
Washington State Freight and Goods Transportation System (FGTS) 2007 Update



February 2008

Prepared by:



**Washington State
Department of Transportation**

Freight Systems Division



**Washington State
Department of Transportation**

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Acronyms

AWC	Association of Washington Cities
CRAB	County Road Administration Board
CFGS	County Freight and Goods System
FMSIB	Freight Mobility Strategic Investment Board
FGTS	Freight and Goods Transportation System
FSD	Freight Systems Division
GIS	Geographic Information System
SFTA	Strategic Freight Transportation Analysis
TDO	Transportation Data Office
WPPA	Washington Public Ports Association
WSDOT	Washington State Department of Transportation
WTP	Washington Transportation Plan

FGTS 2007 Update Executive Summary

The Washington State Freight and Goods Transportation System (FGTS) is used to classify state highways, county roads, and city streets according to the average annual gross truck 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 fifth update of the FGTS since the original report was adopted in 1995. The FGTS provides an estimate of the highways and roadways most heavily used by trucks. It is used to establish funding eligibility for Freight Mobility Strategic Investment Board (FMSIB) grants, support Highways of Statewide Significance designation, fulfill federal reporting requirements, and support planning for pavement needs and upgrades.

The FGTS classifies roadways using five freight 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

Washington's Strategic Freight Corridors are currently defined as those routes that carry four million or more gross tons of freight annually (T-1 and T-2). Tonnage values are derived from actual or estimated truck traffic count data that is converted into average weights by truck type.

The FGTS 2007 Update provides updated classification information for T-1 through T-5 roadways at the state, county and city levels. Information, tables, and maps for T-1 and T-2 routes are provided in this report. Highly detailed maps displaying all T-1 through T-5 routes are available on the WSDOT Web site and can be requested on CD-ROM from WSDOT. For the 2007 Update, WSDOT developed an online format to provide comprehensive information on 2007 FGTS classifications, including tables, maps and data downloads.

In 2007, a total of 2,607 state route miles were designated as either T-1 or T-2, representing 37 percent of all state route miles. T-1 roads accounted

for 1,093 miles, 16 percent of all state route miles, and T-2 roads accounted for 1,514 miles, 21 percent of all state route miles.

Slightly over 307 state route miles changed designation since the 2005 FGTS update, with a net gain of 113 miles to the T-1/T-2 set in 2007. In 2007, 43.95 state route miles rose in tonnage classification from T-2 to T-1 and 171.00 miles rose from T-3 to T-2. A total of 48.34 miles dropped from T-1 to T-2 classification, 33.68 miles from T-2 to T-3, and 2.52 miles from T-1 to T-3. Distance modifications and corrected length calculations resulted in a 9.28 decrease of T-1 state route miles and a 19.26 decrease of T-2 state route miles.

This update also provides information about county road and city street classifications, obtained through the assistance of AWC and CRAB. In 2007, a total of 47.5 county road miles were classified as T-1 and 159.59 miles were classified as T-2. The total number of T-1 and T-2 county road miles decreased from 211 miles in 2005 to 207 miles in 2007, a decrease of 4 miles. In 2007, a total of 1.0 county road mile changed from T-2 to T-1 classification and 7.92 county road miles changed from T-1 to T-2.

With each FGTS update, the quality and level of information from Washington's cities and towns continues to improve. In 2007, WSDOT and AWC created an online format for cities and towns to update FGTS classifications for their jurisdiction. Each city and town was also contacted by letter and e-mail, and provided assistance in calculating FGTS classifications. In 2007, a total 44 cities and towns had T-1 and T-2 city streets within their jurisdiction. The FGTS 2007 Update includes a comparison of city street T-1 and T-2 changes since 2005.

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 also be supplemented with additional analysis to fully assess freight needs and impacts, develop strategic plans and priorities, and make investment decisions at the state and local level. Truck tonnage and roadway information represents only one part of an intermodal and complex freight transportation system. It does not provide information on the users of the system, their economic importance, performance requirements, system needs, and future trends.

WSDOT is aware that truck gross tonnage data is not sufficient to present a comprehensive view of the state's freight system. Other planning documents and reports expand this analysis and can be accessed through the WSDOT Freight Systems Division at www.wsdot.wa.gov/freight/.

The Freight and Goods Transportation System 2007 Update

Introduction

The Washington State Freight and Goods Transportation System (FGTS) is used to classify state highways, county roads, and city streets according to the average annual gross truck 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 fifth update of the FGTS since the original report was adopted in 1995. Today, more than ten years later, the importance of freight mobility to Washington's economy is as important as ever. The FGTS provides an estimate of the highways and roadways most heavily used by trucks. This edition of the FGTS provides updated tonnage and classification information for roadways at the state, county, and city levels.

As with past editions, this update is used to establish project eligibility for Freight Mobility Strategic Investment Board (FMSIB) grants, support Highways of Statewide Significance (HSS) designation, and fulfill other federal reporting requirements for truck and traffic counts. This information also supports planning for pavement upgrades, traffic congestion management, and other investment decisions at the local and statewide level. Political leaders, transportation managers, and planners can use the FGTS to begin assessing 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 47.052.021 (4)).

The Washington FGTS was updated in 1998, 2001, 2003, 2005, and now, in 2007. 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.

Over time, other efforts to develop freight policy and identify freight deficiencies in the state have taken place. These have included:

- A 1994 Cost Responsibility Study that focused on identification of freight and goods system deficiencies and needs for all-weather roads.
- A 1996 Freight Mobility Advisory Committee (FMAC) appointed by the Legislative Transportation Committee for development of freight policy recommendations.
- A 1997 WSDOT Freight Mobility Project Prioritization Committee formed to provide criteria for ranking freight mobility projects.
- A 1997 Eastern Washington Freight Mobility Advisory Committee (EWFMAC) appointed by the Legislative Transportation Committee to focus on freight corridors and investments in eastern Washington.
- The 1998 creation of FMSIB.
- From 1994-1999, the Eastern Washington Intermodal Transportation Study (EWITS), a research and survey effort to forecast future freight needs, identify gaps, and pinpoint critical system improvements.
- The 2001 creation of the WSDOT Office of Freight Strategy and Policy to provide leadership and coordination of WSDOT's freight activities.
- Continuing since 2001, the Strategic Freight Transportation Analysis (SFTA), a statewide research effort patterned after EWITS, to gather truck commodity flow, origin/destination, and other information highlighting freight movement in the state.

- A Marine Cargo Forecast conducted every 5 years by Washington Public Ports Association (WPPA) and WSDOT, the first in 1985 and the most recent in 2004.
- A WPPA Freight Rail Capacity Study completed in 2004.
- A survey of Washington State freight customers in 2004 and 2007.
- The Freight Report of the 2005 Washington Transportation Plan Update, a data driven analysis of the state’s freight system, freight customers, economic relevance, and prioritized needs.
- A Freight Efficiency and Competitiveness Phase I Study in 2006.
- The Puget Sound Regional Council’s Air Cargo Strategy in 2006.
- a Washington State Rail Capacity and System Needs Study completed for The Commission in 2007.
- In 2007, the WSDOT Office of Freight Strategy and Policy became the Freight Systems Division (FSD) to support Washington’s freight systems by providing strategic planning for freight investments and managing the state’s freight and passenger rail programs.
- A Truck Needs Assessment, including a truck volume and classification data base within the city of Seattle, completed in 2007.
- A study completed in 2007 that recommends the development of a Washington State Freight Data System.
- An expanded freight transportation component in the 2007-2026 Highway System Plan (HSP) Update.
- A Washington State Long-Term Air Transportation Study (LATS), including air cargo specific data and analysis, ongoing since 2006.

Numerous other freight-related data collection and planning efforts exist at the local, state, and national level. Information about these efforts can be accessed at www.wsdot.wa.gov/freight/.

The FGTS Tonnage Classification System

The FGTS tonnage classification system is used to classify state highways, county roads, and city streets according to the average annual gross truck tonnage they carry. Freight corridors with statewide significance, usually designated as Strategic Freight Corridors, are those routes that carry an average of four million or more gross tons by truck annually.

The tonnage classifications used for designating the FGTS 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

Methods Used in Preparing the FGTS 2007 Update

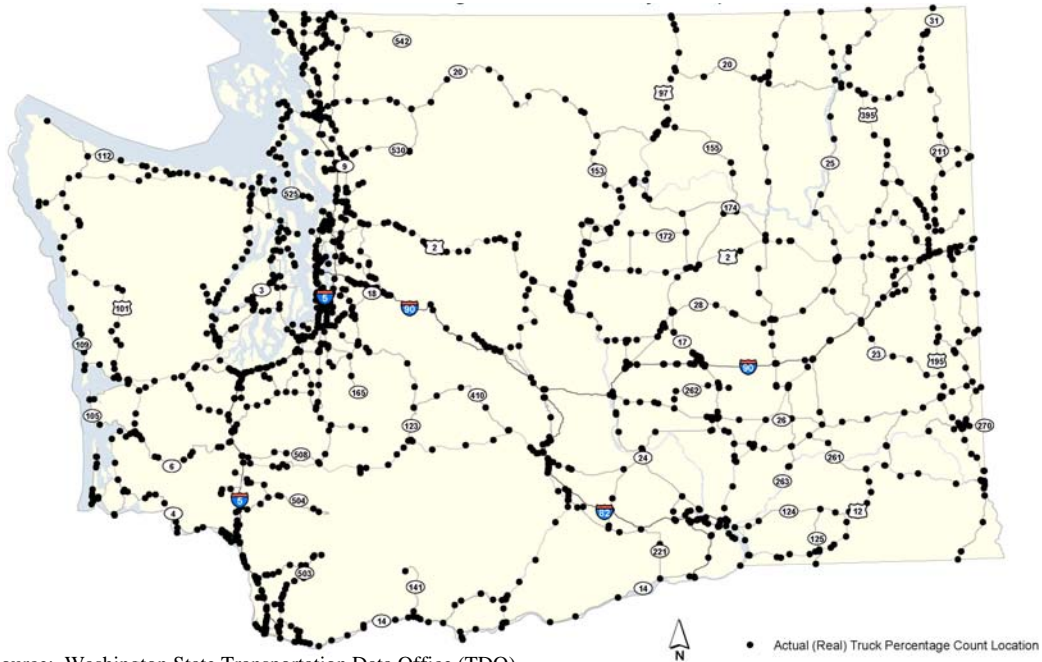
State Highway Data

The WSDOT Transportation Data Office (TDO) collects and provides truck tonnage information that is used to classify segments of state highways for the FGTS. For the 2007 update, truck classification data, used to estimate truck tonnage for state highways, was available at approximately 1,900 permanent or short count locations statewide. WSDOT methodology, described in Appendix K, was used by the TDO to convert this information to average gross annual tons.

For the 2007 update, there were a total of 4,908 data points used on state routes to estimate the FGTS classification. Of these, 38.8 percent (1,906 locations) had truck classification data. The other 61.2 percent (3,002 locations) only provided total volume data. When only total volume data is available, the truck count is estimated as a percent of total volume using the truck percent observed at the closest location providing truck classification data.

The location of permanent or short count locations provided full truck classification data for the 2007 update are shown below in Exhibit 1.

Exhibit 1: Location of TDO Actual Truck Classification Data



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 also conduct volume and classification studies on many roads that are existing and/or potential truck routes. Some of the urban counties do have full classification counters, but a majority use standard tube counters, which do not provide truck classification data. To provide the best information possible, some counties work with trucking concerns to develop tonnage data.

The methodology developed by WSDOT, described in Appendix K, is used to convert this information to gross annual tons. This methodology is used so that the designation is consistent between the state and the counties. Information from the most recent CFGS was provided to WSDOT and incorporated into the FGTS 2007 Update.

City Street Data

The FGTS classification of city streets is provided to WSDOT by local jurisdictions. The WSDOT Highways and Local Programs Office, assisted by the Association of Washington Cities (AWC), requests that cities submit updated classifications for streets that changed classification since the previous update, see Appendix J for the 2007 request. Guidance is provided to promote consistency in reporting street classification and tonnage data (Appendix K). The same methodology used for state routes and county roads is used for city streets.

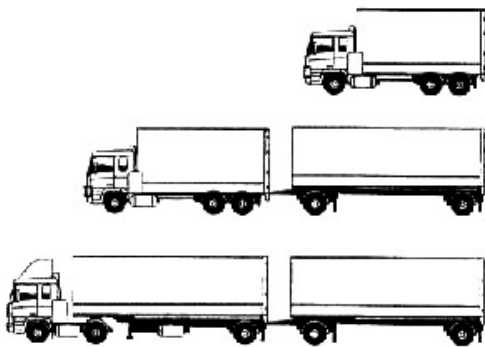
For the 2007 update, WSDOT and AWC created an online format to improve the ability of cities and towns to update FGTS classifications for their jurisdiction. This process improvement saved time for WSDOT, AWC, and local jurisdictions, and made it easier for cities to respond to the request for updated classifications. 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 2007 update, and the 2007 update team met with several jurisdictions to graphically resolve issues with route continuity and anomalies to improve the city dataset.

Converting Traffic Count Data to Tonnage

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. Private 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.

Exhibit 2: Truck Categories



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

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

AXLE CLASSIFICATION (Design Vehicle)			
1 Motorcycles rule 1 1'-0.0'	2 Passenger Cars rule 2 5.0'-9.0' rule 12 1'-9.0' 1'-4.0'	3 Two Axle, 4 Tire Single Units rule 3 9.5'-12.5' rule 7 (P/T) 1'-4.0' rule 9 (P) 9.5'-12.5'	15 All Other Vehicles rule 13 9.5'-10' 1'-4.0' 1'-3.5'
4 Buses rule 4 21.3'-25.5' rule 8 20'-25.5' 1'-5.0'	5 Two Axle, 6 Tire Units MEDIUM DUTY rule 5 12.5'-40' rule 11 5'-20' 5.0'-40'	6 Three Axle Single Units HEAVY DUTY rule 6 12.5'-40' 1'-0.0'	7 Four or More Axle Single Units rule 14 1'-4.0' 1'-0.0' 1'-5.0' rule 15 1'-4.0' 1'-0.0' 1'-1.0'
8 Four or Less Axle Single Trailers rule 10 1'-2.0' 5.0'-40' rule 16 1'-4.0' 1'-4.0' 1'-5.0' rule 17 1'-4.0' 1'-4.0'	9 Five Axle Single Trailers rule 18 (WB-50) 1'-4.0' 1'-1.0' 1'-4.0' 1'-1.0' rule 21 1'-4.0' 1'-4.0' 1'-4.0' 1'-4.0'	10 Six or More Axle Single Trailers rule 22 1'-4.0' 1'-5.0' 1'-4.0' 1'-0.0' 1'-5.0' rule 23 1'-4.0' 1'-4.0' 1'-0.0' 1'-0.0' 1'-0.0' rule 24 8.2'-20' 2.5'-5.0' 3.3'-5.0' 3.3'-5.0'	
11 Five or Less Axle Multi-Trailers rule 20 1'-14.2' 1'-4.0' 1'-4.0' 1'-4.0'	12 Six Axle Multi-Trailers rule 24 1'-4.0' 1'-4.0' 1'-4.0' 1'-4.0' 1'-4.0'	13 Seven or More Axle Multi-Trailers rule 25 1'-4.0' 1'-4.0' 1'-4.0' 1'-4.0' 1'-4.0' 1'-4.0'	

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 2003, the FGTS team validated these tonnage values. See Appendix L for more information on data validation and Appendix K for procedures used in estimating FGTS truck tonnage.

Results and Findings of the FGTS 2007 Update

The FGTS 2007 Update provides updated classification information for T-1 through T-5 roadways at the state, county, and city levels. Classifications were reviewed and validated by the 2007 FGTS Update team as described in Appendix M. Information, tables, and maps for T-1 and T-2 routes are provided in this report. Maps displaying 2007 designated T-1 and T-2 routes for the entire state and Puget Sound area can be found in Appendix A.

Highly detailed maps, displaying all T-1 through T-5 routes, are available on the WSDOT Web site and can be requested on CD-ROM from WSDOT. For the first time, the WSDOT Web site will provide comprehensive information on 2007 FGTS classifications. This will allow easier access to information for use by state and local planners, engineers, and decision-makers. The Web site will include:

- The FGTS 2007 Update Report with T-1 and T-2 tables and maps.
- Highly detailed maps at the county, urban area, and rural city level of T-1 through T-5 classifications.
- FGTS classification download options in GIS and CADD.
- Links to data sources and detailed tables of 2007 FGTS classifications.

State Highway Data

The 2007 FGTS tabular data for T-1 and T-2 state routes is presented in Appendix B and Appendix C. The data is listed in order by state route (SR) in Appendix B and by county in Appendix C. For the first time, these tables include the estimated average annual daily truck traffic and data source for each roadway segment. The average annual daily truck volumes listed are the estimated volume averages for the roadway section.

The truck data sources listed in the tables are a reflection of the highest truck data quality within the roadway section; although any given section may have used classification data from multiple sources. Potential data sources include:

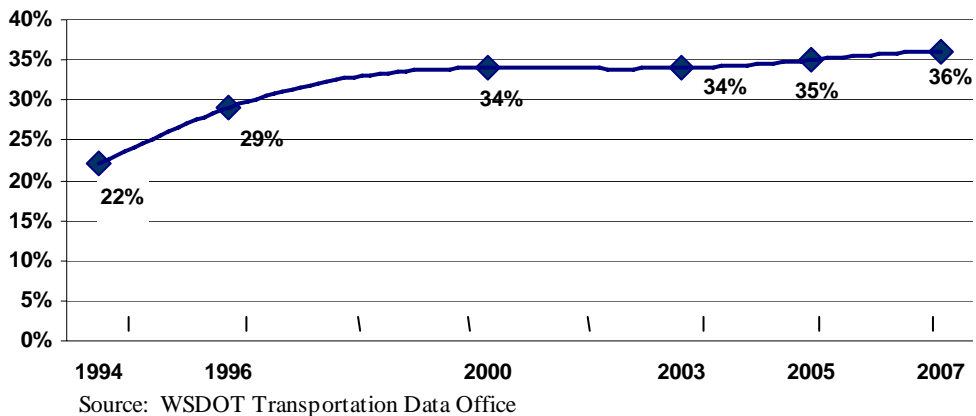
- A Permanent Traffic Recorder (PTR) contributed annualized classification information, providing the most complete and accurate data of all sources.

- One or more mechanically classified average weekday counts within recent years (generally three days worth of data) provided classification information referred to as “tube.”
- One or more manually classified counts (generally up to 12 hours at a location) provided classification information referred to as “manual.”
- There was no classification count in the roadway segment and truck classification data was spread to the section from counts taken during a prior year or nearby location.

In 2007, a total of 2,607 state route miles were designated as either T-1 or T-2, representing 37 percent of all state route miles. T-1 roads accounted for 1,093 miles, 16 percent of all state route miles, and T-2 roads accounted for 1,514 miles, 21 percent of all state route miles.

As shown in Exhibit 4, 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 number of trucks on state highways has also remained fairly constant. The amount of truck tonnage, and number of trucks, on existing T-1 or T-2 routes can increase without a change in classification. Other data sources reveal that the freight carried on Washington’s Strategic Freight Corridors continues to increase at a high rate (see www.wsdot.wa.gov/freight/).

Exhibit 4: Percent of All Washington State Routes Classified as FGTS T-1 or T-2



Detailed information about state routes changes from 2005 to 2007 is provided in Appendix D. Maps displaying state route changes are provided in Appendix E. In 2007, 43.95 state route miles rose in tonnage classification from T-2 to T-1 and 171.00 miles rose from T-3 to T-2. A total of 48.34 miles dropped from T-1 to T-2 classifications, 33.68 miles from T-2 to T-3, and 2.52 miles from T-1 to T-3. Distance modifications and corrected length calculations resulted in a 9.28 decrease of T-1 state

route miles and a 19.26 decrease of T-2 state route miles. In all, slightly over 307 state route miles changed designation since the 2005 FGTS update, with a net gain of 113 miles to the T-1/T-2 set in 2007.

County Road and City Street Data

This update also provides information about FGTS classifications for county roads and city streets, obtained through the assistance of AWC and CRAB. County road data for T-1 and T-2 segments is presented in Appendix F and a summary of county road T-1 and T-2 classification changes from 2005 to 2007 is presented in Appendix G.

In 2007, a total of 47.5 county road miles were classified as T-1 and 159.59 miles were classified as T-2. The total number of T-1 and T-2 county road miles decreased from 211 miles in 2005 to 207 miles in 2007, a decrease of 4 miles. In 2007, 1.0 county road mile changed from T-2 to T-1 classification and 7.92 county road miles changed from T-1 to T-2.

In 2007, a total 44 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 H. The FGTS 2007 Update also includes a comparison of city street T-1 and T-2 changes since 2005, presented in Appendix I.

Considerations for Future Updates

The identification and designation of a freight and goods transportation system for Washington State is a challenging task. The tonnage-based road ranking system presented in the FGTS identifies the most heavily used commercial trucking routes and uses data sources that are readily available, enabling the FGTS to be periodically updated at relatively low cost. It is an important dataset to establish funding eligibility for Freight Mobility Strategic Investment Board (FMSIB) grants, support Highways of Statewide Significance designation, fulfill federal reporting requirements, and support planning for pavement needs and upgrades.

