTS	2013 FGTS	Truck Volume	Explanation
Clark											
	NW 99th St	14510	at NW 9th Av	at NE Hazel Dell Av	1.37	1.87	0.50	T-2	T-3	311	T-2 to T-3
	NE Covington Rd	23650	106 ft. North of NE 109th Av	at NE 107th AV	0.06	0.28	0.22	T-2	T-3	189	T-2 to T-3
	NE Hwy 99	91110	at Vancouver C.L.	at NE 99th St	2.89	4.97	2.08	T-2	T-3	445	T-2 to T-3
	NE Hwy 99	91110	at NE 117th St	158 ft. West of NE Hwy 99	5.89	6.70	0.81	T-2	T-3	284	T-2 to T-3
	NE St Johns Rd	91250	at NE 88th St	at NE 72nd Av (92190)	1.23	2.93	1.70	T-2	T-3	60	T-2 to T-3
	NE 72Nd Av	91250	at NE 72nd Av (92190)	at NE 119th St	2.93	3.26	0.33	T-2	T-3	307	T-2 to T-3
	NE Andresen Rd	92190	at NE 63Rd St	at NE 78th St	4.51	5.28	0.77	T-2	T-3	680	T-2 to T-3
	NE Ward Rd	95050	at NE 4th Plain Rd	at NE 76th St	0.00	0.37	0.01	T-2	T-3	555	T-2 to T-3
Grays Harbor											
	Montesano St S	14390	at SR 105	at Westport City Limits & Eocr @ 1.099	0.00	1.10	1.10	T-2	T-3		T-2 to T-3 for route consistency
King											
	S Peasley Canyon Rd	92609	at S 321 St	at C/L Auburn	5.36	6.32	0.96	T-1	T-3		T-1 to T-3 for route consistency
	NE 124 St	96830	at 132 Ave NE	at C/L Kirkland	1.97	2.60	0.63	T-1	T-1		city annexation
	150 Ave SE	97856	at SE Newport Way	at SE 38 St	6.26	6.59	0.33	T-2	T-2		city annexation
Kitsap											
	Newberry Hill Rd (NW)	13429	at Dickey Rd NW	at Provost Rd NW	2.15	2.80	0.65	T-2	T-3	1,016	T-2 to T-3
	Bethel Rd SE	21107	at Sedgwick Rd (SE) (SR 160)	at Salmonberry Rd (SE)	1.50	2.01	0.51	T-2	T-2	1,835	city annexation
	Bethel Rd SE	21107	at Salmonberry Rd (SE)	at Lund Ave (SE)	2.01	2.52	0.51	T-2	T-3	1,829	city annexation
	Randall Way (NW)	57730	at Kitsap Mall Blvd NW	at North Mall Entrance	0.70	0.86	0.16	T-2	T-3	1,108	T-2 to T-3
Pierce											
	214 Av E	79590	at 290' N/O 106 St E (Bonney Lake	at South Prairie Rd E	0.43	0.63	0.20	T-2	T-3	774	T-2 to T-3

			City Limits)								
	Steele St S	95030	at SR 512: WB Ramp	at 096 St S	5.40	6.03	0.63	T-2	T-3	911	T-2 to T-3
	Waller Rd E	95330	at 048 St E	0.29 mi. SE of 048 St E	1.03	1.32	0.29	T-2	T-3	532	T-2 to T-3
	Canyon Rd E	95550	at 192 St E	at 200 St E	11.79	12.29	0.50	T-2	T-3		T-2 to T-3
	Orting Kapowsin Hwy E	97210	at 200 St E	at CITY Limits: Orting	15.45	17.91	2.46	T-2	T-3	955	T-2 to T-3
Spokane											
	Geiger Bv	1515	158 ft. after Electric Av	at Sunset Hy	2.87	5.42	2.55	T-2	T-2		city annexation
	Geiger Bv	1627	at Sunset Hy	at Geiger Bv	0.00	0.24	0.24	T-2	T-2		city annexation
Total Miles							**18.14**				

Update Modifications to T-1 and T-2 County Road Segments in CRAB Road Log

County	Road name	Road Number	Begin Location	End Location	BMP	EMP	Length	2013 FGTS	2013 County Log FGTS	Truck Volume	Explanation
Clark											
	NE 99th St	14510	at I5 SB On Ramp	at NE 99th St	2.20	2.48	0.28	T-2	T-3	651	T-1 class is an error
	NE 78th St Connector	22468	at NE 78th St	at NE Padden Parkway	0.00	0.09	0.09	T-2	Non truck route		T-2 for route consistency
	NE Tenny Rd North	41157	at NE 136th St	at NE 139th St	0.00	0.15	0.15	Non truck route	T-2	1,420	T-2 class is an error
	NE 134th St	43140	at Frontage Rd	at NE 134th St	0.44	0.73	0.29	T-2	Non truck route		Non truck route is an error
	NE 134th St	91110	106 ft. East of Salmon Ck Park&Ride & I5 NB Off Ramp	at NE 134th St	6.86	6.98	0.12	T-2	Non truck route		Non truck route is an error
	NE 78th St	91300	at NE Hwy 99	at NE 25th Av	4.17	4.93		T-2	T-4	1,112	T-4 class is an error
	NE Fourth Plain Rd	92600	at NE 102Nd Av	370 ft. SW of NE 105th Av	1.98	2.09	0.11	T-2	T-1	2,461	T-2 for route consistency
Grays Harbor											
	Montesano St S	14390	at SR 105	at Westport City Limits & Eocr @ 1.099	0.00	1.10	1.10	T-3	T-2		T-3 for route consistency
King											
	West Valley Hwy	92500	at S 277 St	at C/L Auburn	0.00	0.45	0.45	T-2	Non truck route		Non truck route is an error
	S Peasley Canyon Rd	92609	at S 321 St	at C/L Auburn	5.36	6.32	0.96	T-3	T-1		T-3 for route consistency
	W Valley Hwy-Detroit Blvd	92609	at C/L Auburn-Beg W 1/2 Co Rd	at C/L Auburn-End W1/2 Co Rd	8.67	9.43	0.76	T-2	T-3		T-2 for route consistency
	Vashon Hwy SW	94700	at Tahlequah Ferry Dock	at Surface Change	0.00	4.86	4.86	T-3	T-1		T-1 class is an error
	Vashon Hwy SW	94700	at SW Tillicum Ln	at SW 216 St	5.53	6.43	0.90	T-3	T-1		T-1 class is an error
	99 Ave SW	94700	at SW 216 St	at SW 216 St	6.43	6.82	0.39	T-3	T-1		T-1 class is an error
	Vashon Hwy SW	94700	at SW 216 St	at 105 Ave SW	6.82	12.61	5.79	T-3	T-1		T-1 class is an error
	Vashon Island Hwy	94700	at 105 Ave SW	at 103 Ave SW	12.61	12.74	0.13	T-3	T-1		T-1 class is an error

	Vashon Hwy SW	94700	at 103 Ave SW	at Vashon-Southworth Ferry	12.74	13.60	0.86	T-3	T-1		T-1 class is an error
	NE 124 St	96830	at C/L Kirkland	at C/L Redmond	2.60	3.62	1.01	T-2	T-1		T-2 for route consistency
Kitsap											
	Holly Rd (NW)	12009	at Redwing Trail NW	0.32 mi. east of Boundary Trail NW	1.35	1.84	0.49	T-3	T-1	624	T-1 class is an error
	Silverdale Way NW	19515	at Bucklin Hill Rd (NW)	at Myhre Rd (NW)	1.02	1.75	0.73	T-2	T-3	1,227	T-3 class is an error
	Ridgetop Blvd NW	56791	at Myhre Rd (NW)	at SR 303 Off/On Ramp	0.62	0.92	0.30	T-3	T-2	2,221	T-3 for route consistency
	Ridgetop Blvd NW	56791	at SR 303 Off/On Ramp	at SR 303 On/Off Ramp	0.92	0.99	0.06	T-3	T-2	2,221	T-3 for route consistency
Pierce											
	094 Av E	58570	at 128 St E	at 043 Av SW (Puyallup)	1.53	2.29	0.76	T-2	T-3	1,254	T-3 class is an error
	Spanaway Loop Rd S	95030	at Spanaway Loop Rd S	at 116 St S	0.67	4.41	3.74	T-2	T-1	1,800	T-2 for route consistency
	116 St S	95030	at 116 St S	at Steele St S	4.41	4.78	0.37	T-2	T-1		T-2 for route consistency
	Steele St S	95030	at Steele St S	at SR 512: EB Ramp	4.78	5.23	0.45	T-2	T-1	1,780	T-2 for route consistency
	Steele St S	95030	at SR 512: EB Ramp	106 ft. south of SR 512	5.23	5.31	0.08	T-2	T-1	1,700	T-2 for route consistency
	Steele St S	95030	106 ft. south of SR 512	at SR 512: WB Ramp	5.31	5.40	0.09	T-2	T-3	911	T-2 for route consistency
	Spanaway Loop Rd S	95040	at Spanaway Loop Rd S	at 176 St S	0	0.18	0.18	T-2	T-1		T-2 for route consistency
	Pioneer Wy E	95550	at City Limits: Tacoma @ Browning St	at Pioneer Wy E	0.52	3.23	2.71	T-2	T-3	1,169	T-2 for route consistency
	Canyon Rd E	95550	at Pioneer Wy E	at 072 St E	3.23	4.19	0.96	T-2	T-3	953	T-3 class is an error
	Canyon Rd E	95550	at 084 St E	53 ft. south of 090 St E	4.94	5.32	0.38	T-2	T-3	2,015	T-3 class is an error
Total Miles							**29.56**				