Data Availability and Estimation Considerations

The current FGTS 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 must often be estimated when actual truck counts are not available. While reasonable estimates and a consistent methodology is used in determining the FGTS designation, 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 often requires estimates to be used instead of actual count data. In some locations, these estimates may not accurately reflect real truck activity. For example, in a 2007 study WSDOT obtained actual vehicle classification counts on several city arterials. These showed that truck volumes, as a percent of total traffic, might be higher than typically assumed on arterials outside of traditional industrial areas. To get accurate counts of truck volumes, additional equipment would be needed to collect accurate vehicle-classification data on arterials with more than two lanes in each direction. This could include induction loops or camera equipment.

Additional Analysis Needed to Fully Understand Freight System

While the use of truck gross 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 fully assess freight needs and impacts, develop strategic plans and priorities, and make investment decisions at the state and local level. Truck tonnage and roadway information represents only one part of an intermodal and complex freight transportation system. It does not provide information on the users of the system, their economic importance, performance requirements, system needs and future trends.

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 included identifying traffic delay impacts, freight chokepoints, distribution centers and intermodal transfer points, and hazardous material routes. The team also suggested considering the economic value of cargo, perishability, time-sensitivity, origin/destination patterns, and commodity type.

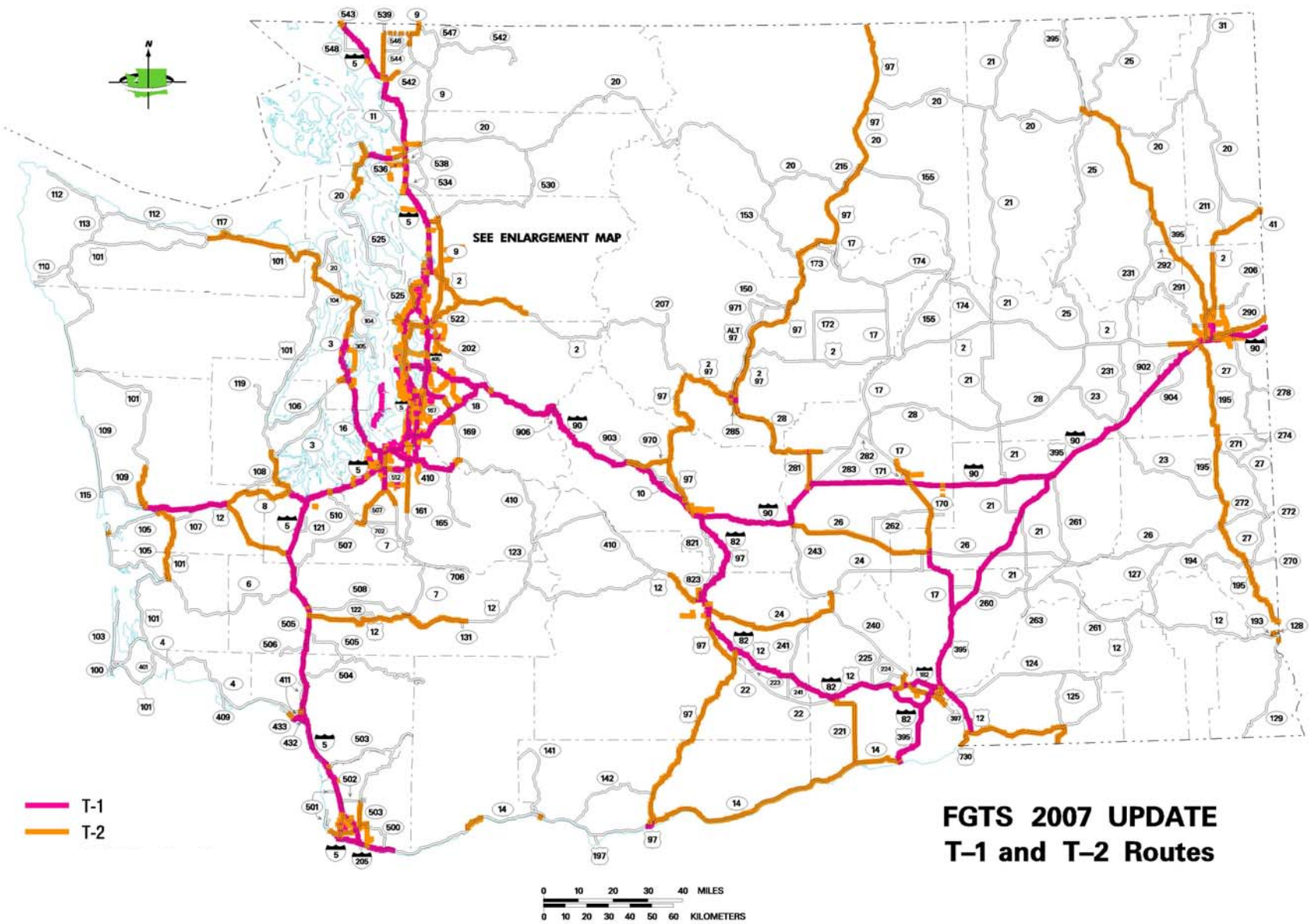
WSDOT has been able to consider these elements through the development of the Washington Transportation Plan (WTP) Update Freight Report and other strategic planning efforts. This analysis and report begins to fill many of the gaps in understanding Washington's freight transportation system. WSDOT is also working with a variety of stakeholders and partners to develop a comprehensive Washington State freight data program proposal, which would establish an ongoing, systematic approach to providing freight data for better decision making. At the same time, WSDOT is working with partners to develop a classification scheme for the state's freight corridors to help prioritize improvements. More information on these efforts can be found online at www.wsdot.wa.gov/freight/.

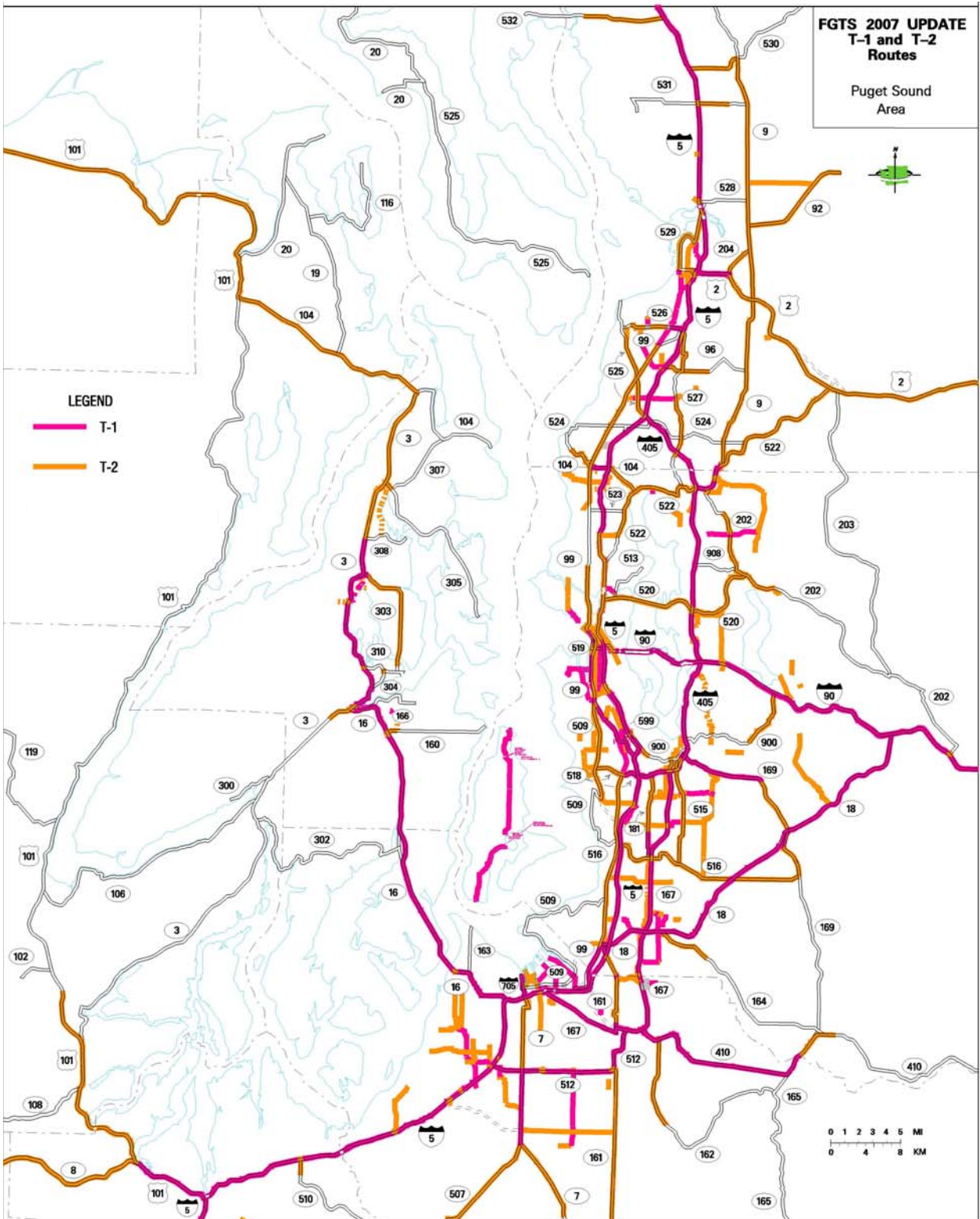
Recommendations

The FGTS 2007 Update team has identified areas for consideration in future updates to improve the accuracy and usefulness of the FGTS.

- While the 2007 update represents the most comprehensive city street information ever collected, it is still insufficient to accurately portray freight movement on city streets. Staffing constraints and information availability make it difficult for many local communities to submit information. Most cities do not have current truck counts, equipment, software, and/or available staff to compile the data. This also means that the FGTS designations are often estimated. Funding and assistance would need 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 robust, accurate, and systematic statewide freight data system will require additional funding. WSDOT is currently working to identify gaps in the truck data collection already performed to determine if new technology or locations are needed. This will help develop recommendations for the priority and/or frequency of future data collection efforts based on the cost to collect and utility of the data. WSDOT is also working with TDO and other traffic count collecting firms to determine how the accuracy of data collection can be improved. The recommendations will be included in a proposal for establishing a statewide freight data system.
- Future FGTS updates should continue to move towards more robust mapping and database tools. Storing data and using mapping layouts in a GIS format would create a more flexible, portable, and robust database. Currently, the CADD mapping layout is used for the FGTS update. To use GIS for mapping purposes, new layouts must be produced and data stored in CADD format must be converted to GIS. While these tasks are time consuming, technological advancements and other efforts by WSDOT are easing the transition.
- Information about additional modes of freight transportation and generators of freight activity could be included in future FGTS updates. While this information is not required in the FGTS, and it would not contribute to designation of freight tonnage on roadways, it would present a more complete picture of freight movement. Modes could include rail, seaport, airport, waterway, and intermodal facilities. For all modes, information sources would need to be identified and converted into the FGTS database and mapping formats. Bits and pieces of information currently exist for these modes, but it would require substantial work to locate and compile the data in a manner consistent with the FGTS format.

Appendix A: Maps of FGTS 2007 Update T-1 and T-2 Routes





Appendix B: 2007 FGTS State Route T-1 and T-2, Sorted by State Route

State Route (SR)	Description	Begin SR Mile post	End SR Mile post	Length ¹	2007 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	County	Truck Data Source ²
2	I-5 (Everett) to SR 204	0.00	2.45	2.45	T-1	13,800,000	4,800	Snohomish	PTR
2	SR 204 to Gold Bar	2.45	31.22	28.72	T-2	7,450,000	2,300	Snohomish	tube
2	Gold Bar to Index-Galena Rd	31.22	35.62	4.40	T-2	2,560,000	790	Snohomish	tube
2	US 97 to SR 285 (Wenatchee) /physical gap	104.74	118.90	14.16	T-2	7,410,000	1,900	Chelan	PTR
2	SR 285 to Chelan/Douglas Co. line	118.92	119.92	1.15	T-1	9,390,000	2,300	Chelan	PTR
2	Chelan/Douglas Co. Line to SR 28	119.92	127.86	0.88	T-1	9,390,000	2,300	Douglas	PTR
2	SR 28 to Orondo	127.86	139.85	11.89	T-2	7,490,000	1,700	Douglas	tube
2	Fairchild Air Force Base to I-90/coincident	275.35	283.22	7.87	T-2	4,860,000	1,400	Spokane	-
2	I-90 to Spokane/Pend Oreille Co. line (includes Browne & Division Couplets)	286.87	315.47	28.64	T-2	4,800,000	1,400	Spokane	PTR
2	Spokane/Pend Oreille Co. line to Idaho State line (Includes Newport Couplet)	315.47	334.51	18.97	T-2	4,370,000	1,100	Pend Oreille	tube
3	Sunnyslope Rd to SR 16 (Gorst)	32.60	34.67	2.07	T-2	5,730,000	1,700	Kitsap	manual
3	SR 16 (Gorst) to SR 308	34.67	48.48	13.79	T-1	13,790,000	3,400	Kitsap	PTR
3	SR 308 to SR 104	48.48	60.02	11.38	T-2	8,340,000	2,200	Kitsap	-
5	Oregon State Line to SR 205	0.00	8.23	8.23	T-1	37,700,000	7,600	Clark	PTR
5	I-205 to Clark/Cowlitz Co. line	8.23	20.78	12.55	T-1	72,400,000	13,000	Clark	PTR
5	Clark/Cowlitz Co. line to Cowlitz/Lewis Co. line	20.78	57.13	36.42	T-1	60,000,000	10,000	Cowlitz	PTR
5	Cowlitz/Lewis Co. line to Lewis/Thurston Co. line	57.13	85.51	28.38	T-1	65,200,000	11,000	Lewis	-
5	Lewis/Thurston Co. line to Thurston/Pierce Co. line	85.51	114.93	29.42	T-1	69,500,000	13,000	Thurston	PTR
5	Thurston/Pierce Co. line to Pierce/King Co. line	114.93	139.50	24.56	T-1	69,700,000	14,000	Pierce	PTR
5	King/Pierce Co. line to I-90	139.50	163.96	24.46	T-1	69,100,000	14,000	King	PTR
5	I-90 to King/Snohomish Co. line (includes Express Lanes)	163.96	177.76	13.80	T-1	44,200,000	11,000	King	PTR
5	King/Snohomish Co. line to Snohomish/Skagit Co. line	177.76	217.66	39.89	T-1	46,000,000	11,000	Snohomish	PTR
5	Snohomish/Skagit Co. line to Skagit/Whatcom Co. line	217.66	242.63	24.98	T-1	28,200,000	6,000	Skagit	PTR
5	Skagit/Whatcom Co. line to SR 543	242.63	275.15	32.52	T-1	19,930,000	4,400	Whatcom	PTR
5	SR 543 to Canadian Border	275.15	276.56	1.41	T-2	4,400,000	860	Whatcom	-
7	Weiler Rd to SR 507	41.19	47.42	6.23	T-2	6,860,000	2,100	Pierce	tube
7	SR 507 to SR 512	47.42	52.58	5.16	T-1	12,380,000	3,800	Pierce	-
7	SR 512 to I-5 (Tacoma)	52.58	58.60	5.70	T-2	5,280,000	2,200	Pierce	PTR

¹ Length includes couplets, etc., in addition to distance from milepost to milepost.

² PTR refers to Permanent Traffic Recorder. A dash means that data was spread to the section from past counts or a nearby location. See page 8 for full description of data sources.

State Route (SR)	Description	Begin SR Mile post	End SR Mile post	Length ¹	2007 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	County	Truck Data Source ²
8	US 12 to Grays Harbor/Thurston Co. line	0.00	10.54	10.54	T-2	6,710,000	1,700	Grays Harbor	tube
8	Grays Harbor/Thurston Co. line to US 101	10.54	20.67	10.13	T-2	6,710,000	1,700	Thurston	PTR
9	SR 522 to SR 92	0.00	17.49	17.49	T-2	7,350,000	2,400	Snohomish	tube
9	SR 92 to SR 530	17.49	29.57	12.08	T-2	4,460,000	1,600	Snohomish	PTR
9	South Pass Rd. to Canadian Border	90.31	98.17	7.48	T-2	4,100,000	780	Whatcom	tube
12	US 101 to SR 8 (Elma)/ physical gap (includes Aberdeen Couplet)	0.00	20.99	20.99	T-1	10,860,000	2,400	Grays Harbor	PTR
12	SR 8 to Grays Harbor/Thurston Co. line	21.30	38.84	17.54	T-2	5,370,000	1,200	Grays Harbor	tube
12	Grays Harbor/Thurston Co. line to I-5/coincident	38.84	46.62	7.78	T-2	7,810,000	1,800	Thurston	tube
12	I-5 (Napavine) to Gharet Rd.	66.54	116.87	50.34	T-2	5,290,000	1,200	Lewis	PTR
12	S Naches Rd to 16th Ave	189.87	202.04	12.19	T-2	5,680,000	1,200	Yakima	-
12	16th Ave to I-82	202.04	202.75	0.71	T-1	11,750,000	3,100	Yakima	-
12	I-82 to Franklin/Walla Walla Co. line	291.67	294.70	3.07	T-1	14,380,000	2,800	Franklin	-
12	Franklin/Walla Walla Co. line to US 730	294.70	307.41	12.71	T-1	12,220,000	2,000	Walla Walla	tube
12	US 730 to SR 125 Spur	307.41	335.30	27.89	T-2	6,010,000	1,200	Walla Walla	PTR
14	I-5 (Vancouver) to SE Brady Rd.	0.00	10.27	10.28	T-1	21,360,000	5,200	Clark	tube
14	SE Brady Rd to SR 500	10.27	14.63	4.36	T-1	13,070,000	3,300	Clark	PTR
14	SR 500 to 32nd St. (Washougal)	14.63	17.05	2.42	T-1	8,770,000	1,900	Clark	tube
14	Bridge of the Gods Rd. to Wind River Rd/Stevenson	41.55	47.47	5.92	T-2	4,270,000	990	Skamania	tube
14	US 97 to Klickitat/Benton Co. line	101.44	152.24	50.80	T-2	5,300,000	810	Klickitat	PTR
14	Klickitat/Benton Co. line to I-82 (Plymouth)	152.24	180.77	28.53	T-2	7,950,000	1,200	Benton	tube
16	Tacoma to Pierce/Kitsap Co. line	0.00	18.10	15.87	T-1	16,390,000	4,800	Pierce	PTR
16	Pierce/Kitsap Co. line to Gorst	18.10	29.19	11.14	T-1	13,880,000	3,900	Kitsap	PTR
16	Gorst Spur	28.74	29.13	0.39	T-2	3,120,000	900	Kitsap	manual
17	SR 395 to Franklin/Adams Co. line	7.43	21.80	14.31	T-1	10,300,000	1,500	Franklin	tube
17	Franklin/Adams Co. line to Cunningham Rd	21.80	29.38	7.58	T-1	11,740,000	1,700	Adams	tube
17	Cunningham Rd to Adams/Grant Co. line	29.38	35.60	6.22	T-2	6,520,000	1,300	Adams	PTR
17	Adams/Grant Co. line to Patton Blvd.	35.60	56.56	20.94	T-2	6,520,000	1,300	Grant	tube
18	SR 99 to SR 164	2.20 B	4.47	5.00	T-1	40,170,000	9,300	King	-
18	SR 164 to SR 516	4.47	11.39	6.92	T-1	27,110,000	6,100	King	PTR
18	SR 516 to I-90	11.39	27.91	16.49	T-1	17,390,000	3,500	King	PTR
20	Swantown Rd to Island/Skagit Co. line	30.85	41.90	11.04	T-2	4,490,000	1,600	Island	tube
20	Island/Skagit Co. line to SR 20 Spur	41.90	47.90	5.97	T-2	4,490,000	1,600	Skagit	tube
20	SR 20 Spur to SR 536	47.90	54.93	7.03	T-1	21,470,000	5,500	Skagit	-

State Route (SR)	Description	Begin SR Mile post	End SR Mile post	Length ¹	2007 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	County	Truck Data Source ²
20	SR 536 to S Burlington Blvd. & Avon Ave.	54.93	60.27	5.34	T-2	8,720,000	2,400	Skagit	tube
20	Anacortes Spur, SR 20 to Commercial Ave, Anacortes	47.89	51.92	4.03	T-2	6,630,000	1,700	Skagit	tube
22	I-82 to US 97 (Toppenish)	0.70	4.00	3.31	T-2	4,480,000	1,000	Yakima	tube
22	SR 221 to I-82	35.74	36.52	0.78	T-2	6,440,000	1,000	Benton	tube
24	I-82 to Keys Rd.	0.00	0.84	0.84	T-1	7,910,000	1,600	Yakima	-
24	Keys Rd. to SR 241	0.84	30.45	29.56	T-2	5,310,000	1,000	Yakima	tube
24	SR 241 to Yakima/Benton Co. line	30.45	30.76	0.31	T-2	6,020,000	840	Yakima	tube
24	Yakima/Benton Co. line to SR 240	30.76	38.74	7.75	T-2	6,020,000	840	Benton	tube
24	SR 240 to Benton/Grant Co. line	38.74	43.79	5.05	T-2	4,790,000	770	Benton	PTR
24	Benton/Grant Co. line to SR 243	43.79	44.15	0.36	T-2	4,790,000	770	Grant	PTR
26	I-90 to Grant/Adams Co. Line	0.00	26.46	26.46	T-2	5,330,000	900	Grant	tube
26	Grant/Adams Co. line to SR 17	26.46	42.62	16.16	T-2	5,410,000	900	Adams	tube
28	SR 2 to 15th St.	0.00 B	2.78 B	2.78	T-1	10,150,000	1,900	Douglas	-
28	15th St to SR 285 (Includes Wenatchee Couplet)	2.78 B	4.25 B	1.47	T-2	7,900,000	1,900	Douglas	tube
28	SR 285 to Grant Rd.	4.25 B	0.31	0.20	T-1	10,320,000	2,100	Douglas	-
28	Grant Rd. to Douglas/Grant Co. line	0.31	22.03	21.72	T-2	7,390,000	1,400	Douglas	tube
28	Douglas/Grant Co. line to 7th Ave. SW	22.03	29.26	7.23	T-2	7,390,000	1,400	Grant	tube
28	7th Ave SW to SR 281	29.26	29.77	0.51	T-1	7,460,000	1,400	Grant	-
28	SR 281 to Adams Rd	29.77	33.79	4.02	T-2	4,730,000	900	Grant	tube
82	I-90 to Kittitas/Yakima Co. line	0.00	19.88	19.88	T-1	21,550,000	3,700	Kittitas	PTR
82	Kittitas/Yakima Co. line to SR 22	19.88	50.63	30.72	T-1	21,550,000	3,700	Yakima	PTR
82	SR 22 to Yakima/Benton Co. line	50.63	75.37	24.74	T-1	16,490,000	2,900	Yakima	-
82	Yakima/Benton Co. line to I-182	75.37	102.87	27.50	T-1	16,490,000	2,900	Benton	-
82	I-182 to US 395	102.87	113.71	10.84	T-1	11,560,000	2,000	Benton	tube
82	US 395 to Oregon State Line	113.71	132.60	18.89	T-1	22,130,000	3,800	Benton	PTR
90	4th to I-5 (Seattle)	1.94	2.79	0.85	T-1	11,730,000	2,800	King	-
90	I-5 (Seattle) to SR 18 (includes Express Lanes)	2.79	26.21	23.43	T-1	31,600,000	8,000	King	PTR
90	SR 18 to SR 202 (North Bend)	26.21	31.00	4.79	T-1	57,080,000	10,000	King	-
90	SR 202 to King/Kittitas Co. line	31.00	52.61	21.88	T-1	33,680,000	5,800	King	PTR
90	King/Kittitas Co. line to I-82	52.61	110.13	57.47	T-1	33,680,000	5,800	Kittitas	PTR
90	I-82 to Kittitas/Grant Co. line	110.13	137.43	27.30	T-1	17,350,000	2,900	Kittitas	PTR
90	Kittitas/Grant Co. line Grant/Adams Co. line	137.43	191.89	54.46	T-1	17,350,000	2,900	Grant	PTR
90	Grant/Adams Co. line to SR 395	191.89	221.55	29.09	T-1	17,350,000	2,900	Adams	PTR
90	SR 395 to Adams/Lincoln Co. line	221.55	239.11	17.56	T-1	28,350,000	4,400	Adams	PTR
90	Adams/Lincoln Co. line Lincoln/Spokane Co. line	239.11	255.29	16.18	T-1	28,350,000	4,400	Lincoln	PTR
90	Lincoln/Spokane Co. line to US 2	255.29	278.40	23.11	T-1	28,350,000	4,400	Spokane	PTR
90	US 2 to Idaho State line	278.40	299.82	21.40	T-1	43,020,000	8,700	Spokane	PTR
92	SR 9 to Granite Falls	0.00	8.26	8.25	T-2	6,390,000	1,700	Snohomish	tube
96	I-5 (Mill Creek) to 3rd Ave SE	0.00	0.30	0.30	T-2	4,540,000	1,800	Snohomish	-
96	3rd Ave. SE to Seattle Hill Rd.	0.30	3.28	2.98	T-2	3,060,000	900	Snohomish	-
97	Oregon State line to SR 14	0.00 B	2.31	2.80	T-1	10,680,000	1,700	Klickitat	-
97	SR 14 to Klickitat/Yakima Co. line (Includes Maryhill Couplet)	2.31	33.52	30.67	T-2	7,320,000	1,200	Klickitat	PTR

State Route (SR)	Description	Begin SR Mile post	End SR Mile post	Length ¹	2007 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	County	Truck Data Source ²
97	Klickitat/Yakima Co. line to W 1st Ave.	33.52	62.00	28.39	T-2	7,320,000	1,200	Yakima	tube
97	W 1st Ave. to I-82/coincident	62.00	76.36	14.32	T-2	7,460,000	1,500	Yakima	PTR
97	I-90 to Kittitas/Chelan Co. line	133.90	163.72	29.95	T-2	6,070,000	2,200	Kittitas	PTR
97	Kittitas/Chelan Co. line to US 2 (Peshastin)/coincident	163.72	185.02	21.30	T-2	6,070,000	1,000	Chelan	PTR
97	US 2 (Orondo) to Douglas/Chelan Co. line	213.00	234.87	21.87	T-2	4,550,000	1,000	Douglas	PTR
97	Douglas/Chelan Co. line to SR 150	234.87	235.10	0.23	T-2	4,550,000	1,000	Chelan	PTR
97	SR 150 to Chelan/Okanogan Co. line	235.10	246.97	11.87	T-2	3,120,000	690	Chelan	PTR
97	Chelan/Okanogan Co. line to Canadian border	246.97	336.48	89.49	T-2	3,120,000	690	Okanogan	PTR
97	Alt. Rt., US 2 to Ohme Garden Rd./Warehouse Rd.	199.83	200.47	0.64	T-2	6,770,000	1,200	Chelan	-
99	I-5 (Fife) to 70th Ave E	0.00	1.16	1.16	T-1	10,900,000	2,500	Pierce	manual
99	70th Ave E to Pierce/King Co. line	1.16	6.15	1.34	T-1	8,390,000	2,000	Pierce	-
99	Pierce/King Co. line to SR 18	6.15	8.14	1.99	T-1	8,390,000	2,000	King	-
99	SR 18 to SR 518/physical gap	8.14	20.43	12.29	T-2	2,780,000	1,100	King	-
99	Physical gap/SR 599 to E Marginal Way	22.97	28.57	5.52	T-1	21,230,000	5,300	King	manual
99	E Marginal Way to Elliot Ave (includes Alaska Way Viaduct Couplet)	28.57	31.79	3.22	T-1	9,710,000	3,300	King	PTR
99	Elliot Ave to Green Lake Way	31.79	36.45	4.66	T-2	4,050,000	1,900	King	-
99	N 155th St. to King/Snohomish Co. line	40.97	43.50	2.52	T-2	2,820,000	1,300	King	-
99	King/Snohomish Co. line to SR 104	43.50	43.62	0.12	T-2	2,820,000	1,300	Snohomish	-
99	SR 104 to Evergreen Way	43.62	53.49	9.87	T-2	4,090,000	1,500	Snohomish	-
101	SR 6 to Pacific/Grays Harbor Co. line	58.48	67.18	8.43	T-2	4,880,000	1,300	Pacific	tube
101	Pacific/Grays Harbor Co. line to SR 105 (Aberdeen)	67.18	83.17	15.91	T-2	4,460,000	1,300	Grays Harbor	tube
101	SR 105 (Aberdeen) to 6th St (Hoquiam) (Includes Aberdeen Couplet)	83.17	87.41	4.34	T-1	12,680,000	3,400	Grays Harbor	tube
101	6th St (Hoquiam) to Ocean Beach Rd. (Includes Aberdeen Couplet)	87.41	91.92	4.34	T-2	5,680,000	1,700	Grays Harbor	tube
101	SR 112 to SR 117	242.61	246.07	3.46	T-2	4,250,000	1,200	Clallam	tube
101	1st St./Lincoln St. to Golf Course Rd. (Includes Port Angeles Couplet)	248.06	249.63	1.57	T-2	9,190,000	2,800	Clallam	-
101	Golf Course Rd. to Clallam/Jefferson Co. line	249.63	274.65	24.72	T-2	7,250,000	2,000	Clallam	PTR
101	Clallam/Jefferson Co. line to SR 104	274.65	284.63	9.98	T-2	7,250,000	2,000	Jefferson	PTR
101	Wallace Blvd. to SR 3	345.65	348.95	3.30	T-2	5,990,000	1,500	Mason	tube
101	SR 3 to Mason/Thurston Co. line	348.95	356.92	7.20	T-2	9,340,000	2,500	Mason	PTR
101	Mason/Thurston Co. line to SR 8/physical gap	356.92	361.40	4.48	T-2	9,340,000	2,500	Thurston	PTR

State Route (SR)	Description	Begin SR Mile post	End SR Mile post	Length ¹	2007 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	County	Truck Data Source ²
101	SR 8 to I-5	361.52	367.41	5.89	T-1	15,100,000	4,100	Thurston	PTR
101	Heron Street Couplet	83.75	83.88	0.13	T-2	8,850,000	2,300	Grays Harbor	-
104	US 101 to SR 19	0.20	8.87	8.67	T-2	4,850,000	1,100	Jefferson	tube
104	SR 19 to Jefferson/Kitsap Co. line	8.87	14.67	5.80	T-2	6,990,000	1,700	Jefferson	PTR
104	Jefferson/Kitsap Co. line to SR 3	14.67	15.59	0.92	T-2	6,990,000	1,700	Kitsap	PTR
104	Fifth St. to SR 99	25.55	28.07	2.44	T-2	4,610,000	1,500	Snohomish	-
104	SR 99 to Snohomish/King Co. line	28.07	28.23	0.16	T-2	9,590,000	3,100	Snohomish	-
104	Snohomish/King Co. line to I-5	28.23	29.81	1.17	T-2	9,590,000	3,100	King	-
104	I-5 (Shoreline) to SR 522	29.81	32.28	2.47	T-2	5,030,000	1,600	King	-
105	Taft Rd. to SR 101 (Aberdeen)	47.39	48.76	1.37	T-2	7,540,000	1,400	Grays Harbor	-
117	US 101 to Port Docks	0.00	1.40	1.40	T-2	5,430,000	1,200	Clallam	tube
125	Oregon State Line to W Rose St.	0.00	5.41	5.40	T-2	5,120,000	1,300	Walla Walla	tube
125	W Rose St. to W Pine St.	5.41	5.77	0.36	T-2	6,070,000	1,300	Walla Walla	-
128	US 12 to Asotin/Whitman Co. line	0.00	0.39	0.39	T-2	4,080,000	850	Asotin	tube
128	Asotin/Whitman Co. line to Idaho State line	0.39	2.24	1.85	T-2	4,080,000	850	Whitman	tube
160	SR 16 to Bethel Rd.	0.00	0.82	0.82	T-2	2,390,000	830	Kitsap	-
161	Kapowsin Highway to 224th St. E	13.17	18.21	5.04	T-2	5,170,000	1,300	Pierce	-
161	224th St. E to SR 512/coincident	18.21	25.85	7.64	T-2	7,360,000	2,300	Pierce	manual
161	SR 167 to Valley Ave.	28.73	28.82	0.09	T-1	15,100,000	3,600	Pierce	manual
161	Valley Ave. E to Milton Way	28.82	32.08	3.26	T-2	7,540,000	1,800	Pierce	-
161	Milton Way to Pierce/King Co. line	32.08	32.58	0.53	T-1	10,340,000	2,400	Pierce	-
161	Military Rd S to S 360th St/Milton Rd.	32.58	34.14	1.56	T-2	8,440,000	2,000	King	-
161	S 360th St/Milton Rd. to SR 18 (Federal Way)	34.14	35.00	0.86	T-1	11,840,000	2,800	King	-
162	SR 410 (Sumner) to Orting	0.00	8.88	6.50	T-2	4,830,000	1,300	Pierce	tube
164	SR 18 to Academy Drive	0.31	4.37	4.06	T-2	4,190,000	1,500	King	tube
167	I-5 (Tacoma) to SR 512 (includes Puyallup Couplet)	0.00	6.44	7.72	T-1	17,900,000	4,500	Pierce	-
167	SR 512 to Pierce/King Co. line	6.44	11.17	4.73	T-1	52,150,000	11,000	Pierce	-
167	Pierce/King Co. line to I-405	11.17	25.84	14.71	T-1	52,150,000	11,000	King	PTR
167	I-405 to SR 900	25.84	27.28	1.44	T-2	5,160,000	1,900	King	manual
169	SR 516 to Cedar Grove Rd.	11.44	17.68	6.24	T-2	8,380,000	2,500	King	tube
169	Cedar Grove Rd to 196th SE	17.68	19.22	1.54	T-1	9,490,000	2,100	King	tube
169	196th Ave SE to 140th Way SE	19.22	23.00	3.78	T-1	12,250,000	2,500	King	-
169	140th Way SE to Renton	23.00	25.26	2.26	T-1	20,500,000	4,200	King	-
181	SR 516 (Kent) to S 220th St.	5.32	7.21	6.05	T-1	10,090,000	2,700	King	manual
181	S 220th St to Longacres Way	7.21	11.18	3.97	T-2	9,890,000	2,800	King	manual
181	Longacres Way to I-405 (Renton)	11.18	11.37	0.19	T-1	11,640,000	3,100	King	manual
182	I-82 to SR 240/Thayer Dr.	0.00	3.37	3.37	T-2	7,600,000	1,700	Benton	-
182	SR 240/Thayer Dr. to Benton/Franklin Co. line	3.37	6.04	2.67	T-1	15,340,000	3,500	Benton	-
182	Benton/Franklin Co. line to US 395/SR 397	6.04	14.37	8.33	T-1	15,340,000	3,800	Franklin	PTR
182	US 395/SR 397 to US 12	14.37	15.19	0.82	T-1	13,560,000	2,600	Franklin	-
195	Idaho State line to SR 23	0.00	47.99	46.13	T-2	5,170,000	880	Whitman	PTR

State Route (SR)	Description	Begin SR Mile post	End SR Mile post	Length ¹	2007 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	County	Truck Data Source ²
195	SR 23 to SR 271	47.99	62.94	14.95	T-2	3,870,000	790	Whitman	tube
195	SR 271 to Whitman/Spokane Co. line	62.94	66.22	3.28	T-2	4,930,000	1,000	Whitman	PTR
195	Whitman/Spokane Co. line to Cheney-Spokane Rd.	66.22	93.83	26.85	T-2	4,930,000	1,000	Spokane	PTR
195	Cheney-Spokane Rd. to I-90	93.83	95.99	2.16	T-2	7,490,000	1,800	Spokane	-
202	SR 522 to Woodinville-Redmond Rd.	0.00	0.55	0.55	T-2	4,040,000	1,300	King	-
202	148th Ave. NE/NE 145th St. to SR 520 (Includes Redmond Couplet)	2.67	7.80	6.35	T-2	2,700,000	960	King	-
202	SR 520 to Sahalee Way	7.80	10.28	2.46	T-2	5,780,000	2,000	King	tube
202	South Fork Rd to I-90.	30.32	30.60	0.28	T-2	5,130,000	1,600	King	-
204	US 2 to SR 9	0.00 B	2.35	2.38	T-2	5,510,000	2,100	Snohomish	tube
205	Oregon State line to I-5	26.59	37.16	10.57	T-1	29,830,000	7,100	Clark	PTR
221	SR 14 /Patterson to SR 22	0.00	26.07	25.95	T-2	6,480,000	960	Benton	PTR
240	Coast St./Stevens Dr. to I-182/coincident	30.63	34.87	4.24	T-2	7,750,000	2,000	Benton	-
240	I-182 to US 395	36.05	43.17	7.12	T-2	7,480,000	2,400	Benton	PTR
281	I-90 to SR 28 (Quincy)	0.00	10.55	10.55	T-2	5,250,000	990	Grant	tube
281	Burke Spur	2.65	4.34	1.69	T-2	3,170,000	690	Grant	tube
285	SR 28 to Douglas/Chelan Co. line	0.00	0.28	0.28	T-2	5,370,000	2,100	Douglas	PTR
285	Douglas/Chelan Co. line to Wenatchee Ave.	0.28	0.39	0.11	T-2	5,370,000	2,100	Chelan	PTR
285	Wenatchee Ave. to Ferry St.	0.39	0.71	0.32	T-2	4,160,000	1,600	Chelan	-
285	Miller St. to US 2	3.05	5.04	1.99	T-2	3,620,000	1,200	Chelan	-
290	I-90 to Trent Ave./Hamilton St.	0.07	0.74	0.67	T-2	5,155,500	1,700	Spokane	-
290	Havana St. to Idaho State line	3.22	18.38	15.16	T-2	6,910,000	2,000	Spokane	PTR
303	11th St. to SR 3	0.26	8.49	8.23	T-2	4,420,000	1,600	Kitsap	-
305	SR 307 to SR 3	12.82	13.52	0.70	T-2	4,270,000	1,600	Kitsap	-
395	I-82 to Benton/Franklin Co. line	13.05	18.93	5.88	T-1	17,320,000	3,200	Benton	tube
395	Benton/Franklin Co. line to I-182/coincident	18.93	20.59	1.66	T-1	19,450,000	3,600	Franklin	tube
395	I-182 to Franklin/Adams Co. line	22.72	61.24	38.32	T-1	20,530,000	3,400	Franklin	PTR
395	Franklin/Adams Co. line to I-90/coincident	61.24	96.13	34.89	T-1	11,570,000	2,000	Adams	PTR
395	US 2 to Spokane/Stevens Co. line	164.50	183.69	19.21	T-2	4,340,000	1,100	Spokane	tube
395	Spokane/Stevens Co. line to Stevens/Ferry Co. line	183.69	241.61	57.90	T-2	4,720,000	1,200	Stevens	PTR
395	Stevens/Ferry Co. line to SR 20	241.61	241.89	0.28	T-2	4,720,000	1,200	Ferry	-
397	Haney Rd. to Benton/Franklin Co. line	2.81	7.24	4.43	T-2	5,820,000	1,200	Benton	tube
397	Benton/Franklin Co. line to I-182 End Route	7.24	11.23	3.99	T-2	5,820,000	1,500	Franklin	tube
405	I-5 (Tukwila) to SR 522	0.00	23.23	23.22	T-1	31,200,000	7,700	King	PTR
405	SR 522 to King/Snohomish Co. line	23.23	25.02	1.78	T-1	18,030,000	3,900	King	PTR
405	King/Snohomish Co. line to I-5 (Swamp Creek)	25.02	30.32	5.30	T-1	18,030,000	3,900	Snohomish	PTR
410	SR 167 to Sumner Buckley Hwy./181st St.	8.84	13.37	4.53	T-1	16,500,000	4,000	Pierce	-