Appendix L: 2013 FGTS City Street T-1 and T-2 Classifications

County	City	Route Name	Start Location	End Location	2013 FGTS Class	Truck ADT	Annual Tonnage
Adams							
	Othello	E Main Street	SR 17	N 14th Ave	T-2		
Benton							
	Kennewick	Columbia Drive	SR 240	SR 397	T-2		
		N Columbia Center Blvd	West Clearwater Ave	Richland C/L	T-2		
	Richland	N Columbia Center Blvd	Kennewick C/L	SR 240	T-2		
Clallam							
	Port Angeles	Eighth St	Race St	C St	T-2		
		First St	Marine Dr	Lincoln St	T-2		
		Front St	Lincoln St	Marine Dr	T-2		
		Marine Dr	1st/Front St	Hill St	T-2		
		Race St	Front St	Eighth St	T-2		
Clark							
	Battle Ground	E Main St	SR 503	Grace Ave	T-2		
		NE 199th St	SR 503	SE Grace Ave	T-2		
	Vancouver	E Fourth Plain Blvd	Main St	I-5	T-2		
		NE 162nd Ave	NE 164th St	SR 500/NE Fourth Plain Rd	T-2		
		NE 164th Ave	NE 1st St	NE 162nd Ave	T-2		
		NE Fourth Plain Rd	NE Andresen Rd	C/L East of I-205	T-2		
		NE Fourth Plain Rd	C/L East Of I-205	SR 500/NE 162nd Ave	T-2		
		NE St James Rd	NE Minnehaha St	North City Limits	T-1		
		NE St Johns Blvd	NE Minnehaha St	North City Limits	T-1		
		SE 164th Ave	SR 14	SE 1st Ave	T-2		
		SE First St	East City Limits	SE 164th Ave	T-2		
		W Fourth Plain Blvd	NW 26th Ave	Main Street	T-2		
Cowlitz							
	Kelso	Allen Street	1st Ave	4th Ave	T-2		
		Talley Way	SR 432	Colorado Street	T-2		
	Longview	Fibre Way	Industrial Way	City Limits	T-2	939	5,083,417
Grant							
	Moses Lake	Alder St	SR 171/Broadway Ave	Stratford Rd	T-2		
		Stratford Rd	Alder St	SR 17	T-2		
		Wheeler Rd	SR 17	East City Limits	T-2		
	Warden	Rd U	SR 170/ First Street	North C/L	T-2		
King							
	Algona	West Valley Hwy	South City Limits	North City Limits	T-2		
	Auburn	15th St SW	West Valley Hwy S	SR 167	T-2	1,487	5,564,750

County	City	Route Name	Start Location	End Location	2013 FGTS Class	Truck ADT	Annual Tonnage
		15th St SW	SR 167	O St SW	T-2	1,466	4,045,500
		15th St NE	D St NE	Auburn Way N	T-2	1,822	4,806,000
		15th St NE	A St NE	D St NE	T-2	1,410	3,698,750
		15th St NW	West Valley Hwy N	A St NE	T-2	2,395	8,312,500
		Auburn Way N	15th St NE	S 277th St	T-2	1,712	7,227,250
		C St NW	6th St NW	Main Street	T-2	1,051	3,776,750
		C St SW	15th St SW	Main Street	T-2	1,582	6,637,250
		C St SW	C/L (Ellingson Rd SW)	15th St SW	T-2	1,026	4,910,500
		Ellingson Rd SW	C St SW	A St SE	T-2		
		R St SE/Kersey Way	Oravetz Rd SE	41st St SE (Private)/ 37th Way SE	T-2	1,159	4,627,000
		S 277th Street	Frontage Rd NW	D St NW	T-1	2,772	10,733,500
		S 277th Street	D St NW	Auburn Way N	T-2	2,481	7,953,000
		West Valley Hwy N	15th St NW	North C/L	T-2	1,153	4,657,750
		West Valley Hwy S	South C/L	Peasley Canyon Rd	T-2	1,933	6,850,250
	Bellevue	120th Ave NE	Bellevue-Redmond Rd	Northup Way	T-2		
		148th Ave Se & NE	I-90	SR 520	T-2		
		150th Ave SE	City Limits	I-90	T-2		
		Bellevue-Redmond Rd	NE 8th St	120th Ave NE	T-2		
		Coal Creek Parkway SE	I-405	SE Newport Wy	T-2		
		Coal Creek Parkway SE	SE Newport Wy	South City Limits	T-2		
		NE 20th St	Northup Way	148th Ave NE	T-2		
		NE 8th St	Bellevue-Redmond Rd	112th Ave SE	T-2		
		Northup Way	116th Ave NE	NE 20th Street	T-2		
		SE 8th St	112th Ave SE	Lake Hills Conn	T-2		
	Burien	128th St SW	Ambaum Blvd SW	Desmoines Memorial Dr	T-2		
		148th St SW	Ambaum Blvd SW	SR 509/SR 518	T-2		
		156th St SW	Ambaum Blvd SW	Desmoines Memorial Dr	T-2		
		16th Ave SW	SW 116th St	SW 112th St	T-2		
		1st Ave S	148th St SW	156th St SW	T-2		
		1st Ave S	SW 116th St	SW 128th St	T-2		
		Ambaum Blvd SW	128th St SW	156th St SW	T-2		
	Issaquah	E Sunset Way	SE Newport Wy	I-90	T-2		
		East Lake Sammamish Pkwy	Fall City Rd	SE 43rd Way	T-1		
		East Lake Sammamish Pkwy	I-90	Fall City Rd	T-1		
		Front St	NEwport Way	South C/L	T-2		
		Highlands Drive	I-90	Issaquah-Fall City Rd	T-1		

County	City	Route Name	Start Location	End Location	2013 FGTS Class	Truck ADT	Annual Tonnage
		Issaquah-Fall City Rd	East Lake Sammamish Pkwy	Issaquah-Pine Lake Rd	T-1		
		Issaquah-Pine Lake Rd	Issaquah-Fall City Rd	North C/L	T-2		
		NEwport Way	SR 900	Sunset Way	T-2		
		NEwport Way	Front St	Sunset Way	T-2		
		NW Gilman	SR 900	Front St	T-2		
		NW Sammamish Rd	E Lake Sammamish Pkwy	SR 900	T-1		
		SE 43rd Way	E Lake Sammamish Pkwy	North C/L	T-2		
	Kenmore	68th Ave NE	NE 170th St	SR 522	T-1		
	Kent	132nd Ave Se	SR 516	North City Limits	T-2		
		84th Ave S	SR 167	S 228th St	T-2		
		Military Rd	SR 516	S 228th St	T-2		
		S 212th St	42nd Ave S	SR 167	T-2		
		S 212th Way	SR 167	East City Limits	T-1		
		S 228th St	Military Rd S	84th Ave S	T-2	1,744	7,412,000
		S 272nd St	SR 99	E R/W I-5 (C/L)	T-2		
		SE 204th Way	132nd Ave Se	NE City Limits	T-2		
		SE 208th St	100th Ave SE	SR 515/108th Ave SE	T-1		
		SE 208th St	SR 515/108th Ave SE	132nd Ave SE	T-2		
	Kirkland	NE 124th St	I-405	C/L Near Willows Rd NE	T-2	1,999	6,662,750
		NE 85th St	132nd Ave NE	I-405	T-2	1,508	4,302,650
	Newcastle	Coal Creek Parkway SE	South City Limits	North City Limits	T-2		
	Pacific	West Valley Highway	Pierce County Line	North City Limits	T-2		
	Redmond	148th Ave NE	South City Limits	SR 520 EB Onramp	T-2		7,484,250
		Avondale Rd	NE Union Hill Rd	North City Limits	T-2		8,183,583
		NE Union Hill Rd	Avondale Road	East City Limits	T-2		5,776,417
		Redmond Way	West City Limits	West Lake Sammamish Parkway NE	T-2		5,116,833
		West Lake Sammamish Parkway	Belred Rd	Redmond Way	T-2		4,926,000
	Renton	(SR 900) Bronson Way S	S 2nd St	Sunset Blvd N	T-2		
		140th Way SE	South C/L	SR 169	T-2		
		Airport Way	Rainier Ave S	Logan Ave N	T-2		
		Carr Rd	Talbot Rd S	SR 515 (Benson Dr S)	T-2		
		Duvall Ave NE	NE 4th St	NEwcastle City Limits	T-2		
		East Valley Rd	SW 43rd St	SW 16th St	T-2		
		Houser Way N	Houser Way S	Bronson Way N	T-2		

County	City	Route Name	Start Location	End Location	2013 FGTS Class	Truck ADT	Annual Tonnage
		Logan Ave N	Airport Way	Garden Ave N	T-2		
		N 3rd St	Logan Ave N	SR 900 Sunset Ave N	T-2		
		N 4th St	Logan Ave N	Factory Pl N	T-2		
		N Park Dr	Garden Ave N	I-405	T-2		
		NE 3rd St	SR 900 Sunset Ave N	Jefferson Ave NE	T-1		
		NE 44th St	I-405	Lake Washington Blvd	T-2		
		NE 4th St	Jefferson Ave NE	East C/L	T-1		
		Oakesdale Ave SW	SW 43rd St	SW Grady Way	T-2		
		Park Ave N	N 6th St	Logan Ave N	T-2		
		Rainier Ave S	Airport Way	SR 900 S 2nd St	T-2		
		Rainier Ave S	North City Limits	Airport Way	T-2		
		Renton Ave Ext	Rainier Ave S	Renton Ave S	T-2		
		Renton Ave S	Renton Ave Ext	S 130th St (C/L)	T-2		
		S 7th St	Rainier Ave S	Talbot Rd S	T-2		
		SE 176th St	SR 515	116th Ave SE	T-1		
		SE Petrovitsky Rd	116th Ave SE	134th Ave SE (C/L)	T-1		
		SW 41st St	Oaksdale Ave SW	East Valley Rd	T-2		
		SW 43rd St	Tukwila C/L	Talbot Rd S	T-1		
		SW Grady Way	Tukwila C/L	Talbot Rd S (SR 515)	T-1		
	Sammamish	228th Ave SE	South City Limits	Issaquahpine Lake Rd	T-2		
	Seatac	12th Pl S	S 188th St	West City Limits	T-2		
		Des Moines Memorial Dr S	S 188th St	SR 509 Burien Freeway	T-2		
		International Blvd	SR 518	S 152nd St	T-1		
		S 188th St	Orillia Rd S (Tukwila C/L)	I-5	T-1		
		S 188th St	I-5	12th Pl S	T-2		
	Seattle	1 Ave S	Olson Pl SW	SR 509	T-1		
		14th Ave S	City Limits North Of Cloverdale	South City Limits	T-2		
		15 Ave NE	NE Pacific St	NE 45 St	T-2	900	5,538,300
		15th Ave NW	NW 50th St	NW 87th St	T-2	900	5,538,300
		15th Ave Nw (Ballard Br)	W Emerson St	NW 50th St	T-2	900	5,538,300
		15th Ave W	W Galer St	W Emerson St	T-2	1,953	7,656,125
		16th Ave S	E Marginal Way S	Tukwila City Limits	T-2		
		16th Ave SW	Klickitat Ave Bridge	13th Ave SW	T-2	805	5,653,083
		35 Ave SW	Fauntleroy Way SE	SW Morgan St	T-2		
		4 Ave S	Lucile St	S Spokane S	T-1		
		4th Ave S	E Marginal Way S	S Royal Brougham	T-1		
		4th Ave S Vi	S End Viaduct	N End Viaduct	T-1		
		Airport Nb Way S	SR 5	Airport Way S	T-2		
		Airport Sb Way S	Airport Way S	S Royal Brougham	T-2		
		Airport Way S	Airport Way Sb/Nb	Corson Ave S	T-1		

County	City	Route Name	Start Location	End Location	2013 FGTS Class	Truck ADT	Annual Tonnage
		Airport Way S	Michigan St S	Tukwila City Limits	T-1		
		Airport Way S	4th Ave S	Airport Way NB/SB	T-1		
		Airport Way S	Corson Ave S	S Michigan St	T-2		
		Alaskan Way	Yesler Way	Broad St	T-2		
		Broad St	Alaskan Way	Elliott Ave	T-2		
		Denny Way	Broad St	Western Ave W	T-1		
		E Marginal Way S	SR 99	Michigan Ave	T-1		
		E Marginal Way S	Michigan Ave	Tukwila City Limits	T-2	1,588	5,847,625
		Elliott Ave	Broad St	Denny Way	T-1		
		Elliott Ave W	W Mercer Pl	Western Ave W	T-1		
		Elliott Ave W	W Denny Way	W Galer St	T-1		
		Fremont Ave N	Fremont Ave N	N 34th St	T-2		
		Fremont Pl N	N 36th St	Fremont Ave N	T-2		
		Greenwood Ave N	N 105th St	N 145th St	T-2	1,149	4,538,050
		Highland Park Way SW	W Marginal Way SW	SR 99	T-1		
		Holman Rd N	N 103rd St	Greenwood Ave N	T-2	2,000	8,227,550
		Holman Rd NW	NW 87th St	N 103rd St	T-2	2,059	8,227,550
		Klickitat Ave Bridge	Klickitat Ave SW	SW Lander St	T-2	1,715	9,504,333
		Klickitat Ave SW	Klickitat Ave Bridge	West Seattle Bridge	T-2		
		Lander St	1st Ave S	Airport Way S	T-2	1,609	6,404,275
		Mercer St	Dexter Ave N	Fairview Ave N	T-1		
		Myers Way	South City Limits	Olson Pl SW	T-2		
		N 105th St	Greenwood Ave N	Aurora Ave N	T-2		
		N 34th St	Fremont Ave N	N Pacific St	T-2		
		N 36th St	1st Ave NW	Fremont Pl N	T-2		
		N 46th St	SR 99	N Market St	T-2	1,000	4,022,000
		N 85th St	I-5	15th Ave NW	T-2	1,029	4,077,175
		N Northgate Way	Aurora Ave N	1st Ave NE	T-2		
		NE Northgate Way	1st Ave NE	Lake City Way NE	T-2	1,166	5,141,125
		NE Pacific Pl	NE Pacific St	Montlake Blvd NE	T-2		
		NE Pacific St	NE Northlake Way	Montlake Blvd NE	T-2		
		NW 36th St	Leary Way NW	1st Ave NW	T-1		
		NW Leary Way	15th NB Ave NW	Leary Way NW	T-1		
		NW Market St	46th Ave N	24 Ave NW	T-2	1,349	5,657,200
		Rainier Ave S	M L King Jr Way	S Dearborn St	T-1		
		Rainier Ave S	M L King Jr Way	S Othello St	T-2	1,038	4,621,400
		S Dearborn St	Airport Way S	Rainier Ave S	T-1		
		S Royal Brougham Way	4th Ave S	Airport Way S	T-1		
		S Spokane St	West Seattle Fwy Ramp Near E Duwamish Waterway	Klickitat Ave	T-2		
		SEattle Blvd S	S Dearborn St	6th Ave S	T-2		
		Valley St	Westlake Ave N	Fairview Ave N	T-1		
		W Marginal Way SW	26th Ave SW	SW Michigan St	T-1		
		W Seattle Fwy	S Columbian Way	35th Ave SW	T-1		
		Westlake Ave N	Denny Way	Fremont Bridge	T-2		