State Route (SR)	Description	Begin SR Mile post	End SR Mile post	Length ¹	2007 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	County	Truck Data Source ²
410	Sumner Buckley Hwy. to Pierce/King Co. line	13.37	22.02	8.65	T-1	10,850,000	3,000	Pierce	-
410	Pierce/King Co. line to 244th Ave S (Enumclaw)	22.02	22.46	0.44	T-1	10,020,000	2,500	King	-
410	244th Ave S to 284th Ave.	22.46	25.64	3.18	T-2	5,570,000	1,400	King	tube
432	38th Ave. to SR 433	3.30	6.10	2.80	T-2	6,170,000	1,500	Cowlitz	tube
432	SR 433 to I-5	6.10	10.33	4.22	T-1	22,560,000	4,300	Cowlitz	-
433	Oregon State line to SR 432	0.00	0.94	0.94	T-1	11,690,000	2,800	Cowlitz	PTR
500	I-5 (Vancouver) to NE 4th Plain Rd.	0.00	5.98	5.98	T-2	6,930,000	2,000	Clark	tube
500	NE 4th Plain Rd. to SR 503	5.98	6.98	1.00	T-2	4,790,000	1,500	Clark	-
500	SR 503 to NE Ward Rd.	6.98	9.26 B	2.28	T-2	2,660,000	1,300	Clark	-
501	I-5 (Vancouver) to Port of Vancouver (Includes Vancouver Couplet)	0.00	2.24	1.94	T-1	10,470,000	1,900	Clark	-
501	Port of Vancouver to Old Lower River Rd.	2.24	4.06	1.82	T-2	4,370,000	980	Clark	tube
503	SR 500 to SR 502	1.02	8.09	6.85	T-2	5,540,000	1,900	Clark	-
503	Gun Club Rd. to I-5 (Woodland)	53.00	54.38	1.38	T-2	5,410,000	1,600	Cowlitz	tube
507	SR 510 to Thurston/Pierce Co. line	28.24	30.67	2.43	T-2	5,300,000	1,500	Thurston	tube
507	Thurston/Pierce Co. line to SR 7	30.67	43.57	12.89	T-2	5,300,000	1,500	Pierce	tube
508	I-5 (Napavine) to Forest Rd.	0.00	0.25	0.25	T-2	2,470,000	680	Lewis	tube
509	Des Moines Way S/S 188th St. to SR 99	2435B	29.92	7.07	T-2	4,830,000	1,800	King	PTR
510	I-5 (Lacey) to Steilacoom Rd. SE	0.01	3.31	1.18	T-2	5,280,000	1,500	Thurston	-
512	I-5 (Lakewood) To SR 167 (Puyallup)	0.00	12.06	12.06	T-1	29,100,000	6,700	Pierce	PTR
513	SR 520 to NE Pacific St.	0.00	0.34	0.34	T-2	4,040,000	1,800	King	manual
515	SR 516 to SR 900 (Renton)	0.00	7.82	7.86	T-2	1,680,000	770	King	-
516	SR 99 to SR 169	1.83	16.22	14.66	T-2	5,290,000	1,700	King	-
518	SR 509 to SR 99	0.00	2.83	2.44	T-2	8,540,000	2,600	King	PTR
518	SR 99 to I-5	2.83	3.81	0.98	T-1	16,010,000	4,900	King	-
519	I-90 to 1st Ave. S	0.00	0.38	0.38	T-2	7,360,000	3,100	King	-
519	1st Ave. S to Ferry Terminal	0.38	1.14	0.76	T-2	3,350,000	1,400	King	-
520	I-5 (Seattle) to SR 202	0.00	12.83	12.82	T-2	7,530,000	1,700	King	PTR
522	Northgate Way to I-405 (Bothell)	2.52	11.10	8.57	T-2	3,510,000	2,000	King	-
522	I-405 (Bothell) to SR 202 (Woodinville)	11.10	11.59	0.49	T-1	26,210,000	5,800	King	-
522	SR 202 (Woodinville) to King/Snohomish Co. line	11.59	13.45	1.87	T-1	15,730,000	4,900	King	PTR
522	King/Snohomish Co. line to SR 9	13.45	14.09	0.64	T-1	15,730,000	4,900	Snohomish	PTR
522	SR 9 to US 2	14.09	24.68	10.59	T-2	8,020,000	2,500	Snohomish	-
524	Yew Way to SR 522	14.31	14.56	0.25	T-2	5,210,000	1,700	Snohomish	-
525	I-5 (Lynnwood) to SR 525 Spur	0.00	5.63	5.80	T-2	4,710,000	1,500	Snohomish	-
525	Paine Spur, SR 525 to SR 526	5.59	6.45	0.86	T-2	5,330,000	1,100	Snohomish	-
526	Boeing Entrance to Airport Rd.	0.80	1.65	0.85	T-2	4,320,000	1,500	Snohomish	-
526	Airport Rd. to Evergreen Way	1.65	3.73	2.08	T-2	7,850,000	2,800	Snohomish	-
526	Evergreen Way to I-5	3.73	4.52	0.79	T-1	10,960,000	3,900	Snohomish	-

State Route (SR)	Description	Begin SR Mile post	End SR Mile post	Length ¹	2007 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	County	Truck Data Source ²
527	228th St. SE to 164th St. SE/Mill Creek	2.41	6.62	4.21	T-2	6,170,000	2,300	Snohomish	-
527	SR 96 to I-5	8.86	11.92	3.06	T-2	5,720,000	2,000	Snohomish	-
529	I-5 (Everett) to Broadway Ave.-Old SR 529	0.00	0.87	0.87	T-2	4,510,000	1,300	Snohomish	-
529	W Marine View Dr. to Broadway Ave./physical gap	1.46	4.92 B	3.46	T-2	4,210,000	1,200	Snohomish	-
529	Broadway Ave to I-5 (Marysville)	3.74	5.79	2.05	T-2	5,650,000	2,200	Snohomish	-
530	I-5 (Arlington) to SR 9/coincident	16.95	20.79	3.84	T-2	8,890,000	2,800	Snohomish	tube
530	SR 9 to Jim Creek Rd.	20.90	25.52	4.42	T-2	4,410,000	1,300	Snohomish	tube
531	I-5 (Smokey Point) to 67th Ave. NE	6.29	8.59	2.30	T-2	8,290,000	2,400	Snohomish	tube
532	98th Ave. NW to I-5 (Mt Vernon)	4.25	10.09	5.84	T-2	4,060,000	1,400	Snohomish	tube
536	Wall St. to 1st St.	4.49	4.91	0.42	T-2	4,720,000	1,700	Skagit	-
538	I-5 (Mt. Vernon) to La Venture Rd.	0.00	1.27	1.27	T-2	5,390,000	1,300	Skagit	-
539	I-5 (Bellingham) to SR 546	0.00	12.54	12.54	T-2	7,350,000	1,700	Whatcom	tube
542	I-5 (Bellingham) to Everson Goshen Rd.	0.00	4.80	4.80	T-2	5,460,000	1,300	Whatcom	-
543	I-5 (Bellingham) to Canadian Border	0.00	1.09	1.09	T-1	14,170,000	2,800	Whatcom	tube
546	SR 539 to SR 9	0.00	8.02	8.02	T-2	6,000,000	1,100	Whatcom	tube
599	I-5 (Tukwila) to SR 99	0.00	1.75	1.75	T-1	23,000,000	5,100	King	PTR
705	I-5 (Tacoma) to Schuster Parkway	0.00	1.50	1.50	T-1	27,510,000	4,100	Pierce	tube
730	Oregon State line to US 12 (Wallula)	0.00	6.08	6.08	T-2	7,700,000	1,000	Walla Walla	tube
730	Wallula Spur	5.82	6.12	0.30	T-2	4,490,000	540	Walla Walla	tube
823	I-82 to 1st Ave.	0.07	1.36	1.29	T-2	3,170,000	1,300	Yakima	tube
900	I-5 (Tukwila) to 68th St. S	5.93	8.27	2.34	T-2	6,180,000	1,500	King	-
900	SE May Valley Rd. to I-90 (Issaquah)	17.41	21.64	4.23	T-2	7,820,000	2,100	King	-
903	SR 970 to Oakes Ave.	0.00	2.00	2.00	T-2	5,210,000	1,300	Kittitas	tube
970	I-90 to SR 97	0.00	10.31	10.31	T-2	4,410,000	1,100	Kittitas	PTR

Appendix C: 2007 FGTS State Route T-1 and T-2, Sorted by County

County	State Route (SR)	Description	Begin SR Mile post	End SR Mile post	Length ¹	2007 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Data Source ²
Adams	17	Franklin/Adams Co. line to Cunningham Rd	21.80	29.38	7.58	T-1	11,740,000	1,700	tube
Adams	17	Cunningham Rd to Adams/Grant Co. line	29.38	35.60	6.22	T-2	6,520,000	1,300	PTR
Adams	26	Grant/Adams Co. line to SR 17	26.46	42.62	16.16	T-2	5,410,000	900	tube
Adams	90	Grant/Adams Co. line to SR 395	191.89	221.55	29.09	T-1	17,350,000	2,900	PTR
Adams	90	SR 395 to Adams/Lincoln Co. line	221.55	239.11	17.56	T-1	28,350,000	4,400	PTR
Adams	395	Franklin/Adams Co. line to I-90/coincident	61.24	96.13	34.89	T-1	11,570,000	2,000	PTR
Asotin	128	US 12 to Asotin/Whitman Co. line	0.00	0.39	0.39	T-2	4,080,000	850	tube
Benton	14	Klickitat/Benton Co. line to I-82 (Plymouth)	152.24	180.77	28.53	T-2	7,950,000	1,200	tube
Benton	22	SR 221 to I-82	35.74	36.52	0.78	T-2	6,440,000	1,000	tube
Benton	24	Yakima/Benton Co. line to SR 240	30.76	38.74	7.75	T-2	6,020,000	840	tube
Benton	24	SR 240 to Benton/Grant Co. line	38.74	43.79	5.05	T-2	4,790,000	770	PTR
Benton	82	Yakima/Benton Co. line to I-182	75.37	102.87	27.50	T-1	16,490,000	2,900	-
Benton	82	I-182 to US 395	102.87	113.71	10.84	T-1	11,560,000	2,000	tube
Benton	82	US 395 to Oregon State Line	113.71	132.60	18.89	T-1	22,130,000	3,800	PTR
Benton	182	I-82 to SR 240/Thayer Dr.	0.00	3.37	3.37	T-2	7,600,000	1,700	-
Benton	182	SR 240/Thayer Dr. to Benton/Franklin Co. line	3.37	6.04	2.67	T-1	15,340,000	3,500	-
Benton	221	SR 14 /Patterson to SR 22	0.00	26.07	25.95	T-2	6,480,000	960	PTR
Benton	240	Coast St./Stevens Dr. to I-182/coincident	30.63	34.87	4.24	T-2	7,750,000	2,000	-
Benton	240	I-182 to US 395	36.05	43.17	7.12	T-2	7,480,000	2,400	PTR
Benton	395	I-82 to Benton/Franklin Co. line	13.05	18.93	5.88	T-1	17,320,000	3,200	tube
Benton	397	Haney Rd. to Benton/Franklin Co. line	2.81	7.24	4.43	T-2	5,820,000	1,200	tube
Chelan	2	US 97 to SR 285 (Wenatchee) /physical gap	104.74	118.90	14.16	T-2	7,410,000	1,900	PTR
Chelan	2	SR 285 to Chelan/Douglas Co. line	118.92	119.92	1.15	T-1	9,390,000	2,300	PTR
Chelan	97	Kittitas/Chelan Co. line to US 2 (Peshastin)/coincident	163.72	185.02	21.30	T-2	6,070,000	1,000	PTR
Chelan	97	Douglas/Chelan Co. line to SR 150	234.87	235.10	0.23	T-2	4,550,000	1,000	PTR
Chelan	97	SR 150 to Chelan/Okanogan Co. line	235.10	246.97	11.87	T-2	3,120,000	690	PTR
Chelan	97	Alt. Rt., US 2 to Ohme Garden Rd./Warehouse Rd.	199.83	200.47	0.64	T-2	6,770,000	1,200	-

¹ Length includes couplets, etc., in addition to distance from milepost to milepost.

² PTR refers to Permanent Traffic Recorder. A dash means that data was spread to the section from past counts or a nearby location. See page 8 for full description of data sources.

County	State Route (SR)	Description	Begin SR Mile post	End SR Mile post	Length ¹	2007 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Data Source ²
Chelan	285	Douglas/Chelan Co. line to Wenatchee Ave.	0.28	0.39	0.11	T-2	5,370,000	2,100	PTR
Chelan	285	Wenatchee Ave. to Ferry St.	0.39	0.71	0.32	T-2	4,160,000	1,600	-
Chelan	285	Miller St. to US 2	3.05	5.04	1.99	T-2	3,620,000	1,200	-
Clallam	101	SR 112 to SR 117	242.61	246.07	3.46	T-2	4,250,000	1,200	tube
Clallam	101	1st.St./Lincoln St. to Golf Course Rd. (Includes Port Angeles Couplet)	248.06	249.63	1.57	T-2	9,190,000	2,800	-
Clallam	101	Golf Course Rd. to Clallam/Jefferson Co. line	249.63	274.65	24.72	T-2	7,250,000	2,000	PTR
Clallam	117	US 101 to Port Docks	0.00	1.40	1.40	T-2	5,430,000	1,200	tube
Clark	5	Oregon State Line to SR 205	0.00	8.23	8.23	T-1	37,700,000	7,600	PTR
Clark	5	I-205 to Clark/Cowlitz Co. line	8.23	20.78	12.55	T-1	72,400,000	13,000	PTR
Clark	14	I-5 (Vancouver) to SE Brady Rd.	0.00	10.27	10.28	T-1	21,360,000	5,200	tube
Clark	14	SE Brady Rd to SR 500	10.27	14.63	4.36	T-1	13,070,000	3,300	PTR
Clark	14	SR 500 to 32nd St. (Washougal)	14.63	17.05	2.42	T-1	8,770,000	1,900	tube
Clark	205	Oregon State line to I-5	26.59	37.16	10.57	T-1	29,830,000	7,100	PTR
Clark	500	I-5 (Vancouver) to NE 4th Plain Rd.	0.00	5.98	5.98	T-2	6,930,000	2,000	tube
Clark	500	NE 4th Plain Rd. to SR 503	5.98	6.98	1.00	T-2	4,790,000	1,500	-
Clark	500	SR 503 to NE Ward Rd.	6.98	9.26 B	2.28	T-2	2,660,000	1,300	-
Clark	501	I-5 (Vancouver) to Port of Vancouver (Includes Vancouver Couplet)	0.00	2.24	1.94	T-1	10,470,000	1,900	-
Clark	501	Port of Vancouver to Old Lower River Rd.	2.24	4.06	1.82	T-2	4,370,000	980	tube
Clark	503	SR 500 to SR 502	1.02	8.09	6.85	T-2	5,540,000	1,900	-
Cowlitz	5	Clark/Cowlitz Co. line to Cowlitz/Lewis Co. line	20.78	57.13	36.42	T-1	60,000,000	10,000	PTR
Cowlitz	432	38th Ave. to SR 433	3.30	6.10	2.80	T-2	6,170,000	1,500	tube
Cowlitz	432	SR 433 to I-5	6.10	10.33	4.22	T-1	22,560,000	4,300	-
Cowlitz	433	Oregon State line to SR 432	0.00	0.94	0.94	T-1	11,690,000	2,800	PTR
Cowlitz	503	Gun Club Rd. to I-5 (Woodland)	53.00	54.38	1.38	T-2	5,410,000	1,600	tube
Douglas	2	Chelan/Douglas Co. Line to SR 28	119.92	127.86	0.88	T-1	9,390,000	2,300	PTR
Douglas	2	SR 28 to Orondo	127.86	139.85	11.89	T-2	7,490,000	1,700	tube
Douglas	28	SR 2 to 15th St.	0.00 B	2.78 B	2.78	T-1	10,150,000	1,900	-
Douglas	28	15th St to SR 285 (Includes Wenatchee Couplet)	2.78 B	4.25 B	1.47	T-2	7,900,000	1,900	tube
Douglas	28	SR 285 to Grant Rd.	4.25 B	0.31	0.20	T-1	10,320,000	2,100	-
Douglas	28	Grant Rd. to Douglas/Grant Co. line	0.31	22.03	21.72	T-2	7,390,000	1,400	tube
Douglas	97	US 2 (Orondo) to Douglas/Chelan Co. line	213.00	234.87	21.87	T-2	4,550,000	1,000	PTR
Douglas	285	SR 28 to Douglas/Chelan Co. line	0.00	0.28	0.28	T-2	5,370,000	2,100	PTR
Ferry	395	Stevens/Ferry Co. line to SR 20	241.61	241.89	0.28	T-2	4,720,000	1,200	-
Franklin	12	I-82 to Franklin/Walla Walla Co. line	291.67	294.70	3.07	T-1	14,380,000	2,800	-
Franklin	17	SR 395 to Franklin/Adams Co. line	7.43	21.80	14.31	T-1	10,300,000	1,500	tube
Franklin	182	Benton/Franklin Co. line to US 395/SR 397	6.04	14.37	8.33	T-1	15,340,000	3,800	PTR
Franklin	182	US 395/SR 397 to US 12	14.37	15.19	0.82	T-1	13,560,000	2,600	-
Franklin	395	Benton/Franklin Co. line to I-182/coincident	18.93	20.59	1.66	T-1	19,450,000	3,600	tube

County	State Route (SR)	Description	Begin SR Mile post	End SR Mile post	Length ¹	2007 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Data Source ²
Franklin	395	I-182 to Franklin/Adams Co. line	22.72	61.24	38.32	T-1	20,530,000	3,400	PTR
Franklin	397	Benton/Franklin Co. line to I-182 End Route	7.24	11.23	3.99	T-2	5,820,000	1,500	tube
Grant	17	Adams/Grant Co. line to Patton Blvd.	35.60	56.56	20.94	T-2	6,520,000	1,300	tube
Grant	24	Benton/Grant Co. line to SR 243	43.79	44.15	0.36	T-2	4,790,000	770	PTR
Grant	26	I-90 to Grant/Adams Co. Line	0.00	26.46	26.46	T-2	5,330,000	900	tube
Grant	28	Douglas/Grant Co. line to 7th Ave. SW	22.03	29.26	7.23	T-2	7,390,000	1,400	tube
Grant	28	7th Ave SW to SR 281	29.26	29.77	0.51	T-1	7,460,000	1,400	-
Grant	28	SR 281 to Adams Rd	29.77	33.79	4.02	T-2	4,730,000	900	tube
Grant	90	Kittitas/Grant Co. line Grant/Adams Co. line	137.43	191.89	54.46	T-1	17,350,000	2,900	PTR
Grant	281	I-90 to SR 28 (Quincy)	0.00	10.55	10.55	T-2	5,250,000	990	tube
Grant	281	Burke Spur	2.65	4.34	1.69	T-2	3,170,000	690	tube
Grays Harbor	8	US 12 to Grays Harbor/Thurston Co. line	0.00	10.54	10.54	T-2	6,710,000	1,700	tube
Grays Harbor	12	US 101 to SR 8 (Elma)/ physical gap (includes Aberdeen Couplet)	0.00	20.99	20.99	T-1	10,860,000	2,400	PTR
Grays Harbor	12	SR 8 to Grays Harbor/Thurston Co. line	21.30	38.84	17.54	T-2	5,370,000	1,200	tube
Grays Harbor	101	Pacific/Grays Harbor Co. line to SR 105 (Aberdeen)	67.18	83.17	15.91	T-2	4,460,000	1,300	tube
Grays Harbor	101	SR 105 (Aberdeen) to 6th St (Hoquiam) (Includes Aberdeen Couplet)	83.17	87.41	4.34	T-1	12,680,000	3,400	tube
Grays Harbor	101	6th St (Hoquiam) to Ocean Beach Rd. (Includes Aberdeen Couplet)	87.41	91.92	4.34	T-2	5,680,000	1,700	tube
Grays Harbor	101	Heron Street Couplet	83.75	83.88	0.13	T-2	8,850,000	2,300	-
Grays Harbor	105	Taft Rd. to SR 101 (Aberdeen)	47.39	48.76	1.37	T-2	7,540,000	1,400	-
Island	20	Swantown Rd to Island/Skagit Co. line	30.85	41.90	11.04	T-2	4,490,000	1,600	tube
Jefferson	101	Clallam/Jefferson Co. line to SR 104	274.65	284.63	9.98	T-2	7,250,000	2,000	PTR
Jefferson	104	US 101 to SR 19	0.20	8.87	8.67	T-2	4,850,000	1,100	tube
Jefferson	104	SR 19 to Jefferson/Kitsap Co. line	8.87	14.67	5.80	T-2	6,990,000	1,700	PTR
King	5	King/Pierce Co. line to I-90	139.50	163.96	24.46	T-1	69,100,000	14,000	PTR
King	5	I-90 to King/Snohomish Co. line (includes Express Lanes)	163.96	177.76	13.80	T-1	44,200,000	11,000	PTR
King	18	SR 99 to SR 164	2.20 B	4.47	5.00	T-1	40,170,000	9,300	-
King	18	SR 164 to SR 516	4.47	11.39	6.92	T-1	27,110,000	6,100	PTR
King	18	SR 516 to I-90	11.39	27.91	16.49	T-1	17,390,000	3,500	PTR
King	90	4th to I-5 (Seattle)	1.94	2.79	0.85	T-1	11,730,000	2,800	-
King	90	I-5 (Seattle) to SR 18 (includes Express Lanes)	2.79	26.21	23.43	T-1	31,600,000	8,000	PTR
King	90	SR 18 to SR 202 (North Bend)	26.21	31.00	4.79	T-1	57,080,000	10,000	-
King	90	SR 202 to King/Kittitas Co. line	31.00	52.61	21.88	T-1	33,680,000	5,800	PTR
King	99	Pierce/King Co. line to SR 18	6.15	8.14	1.99	T-1	8,390,000	2,000	-
King	99	SR 18 to SR 518/physical gap	8.14	20.43	12.29	T-2	2,780,000	1,100	-