County	City	Route Name	Start Location	End Location	2013 FGTS Class	Truck ADT	Annual Tonnage
	Shoreline	10th Ave NE	NE 185th St	NE Perkins	T-2		
		N 155th St	Westminister	Aurora Ave N	T-2		
		N 175th St	I-5	Aurora Ave N	T-2		
		N 185th St	Aurora Ave N	10th Ave NE	T-2		
		N 200th St	Aurora Ave N	Meridian Ave N	T-2		
		NE 175th St	15th Ave NE	I-5	T-2		
		NE Perkins Way	10th Ave NE	15th Ave NE	T-2		
		NW 196th St	Richmond Bch	24th Ave NW	T-2		
		NW Richmond Beach Rd	24th Ave NW	Aurora Ave N	T-2		
		Westminister Way N	South City Limits	N 155th St	T-2		
		Westminister Way N	N 155th St	Aurora Ave N	T-2		
	Tukwila	16th Ave S	Seattle City Linits	South Park Bridge	T-2		
		Airport Way	Boeing Access	North City Limits	T-2		
		Boeing Access Rd	Tukwila International Blvd	I-5	T-1		
		E Marginal Way	Interurban Ave	Boeing Access	T-1		
		E Marginal Way	Boeing Access	North City Limits	T-2		
		E Marginal Way	Interurban Ave	40th Ave S	T-2		
		S 180th St	W Valley Hwy	East City Limits	T-2		
		Tukwila International Blvd	SR 99	Boeing Access	T-1		
	Woodinville	NE 195th St	SR 522	NE North Woodinville Way	T-2		4,869,858
		NE North Woodinville Way	Woodinville-Snohomish Rd	Woodinville-Duvall Rd	T-2		3,899,370
		NE Woodinvilleduvall Rd	NE North Woodinville Way	East City Limits	T-2		4,371,075
Kitsap							
	Port Orchard	Bethel Rd	South City Limits	North City Limits	T-2		
	Poulsbo	Viking Way NW	South City Limits	Finn Hill Rd	T-2		
Kittitas							
	Ellensburg	Canyon Road	South City Limits	Umptanum Road	T-2		
		Canyon Road	Umptanum Road	Mountain View Ave	T-2		
		Canyon Road/Main Street	Mountain View Ave	University Way	T-1		
		Dolarway Road/Railroad Ave	South City Limits	SR 97	T-2		
		Mountain View Ave	East City Limits	Main Street	T-2		
		Umptanum Road	Canyon Road	West City Limits	T-1		
		University Way	I-90	East City Limits	T-2		
		Water Street	Manitoba Ave	3rd Ave	T-2		
Pierce							
	Bonney Lake	214th Ave	SR 410	C/L	T-2		
		South Prairie Rd	SR 410	C/L	T-2		

County	City	Route Name	Start Location	End Location	2013 FGTS Class	Truck ADT	Annual Tonnage
	Dupont	Dupont-Steilacoom Hwy	S C/L	E C/L	T-2		
	Edgewood	Jovita Blvd E	SR 161	West Valley Hwy	T-2		
	Fife	20th Street	Milwaukee Way	54th Avenue	T-2		
		54th Ave	Pacific Hwy	East W Rd	T-1		
		54th Ave	SR 509	20th Street	T-1		
		70th Avenue	North City Limits	Valley Avenue	T-1		
		Alexander Avenue	Tacoma City Limits	Pacific Highway	T-2		
		Pacific Highway	Port of Tacoma Road	54th Avenue	T-1		
		Pacific Highway	Milwaukee Way	Port of Tacoma Road	T-2		
		Port of Tacoma Rd	I-5	20th St E	T-1		
		Port of Tacoma Rd	North C/L	I-5	T-1		
		Port of Tacoma Road	12th Street	20th Street	T-1		
		Valley Avenue	70th Avenue	Freeman Road	T-1		
	Gig Harbor	Wollochet Dr NW	SR 16	Hunt St NW	T-2		
	Lakewood	100th St SW	Lakewood Dr SW	S Tacoma Way	T-1		
		100th St SW	Bridgeport Way	Lakewood Dr SW	T-1		
		100th St SW	59th Av SW	Bridgeport Way	T-2		
		100th St SW	Gravelly Lk Dr SW	59th Av SW	T-2		
		Bridgeport Wy SW	100th St SW	Gravelly Lk	T-1		
		Bridgeport Wy SW	108th St SW	Lakewood Dr	T-1		
		Bridgeport Wy SW	112th St SW	108th St SW	T-1		
		Bridgeport Wy SW	88th St SW	83rd St SW	T-1		
		Bridgeport Wy SW	93rd St SW	Fairlawn Dr SW	T-1		
		Bridgeport Wy SW	Fairlawn Dr SW	Steilacoom Blvd	T-1		
		Bridgeport Wy SW	Gravelly Lk	93rd St SW	T-1		
		Bridgeport Wy SW	I-5 NB Ramp	I-5 SB Ramp	T-1		
		Bridgeport Wy SW	I-5 SB Ramp	Pacific Hwy	T-1		
		Bridgeport Wy SW	Lakewood Dr	100th St SW	T-1		
		Bridgeport Wy SW	Mcchord Dr S / Lakewood S C/L	San Fransico Ave SW	T-1		
		Bridgeport Wy SW	Pacific Hwy	Rr Xing: BN	T-1		
		Bridgeport Wy SW	Rr Xing: BN	112th St SW	T-1		
		Bridgeport Wy SW	San Fransico Ave SW	Seattle Ave SW	T-1		
		Bridgeport Wy SW	Seattle Ave SW	I-5 NB Ramp	T-1		
		Bridgeport Wy SW	Steilacoom Blvd	88th St SW	T-1		
		Bridgeport Wy W	73th St Ct W	Custer Rd W	T-1		
		Bridgeport Wy W	75th St W	Meadow Park Rd W	T-1		
		Bridgeport Wy W	83rd St SW	78th St Ct W	T-1		
		Bridgeport Wy W	Custer Rd W	75th St W	T-1		
		Bridgeport Wy W	Meadow Park Rd W	Lakewood N C/L	T-1		
		Lakewood Dr SW	100th St SW	Lakewood North C/L	T-2		
		Lakewood Dr SW	Bridgeport W	100th St SW	T-2		
		S Tacoma Way	112 St S	SR 512	T-2		

County	City	Route Name	Start Location	End Location	2013 FGTS Class	Truck ADT	Annual Tonnage
		Steilacoom Blvd SW	Lakewood Dr	S Tacoma Wy	T-2		
		Steilacoom Blvd SW	83th Ave SW	Phillips Rd	T-2		
		Steilacoom Blvd SW	87th Ave SW	83rd Ave SW	T-2		
		Steilacoom Blvd SW	88th St SW	Ardmore Dr S	T-2		
		Steilacoom Blvd SW	Ardmore Dr S	Bridgeport W	T-2		
		Steilacoom Blvd SW	Bridge: 3420	88th St SW	T-2		
		Steilacoom Blvd SW	Bridgeport W	Gravelly Lk	T-2		
		Steilacoom Blvd SW	Farwest Dr S	87th Ave SW	T-2		
		Steilacoom Blvd SW	Gravelly Lk	Lakewood Dr	T-2		
		Steilacoom Blvd SW	Phillips Rd	Bridge: 3420	T-2		
	Pacific	8th St East	SR 167	East Valley Hwy	T-1		
		Stewart Road (8th Street)	City Limit	SR 167	T-1		
		West Valley Hwy	Jovita Blvd (S C/L)	King County Line	T-2		
	Puyallup	9th St SW	South City Limits	SR 512	T-2		
		Valley Ave NW	West C/L	SR 161	T-1		
		Valley Ave NW	W C/L	SR 161	T-1		
	Sumner	Stewart Rd (8 St E)	Butte Ave SE (138th Ave E)	Auburn C/L	T-1		
	Tacoma	Alexander Avenue	SR 509	Fife City Limits	T-2		
		E 15th St	St Paul Ave	E D St	T-2		
		E F St	E 11th St	E 2nd St	T-2		
		E Port Of Tacoma Rd	E 11th St	SR 509	T-1		
		E Port Of Tacoma Rd	SR 509	I-5	T-1	3,246	18,020,500
		E Portland Ave	E 11th St	I-5	T-1	2,976	15,799,250
		E Portland Ave	I-5	Tacoma C/L	T-2		
		E Taylor Way	E 11th St	E Lincoln Ave	T-2	814	3,815,750
		E Taylor Way	E Lincoln Ave	Tacoma C/L	T-1		
		Eells St	Portland Ave	Milwaukee Ave	T-1		
		Lincoln Ave	Portland Ave	Port of Tacoma Road	T-1	1,835	9,669,167
		Milwaukee Way	Lincoln Ave	SR 509	T-2	1,074	5,050,750
		Pioneer Way	SR 167	C/L	T-2		
		Saint Paul Ave	Lincoln Ave	E 11th St	T-2		
	University Place	67th Avenue W	Bridgeport Way W	19th Street W	T-2		
		Bridgeport Way W	Chambers Lane	Up South C/L	T-1		
		Bridgeport Way W	19th Street	Chambers Lane	T-2		
		Chambers Lane/Chambers Creek Rd	Bridgeport Way W	64th Street	T-2		

County	City	Route Name	Start Location	End Location	2013 FGTS Class	Truck ADT	Annual Tonnage
Skagit							
	Sedro-Woolley	Cook Rd	City Limits	SR 20	T-2	994	3,872,445
Snohomish							
	Bothell	Bothell/Everett Hwy	228th St SE	I-405	T-2		
	Everett	20th Ave/Seaway Blvd	SR 526	75th St SW	T-1		
		20th Ave/Seaway Blvd	John Fluke Blvd	75th St SW	T-2		
		41st St	Colby	I-5	T-1		
		41st St	Rucker	Colby	T-1		
		Airport Rd	SR 526	S C/L	T-2		
		Broadway	41st	SR 529	T-2		
		E Marine View	I-5	N Broadway	T-1		
		Evergreen Way	SR 99	43rd	T-1		
		Madison	Meridian	Evergreen	T-2		
		Pacific Ave	Norton Ave	Maple St	T-2		
		Rucker Ave	43rd St	Pacific Ave	T-1		
		W Marine Dr	Pacific Ave	SR 529	T-1		
	Lynnwood	168th St SW	SR 99	44th Ave W	T-2		
		44th Ave	168th St SW	164th St SW	T-2		
	Mill Creek	164th Street SE	West C/L	SR 527	T-2	2,230	8,726,250
		SR 527	South C/L	SR 96	T-2	1,261	4,694,250
		SR 96	Dumas Road	Seattle Hill Road	T-2	2,520	9,415,000
	Mountlake Terrace	220th St SW	SR 99	56th Ave W	T-2		
		66th Ave W	220th St SW	214th St SW	T-2		
Spokane							
	Liberty Lake	Appleway Ave (Liberty Lk)	N Liberty Lake Rd	Molter Rd	T-2		
	Millwood	Argonne Rd	Euclid Ave	Millwood N C/L	T-1		
		Argonne Rd	SR 290	Euclid Ave	T-1		
	Spokane	Ash St	Francis Ave	Maple St Bridge	T-2		
		Ash St	Wellesley Ave	Francis Ave	T-2		
		Fort George Wright Dr/T J Meacham Dr	Government Way	Northwest Blvd	T-2		
		Francis Ave	US 2/395 Division St	Market St	T-2		
		Francis St	Market St	Havana St	T-2		
		Freya St	3rd Ave	Mission Ave	T-1		
		Geiger Blvd	C/L	Sunset Hwy	T-2		
		Greene St	Mission Ave	Cleveland Ave	T-1		
		Hamilton St	SR 290/Trent Ave	Euclid Ave	T-2		
		Hatch Rd	57th Ave	US 195	T-2		
		Haven Pl	Market St	Haven St	T-1		
		Haven St	Haven Pl	Wellesley Ave	T-1		
		Haven St	Wellesley Ave	Market Pl	T-1		
		Hawthorne Rd	US 2	Nevada St	T-2		
		Maple St	Freeway Ave	Francis Ave	T-2		

County	City	Route Name	Start Location	End Location	2013 FGTS Class	Truck ADT	Annual Tonnage
			South				
		Maple St Bridge	Pacific Ave	Sprague Ave	T-2		
		Maple St Bridge	Sprague Ave	Dean St	T-2		
		Market Pl	Haven St	Market St	T-1		
		Market St	Cleveland Ave	Francis Ave	T-1		
		NEvada St	Euclid Ave	E Hawthorn	T-2		
		Thor Pl	Sprague Ave	Thor St	T-1		
		Thor St	Thor Pl	3rd Ave	T-1		
		Walnut St	Maple St Bridge	Freeway Ave South	T-2		
	Spokane Valley	Appleway[1]	Dollar	Thierman	T-2	766	2,275,634
		Appleway[1]	Thierman	Park	T-2	983	2,574,625
		Appleway[1]	Park	Vista	T-2	1,195	2,858,854
		Appleway[1]	Vista	Dishman Mica	T-2	1,016	2,316,618
		Argonne	Montgomery	Trent	T-1	3,046	10,059,093
		Argonne	Knox	Montgomery	T-1	3,294	11,457,335
		Argonne	Mission	Mullan	T-2	3,501	5,163,777
		Argonne[2]	Appleway	Sprague	T-2	579	1,842,430
		Argonne[2]	Sprague	Broadway	T-2	778	2,036,339
		Argonne[2]	Broadway	Mission	T-2	709	1,782,407
		Broadway	Thierman	I-90	T-1	2,558	11,178,007
		Broadway	Fancher	Thierman	T-2	2,315	9,218,654
		Broadway	Yardley	Fancher	T-2	1,864	7,941,010
		Broadway	End	Yardley	T-2	2,004	6,295,929
		Broadway	I-90	Heacox	T-2	1,895	5,837,860
		Dishman Mica[2]	Sprague	Appleway	T-2	876	2,732,078
		Dishman Mica[2]	Appleway	4th	T-2	1,461	3,688,571
		Dishman Mica[2]	32nd	Schafer	T-2	670	1,768,438
		Fancher	Broadway	Sharp	T-2	1,991	6,730,497
		Fancher	Sharp	Trent	T-2	2,384	7,737,349
		Fancher	Sprague	Broadway Av Extension	T-2	1,688	5,206,458
		Mullan[2]	Mission	Argonne	T-2	1,725	5,577,677
		Mullan[3]	Dishman Mica	Broadway	T-2	777	1,848,600
		Mullan[3]	Broadway	Mission	T-2	751	1,993,556
		Sprague	End	Fancher	T-2	2,004	4,243,059
		Sprague	I-90	Thierman	T-2	1,928	5,544,868
		Sprague	Fancher	End	T-2	1,683	4,753,882

[1] Appleway and Sprague are both one-way routes and serve different directions of traffic. Two streets combined serve as a freight corridor. Therefore its FGTS class is based on the combined tonnage of two routes, which is over 4 million tons.
[2] Argonne and Mullan/ Dishman Mica (section north of Apple Blvd) are both one-way routes serving different directions of traffic. Two streets combined serve as one freight corridor. Therefore its FGTS class is based on the combined tonnage of two routes, which is over 4 million tons.
[3] Argonne and Mullan/ Dishman Mica (section north of Apple Blvd) are both one-way routes serving different directions of traffic. Two streets combined serve as one freight corridor. Therefore its FGTS class is based on the combined tonnage of two routes, which is over 4 million tons.