County	State Route (SR)	Description	Begin SR Mile post	End SR Mile post	Length ¹	2007 FGTS Class	Annual Tonnage	Average Daily Truck Volume	Truck Annual Data Source ²
King	99	Physical gap/SR 599 to E Marginal Way	22.97	28.57	5.52	T-1	21,230,000	5,300	manual
King	99	E Marginal Way to Elliot Ave (includes Alaska Way Viaduct Couplet)	28.57	31.79	3.22	T-1	9,710,000	3,300	PTR
King	99	Elliot Ave to Green Lake Way	31.79	36.45	4.66	T-2	4,050,000	1,900	-
King	99	N 155th St. to King/Snohomish Co. line	40.97	43.50	2.52	T-2	2,820,000	1,300	-
King	104	Snohomish/King Co. line to I-5	28.23	29.81	1.17	T-2	9,590,000	3,100	-
King	104	I-5 (Shoreline) to SR 522	29.81	32.28	2.47	T-2	5,030,000	1,600	-
King	161	Military Rd S to S 360th St/Milton Rd.	32.58	34.14	1.56	T-2	8,440,000	2,000	-
King	161	S 360th St/Milton Rd. to SR 18 (Federal Way)	34.14	35.00	0.86	T-1	11,840,000	2,800	-
King	164	SR 18 to Academy Drive	0.31	4.37	4.06	T-2	4,190,000	1,500	tube
King	167	Pierce/King Co. line to I-405	11.17	25.84	14.71	T-1	52,150,000	11,000	PTR
King	167	I-405 to SR 900	25.84	27.28	1.44	T-2	5,160,000	1,900	manual
King	169	SR 516 to Cedar Grove Rd.	11.44	17.68	6.24	T-2	8,380,000	2,500	tube
King	169	Cedar Grove Rd to 196th SE	17.68	19.22	1.54	T-1	9,490,000	2,100	tube
King	169	196th Ave SE to 140th Way SE	19.22	23.00	3.78	T-1	12,250,000	2,500	-
King	169	140th Way SE to Renton	23.00	25.26	2.26	T-1	20,500,000	4,200	-
King	181	SR 516 (Kent) to S 220th St.	5.32	7.21	6.05	T-1	10,090,000	2,700	manual
King	181	S 220th St to Longacres Way	7.21	11.18	3.97	T-2	9,890,000	2,800	manual
King	181	Longacres Way to I-405 (Renton)	11.18	11.37	0.19	T-1	11,640,000	3,100	manual
King	202	SR 522 to Woodinville-Redmond Rd.	0.00	0.55	0.55	T-2	4,040,000	1,300	-
King	202	148th Ave. NE/NE 145th St. to SR 520 (Includes Redmond Couplet)	2.67	7.80	6.35	T-2	2,700,000	960	-
King	202	SR 520 to Sahalee Way	7.80	10.28	2.46	T-2	5,780,000	2,000	tube
King	202	South Fork Rd to I-90	30.32	30.60	0.28	T-2	5,130,000	1,600	-
King	405	I-5 (Tukwila) to SR 522	0.00	23.23	23.22	T-1	31,200,000	7,700	PTR
King	405	SR 522 to King/Snohomish Co. line	23.23	25.02	1.78	T-1	18,030,000	3,900	PTR
King	410	Pierce/King Co. line to 244th Ave S (Enumclaw)	22.02	22.46	0.44	T-1	10,020,000	2,500	-
King	410	244th Ave S to 284th Ave.	22.46	25.64	3.18	T-2	5,570,000	1,400	tube
King	509	Des Moines Way S/S 188th St. to SR 99	24.35B	29.92	7.07	T-2	4,830,000	1,800	PTR
King	513	SR 520 to NE Pacific St.	0.00	0.34	0.34	T-2	4,040,000	1,800	manual
King	515	SR 516 to SR 900 (Renton)	0.00	7.82	7.86	T-2	1,680,000	770	-
King	516	SR 99 to SR 169	1.83	16.22	14.66	T-2	5,290,000	1,700	-
King	518	SR 509 to SR 99	0.00	2.83	2.44	T-2	8,540,000	2,600	PTR
King	518	SR 99 to I-5	2.83	3.81	0.98	T-1	16,010,000	4,900	-
King	519	I-90 to 1st Ave. S	0.00	0.38	0.38	T-2	7,360,000	3,100	-
King	519	1st Ave. S to Ferry Terminal	0.38	1.14	0.76	T-2	3,350,000	1,400	-
King	520	I-5 (Seattle) to SR 202	0.00	12.83	12.82	T-2	7,530,000	1,700	PTR
King	522	Northgate Way to I-405 (Bothell)	2.52	11.10	8.57	T-2	3,510,000	2,000	-

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King	522	I-405 (Bothell) to SR 202 (Woodinville)	11.10	11.59	0.49	T-1	26,210,000	5,800	-
King	522	SR 202 (Woodinville) to King/Snohomish Co. line	11.59	13.45	1.87	T-1	15,730,000	4,900	PTR
King	599	I-5 (Tukwila) to SR 99	0.00	1.75	1.75	T-1	23,000,000	5,100	PTR
King	900	I-5 (Tukwila) to 68th St. S	5.93	8.27	2.34	T-2	6,180,000	1,500	-
King	900	SE May Valley Rd. to I-90 (Issaquah)	17.41	21.64	4.23	T-2	7,820,000	2,100	-
Kitsap	3	Sunnyslope Rd to SR 16 (Gorst)	32.60	34.67	2.07	T-2	5,730,000	1,700	manual
Kitsap	3	SR 16 (Gorst) to SR 308	34.67	48.48	13.79	T-1	13,790,000	3,400	PTR
Kitsap	3	SR 308 to SR 104	48.48	60.02	11.38	T-2	8,340,000	2,200	-
Kitsap	16	Pierce/Kitsap Co. line to Gorst	18.10	29.19	11.14	T-1	13,880,000	3,900	PTR
Kitsap	16	Gorst Spur	28.74	29.13	0.39	T-2	3,120,000	900	manual
Kitsap	104	Jefferson/Kitsap Co. line to SR 3	14.67	15.59	0.92	T-2	6,990,000	1,700	PTR
Kitsap	160	SR 16 to Bethel Rd.	0.00	0.82	0.82	T-2	2,390,000	830	-
Kitsap	303	11th St. to SR 3	0.26	8.49	8.23	T-2	4,420,000	1,600	-
Kitsap	305	SR 307 to SR 3	12.82	13.52	0.70	T-2	4,270,000	1,600	-
Kittitas	82	I-90 to Kittitas/Yakima Co. line	0.00	19.88	19.88	T-1	21,550,000	3,700	PTR
Kittitas	90	King/Kittitas Co. line to I-82	52.61	110.13	57.47	T-1	33,680,000	5,800	PTR
Kittitas	90	I-82 to Kittitas/Grant Co. line	110.13	137.43	27.30	T-1	17,350,000	2,900	PTR
Kittitas	97	I-90 to Kittitas/Chelan Co. line	133.90	163.72	29.95	T-2	6,070,000	2,200	PTR
Kittitas	903	SR 970 to Oakes Ave.	0.00	2.00	2.00	T-2	5,210,000	1,300	tube
Kittitas	970	I-90 to SR 97	0.00	10.31	10.31	T-2	4,410,000	1,100	PTR
Klickitat	14	US 97 to Klickitat/Benton Co. line	101.44	152.24	50.80	T-2	5,300,000	810	PTR
Klickitat	97	Oregon State line to SR 14	0.00	B 2.31	2.80	T-1	10,680,000	1,700	-
Klickitat	97	SR 14 to Klickitat/Yakima Co. line (Includes Maryhill Couplet)	2.31	33.52	30.67	T-2	7,320,000	1,200	PTR
Lewis	5	Cowlitz/Lewis Co. line to Lewis/Thurston Co. line	57.13	85.51	28.38	T-1	65,200,000	11,000	-
Lewis	12	I-5 (Napavine) to Gharet Rd.	66.54	116.87	50.34	T-2	5,290,000	1,200	PTR
Lewis	508	I-5 (Napavine) to Forest Rd.	0.00	0.25	0.25	T-2	2,470,000	680	tube
Lincoln	90	Adams/Lincoln Co. line Lincoln/Spokane Co. line	239.11	255.29	16.18	T-1	28,350,000	4,400	PTR
Mason	101	Wallace Blvd. to SR 3	345.65	348.95	3.30	T-2	5,990,000	1,500	tube
Mason	101	SR 3 to Mason/Thurston Co. line	348.95	356.92	7.20	T-2	9,340,000	2,500	PTR
Okanogan	97	Chelan/Okanogan Co. line to Canadian border	246.97	336.48	89.49	T-2	3,120,000	690	PTR
Pacific	101	SR 6 to Pacific/Grays Harbor Co. line	58.48	67.18	8.43	T-2	4,880,000	1,300	tube
Pend Oreille	2	Spokane/Pend Oreille Co. line to Idaho State line (Includes Newport Couplet)	315.47	334.51	18.97	T-2	4,370,000	1,100	tube
Pierce	5	Thurston/Pierce Co. line to Pierce/King Co. line	114.93	139.50	24.56	T-1	69,700,000	14,000	PTR
Pierce	7	Weiler Rd to SR 507	41.19	47.42	6.23	T-2	6,860,000	2,100	tube
Pierce	7	SR 507 to SR 512	47.42	52.58	5.16	T-1	12,380,000	3,800	-
Pierce	7	SR 512 to I-5 (Tacoma)	52.58	58.60	5.70	T-2	5,280,000	2,200	PTR
Pierce	16	Tacoma to Pierce/Kitsap Co. line	0.00	18.10	15.87	T-1	16,390,000	4,800	PTR
Pierce	99	I-5 (Fife) to 70th Ave E	0.00	1.16	1.16	T-1	10,900,000	2,500	manual
Pierce	99	70th Ave E to Pierce/King Co. line	1.16	6.15	1.34	T-1	8,390,000	2,000	-
Pierce	161	Kapowsin Highway to 224th St. E	13.17	18.21	5.04	T-2	5,170,000	1,300	-

County	State Route (SR)	Description	Begin SR Mile post	End SR Mile post	Length ¹	2007 FGTS Class	Annual Tonnage	Average Truck Annual Data Daily Truck Volume	Truck Source ²
Pierce	161	224th St. E to SR 512/coincident	18.21	25.85	7.64	T-2	7,360,000	2,300	manual
Pierce	161	SR 167 to Valley Ave.	28.73	28.82	0.09	T-1	15,100,000	3,600	manual
Pierce	161	Valley Ave. E to Milton Way	28.82	32.08	3.26	T-2	7,540,000	1,800	-
Pierce	161	Milton Way to Pierce/King Co. line	32.08	32.58	0.53	T-1	10,340,000	2,400	-
Pierce	162	SR 410 (Sumner) to Orting	0.00	8.88	6.50	T-2	4,830,000	1,300	tube
Pierce	167	I-5 (Tacoma) to SR 512 (includes Puyallup Couplet)	0.00	6.44	7.72	T-1	17,900,000	4,500	-
Pierce	167	SR 512 to Pierce/King Co. line	6.44	11.17	4.73	T-1	52,150,000	11,000	-
Pierce	410	SR 167 to Sumner Buckley Hwy./181st St.	8.84	13.37	4.53	T-1	16,500,000	4,000	-
Pierce	410	Sumner Buckley Hwy. to Pierce/King Co. line	13.37	22.02	8.65	T-1	10,850,000	3,000	-
Pierce	507	Thurston/Pierce Co. line to SR 7	30.67	43.57	12.89	T-2	5,300,000	1,500	tube
Pierce	512	I-5 (Lakewood) To SR 167 (Puyallup)	0.00	12.06	12.06	T-1	29,100,000	6,700	PTR
Pierce	705	I-5 (Tacoma) to Schuster Parkway	0.00	1.50	1.50	T-1	27,510,000	4,100	tube
Skagit	5	Snohomish/Skagit Co. line to Skagit/Whatcom Co. line	217.66	242.63	24.98	T-1	28,200,000	6,000	PTR
Skagit	20	Island/Skagit Co. line to SR 20 Spur	41.90	47.90	5.97	T-2	4,490,000	1,600	tube
Skagit	20	SR 20 Spur to SR 536	47.90	54.93	7.03	T-1	21,470,000	5,500	-
Skagit	20	SR 536 to S Burlington Blvd. & Avon Ave.	54.93	60.27	5.34	T-2	8,720,000	2,400	tube
Skagit	20	Anacortes Spur, SR 20 to Commercial Ave, Anacortes	47.89	51.92	4.03	T-2	6,630,000	1,700	tube
Skagit	536	Wall St. to 1st St.	4.49	4.91	0.42	T-2	4,720,000	1,700	-
Skagit	538	I-5 (Mt. Vernon) to La Venture Rd.	0.00	1.27	1.27	T-2	5,390,000	1,300	-
Skamania	14	Bridge of the Gods Rd. to Wind River Rd/Stevenson	41.55	47.47	5.92	T-2	4,270,000	990	tube
Snohomish	2	I-5 (Everett) to SR 204	0.00	2.45	2.45	T-1	13,800,000	4,800	PTR
Snohomish	2	SR 204 to Gold Bar	2.45	31.22	28.72	T-2	7,450,000	2,300	tube
Snohomish	2	Gold Bar to Index-Galena Rd	31.22	35.62	4.40	T-2	2,560,000	790	tube
Snohomish	5	King/Snohomish Co. line to Snohomish/Skagit Co. line	177.76	217.66	39.89	T-1	46,000,000	11,000	PTR
Snohomish	9	SR 522 to SR 92	0.00	17.49	17.49	T-2	7,350,000	2,400	tube
Snohomish	9	SR 92 to SR 530	17.49	29.57	12.08	T-2	4,460,000	1,600	PTR
Snohomish	92	SR 9 to Granite Falls	0.00	8.26	8.25	T-2	6,390,000	1,700	tube
Snohomish	96	I-5 (Mill Creek) to 3rd Ave SE	0.00	0.30	0.30	T-2	4,540,000	1,800	-
Snohomish	96	3rd Ave. SE to Seattle Hill Rd.	0.30	3.28	2.98	T-2	3,060,000	900	-
Snohomish	99	King/Snohomish Co. line to SR 104	43.50	43.62	0.12	T-2	2,820,000	1,300	-
Snohomish	99	SR 104 to Evergreen Way	43.62	53.49	9.87	T-2	4,090,000	1,500	-
Snohomish	104	Fifth St. to SR 99	25.55	28.07	2.44	T-2	4,610,000	1,500	-
Snohomish	104	SR 99 to Snohomish/King Co. line	28.07	28.23	0.16	T-2	9,590,000	3,100	-
Snohomish	204	US 2 to SR 9	0.00	2.35	2.38	T-2	5,510,000	2,100	tube
Snohomish	405	King/Snohomish Co. line to I-5 (Swamp Creek)	25.02	30.32	5.30	T-1	18,030,000	3,900	PTR
Snohomish	522	King/Snohomish Co. line to SR 9	13.45	14.09	0.64	T-1	15,730,000	4,900	PTR
Snohomish	522	SR 9 to US 2	14.09	24.68	10.59	T-2	8,020,000	2,500	-
Snohomish	524	Yew Way to SR 522	14.31	14.56	0.25	T-2	5,210,000	1,700	-

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Snohomish	525	I-5 (Lynnwood) to SR 525 Spur	0.00	5.63	5.80	T-2	4,710,000	1,500	-
Snohomish	525	Paine Spur, SR 525 to SR 526	5.59	6.45	0.86	T-2	5,330,000	1,100	-
Snohomish	526	Boeing Entrance to Airport Rd.	0.80	1.65	0.85	T-2	4,320,000	1,500	-
Snohomish	526	Airport Rd. to Evergreen Way	1.65	3.73	2.08	T-2	7,850,000	2,800	-
Snohomish	526	Evergreen Way to I-5	3.73	4.52	0.79	T-1	10,960,000	3,900	-
Snohomish	527	228th St. SE to 164th St. SE/Mill Creek	2.41	6.62	4.21	T-2	6,170,000	2,300	-
Snohomish	527	SR 96 to I-5	8.86	11.92	3.06	T-2	5,720,000	2,000	-
Snohomish	529	I-5 (Everett) to Broadway Ave.-Old SR 529	0.00	0.87	0.87	T-2	4,510,000	1,300	-
Snohomish	529	W Marine View Dr. to Broadway Ave./physical gap	1.46	4.92 B	3.46	T-2	4,210,000	1,200	-
Snohomish	529	Broadway Ave to I-5 (Marysville)	3.74	5.79	2.05	T-2	5,650,000	2,200	-
Snohomish	530	I-5 (Arlington) to SR 9/coincident	16.95	20.79	3.84	T-2	8,890,000	2,800	tube
Snohomish	530	SR 9 to Jim Creek Rd.	20.90	25.52	4.42	T-2	4,410,000	1,300	tube
Snohomish	531	I-5 (Smokey Point) to 67th Ave. NE	6.29	8.59	2.30	T-2	8,290,000	2,400	tube
Snohomish	532	98th Ave. NW to I-5 (Mt Vernon)	4.25	10.09	5.84	T-2	4,060,000	1,400	tube
Spokane	2	Fairchild Air Force Base to I-90/coincident	275.35	283.22	7.87	T-2	4,860,000	1,400	-
Spokane	2	I-90 to Spokane/Pend Oreille Co. line (includes Browne & Division Couplets)	286.87	315.47	28.64	T-2	4,800,000	1,400	PTR
Spokane	90	Lincoln/Spokane Co. line to US 2	255.29	278.40	23.11	T-1	28,350,000	4,400	PTR
Spokane	90	US 2 to Idaho State line	278.40	299.82	21.40	T-1	43,020,000	8,700	PTR
Spokane	195	Whitman/Spokane Co. line to Cheney-Spokane Rd.	66.22	93.83	26.85	T-2	4,930,000	1,000	PTR
Spokane	195	Cheney-Spokane Rd. to I-90	93.83	95.99	2.16	T-2	7,490,000	1,800	-
Spokane	290	I-90 to Trent Ave./Hamilton St.	0.07	0.74	0.67	T-2	5,155,500	1,700	-
Spokane	290	Havana St. to Idaho State line	3.22	18.38	15.16	T-2	6,910,000	2,000	PTR
Spokane	395	US 2 to Spokane/Stevens Co. line	164.50	183.69	19.21	T-2	4,340,000	1,100	tube
Stevens	395	Spokane/Stevens Co. line to Stevens/Ferry Co. line	183.69	241.61	57.90	T-2	4,720,000	1,200	PTR
Thurston	5	Lewis/Thurston Co. line to Thurston/Pierce Co. line	85.51	114.93	29.42	T-1	69,500,000	13,000	PTR
Thurston	8	Grays Harbor/Thurston Co. line to US 101	10.54	20.67	10.13	T-2	6,710,000	1,700	PTR
Thurston	12	Grays Harbor/Thurston Co. line to I-5/coincident	38.84	46.62	7.78	T-2	7,810,000	1,800	tube
Thurston	101	Mason/Thurston Co. line to SR 8/physical gap	356.92	361.40	4.48	T-2	9,340,000	2,500	PTR
Thurston	101	SR 8 to I-5	361.52	367.41	5.89	T-1	15,100,000	4,100	PTR
Thurston	507	SR 510 to Thurston/Pierce Co. line	28.24	30.67	2.43	T-2	5,300,000	1,500	tube
Thurston	510	I-5 (Lacey) to Steilacoom Rd. SE	0.01	3.31	1.18	T-2	5,280,000	1,500	-
Walla Walla	12	Franklin/Walla Walla Co. line to US 730	294.70	307.41	12.71	T-1	12,220,000	2,000	tube
Walla Walla	12	US 730 to SR 125 Spur	307.41	335.30	27.89	T-2	6,010,000	1,200	PTR
Walla Walla	125	Oregon State Line to W Rose St.	0.00	5.41	5.40	T-2	5,120,000	1,300	tube
Walla Walla	125	W Rose St. to W Pine St.	5.41	5.77	0.36	T-2	6,070,000	1,300	-

County	State Route (SR)	Description	Begin SR Mile post	End SR Mile post	Length ¹	2007 FGTS Class	Annual Tonnage	Average Daily Truck Volume	Truck Data Source ²
Walla Walla	730	Oregon State line to US 12 (Wallula)	0.00	6.08	6.08	T-2	7,700,000	1,000	tube
Walla Walla	730	Wallula Spur	5.82	6.12	0.30	T-2	4,490,000	540	tube
Whatcom	5	Skagit/Whatcom Co. line to SR 543	242.63	275.15	32.52	T-1	19,930,000	4,400	PTR
Whatcom	5	SR 543 to Canadian Border	275.15	276.56	1.41	T-2	4,400,000	860	-
Whatcom	9	South Pass Rd. to Canadian Border	90.31	98.17	7.48	T-2	4,100,000	780	tube
Whatcom	539	I-5 (Bellingham) to SR 546	0.00	12.54	12.54	T-2	7,350,000	1,700	tube
Whatcom	542	I-5 (Bellingham) to Everson Goshen Rd.	0.00	4.80	4.80	T-2	5,460,000	1,300	-
Whatcom	543	I-5 (Bellingham) to Canadian Border	0.00	1.09	1.09	T-1	14,170,000	2,800	tube
Whatcom	546	SR 539 to SR 9	0.00	8.02	8.02	T-2	6,000,000	1,100	tube
Whitman	128	Asotin/Whitman Co. line to Idaho State line	0.39	2.24	1.85	T-2	4,080,000	850	tube
Whitman	195	Idaho State line to SR 23	0.00 B	47.99	46.13	T-2	5,170,000	880	PTR
Whitman	195	SR 23 to SR 271	47.99	62.94	14.95	T-2	3,870,000	790	tube
Whitman	195	SR 271 to Whitman/Spokane Co. line	62.94	66.22	3.28	T-2	4,930,000	1,000	PTR
Yakima	12	S Naches Rd to 16th Ave	189.87	202.04	12.19	T-2	5,680,000	1,200	-
Yakima	12	16th Ave to I-82	202.04	202.75	0.71	T-1	11,750,000	3,100	-
Yakima	22	I-82 to US 97 (Toppenish)	0.70	4.00	3.31	T-2	4,480,000	1,000	tube
Yakima	24	I-82 to Keys Rd.	0.00	0.84	0.84	T-1	7,910,000	1,600	-
Yakima	24	Keys Rd. to SR 241	0.84	30.45	29.56	T-2	5,310,000	1,000	tube
Yakima	24	SR 241 to Yakima/Benton Co. line	30.45	30.76	0.31	T-2	6,020,000	840	tube
Yakima	82	Kittitas/Yakima Co. line to SR 22	19.88	50.63	30.72	T-1	21,550,000	3,700	PTR
Yakima	82	SR 22 to Yakima/Benton Co. line	50.63	75.37	24.74	T-1	16,490,000	2,900	-
Yakima	97	Klickitat/Yakima Co. line to W 1st Ave.	33.52	62.00	28.39	T-2	7,320,000	1,200	tube
Yakima	97	W 1st Ave. to I-82/coincident	62.00	76.36	14.32	T-2	7,460,000	1,500	PTR
Yakima	823	I-82 to 1st Ave.	0.07	1.36	1.29	T-2	3,170,000	1,300	tube