County	City	Route Name	Start Location	End Location	2013 FGTS Class	Truck ADT	Annual Tonnage
		Sprague[4]	Thierman	Park	T-2	1,213	3,030,477
		Sprague[4]	Park	Vista	T-2	1,076	2,698,772
		Sprague[4]	Vista	Argonne	T-2	1,087	2,620,021
		Sullivan	Indiana	Euclid	T-1	2,733	10,132,384
		Sullivan	Mission	Indiana	T-1	3,377	12,057,723
		Sullivan	Euclid	Trent	T-2	2,183	7,608,726
		Sullivan	Sprague	Broadway	T-2	1,953	5,124,345
		Sullivan	Broadway	Mission	T-2	2,916	8,414,921
		Trent	Barker	End	T-2	807	5,657,344
		Trent	Pines	Mcdonald	T-2	2,376	9,258,709
		Trent	Fancher	Park	T-2	2,282	6,795,556
		Trent	Evergreen	Progress	T-2	2,501	8,450,366
		Trent	Progress	End	T-2	2,652	8,691,515
		Trent	Flora	Barker	T-2	2,377	7,715,466
		Trent	End	Flora	T-2	2,405	8,524,065
		Trent	Argonne	University	T-2	2,373	9,308,553
		Trent	University	Pines	T-2	2,354	8,898,571
		Trent	Park	Vista	T-2	2,364	7,706,310
		Trent	Vista	Argonne	T-2	2,331	8,396,987
Thurston							
	Lacey	Martin Way E	Near Galaxy Dr NE (C/L)	SR 510 Marvin Rd	T-2		
	Olympia	Black Lake Blvd	21st Ave	US 101	T-2	1,537	4,382,250
		Henderson Blvd	I-5 NB On Ramp/Signal	Union Ave	T-2	1,901	5,584,250
		Mottman Road	West City Limits	East City Limits	T-2	1,343	5,132,750
		Plum Street	Union Ave	State Ave	T-2	1,248	4,302,750
		Sleater-Kinney Rd	I-5/City Limits	Martin Way	T-2	1,713	4,879,000
	Tumwater	Crosby Blvd	Mottman Rd	US 101	T-2		
		Mottman Road	City Limit	Crosby Blvd	T-2		
Whatcom							
	Bellingham	Meridian St	Squalicum Way	Roeder Ave	T-2		
	Ferndale	Main St	3rd Ave	Hovander Rd	T-2		
		Main St	Hovander Rd	I-5	T-2		
Yakima							
	Grandview	Wine Country Road / Yakima Valley Hwy	North C/L	I-82	T-2		
	Sunnyside	Yakima Valley Hwy	SR 241	City Limit	T-2		
	Union Gap	Ahtanum Rd	Main Street	Yakima City Limits	T-2		
		Main Street	N C/L	Valley Mall Blvd	T-1		
		Main Street	Valley Mall Blvd	Ahtanum Rd	T-2		
		N Rudkin Rd	Valley Mall Blvd	Mcnair Ave	T-1		
		Valley Mall Blvd	Main Street	I-82	T-1		
		West Ahtanum Road	Main St	S 3rd Ave	T-2		

[4] Appleway and Sprague are both one-way routes and serve different directions of traffic. Two streets combined serve as a freight corridor. Therefore its FGTS class is based on the combined tonnage of two routes, which is over 4 million tons.

County	City	Route Name	Start Location	End Location	2013 FGTS Class	Truck ADT	Annual Tonnage
	Yakima	Ahtanum Rd	Union Gap City Limits	City Limits With County	T-2		
		E Yakima Ave	8th St	East C/L	T-2		

Appendix M: FGTS City Street T-1 and T-2 changes, 2011 to 2013

T-2 to T-1 City Street Classification Changes, 2011 to 2013

County	City	Route Name	Start Location	End Location	2011 FGTS Class	2013 FGTS Class	2013 Average Daily Truck Traffic	2013 Tonnage
King	Auburn	S 277th Street	Frontage Rd NW	D St NW	T-2	T-1	2,772	10,733,500
Pierce	Fife	70th Avenue	North City Limits	Valley Avenue	T-2	T-1		
Spokane	Spokane Valley	Argonne	Montgomery	Trent	T-2	T-1	3,046	10,059,093
		Argonne	Knox	Montgomery	T-2	T-1	3,294	11,457,335
		Broadway	Thierman	I-90	T-2	T-1	2,558	11,178,007
		Sullivan	Indiana	Euclid	T-2	T-1	2,733	10,132,384
		Sullivan	Mission	Indiana	T-2	T-1	3,377	12,057,723

T-1 to T-2 City Street Classification Changes, 2011 to 2013

County	City	Route Name	Start Location	End Location	2011 FGTS Class	2013 FGTS Class	2013 Average Daily Truck Traffic	2013 Tonnage
King	Kirkland	NE 124th St	I-405	C/L Near Willows Rd NE	T-1	T-2	1,999	6,662,750
	Seattle	15th Ave Nw (Ballard Br)	NW 50th St	NW 87th St	T-1	T-2	900	5,538,300
		15th Ave NW (Ballard Br)	W Emerson St	NW 50th St	T-1	T-2	900	5,538,300
		15th Ave W	W Galer St	W Emerson St	T-1	T-2	1,953	7,656,125
		Holman Rd N	N 103rd St	Greenwood Ave N	T-1	T-2	2,000	8,227,550
		Holman Rd NW	NW 87th St	N 103rd St	T-1	T-2	2,059	8,227,550
		Myers Way	South City Limits	Olson Pl SW	T-1	T-2		
		NE Northgate Way	1st Ave NE	Lake City Way NE	T-1	T-2	1,166	5,141,125
Kittitas	Ellensburg	University Way	I-90	East City Limits	T-1	T-2		
Pierce	Tacoma	E Taylor Way	E 11th St	E Lincoln Ave	T-1	T-2	814	3,815,750
Spokane	Spokane Valley	Dishman Mica	Sprague	Appleway	T-1	T-2	876	2,732,078
		Dishman Mica	Appleway	4th	T-1	T-2	1,461	3,688,571

T-1 and T-2 City Street Segments Added in 2013

County	City	Route Name	Start Location	End Location	2011 FGTS Class	2013 FGTS Class	2013 Average Daily Truck Traffic	2013 Tonnage
Cowlitz	Longview	Fibre Way	Industrial Way	City Limits	T-3	T-2	939	5,083,417
King	Auburn	15th St SW	West Valley Hwy S	SR 167	Not classified	T-2	1,487	5,564,750
		15th St SW	SR 167	O St SW	Not classified	T-2	1,466	4,045,500
		15th St NE	D St NE	Auburn Way N	T-3	T-2	1,822	4,806,000
		15th St NE	A St NE	D St NE	T-3	T-2	1,410	3,698,750
		Auburn Way N	15th St NE	S 277th St	T-3	T-2	1,712	7,227,250
		R St SE/Kersey Way	Oravetz Rd SE	41st St SE (Private)/ 37th Way SE	Not classified	T-2	1,159	4,627,000
	Kent	84th Ave S	SR 167	S 228th St	Not classified	T-2		
		Military Rd	SR 516	S 228th St	Not classified	T-2		
		S 228th St	Military Rd S	84th Ave S	Not classified	T-2	1,744	7,412,000
	Kirkland	NE 85th St	132nd Ave NE	I-405	Not classified	T-2	1,508	4,302,650
	Redmond	148th Ave NE	South City Limits	SR 520 EB Onramp	Not classified	T-2		7,484,250
		NE Union Hill Rd	Avondale Road	East City Limits	T-3	T-2		5,776,417
		Redmond Way	West City Limits	West Lake Sammamish Parkway NE	Not classified	T-2		5,116,833
		West Lake Sammamish Parkway	Belred Rd	Redmond Way	Not classified	T-2		4,926,000
	Seattle	15 Ave NE	NE Pacific St	NE 45 St	Not classified	T-2	900	5,538,300
		16th Ave SW	Klickitat Ave Bridge	13th Ave SW	Not classified	T-2	805	5,653,083
		Klickitat Ave Bridge	Klickitat Ave SW	SW Lander St	Not classified	T-2	1,715	9,504,333
		Klickitat Ave SW	Klickitat Ave Bridge	West Seattle Bridge	Not classified	T-2		
		Lander St	1st Ave S	Airport Way S	T-3	T-2	1,609	6,404,275
		N 46th St	SR 99	N Market St	T-3	T-2	1,000	4,022,000
		N 85th St	I-5	15th Ave NW	T-3	T-2	1,029	4,077,175
		NW Market St	46th Ave N	24 Ave NW	Not classified	T-2	1,349	5,657,200
		Rainier Ave S	M L King Jr Way	S Othello St	Not classified	T-2	1,038	4,621,400
		S Spokane St	West Seattle Fwy Ramp Near E Duwamish Waterway	Klickitat Ave	Not classified	T-2		
Kitsap	Port Orchard	Bethel Rd	South City Limits	North City Limits	T-3	T-2		
Pierce	Bonney Lake	214th Ave	SR 410	C/L	Not classified	T-2		

County	City	Route Name	Start Location	End Location	2011 FGTS Class	2013 FGTS Class	2013 Average Daily Truck Traffic	2013 Tonnage
		South Prairie Rd	SR 410	C/L	Not classified	T-2		
	Tacoma	E Portland Ave	E 11th St	I-5	Not classified	T-1	2,976	15,799,250
		Milwaukee Way	Lincoln Ave	SR 509	Not classified	T-2	1,074	5,050,750
Spokane	Spokane	Geiger Blvd	C/L	Sunset Hwy	Not classified	T-2		
		Hawthorne Rd	US 2	Nevada St	Not classified	T-2		
Thurston	Olympia	Black Lake Blvd	21st Ave	US 101	T-3	T-2	1,537	4,382,250
		Henderson Blvd	I-5 NB On Ramp/Signal	Union Ave	T-3	T-2	1,901	5,584,250
		Mottman Road	West City Limits	East City Limits	T-3	T-2	1,343	5,132,750
		Plum Street	Union Ave	State Ave	T-3	T-2	1,248	4,302,750
		Sleater-Kinney Rd	I-5/City Limits	Martin Way	T-4	T-2	1,713	4,879,000
	Tumwater	Crosby Blvd	Mottman Rd	US 101	Not classified	T-2		
		Mottman Road	City Limit	Crosby Blvd	T-4	T-2		
Yakima	Grandview	Wine Country Road / Yakima Valley Hwy	North C/L	I-82	T-3	T-2		
	Sunnyside	Yakima Valley Hwy	SR 241	City Limit	T-3	T-2		