Appendix D: FGTS State Route T-1 and T-2 Changes, 2005 to 2007

Summary of State Route T-1 and T-2 Miles Changed, 2005 to 2007

Classification Increased			Classification Decreased			Distance Modifications* ¹		Total Miles Changed	
T-2 to T-1	T-3 to T-1	T-3 to T-2	T-1 to T-2	T-1 to T-3	T-2 to T-3	T-1	T-2	T-1	T-2
43.95	7.62	171.00	48.34	2.52	33.68	-9.99	-19.26	-9.28	122.45

T-2 to T-1 State Route Classification Changes, 2005 to 2007

Change Reference	State Route SR	Begin SR Milepost	End SR Milepost	Total 2007 Miles FGTS Class	Location Description	Annual Tonnage	Comments
A1	7	47.42	52.58	5.16 T-1	SR 507 to SR 512	12,380,000	T-2 to T-1
A2	12	0.00	0.33	0.33 T-1	US 101 to Aberdeen Couplet	10,860,000	T-2 to T-1
A3	17	21.80	29.38	7.58 T-1	Franklin/Adams Co. line to Cunningham Rd	11,740,000	T-2 to T-1
A4	20	47.90	54.93	7.03 T-1	SR 20 SP to SR 536	21,470,000	T-2 to T-1
A5	28	0.24 B	2.78 B	2.54 T-1	35th St. to 15th St.	10,490,000	T-2 to T-1
A6	97	0.00 B	2.31	2.80 T-1	Oregon State line to SR 14	10,680,000	T-2 to T-1
A7	101	83.17	87.41	4.34 T-1	SR 105 to 6th St (Includes Aberdeen Couplet)	12,680,000	T-2 to T-1
A8	161	28.73	28.82	0.09 T-1	SR 167 to Valley Ave.	15,100,000	T-2 to T-1
A9	161	34.14	35.00	0.86 T-1	S 360th St/Milton Rd. to SR-18 (Federal Way vicinity)	11,840,000	T-2 to T-1
A10	167	6.19 B	5.26	0.35 T-1	9th St NW Meridian St.	15,200,000	T-2 to T-1
A11	181	5.56	7.21	1.65 T-1	SR 516 (Kent) to S 220th St.	10,090,000	T-2 to T-1
A12	181	11.18	11.37	0.19 T-1	Longacres Way to I-405 (Renton)	11,640,000	T-2 to T-1
A13	410	13.37	22.02	8.65 T-1	Sumner Buckley Hwy to Pierce/King Co. Line	10,850,000	T-2 to T-1
A14	410	22.02	22.46	0.44 T-1	Pierce/King Co. Line to 244 Ave S (Enumclaw)	10,020,000	T-2 to T-1
A15	501	0.00	2.24	1.94 T-1	I-5 to Port of Vancouver (includes Vancouver Couplet)	10,470,000	T-2 to T-1
Total Miles				43.95			

T-3 to T-1 State Route Classification Changes, 2005 to 2007

Change Reference	State Route SR	Begin SR Milepost	End SR Milepost	Total 2007 Miles FGTS Class	Location Description	Annual Tonnage	Comments
B1	161	32.08	32.58	0.53 T-1	Milton Way to Pierce/King Co. line	10,340,000	T-3 to T-1
B2	167	0.00	5.26	6.54 T-1	I-5 (Tacoma) to 9th St. NW Meridian St.	14,390,000	T-3 to T-1
B3	501 CO VANC VR	0.61	1.16	0.55 T-1	Vancouver Couplet	17,850,000	T-3 to T-1
Total Miles				7.62			

¹ Distance modifications include corrected mileage calculations, couplet reconciliations, and minor milepost adjustments.

T-3 to T-2 State Route Classification Changes, 2005 to 2007

Change Reference	State Route SR	Begin Milepost	End Milepost	Total Miles	2007 FGTS Class	Location Description	Annual Tonnage	Comments
C1	2	313.42	315.47	2.05	T-2	Elk Hwy to Spokane/Pend Oreille Co. line	4,530,000	T-3 to T-2
C2	2	315.47	334.51	18.97	T-2	Spokane/Pend Oreille Co line to Idaho State line	4,400,000	T-3 to T-2
C3	7	52.58	58.60	5.70	T-2	SR 512 to I-5 (Tacoma)	5,280,000	T-3 to T-2
C4	12	189.87	196.67	6.79	T-2	S Naches Rd to McCormick Rd	4,640,000	T-3 to T-2
C5	20	30.85	41.90	11.04	T-2	Swantown Rd to Island/ Skagit Co line	4,490,000	T-3 to T-2
C6	20	41.90	47.90	5.97	T-2	Island/ Skagit Co line to SR 20 SP	4,490,000	T-3 to T-2
C7	20	59.85	60.27	0.42	T-2	Burlington Blvd to SR 20	8,720,000	T-3 to T-2
C8	22	2.32	4.00	1.69	T-2	Fraleley Rd to US 97	4,570,000	T-3 to T-2
C9	24	4.44	30.45	25.96	T-2	Bell Rd to SR 241	4,980,000	T-3 to T-2
C10	24	30.45	30.76	0.31	T-2	SR 241 to Yakima/Benton Co line	6,020,000	T-3 to T-2
C11	24	30.76	38.74	7.75	T-2	Yakima/Benton Co line to SR 240	6,020,000	T-3 to T-2
C12	26	40.57	42.62	2.05	T-2	SR 24 to SR 17	6,480,000	T-3 to T-2
C13	28	30.68	33.79	3.11	T-2	Quincy ECL to Adams Rd	5,120,000	T-3 to T-2
C14	97AR	199.83	200.47	0.64	T-2	US2 to Ohme Garden Rd/Warehouse Rd.	6,770,000	T-3 to T-2
C15	101	345.65	348.95	3.30	T-2	Wallace Blvd. to SR 3	5,990,000	T-3 to T-2
C16	104	25.55	28.07	2.44	T-2	Fifth St to SR 99	4,610,000	T-3 to T-2
C17	104	28.07	28.23	0.16	T-2	SR 99 to Snohomish/King Co line	9,590,000	T-3 to T-2
C18	104	28.23	29.81	1.17	T-2	Snohomish/King Co. line to I-5	9,590,000	T-3 to T-2
C19	104	29.81	32.28	2.47	T-2	I-5 (Shoreline) to SR 522	5,030,000	T-3 to T-2
C20	117	0.00	0.29	0.29	T-2	US-101 to Lauridsen Blvd.	5,430,000	T-3 to T-2
C21	125	5.41	5.77	0.36	T-2	W Rose St to W Pine St.	6,070,000	T-3 to T-2
C22	161	28.82	32.08	3.26	T-2	Valley Ave. E to Milton Way	7,540,000	T-3 to T-2
C23	161	32.58	34.14	1.56	T-2	Military Rd. S to S 360th St/Milton Rd.	8,440,000	T-3 to T-2
C24	202	9.04	10.28	1.24	T-2	187th Ave. NE to Sahalee Way	5,780,000	T-3 to T-2
C25	202	30.32	30.60	0.28	T-2	South Fork Rd to I-90	5,130,000	T-3 to T-2
C26	204	0.00 B	2.35	2.38	T-2	US 2 to SR 9	5,890,000	T-3 to T-2
C27	285	0.61	0.71	0.10	T-2	Mission St./Stevens St. to Ferry St.	4,160,000	T-3 to T-2
C28	303	0.26	8.49	8.23	T-2	11th St. to SR 3	4,420,000	T-3 to T-2
C29	305	12.82	13.52	0.70	T-2	SR 307 to SR 3	4,270,000	T-3 to T-2
C30	410	24.29	25.64	1.35	T-2	Roosevelt Ave.(Enumclaw) to 284th Ave.	5,570,000	T-3 to T-2
C31	501	2.24	4.06	1.82	T-2	Port of Vancouver to Old Lower River Rd.	4,370,000	T-3 to T-2
C32	503	53.00	54.38	1.38	T-2	Gun Club Rd. to I-5 (Woodland)	5,410,000	T-3 to T-2
C33	507	28.24	30.67	2.43	T-2	SR-510 to Thurston/Pierce Co. line	5,300,000	T-3 to T-2
C34	507	30.67	39.59	8.91	T-2	Thurston/Pierce Co line to East Gate Fort Lewis	5,300,000	T-3 to T-2
C35	510	0.26	3.31	0.93	T-2	Quinault Way NE to Steilacoom Rd SE	5,280,000	T-3 to T-2
C36	516	11.51	16.22	4.71	T-2	SR 18 to SR 169	5,060,000	T-3 to T-2
C37	525SP PAINE	5.59	6.45	0.86	T-2	Paine Spur, SR 525 to SR 526	5,330,000	T-3 to T-2
C38	527	8.86	11.92	3.06	T-2	SR 96 to I-5	5,720,000	T-3 to T-2
C39	529	0.00	0.87	0.87	T-2	I-5 to Broadway Ave-Old SR 529	4,510,000	T-3 to T-2
C40	530	24.85	25.52	0.67	T-2	115th Ave. NE to Jim Creek Rd.	4,410,000	T-3 to T-2
C41	532	4.25	10.09	5.84	T-2	98th Ave NW to I-5 (Mount Vernon)	4,060,000	T-3 to T-2
C42	536	4.55	4.91	0.36	T-2	Barker St. to 1st St.	4,720,000	T-3 to T-2
C43	542	1.66	4.80	3.14	T-2	Viking St. to Everson Goshen Rd	4,850,000	T-3 to T-2
C44	900	17.41	21.64	4.23	T-2	SE May Valley Rd to I-90 (Issaquah)	7,820,000	T-3 to T-2
C45	903	1.90	2.00	0.10	T-2	Pennsylvania Ave. to Oakes Ave.	5,210,000	T-3 to T-2
C46	970	0.36	10.31	9.95	T-2	SR 903 to SR 97	4,410,000	T-3 to T-2

Total Miles 171.0

T-1 to T-2 State Route Classification Changes, 2005 to 2007

Change Reference	State Route SR	Begin SR Milepost	End SR Milepost	Total 2007 Miles	2007 FGTS Class	Location Description	Annual Tonnage	Comments
D1	3	48.48	60.02	11.38	T-2	SR 308 to SR 104	8,340,000	T-1 to T-2
D2	5	275.15	276.56	1.41	T-2	SR 543 to Canadian Border	4,400,000	T-1 to T-2
D3	016SP GORST	28.74	29.13	0.39	T-2	Gorst Spur	3,120,000	T-1 to T-2
D4	96	0.00	0.12	0.12	T-2	I-5 Interchange Vicinity	4,540,000	T-1 to T-2
D5	99	8.14	20.43	12.29	T-2	SR 18 to SR 518/physical gap	2,780,000	T-1 to T-2
D6	99	31.79	36.45	4.66	T-2	Elliot Ave to Green Lake Way	4,300,000	T-1 to T-2
D7	167	25.84	27.28	1.44	T-2	I-405 to SR 900	5,160,000	T-1 to T-2
D8	500	5.21	5.43	0.22	T-2	I-205 to NE Gher Rd./112th Ave.	6,930,000	T-1 to T-2
D9	515	0.00	7.82	7.86	T-2	SR 516 to SR 900 (Renton)	1,680,000	T-1 to T-2
D10	522	2.52	11.10	8.57	T-2	Northgate Way to I-405 (Bothell)	3,510,000	T-1 to T-2
Total Miles				48.34				

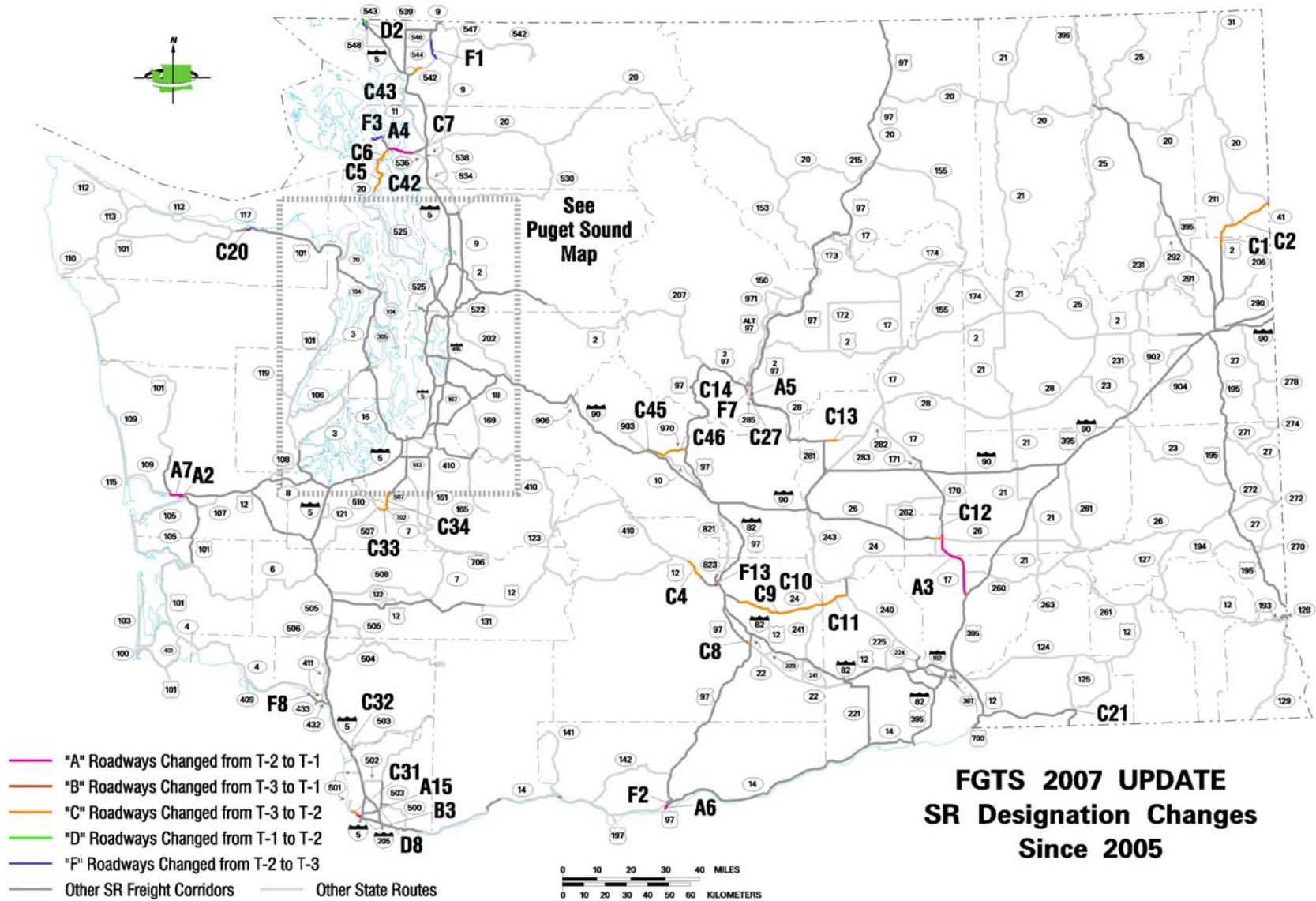
T-1 to T-3 State Route Classification Changes, 2005 to 2007

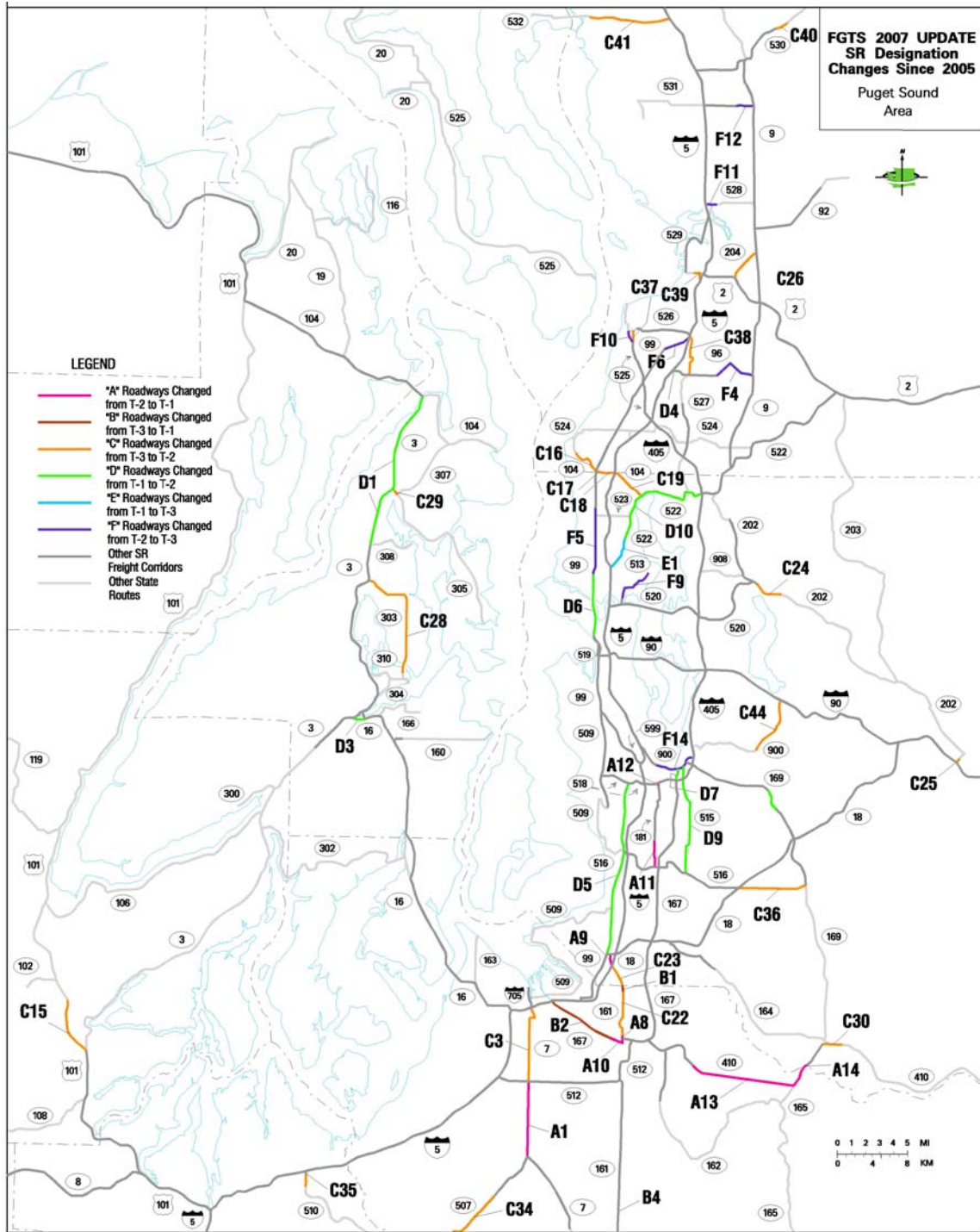
Change Reference	State Route SR	Begin SR Milepost	End SR Milepost	Total 2007 Miles	2007 FGTS Class	Location Description	Annual Tonnage	Comments
E1	522	0.00	2.52	2.52	T-3	I-5 (Seattle) to Northgate Way	2,470,000	T-1 to T-3
Total Miles				2.52				

T-2 to T-3 State Route Classification Changes, 2005 to 2007

Change Reference	State Route SR	Begin SR Milepost	End SR Milepost	Total 2007 Miles	2007 FGTS Class	Location Description	Annual Tonnage	Comments
F1	9	84.01	90.31	6.30	T-3	SR 542 to South Pass Rd.	1,820,000	T-2 to T-3
F2	14SPMA RYHL	100.66	101.05	0.39	T-3	Maryhill Spur	2,990,000	T-2 to T-3
F3	20SPAN ACRT	51.93	55.67	3.75	T-3	Anacortes Spur, Commercial Ave to Ferry Terminal	2,260,000	T-2 to T-3
F4	96	3.28	6.75	3.47	T-3	Seattle Hill Rd. to SR 9	1,760,000	T-2 to T-3
F5	99	36.45	40.97	4.52	T-3	Green Lake Way to N 155th St.	2,800,000	T-2 to T-3
F6	99	53.49	55.41	1.91	T-3	Evergreen Way to I-5	2,990,000	T-2 to T-3
F7	285	2.86	3.05	0.19	T-3	Wenatchee Couplet to Wenatchee Ave./Miller St	1,680,000	T-2 to T-3
F8	432	2.78	3.30	4.22	T-3	Memorial Park Dr. to 38th Ave.	2,830,000	T-2 to T-3
F9	513	0.34	3.35	3.01	T-3	NE Pacific St. to W G Magnison Pk	2,320,000	T-2 to T-3
F10	525	5.63	6.51	0.88	T-3	SR 525 Spur to SR 526	2,830,000	T-2 to T-3
F11	528	0.00	0.80	0.80	T-3	I-5 (Marysville) to 47th Ave. NE	2,950,000	T-2 to T-3
F12	531	8.59	8.60	0.01	T-3	67th Ave. NE to SR 9	3,200,000	T-2 to T-3
F13	823	0.00 B	0.07	0.95	T-3	US 12 to I-82	1,560,000	T-2 to T-3
F14	900	8.27	11.55	3.28	T-3	68th St. S to I-405	2,280,000	T-2 to T-3
Total Miles				33.68				

Appendix E: Maps of 2005 to 2007 FGTS State Route T-1 and T-2 Changes





Appendix F: 2007 FGTS County Road T-1 and T-2 Classifications

County	Road #	Route Name	Begin Location	End Location	Beg MP	End MP	Length	2007 FGTS Class
ADAMS								
	12371	Cunningham Rd (Main St)	At Othello City Limits	At SR 17	1.47	2.00	0.53	T-2
ASOTIN								
	5700	Fleshman Way	At Wa./Id. State Line (Bridge)	At Ar Ramp - Southway Road	0.00	0.15	0.15	T-2
CLARK								
	14510	NW 99Th St	At Columbia River HS Ent	At NE Hazel Dell Av	1.37	1.87	0.50	T-2
	14510	NE 99Th St	At NE Hazel Dell Av	At NE Hwy 99	1.87	2.48	0.61	T-1
	22469	NE Padden Parkway	At NE 83Rd St (Padden)	At NE 78Th St	0.00	0.85	0.85	T-2
	22470	NE 83Rd St (Padden)	At NE Andresen Rd	At I-205 Overpass Start	0.00	0.39	0.39	T-2
	22470	NE 83Rd St (Padden)	At I-205 Overpass Start	At NE 83Rd St/Padden Parkway & NE 94Th Av	0.39	1.27	0.88	T-1
	22470	Padden Parkway	At NE 83Rd St/Padden Parkway	At SR 503	1.27	2.41	1.14	T-2
	91110	NE Highway 99	At Vancouver C.L.	At Hwy 99 / NE 134Th St & NE 134Th St	2.89	6.82	3.93	T-2
	91110	NE 134Th St	At Hwy 99 / NE 134Th St & NE 134Th St	106 ft. East of Salmon Ck Park&Ride & I5 NB Off Ramp	6.82	6.86	0.04	T-2
	91170	NE Hazel Dell Av	At NE 78Th St	At NE 99Th St	1.63	2.64	1.01	T-1
	91170	NE Hazel Dell Av	At NE 99Th St	At NE 114Th St	2.64	3.39	0.75	T-2
	91250	NE St Johns Rd	At NE 68Th St	At NE St Johns Rd/NE 72Nd Av (92190)	0.00	3.03	3.03	T-2
	91250	NE 72Nd Av	At NE St Johns Rd/NE 72Nd Av (92190)	At NE 119Th St	3.03	3.26	0.23	T-2
	91300	NW 78Th St / NE 78Th St	At NW 9Th Av	At NE 25Th Av	3.31	4.93	1.62	T-2
	91300	NE 78Th St	At NE 25Th Av	At NE St Johns Rd	4.93	5.93	1.00	T-1
	92190	NE Andresen Rd	At NE 63Rd St	At NE 83Rd St (Padden)	4.51	5.51	1.00	T-2
	92600	NE Fourth Plain Rd	At NE 102Nd Av	At NE Covington Rd	1.98	2.37	0.39	T-1

County	Road #	Route Name	Begin Location	End Location	Beg MP	End MP	Length	2007 FGTS Class
CLARK (cont)	92600	NE Fourth Plain Rd	At NE Covington Rd	At SR 503 (NE 117 th Av)	2.37	2.81	0.44	T-2
	94200	NW 139Th St	At NW 7Th Av (Pvt)	At NE 3Rd Ct	1.91	2.35	0.44	T-2
	94200	NE 139Th St	At NE 3Rd Ct	At NE 139Th St & NE 139Th St / NE Tenny Rd	2.35	2.47	0.12	T-2
	94200	NE Tenny Rd	At NE 139Th St & NE 139Th St / NE Tenny Rd	At NE 12Th Av & NE Tenny Rd/NE 134Th St	2.47	2.89	0.42	T-2
	94200	NE 134Th St	At NE 12Th Av & NE Tenny Rd/NE 134Th St	At I5 Sb on Ramp	2.89	3.03	0.14	T-2
GRANT								
	45170	Patton Blvd	At Doolittle Dr	At Grant County Airport	1.05	2.29	1.24	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
GRAYS HARBOR								
	14390	Montesano St S	At SR 105	At Westport City Limits & EOCR @ 1.031	0.00	1.03	1.03	T-2
KING								
	4320	S 118 St	At Military Rd S	At 24 Ave S	0.00	0.11	0.11	T-1
	64300	Simonds Rd NE	At 92 Ave NE	At 100 Ave NE	2.07	2.64	0.57	T-2
	65550	Juanita-Woodinville Way NE	At NE 145 St	At I-405 S.Bound (Overpass)	1.09	1.81	0.72	T-2
	90030	16 Ave SW	At SW 116 St	At SW 100 St	2.71	3.71	1.00	T-2
	90030	White Center Cut-off	At SW 100 St	At SW 98 St	3.71	3.87	0.16	T-2
	90030	17 Ave SW	At SW 98 St	At 17 Ave SW	3.87	3.99	0.12	T-2
	90033	1 Ave S	211 ft South of SW 128 ST	At 1 Ave S	1.99	3.24	1.25	T-2
	90033	Myers Way S / Myers Ave S	At 1 Ave S	At S 99 St	3.24	4.04	0.80	T-2
	91550	SE 320 St / Lea Hill Rd SE	At C/L Auburn & Begin Bridge #3013	At 105 Pl SE	2.22	2.57	0.35	T-2
	91556	SE 208 St	At 132 Ave SE	At SR 515 (108 Ave SE)	0.00	1.50	1.50	T-2
	91568	SE 176 St	At SR 515 ((108 Ave SE / Benson Hwy)	At Name Change	0.00	0.51	0.51	T-1
	91568	SE 176 ST / SE Petrovitsky Rd	At Name Change	At 117 Ave SE	0.51	0.57	0.06	T-1
	91568	SE Petrovitsky Rd	At 117 Ave SE	At Name Change	0.57	2.25	1.68	T-1
	91577	132 Ave SE / SE Lake Young Way	11 ft. North of Kent C/L	At SE 200 St	5.21	7.79	2.58	T-2
	91577	140 Ave SE / 140 Way SE	At SE 200 St	At SR 169	7.79	11.35	3.56	T-2

County	Road #	Route Name	Begin Location	End Location	Beg MP	End MP	Length	2007 FGTS Class
KING	92510	Orillia Rd S	At S 188 St/Orillia Rd S	At C/L Kent	0.32	1.76	1.44	T-1
(cont)	92510	S 212 Way	At C/L Kent	At 96 Ave S	4.86	5.18	0.32	T-1
	92510	S 208 St	At 96 Ave S	At 100 Ave S	5.18	5.42	0.24	T-1
	92510	SE 208 St	At 100 Ave S	At SR 515 (108 Ave SE)	5.42	5.88	0.46	T-1
	92609	S 320 St	At C/L Federal Way	At Military Rd S	4.69	5.24	0.55	T-1
	92609	S Peasley Cnyn Rd	At Military Rd S	At C/L Auburn	5.24	6.85	1.61	T-1
	92633	S 272 St	At I-5 N.B. Off/On Ramp	At SR 167-N.B.Ramp-C/L Auburn	0.69	3.19	2.50	T-2
	92633	S 277 St	158 Ft W of Auburn Way N	At Auburn Way N	3.81	3.84	0.03	T-2
	92648	Carr Road	At C/L Renton	At SR 515 (108 Ave SE / Benson Hwy))	3.58	3.88	0.30	T-1
	93690	Issaquah Hobart Rd	At SR 18	At C/L Issaquah	9.44	15.59	6.15	T-2
	94700	Vashon Hwy SW / 103 Ave SW	At Tahlequah Ferry Dock (Bmp)	at SW Burton Dr	0.00	4.81	4.81	T-1
	94700	Vashon Hwy SW / 103 Ave SW	at SW 228 ST	At 103 Ave SW	5.58	5.85	0.27	T-1
	94700	Vashon Hwy SW / 99 Ave SW	at 103 Ave SW	at SW 140 ST	5.85	11.32	5.47	T-1
	94700	Vashon Hwy SW / 99 Ave SW	317 ft. North of SW 140 ST	At Vashon-Southworth Ferry	11.38	13.60	2.22	T-1
	96185	100 Ave NE	At NE 132 St	At C/L Bothell	1.05	1.99	0.94	T-2
	96809	Avondale Rd NE	At NE 116 St	At NE Woodinville-Duvall Rd	2.64	6.35	3.71	T-2
	96818	NE Woodinville-Duvall Rd	At C/L Woodinville	At Avondale Rd NE	3.01	4.55	1.54	T-2
	96830	NE 124 St / NE 128 Way	At 132 Ave NE	At Avondale Rd NE	1.97	5.70	3.73	T-1
	97850	138 Ave SE	At C/L Renton	At C/L Renton	0.71	0.99	0.28	T-2
	97850	138 Ave SE	At C/L Renton	At SE 100 St	1.62	1.69	0.07	T-2
	97850	Coal Creek Parkway SE	At SE 100 St	At SE 96 St	1.69	1.95	0.26	T-2
	97856	150 Ave SE	At SE 42Nd St-SE NWPT	At C/L Bellevue	6.26	6.59	0.33	T-2
	98905	Sahalee Way NE	.660 mi S of Redmond Fall City Rd	at Redmond Fall City Rd	7.24	7.90	0.66	T-2
	98921	SE 128 St	At 155 Ave SE	At SE 136 St	2.96	4.24	1.28	T-2
KITSAP								
	13429	Newberry Hill Rd (NW)	At Dickey Rd NW	At SR 3 NB On/Off Ramps	2.15	3.09	0.95	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-1
	19515	Silverdale Way NW	At Newberry Hill Rd (NW)	At SR 303 WB Off Ramp	0.00	2.10	2.10	T-1
	21107	Bethel Rd SE	At Sedgwick Rd (SE) (SR 160)	At Port Orchard City Limits	1.50	2.86	1.36	T-2
	40700	Lund Ave (SE)	At Bethel Rd SE	At Port Orchard City Limits	1.72	2.27	0.55	T-1
	57730	Randall Way (NW)	At Kitsap Mall Blvd NW	At Silverdale Way NW	0.70	1.15	0.45	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-1
	74200	Viking Way NW	At SR 308	222 ft. North of Norfinn Ln (NW)	0.00	2.12	2.12	T-2

County	Road #	Route Name	Begin Location	End Location	Beg MP	End MP	Length	2007 FGTS Class
KITTITAS								
	60640	Anderson Rd	At Umptanum Rd	11 ft before EOR-Ellensburg City Limits	0.00	0.41	0.41	T-2
	92430	South Cle Elum Rd	At Cle Elum City Limits	At EOR-S Cle Elum City Limits and EOR-Grant St	0.28	0.55	0.27	T-2
	93041	University Way	at Ellensburg City Limits	at Bridge #88342	1.47	1.94	0.47	T-2
	93526	Reecer Creek Rd	At University Way	53 ft. North of Bowers Rd	0.00	1.26	1.26	T-2
	94001	Vantage Hwy	At Ellensburg City Limits and Name Change	16 ft. West of Fairview Rd	1.28	5.57	4.29	T-2
	96937	Umptanum Rd	264 ft. NE of Bridge #78111	at Bridge #78102	0.24	1.07	0.83	T-2
	96951	Kittitas Hwy	At Ellensburg City Limits	53 ft. East of Bridge #79044	1.03	3.36	2.33	T-2
PIERCE								
	10210	Steilacoom Dupont Rd SW	At Realignment Created Split W Dupont	At Ft Lewis: 16th St	0.21	3.38	3.17	T-2
	47500	192 St E	At 038 Av E	At Beg Proposed Ext Canyon Rd To S	0.00	0.98	0.98	T-2
	58570	094 Av E	At 128 St E	At 047 Av SW	1.53	2.29	0.76	T-2
	60180	096 St S	At Tacoma Bdry: 690' W of C-L Steele St	At 026 Av S	2.50	2.65	0.15	T-2
	90600	072 St E	At 350' E Of 025 Av E & Leaving Tacoma City Limits	At Tac Pipeline Rd (Pvt Rd)	4.96	5.21	0.25	T-2
	93210	Lakewood Dr W	At 070 St W	At 064 St W	2.09	2.42	0.33	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
	95030	Spanaway Loop Rd S	At Military Rd S	At Spanaway Loop Rd S/116 St S	2.51	4.41	1.90	T-2
	95030	116 St S	At Spanaway Loop Rd S/116 St S	At 116 St S/Steele St S	4.41	4.78	0.37	T-2
	95030	Steele St S	At 116 St S/Steele St S	At Sales Rd S	4.78	5.51	0.73	T-1
	95240	Military Rd S	At Pacific Av S (SR 007)	At Spanaway Loop Rd S	0.00	1.17	1.17	T-2
	95550	Pioneer Wy E	At Tacoma: East City Limits	At Waller Rd E	0.53	0.83	0.30	T-2
	95550	Canyon Rd E	At 104 St E	At SR 512: Wb Ramp	6.27	6.46	0.19	T-2
	95550	Canyon Rd E	At SR 512: Wb Ramp	At Beg Proposed Ext Canyon Rd To S	6.46	11.79	5.33	T-1
	96050	096 St S	At Lakewood: East City Limits	At 096 St S	0.54	0.56	0.02	T-2
	96350	Portland Av E	At 112 St E	At 104 St E	0.00	0.55	0.55	T-2
	96710	070 Av E	At Fife: Leaving City Limits	At City of Milton Bdry	2.10	2.27	0.17	T-1
	96770	Valley Av E	At Freeman Rd E	At W Line SEc 16; City Limits	2.06	2.37	0.31	T-1
	98600	Jovita Blvd E	At Pacific To North-Egwd To West	At SR 167--West Row Line & City of Pacific	0.00	0.02	0.02	T-1

County	Road #	Route Name	Begin Location	End Location	Beg MP	End MP	Length	2007 FGTS Class
SKAGIT								
	33000	Josh Wilson Road	At State Route 11	180 ft. East of Bay Meadows Lane	0.00	4.50	4.50	T-2
	44000	McLean Road	At Mount Vernon City Limits	At LaConner Whitney Road	0.32	5.79	5.47	T-2
	44010	Best Road	32 ft. South of Calhoun Road	At Fir Island Road	3.27	6.37	3.10	T-2
	63000	Cook Road	At I-5 Overpass	At Sedro Woolley City Limits	1.75	5.62	3.87	T-2
	70210	Old Hwy 99 South Road	475 ft S of Anderson Road	At Cedardale Road	0.59	1.87	1.28	T-2
	80090	Pioneer Highway	At Fir Island Road	At Snohomish County Line	0.00	3.16	3.16	T-2
SNOHOMISH								
	14010	4Th Ave W	At 128Th St SW	At 132Nd St SW	0.00	0.24	0.24	T-2
	20050	Snohomish-Woodinville Rd	At Snohomish-King Co Line	At Snohomish-Woodinville Rd - Name/Jurisdiction Chg	0.00	0.53	0.53	T-2
	46440	88Th St SE	At SR 2 EB On/Off Ramps	At 88Th St SE / 92Nd St SE	0.85	0.99	0.14	T-2
	46440	88Th St SE / 92Nd St SE	At 88Th St SE / 92Nd St SE	At Bridge #633 Pilchuck River	0.99	1.40	0.41	T-2
	61000	116Th St NE	At I-5 Overpass (West End)	At Donna's Truck Stop Ent	0.00	0.17	0.17	T-2
	90560	164Th St SW (Lynnwood) / 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 Av W	At 13Th Av W	0.00	1.42	1.42	T-1
	90562	164Th St SW	At 13Th Av W	At Private Rd	0.00	0.85	0.85	T-1
	90562	164Th St SE	At Private Rd	At Mill Creek City Limits	0.85	1.28	0.43	T-1
	91559	4Th Ave W	At 128Th St SW	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 Airport Rd / 128Th St SW	0.00	0.65	0.65	T-1
	91616	128Th St SW	At Airport Rd / 128Th St SW	At 4Th Av W	0.65	1.19	0.54	T-1
	91617	128Th St SW	At 4Th Av 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 Westbow Rd	At I-90 On/Off Ramps E/B	0.03	0.21	0.18	T-2
	91	Argonne Rd	At Bridge 4504 & Millwood City Limits	.100 mi after Bigelow Gulch Rd	0.00	2.55	2.55	T-1
	91	Argonne Rd	0.10 mi. after Bigelow Gulch Rd	At Bruce Rd	2.55	5.04	2.49	T-2
	263	Bigelow Gulch Rd	At Spokane City Limits	At Forker Rd	0.00	6.63	6.63	T-2
	481	Bruce Rd	At Argonne Rd	At Day-Mt Spokane Rd	0.00	3.27	3.27	T-2
	1128	Elk-Chatarray Rd	At US-2	475 Ft After US-2	0.00	0.09	0.09	T-2

County	Road #	Route Name	Begin Location	End Location	Beg MP	End MP	Length	2007 FGTS Class
SPOKANE	1323	Farwell Rd	At Hastings Rd	At Market St	0.00	1.63	1.63	T-2
(cont)	1349	Forker Rd	At Spokane Valley City Limits	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
	1515	Geiger Bv	158 Ft After Electric Av (End)	At Sunset Hy	2.87	5.42	2.55	T-2
	1574	Grove Rd	53 ft after 40Th Av (End)	At Will D Alton Ln (Pvt Rd)	3.96	4.36	0.40	T-2
	1627	Geiger Bv	At Sunset Hy	At Oneway Y To Sunset Hy	0.00	0.24	0.24	T-2
	1746	Hastings Rd	At Mill Rd	At Farwell Rd	0.00	1.69	1.69	T-2
	1758	Havana St	At Spokane City Limits	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 Spokane City Limits	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 Spokane City Limits	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 Ave (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								
	15725	Yelm Hwy SE	At Rich Rd SE	At Weyerhaeuser Rr R/W	2.95	4.09	1.14	T-2
YAKIMA								
	30260	Ahtanum Rd.	At Yakima C/L	317 ft. before 62nd Ave. S.	3.42	5.55	2.13	T-2
	30260	Ahtanum Rd.	317 Ft Before 66Th Ave.,S.	106 Ft Before 90th Ave. S.	5.80	7.37	1.57	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 Stover Rd. E.(City)	30.29	33.74	3.45	T-2

Appendix G: FGTS County Road T-1 and T-2 Changes, 2005 to 2007

County Road T-1 and T-2 Mileage Changes, 2005-2007 (T-1 and T-2)

County	2005 FGTS Miles			2007 FGTS Miles			Change in Miles		
	T-1	T-2	Total	T-1	T-2	Total	T-1	T-2	Total
Adams	0.00	0.53	0.53	0.00	0.53	0.53	0.00	0.00	0.00
Asotin	0.00	0.15	0.15	0.00	0.15	0.15	0.00	0.00	0.00
Clark	5.17	29.63	34.80	3.89	15.04	18.93	-1.28	-14.59	-15.87
Grant	0.00	8.96	8.96	0.00	9.41	9.41	0.00	0.45	0.45
Grays Harbor	0.00	1.03	1.03	0.00	1.03	1.03	0.00	0.00	0.00
King	24.21	31.54	55.75	23.78	30.36	54.14	-0.43	-1.18	-1.61
Kitsap	2.94	5.64	8.58	2.94	5.43	8.37	0.00	-0.21	-0.21
Kittitas	0.00	8.89	8.89	0.00	9.86	9.86	0.00	0.97	0.97
Pierce	6.56	16.90	23.46	6.56	16.90	23.46	0.00	0.00	0.00
Skagit	0.00	12.81	12.81	0.00	21.38	21.38	0.00	8.57	8.57
Snohomish	4.93	3.37	8.30	4.64	7.75	12.39	-0.29	4.38	4.09
Spokane	9.05	25.53	34.58	5.69	31.95	37.64	-3.36	6.42	3.06
Thurston	0.00	1.14	1.14	0.00	1.14	1.14	0.00	0.00	0.00
Yakima	0.00	11.92	11.92	0.00	8.66	8.66	0.00	-3.26	-3.26
Total	52.86	158.04	210.90	47.50	159.59	207.09	-5.36	1.55	-3.81

T-2 to T-1 County Road Classification Changes, 2005-2007

County	Road #	Route Name	Begin Location	End Location	Begin MP	End MP	T-2 to T-1 Miles	Explanation
CLARK	91300	NE 78Th St	At NE 25Th Av	At NE St Johns Rd	4.93	5.93	1.00	T-2 to T-1