T-1 and T-2 City Street Segments Removed in 2013

County	City	Route Name	Start Location	End Location	2011 FGTS Class	2013 FGTS Class	2013 Average Daily Truck Traffic	2013 Tonnage
Clark	Vancouver	NE Highway 99	I-5	North City Limits	T-1	T-3		
King	Auburn	41st St SE	A St SE	D St SE	T-2	T-3	656	3,845,500
		Auburn Way N	E Main St	15th St NE	T-1	T-3	1,382	3,601,000
		C St NW	15th St NW	6th St NW	T-2	T-3	787	3,134,045
		S 277th St	Auburn Way N	D St NE	T-2	T-3	1,173	2,909,000
	Federal Way	S 320th St	SR 99	I-5	T-2	T-3	538	1,249,790
		S 320th St	I-5	E C/L	T-2	T-3	494	1,111,140
		S 348th St	SR 99	1St Ave S	T-2	T-3	787	3,561,537
	Kent	S 277th St	City Limits (East Of Auburn Way)	SE 277th	T-2	T-3		
		SE 277th St	S 277th St	108th Ave SE	T-2	T-3		

County	City	Route Name	Start Location	End Location	2011 FGTS Class	2013 FGTS Class	2013 Average Daily Truck Traffic	2013 Tonnage
	Redmond	NE 124th St/ NE 128th Way	City Limits	172nd Ave NE	T-1	T-3		2,359,000
	Seattle	Broad St	Denny Way	Dexter	T-2	T-3	7,602	2,774,700
		Leary Way Nw	Nw Leary Way	NW 36th St	T-1	T-3		2,643,650
	Woodinville	124th Ave NE	South City Limits	NE 160th St	T-2	T-3		2,716,358
		124th Ave NE	NE 160th St	SR 202 Via 127th Pl NE	T-2	T-3		1,387,760
		NE 175th St	131st Ave NE	140th Ave NE	T-2	T-3		1,522,690
Pierce	Tacoma	E D St	E 19th St	Puyallup Ave	T-2	T-3	612	2,687,250
Skagit	Mount Vernon	Mc Lean Rd	West C/L	S Wall St	T-2	T-3	323	1,142,995
		S Wall St	Mc Lean Rd	SR 536/W Division St	T-2	T-3	323	1,142,995
Spokane	Spokane Valley	32nd	Evergreen	Best	T-2	T-3	515	1,291,292
		32nd	SR 27	Evergreen	T-2	T-3	632	1,503,153
		Appleway	Dishman Mica	Farr	T-2	T-3	707	1,715,391
		Appleway	Farr	University	T-2	T-3	698	1,655,973
		Broadway	Mullan	Farr	T-2	T-3	497	1,039,107
		Broadway	Evergreen	Adams	T-2	T-3	375	865,711
		Broadway	Adams	Sullivan	T-2	T-3	408	772,639
		Broadway	Bowdish	Pines	T-2	T-3	382	888,991
		Broadway	Farr	Herald	T-2	T-3	425	849,280
		Broadway	Pines	Mcdonald	T-2	T-3	323	778,533
		Broadway	Mcdonald	Evergreen	T-2	T-3	377	893,530
		Broadway	Thierman	Park	T-2	T-3	1,131	3,242,940
		Broadway	Herald	University	T-2	T-3	368	869,628
		Broadway	University	Bowdish	T-2	T-3	383	872,881
		Broadway	Park	Vista	T-2	T-3	526	1,257,926
		Broadway	Vista	Argonne	T-2	T-3	433	988,562
		Dishman Mica	16th	32nd	T-2	T-3	1,202	2,816,900
		Dishman Mica	4th	8th	T-2	T-3	1,350	3,652,267
		Dishman Mica	8th	16th	T-2	T-3	1,282	3,279,076
		Fancher	3rd	Sprague	T-2	T-3	914	2,929,604
		Montgomery	University	Wilbur	T-1	T-3	757	2,037,771

County	City	Route Name	Start Location	End Location	2011 FGTS Class	2013 FGTS Class	2013 Average Daily Truck Traffic	2013 Tonnage
		Montgomery	Wilbur	Pines	T-1	T-3	344	969,324
		Montgomery	Argonne	University	T-2	T-3	1,264	3,700,641
		Sprague	Dishman Mica	Farr	T-2	T-3	747	1,784,832
		Sprague	Sullivan	Conklin	T-2	T-3	1,094	2,933,816
		Sprague	Evergreen	Adams	T-2	T-3	1,019	2,470,794
		Sprague	Adams	Sullivan	T-2	T-3	1,147	2,668,542
		Sprague	Bowdish	Pines	T-2	T-3	1,140	2,909,413
		Sprague	Flora	Corbin	T-2	T-3	1,056	2,804,939
		Sprague	Conklin	Flora	T-2	T-3	945	2,605,444
		Sprague	Farr	Herald	T-2	T-3	676	1,519,113
		Sprague	Mcdonald	Evergreen	T-2	T-3	1,291	2,964,339
		Sprague	Pines	Mcdonald	T-2	T-3	1,092	3,013,785
		Sprague	Herald	University	T-2	T-3	670	1,651,083
		Sprague	University	Bowdish	T-2	T-3	971	2,274,862
		Thierman	Broadway	Mission	T-2	T-3	803	2,524,803
		University	4th	Appleway	T-2	T-3	439	1,105,679
		University	Appleway	Sprague	T-2	T-3	852	3,067,224

Appendix N: Request to Cities for FGTS Data

July 9th, 2013

To: Public Works Directors (and Clerks for those without Public Works Directors)

Subject: Request for 2013 Freight and Goods Transportation System Data

Hello Public Works Directors

(Please forward this to the appropriate people in your department/city. Thanks. And if you city has already submitted 2013 FGTS data to WSDOT you may disregard this notice.)

WSDOT started the process of updating the Freight and Goods Transportation System (FGTS) in **June 2013** and is soliciting freight data on city streets. FGTS is a database of the state's freight corridors, including highways, county roads, and city streets. WSDOT solicits freight data on the city streets as part of its overall effort to comply with both state and federal reporting requirements. **WSDOT has been using this data to make decisions, including designating freight economic corridors in State Freight Mobility Plan** *(http://www.wsdot.wa.gov/NR/rdonlyres/067EA430-62DD-4B76-8304-1C4FAC4CF084/0/WAFreightMobilityPlanFolio_MAPS_313.pdf)*. In addition, **The Freight Mobility Strategic Investment Board (FMSIB) has used it as one factor in determining which routes are eligible for funding.**

AWC/WSDOT Request:

For the 2013 update we are seeking the following information:

1. The classification of freight routes,
2. Data to support freight corridor classification, including:
    - The most current daily truck volume on the freight routes,
    - The truck tonnage carried by the freight routes.

The 2011 classification table of FGTS city streets is attached for your information. Please review 2011 FGTS classification information, and update the classification of freight corridors within your jurisdiction (instructions below). Please note that any changes made to the "T" classification of city streets, or additions/deletions of streets identified in the FGTS need be based on the actual truck volume count and increase/decrease of the truck tonnage carried by those routes.

Instruction for Updating your Freight Routes:

To update freight routes within your jurisdiction, you can either submit the data through the online data submittal application *(http://fmapps.wsdot.wa.gov/fmi/iwp/cgi?-db=FGTS&-loadframes)*, or by filling in the requested information in the attached Excel spreadsheet "2011 Classification Table of FGTS City Streets & 2013 Data Submission" and sending it to Ed Spilker at *SpilkeE@wsdot.wa.gov*.

Freight routes are classified according to the annual gross freight tonnage they carry. The tonnage designations for roadways are:

T-1 more than 10 million tons per year

T-2 4 million to 10 million tons per year

T-3 300,000 to 4 million tons per year

T-4 100,000 to 300,000 tons per year

T-5 at least 20,000 tons in 60 days and less than 100,000 tons per year

In order to accurately estimate the truck tonnage on freight routes, following procedures are recommended for data collection and tonnage calculation:

1. Set up vehicle classification counters at the roadway segments of interest to collect traffic volume data;
2. Aggregate FHWA 13-class traffic counts into four classes (single trucks – FHWA class 5 to 7, double trucks- class 8 to 10, train trucks – class 11 to 13, and all other – class 1 to 5) to estimate average daily truck volume by types;

3. Use the formula provided in the "Instructions for FGTS Truck Tonnage Estimation" document *(http://www.wsdot.wa.gov/NR/rdonlyres/344CB5F2-AD88-4A9C-A4D8-E8C2982B00C2/0/InstructionsforFGTSTruckTonnageEstimation.pdf)* to estimate truck tonnage based on truck volumes.

The 2011 FGTS update is available at WSDOT FGTS website: *http://www.wsdot.wa.gov/Freight/FGTS/default.htm.* An interactive map released by WSDOT is also available to you for reviewing 2011 FGTS freight corridors: *http://www.wsdot.wa.gov/data/tools/geoportal/?config=freight*

We greatly appreciate your cooperation for the 2013 update. **We request that city FGTS data submission be returned by September 1, 2013**. If we do not receive updates from you by this date, we will include your freight routes as reported by WSDOT in the 2011 FGTS update.

Questions:

If you have questions or concerns please contact Ed Spilker at ***SpilkeE@wsdot.wa.gov*** or 360-705-7387, or Wenjuan Zhao at ***Zhaow@wsdot.wa.gov*** or 360-705-6990 for questions or concerns.

Appendix O: Instructions for FGTS Truck Tonnage Estimation

FGTS Classes

For the current update, the FGTS classes are:

T-1 Over 10 million gross tons annually

T-2 4 to 10 million gross tons annually

T-3 300,000 to 4 million gross tons annually

T-4 100,000 to 300,000 gross tons annually

T-5 Over 20,000 gross tons in 60 days

Truck Classifications and Definitions

This includes all commercial trucks, two-axle (four tires) or larger. It does not include private pickups, vans, or recreational vehicles. To aid in calculating annual tonnage, trucks are divided into three categories:

Single units – a single vehicle including dump trucks, mixers, regardless of the number of axles.

Double units – a two-unit vehicle, normally a truck and trailer, generally from 4-axle to 6-axle. This category basically includes any truck up to 80,000 pounds. Older double trailers (Consolidated Freightways, Viking, etc.) can also be included in this category.

Trains – normally a tractor and two trailers. Almost any truck rated from 80,000 pounds to 105,000 pounds. Gasoline tankers, the 8-axle truck and trailer type, should be included in this category.

In calculating the approximate freight tonnage, the following average weights may be used:

Singles 7 tons

Doubles 27 tons

Trains 42 tons

Calculation Examples

For an example of the tonnage calculation we will assume that a person counts traffic for four hours and records the following:

Vehicle Type	Count by Type	Percent of Trucks
Single trucks	79	55%
Double trucks	60	42%
Trains	5	3%
Cars	600	
Total	744 (144 = trucks)	

The next item needed is the average daily traffic and truck traffic as a percentage of the total volume. This must be obtained from the best source available, whether actual counts or modeled estimates. For the purposes of this example, let's say that the ADT is accurately known to be 2,400 vehicles per day, with 18 percent trucks.

The calculation of tonnage is then:

{ADT * percent of ADT that are trucks * percent of trucks that are singles * average gross weight for singles * 250 working days per year}

+ {ADT * percent of total trucks * percent of trucks that are doubles * average gross weight for doubles * 250 working days per year}

+ {ADT * percent of total trucks * percent of trucks that are trains * average gross weight for trains * 250 working days per year}

= **freight in tons per year.**

or, for the example above:

(2400 * 0.18 * 0.55 * 7 * 250}

+ (2400 * 0.18 * 0.42 * 27 * 250}

+ (2400 * 0.18 * 0.03 * 42 * 250}

= **1,776,600 tons per year, or a T-3 class roadway or street.**

Using the above example, if the ADT is not reliably known then an approximation of the truck volumes would be the 4-hour count multiplied by 3; this "12-hour" method is less accurate, but it is quick and provides a reasonable estimate:

(79 * 3 * 7 * 250}

+ (60 * 3 * 27 * 250}

+ (5 * 3 * 42 * 250}

= **1,787,250 tons per year, or a T-3 class of roadway or street.**

If the truck type distribution is not known, then a different method of calculation can be made using an average weight of 17 tons per truck.

ADT * Percent trucks * average truck weight * working days in a year

= freight tonnage;

or

2400 * 0.18 * 17 * 250

= **1,836,000 tons per year, or a T-3 class of roadway or street.**

The Freight and Goods Transportation System update can be reliably done using any of the three methods.

Appendix P: Validation of Truck Class Average Weight

Validation of Average Weight per Truck Class

In 2005, a validation of the average weights of single-, double-, and triple-unit trucks used in estimating the tonnage from truck percentages derived from field counts was accomplished by using WSDOT Automatic Data Collection (ADC), weigh-in-motion site data (WIM), Commercial Vehicle Information System & Networks (CVISN) data, and Strategic Freight Transportation Analysis (SFTA) data.

Both CVISN and SFTA data were collected at weigh stations throughout the state. The collection at these locations does not represent a total sample for single-unit trucks since only trucks weighing 26,000 pounds or more need to enter the weigh stations. Single-unit trucks averaged 14 tons, which is double the average weight when all single-unit trucks are weighed. The CVISN and SFTA data are more accurate for double- and triple-unit trucks than the WIM data due to the calibration difficulties of WIM sites.

All site data showed that the average vehicle weight by class is relatively constant for all state highways.

The default weight values for each truck class used in previous FGTS updates were:

	Average Weight (Tons)
Single-Unit Trucks	7
Double-Unit Trucks	27
Triple-Unit Trucks	42

The combined average weights per class from the three data sources (discussed below) were:

	Average Weight (Tons)
Single-Unit Trucks	7
Double-Unit Trucks	27
Triple-Unit Trucks	37

A sensitivity analysis was also performed in 2005 to determine the effect of using the lower tonnage for triple-unit trucks. It was found that due to the relatively low volumes of triple unit trucks, there was minimal change to the T designations. Because of this, continued use of the default values used in previous updates was recommended.

Data Sources Used in 2005 Validation

WSDOT Weigh-In-Motion (WIM)

Data was available from 36 locations. The average weight per class is given below. Data for triple-unit trucks appears to be low, which may be due to calibration. WIM sites are calibrated to double-unit trucks.

	Average Weight (Tons)
Single-Unit Trucks	7
Double-Unit Trucks	27
Triple-Unit Trucks	34

Commercial Vehicle Information System & Networks (CVISN)

Data was available from six locations. The average weight per class is given below. Data for double- and triple-unit trucks is acceptable to use from this source. However, the single-unit values were not acceptable, since only trucks weighing over 26,000 pounds are required to use the scales. This eliminates most of the single-unit trucks on the roadway.

	Average Weight (Tons)
Single-Unit Trucks	14
Double-Unit Trucks	22
Triple-Unit Trucks	40

Strategic Freight Transportation Analysis (SFTA)

Data was available from 27 locations. The average weight per class is given below. Data for double- and triple-unit trucks was acceptable to use from this source, however, the single-unit values were not acceptable, since only trucks weighing over 26,000 pounds are required to use the scales. This eliminates most of the single-unit trucks on the roadway.

	Average Weight (Tons)
Single-Unit Trucks	14
Double-Unit Trucks	31
Triple-Unit Trucks	37

Appendix Q: Assumptions made when interpreting the data

The FGTS update team reviewed statewide tabular and graphic truck tonnage data on state routes for errors and inconsistencies. When analyzing traffic data, the FGTS update team relied on best professional judgment to make assumptions and minor adjustments, and compared 2011 data with current data to correct anomalies, add couplets, and reconcile route continuity issues.

Sometimes the exact location of data collection points creates a confusing scenario, such as data indicating that freight tonnage drops significantly at a particular road location, but there is no opportunity at that location for the freight traffic to exit (i.e., no off ramp or pull-out). Where this was detected in the 2013 data, unless some reasonable explanation was found, the freight traffic was assumed to continue on to the next exit opportunity.

Washington State
Department of Transportation