T-1 to T-2 County Road Classification Changes, 2005-2007

County	Road #	Route Name	Begin Location	End Location	Begin MP	End MP	T-1 to T-2 Miles	Explanation
CLARK	22470	NE 83Rd St (Padden)	At NE Andresen Rd	At I-205 Overpass Start	0.00	0.39	0.39	T-1 to t-2
	22470	Padden Parkway	At NE 83Rd St/Padden Parkway	At SR 503	1.27	2.41	1.14	T-1 to t-2
	91110	NE Highway 99	At Vancouver C.L.	At NE 99Th St	2.89	4.97	2.08	T-1 to t-2
	91250	NE St Johns Rd	At NE 68Th St	At NE 78Th St	0.00	0.72	0.72	T-1 to t-2
	92190	NE Andresen Rd	At NE 78Th St	At NE 83Rd St (Padden)	5.28	5.51	0.23	T-1 to t-2
SPOKANE	263	Bigelow Gulch Rd	At Havana St	At 55 Ft Before Argonne Rd	0.00	3.36	3.36	T-1 to t-2

T-1 and T-2 County Road Segments Added in 2007

County	Road #	Route Name	Begin Location	End Location	Begin MP	End MP	2007 FGTS Class	Miles Added	Explanation
CLARK									
	14510	NW 99Th St	At Columbia River HS Ent	At NE Hazel Dell Av	1.37	1.87	T-2	0.50	T-2 from unclassified
	22469	NE Padden Parkway	At NE 83Rd St (Padden)	At NE 78Th St	0.00	0.85	T-2	0.85	T-2 from non truck route
	22470	NE 83Rd St (Padden)	At I-205 Overpass Start	At NE 83Rd St/Padden Parkway & NE 94Th Av	0.39	1.27	T-1	0.88	T-3 to T-1
	91110	NE Highway 99	At NE 119Th St	At Hwy 99 / NE 134Th St & NE 134Th St	6.09	6.82	T-2	0.73	T-2 from unclassified
	91110	NE 134Th St	At Hwy 99 / NE 134Th St & NE 134Th St	106 ft. East of Salmon Ck Park&Ride & I5 NB Off Ramp	6.82	6.86	T-2	0.04	T-2 from non truck route
	91170	NE Hazel Dell Av	at NE 78Th St	at NE 99Th St	1.63	2.64	T-1	1.01	T-4 to T-1
	91170	NE Hazel Dell Av	At NE 99Th St	At NE 114Th St	2.64	3.39	T-2	0.75	T-3 to T-2
	92600	NE Fourth Plain Rd	At NE 102Nd Av	At NE Covington Rd	1.98	2.37	T-1	0.39	T-1 from unclassified
	92600	NE Fourth Plain Rd	At NE Covington Rd	At SR 503 (NE 117Th Av)	2.37	2.81	T-2	0.44	T-2 from unclassified
GRANT									
	94000	3 NE	at N-NE	at BN RR XING 1YSA15.8	3.88	4.30	T-2	0.42	Remileposting
	94000	3 NE	at O-NE (South)	at BN RR XING 1Y147.5	4.88	4.91	T-2	0.03	T-3 to T-2
KING									
	91568	SE Petrovitsky Rd	At 143 Ave SE/ SE 176 St	At Name Change	2.22	2.25	T-1	0.03	Remileposting
	91577	140 Way SE	At SR 169	At SR 169	11.25	11.35	T-2	0.10	New road segment

T-1 and T-2 County Road Segments Added in 2007 - *continued*

County	Road #	Route Name	Begin Location	End Location	Begin MP	End MP	2007 FGTS Class	Miles Added	Explanation
KITTITAS									
	93526	Reecer Creek Rd	240 ft S of Old Highway Ten	53 ft. North of Bowers Rd	0.05	1.26	T-2	1.21	T-3 to T-2
	94001	Vantage Hwy	at Naneum Rd	16 ft. West of Fairview Rd	4.08	5.57	T-2	1.49	T-3 to T-2
	96937	Umptanum Rd	264 ft. NE of Bridge #78111	at Bridge #78102	0.24	1.07	T-2	0.83	Correct error 2005
SKAGIT									
	44000	McLean Road	At Mount Vernon City Limits	At LaConner Whitney Road	0.32	5.79	T-2	5.47	T-3 to T-2
	44010	Best Road	32 ft. South of Calhoun Road	At Fir Island Road	3.27	6.37	T-2	3.10	T-3 to T-2
SNOHOMISH									
	14010	4Th Ave W	At 128Th St SW	At 132Nd St SW	0.00	0.24	T-2	0.24	Correct 2005 error
	46440	88Th St SE	At SR 2 EB On/Off Ramps	At 88Th St SE / 92Nd St SE	0.85	0.99	T-2	0.14	T-3 to T-2
	46440	88Th St SE / 92Nd St SE	At 88Th St SE / 92Nd St SE	At Bridge #633 Pilchuck River	0.99	1.40	T-2	0.41	T-3 to T-2
	90560	164Th St SW (Lynnwood) / 164Th St SW	At Lynnwood City Limits	At 36Th Ave W	0.57	0.70	T-2	0.13	Correct 2005 error
	96829	Marine Dr NE	At I-5 SB On/Off Ramps	At 27Th Ave NE	0.04	0.58	T-2	0.54	T-3 to T-2
	96857	84Th St NE	At SR 9	At 163Rd Ave NE	0.00	4.58	T-2	4.58	T-3 to T-2
SPOKANE									
	263	Bigelow Gulch Rd	55 Ft Before Argonne Rd	At Forker Rd	3.36	6.63	T-2	3.27	Correct 2005 error
	3067	Monroe St	At Wall St	At Wall St	0.77	0.81	T-2	0.04	Realignment
	4133	Regal Rd	105 ft after 57Th Av	at 57th Av	0.50	0.52	T-2	0.02	Realignment

T-1 and T-2 County Road Segments Removed in 2007

County	Road #	Route Name	Begin Location	End Location	Begin MP	End MP	2007 FGTS Class	Miles Added	Explanation
CLARK									
	14510	NW 99Th St	At Columbia River HS Ent	At NE Hazel Dell Av	1.37	1.87	T-2	0.50	T-2 from unclassified
	22469	NE Padden Parkway	At NE 83Rd St (Padden)	At NE 78Th St	0.00	0.85	T-2	0.85	T-2 from non truck route
	22470	NE 83Rd St (Padden)	At I-205 Overpass Start	At NE 83Rd St/Padden Parkway & NE 94Th Av	0.39	1.27	T-1	0.88	T-3 to T-1
	91110	NE Highway 99	At NE 119Th St	At Hwy 99 / NE 134Th St & NE 134Th St	6.09	6.82	T-2	0.73	T-2 from unclassified

T-1 and T-2 County Road Segments Removed in 2007 (continued)

County	Road #	Route Name	Begin Location	End Location	Begin MP	End MP	2007 FGTS Class	Miles Added	Explanation
CLARK (cont)	91110	NE 134Th St	At Hwy 99 / NE 134Th St & NE 134Th St	106 ft. East of Salmon Ck Park&Ride & I5 NB Off Ramp	6.82	6.86	T-2	0.04	T-2 from non truck route
	91170	NE Hazel Dell Av	at NE 78Th St	at NE 99Th St	1.63	2.64	T-1	1.01	T-4 to T-1
	91170	NE Hazel Dell Av	At NE 99Th St	At NE 114Th St	2.64	3.39	T-2	0.75	T-3 to T-2
	92600	NE Fourth Plain Rd	At NE 102Nd Av	At NE Covington Rd	1.98	2.37	T-1	0.39	T-1 from unclassified
	92600	NE Fourth Plain Rd	At NE Covington Rd	At SR 503 (NE 117Th Av)	2.37	2.81	T-2	0.44	T-2 from unclassified
GRANT	94000	3 NE	at N-NE	at BN RR XING 1YSA15.8	3.88	4.30	T-2	0.42	Remileposting
	94000	3 NE	at O-NE (South)	at BN RR XING 1Y147.5	4.88	4.91	T-2	0.03	T-3 to T-2
KING	91568	SE Petrovitsky Rd	At 143 Ave SE/ SE 176 St	At Name Change	2.22	2.25	T-1	0.03	Remileposting
	91577	140 Way SE	At SR 169	At SR 169	11.25	11.35	T-2	0.10	New road segment
KITTITAS	93526	Reecer Creek Rd	240 ft S of Old Highway Ten	53 ft. North of Bowers Rd	0.05	1.26	T-2	1.21	T-3 to T-2
	94001	Vantage Hwy	at Naneum Rd	16 ft. West of Fairview Rd	4.08	5.57	T-2	1.49	T-3 to T-2
	96937	Umptanum Rd	264 ft. NE of Bridge #78111	at Bridge #78102	0.24	1.07	T-2	0.83	Correct error 2005
SKAGIT	44000	McLean Road	At Mount Vernon City Limits	At LaConner Whitney Road	0.32	5.79	T-2	5.47	T-3 to T-2
	44010	Best Road	32 ft. South of Calhoun Road	At Fir Island Road	3.27	6.37	T-2	3.10	T-3 to T-2
SNOHOMISH	14010	4Th Ave W	At 128Th St SW	At 132Nd St SW	0.00	0.24	T-2	0.24	Correct 2005 error
	46440	88Th St SE	At SR 2 EB On/Off Ramps	At 88Th St SE / 92Nd St SE	0.85	0.99	T-2	0.14	T-3 to T-2
	46440	88Th St SE / 92Nd St SE	At 88Th St SE / 92Nd St SE	At Bridge #633 Pilchuck River	0.99	1.40	T-2	0.41	T-3 to T-2
	90560	164Th St SW (Lynnwood) / 164Th St SW	At Lynnwood City Limits	At 36Th Ave W	0.57	0.70	T-2	0.13	Correct 2005 error
	96829	Marine Dr NE	At I-5 SB On/Off Ramps	At 27Th Ave NE	0.04	0.58	T-2	0.54	T-3 to T-2
	96857	84Th St NE	At SR 9	At 163Rd Ave NE	0.00	4.58	T-2	4.58	T-3 to T-2
SPOKANE	263	Bigelow Gulch Rd	55 Ft Before Argonne Rd	At Forker Rd	3.36	6.63	T-2	3.27	Correct 2005 error
	3067	Monroe St	At Wall St	At Wall St	0.77	0.81	T-2	0.04	Realignment
	4133	Regal Rd	105 ft after 57Th Av	at 57th Av	0.50	0.52	T-2	0.02	Realignment

FGTS 2007 Update Modifications to T-1 and T-2 County Road Segments in CRAB Road Log¹

County	Road #	Route Name	Begin	End	Beg MP	End MP	County FGTS Class	2007 FGTS Class	Explanation
CLARK	14510	NE 99Th St	264 ft. West of NE 6Th Av	211 ft. East of NE 6Th Av	1.96	2.05	T-2	T-1	T-2 class is error
	19400	NE 99Th St	211 ft. West of NE 45Th Pl	At NE 47Th Ct	1.48	1.61	T-2	T-3	T-3 for route continuity
	91170	NE Hazel Dell Av	106 ft. North of NE 102Nd St	At NE 103Rd St	2.82	2.85	T-1	T-2	T-2 for route continuity
	91250	NE St Johns Rd	At NE 78Th St	At 211 ft. North of NE 78Th St	0.72	0.76	T-1	T-2	T-1 class is error
	95050	NE 182Nd Av	At NE 158Th St (PVT)	At NE 159Th St (PVT)	5.25	5.32	T-2	T-3	T-3 for route continuity
SPOKANE	5971	32nd Av	At Spokane Valley City Limits	At Sullivan Rd	2.40	3.17	T-2	T-3	T-2 class is error

¹ Modifications were confirmed and approved by the County Road Log Manager and CRAB.

Appendix H: 2007 FGTS City Street T-1 and T-2 Classifications

County	City	Route Name	Begin Location	End Location	2007 FGTS Class
ADAMS					
	Othello	E Main Street	0.53 mi west of SR 17 (east City Limits)	N 14th Ave	T-2
BENTON					
	Kennewick	Columbia Drive	SR 240	SR 397	T-2
		S Columbia Center Blvd	West Clearwater Ave	.10 mile south of SR 240 (City Limits)	T-2
	Richland	S Columbia Center Blvd	.10 mile south of SR 240 (City Limits)	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					
	Battleground	E Main St	SR-503	Grace Ave	T-2
	La Center	NW La Center Rd	South City Limits	E 4th St	T-2
	Vancouver	NE Highway 99	I-5	North City Limits	T-1
		NE St James Rd	NE Minnehaha St	North City Limits	T-1
		NE St Johns Blvd	NE Minnehaha St	North City Limits	T-1
		E Fourth Plain Bv	Main St	Bridge at I-5	T-2
		Mill Plain	East City Limits (NE 202 Ave)	SE 164th Ave	T-2
		NE Fourth Plain Rd	NE Andresen Rd	Bridge at I-205	T-2
		SE 164 th Ave/ NE 162nd	SR 14	North City Limits/ SR 500	T-2
	SE First St	SE 164th Ave	NE 202 Ave/ City Limits	T-2	
	W Fourth Plain Bv	SR501/W. Mill Plain Blvd	Main Street	T-2	
COWLITZ					
	Kelso	Allen Street	4th Ave	1st Ave	T-2
GRANT					
	Moses Lake	Wheeler Rd	SR 17	East City Limits/ N-NE	T-2
KING					
	Algona	West Valley Hwy	South City Limits	North City Limits	T-2
	Auburn	Auburn Way N	E. Main Street	15th Street NE	T-1
		"C" Street	Ellingson	15Th St NW	T-1
		15Th St. NW	West Valley Hwy	"D" St. NE	T-2
		41St St. SE	"C" St. SW	"A" St. SE	T-2
		S. 277th Street	West Valley Highway	108th Ave. SE	T-2
		West Valley Hwy.	N. City Limit	S. City Limit	T-2
	Bellevue	120th Ave NE	NE 8th St	Northup Way	T-2
		148th Ave. SE & NE	I-90	SR 520	T-2

County	City	Route Name	Begin Location	End Location	2007 FGTS Class
KING (cont.)	Bellevue (cont.)	150th Ave. SE	City Limits	I-90	T-2
		Coal Creek Parkway SE	I-405	South City Limits	T-2
		NE 20th St	Northrup Way	148th Ave NE	T-2
		NE 8th St	120th Ave. NE	112th Ave NE	T-2
		Northrup 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	Desmoines Memorial Dr	T-2
		156th St SW	Ambaum Blvd SW	Desmoines Memorial Dr	T-2
		1st Ave S	148th St SW	156th St SW	T-2
		Ambaum Blvd SW	128th St SW	156th St SW	T-2
	Federal Way	S. 320th St	SR 99	I-5	T-2
		S. 348th St.	SR 99	1st Ave. s	T-2
	Issaquah	East Lake	I-90	SE 43rd Way	T-2
		Sammamish Pkwy			
		Issaquah-Pine Lake Rd	Fall City Rd	City Limits	T-2
	Kenmore	68th Ave NE	NE 170th St	SR 522	T-1
	Kent	132nd Ave SE	SR 516	North City Limits	T-2
		S 212th St	42nd Ave S	89th Ave S	T-2
		S 212th Way	SR 167	East City Limits	T-1
	Newcastle	Coal Creek Parkway SE	South City Limits	North City Limits	T-2
	Pacific	8th St East/ Stewart Rd	SR 167	East Valley Hwy	T-1
		Ellingson Road	SR 167	C Street	T-1
		West Valley Hwy	City Limit	Stewart Road	T-2
	Renton	East Valley Rd	SW 43rd St	SW 16th St	T-2
		Grady Way	West City Limits	Rainier Ave. S.	T-2
		Lind Ave SW	SW 7th St	SW 43rd St	T-2
		Logan Ave N	Airport Way	N 6th St	T-2
		Oakesdale Ave SW	SW 43rd St.	SW 43rd St.	T-2
		Park Ave. N/N Park Dr.	N. 6th St.	SR 405	T-2
		SW 41st St	Oaksdale Ave SW	East Valley Rd	T-2
		SW 43rd St.	West City Limits	East City Limits	T-2
		Sammamish	228th Ave SE	South City Limits	Issaquah-Pine Lake Rd
	SeaTac	12th Pl S	S 188th St	West City Limits	T-2
		S 188th St	I-5	12th Pl S	T-2
	Seattle	15th Ave NW (Ballard Br)	W Emerson St	NW 50th St	T-2
		15th Ave W	W Galer St	W Emerson St	T-2
		16th Ave S	E Marginal Way S	SR 99	T-2
		1st Ave S	E Marginal Way S	S Spokane St	T-2
		1st Ave S	S Spokane St	SR 99 Alaskan Way Viaduct	T-2
		4th Ave	Yesler Way	Denny Way	T-2
		4th Ave S	Airport Way S	Yesler Way	T-2
		4th Ave S	E Marginal Way S	S Spokane St	T-1
		4th Ave S	I-90/SR 519	Airport Way S	T-1
		4th Ave S	S Spokane St	S Royal Brougham Way	T-1
		Airport Way S	S City Limit	S Spokane St	T-1
		Airport Way S	S Spokane St	4th Ave S	T-1
		Alaskan Way	Columbia St	Broad St	T-2

County	City	Route Name	Begin Location	End Location	2007 FGTS Class
KING (cont)	Seattle (cont)	Alaskan Way S	E Marginal Way S	S Royal Brougham Way	T-2
		Boren Ave S	S Jackson St/ S Rainier Ave	Yesler Way	T-2
		Boren Ave S	Yesler Way	Olive Way	T-2
		E Marginal Way S	Michigan Ave	1st Ave S Br	T-2
		Elliot Ave W	W Denny Way	W Galer St	T-1
		Highland Park Way SW	W Marginal Way SW	SR 99/ SR 509	T-1
		Myers Way	South City Limits	SR 509	T-2
		NE Northgate Way	I-5	Lake City Way NE	T-2
		NE Pacific St	NE Northlake Way	Montlake Blvd NE	T-1
		Rainier Ave S	M L King Jr Way S	S Dearborn St	T-2
		Rainier Ave S	S Dearborn St	S Jackson St/ Boren Ave S	T-2
		S Dearborn St	Airport Way S	Rainier Ave S	T-2
		S Michigan St	SR 99 (ramps)	I-5 (ramps)	T-2
		W Emerson St	W Emerson Pl	15th Ave W	T-2
		W Marginal Way SW	Delridge Way SW	Highland Park Way SW	T-1
	W Seattle Fy	35th Ave SW	I-5/ S Columbian Way	T-1	
	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 145th St	N 155th St	T-2
	Westminister Way N	N 155th St	N 157th St	T-2	
	Tukwila	Airport Way	Boeing Access	North City Limits	T-2
		Boeing Access Rd	Tukwila International Blvd	I-5	T-1
		E Marginal Way	SR 181	40th Ave S	T-2
		E Marginal Way	SR 181	Boeing Access	T-1
		E Marginal Way	Boeing Access	North City Limits	T-2
		S 180th St	W Valley Hwy	East City Limits	T-2
Tukwila International Blvd		SR 99	Boeing Access	T-1	
Woodinville	127th Pl NE	SR 522	SR 202	T-2	
	156th Ave NE	South City Limits	NE 145th ST	T-2	
	NE 175th St	NE 173rd Pl	140th Ave NE	T-2	
	NE 195th St/ NE North Woodinville Way	SR 522	Woodinville-Duvall Rd	T-2	
	NE Woodinville-Duvall Rd	140th Ave NE	East City Limits	T-2	
KITITAS	Ellensburg	Canyon Road	South City Limits	Umptanum Road	T-1
		Dolarway Road/Railroad Ave	South City Limits	SR 97	T-2
		Umptanum Road	Canyon Road	West City Limits	T-2
		University Way	SR 97	East City Limits	T-2

County	City	Route Name	Begin Location	End Location	2007 FGTS Class
PIERCE					
	Edgewood	Jovita Blvd E	SR 161	West Valley	T-2
	Fife	54th Ave/Taylor Way	Pacific Hwy	SR 509	T-1
		Port of Tacoma Rd	North City Limits	I-5	T-1
		Port of Tacoma Rd	I-5	20th St E	T-2
	Lakewood	100th St SW	Bridgeport Way	S Tacoma Way	T-1
		Bridgeport Way SW	McChord Dr S/ Lakewood S City Limits	Lakewood N City Limits	T-1
		South Tacoma Way	112 th Street S	SR 512	T-2
		South Tacoma Way	SR 512	100th Street SW	T-1
		South Tacoma Way	100th Street SW	N City Limits (S 80th St)	T-2
		Lakewood Dr SW	Bridgeport Way	S 74th St	T-2
		Steilacoom Blvd SW	Farwest Dr S (W City Limits)	South Tacoma Wy	T-2
	Pacific	Stewart Road (8th Street)	City Limit	SR 167	T-1
		Thornton Road	City Limit	Stewart Road	T-2
		Valentine Road	Roy Road	Stewart Road	T-1
		Valentine Road (136th Ave)	City Limit	Stewart Road	T-2
	Sumner	(8 St E) Stewart Road	at Butte Av SE (Pacific City Limits)	.25 mi W of E Valley Hwy (Auburn City Limits)	T-1
	Tacoma	E 15th st	E D st	St Paul Ave	T-2
		E Alexander Ave	St End N	Tacoma City Limits	T-1
		E D st	E 21st st	E 15th St	T-2
		E F St	E 11th St	E 2nd St	T-2
		E Port of Tacoma Rd	E 11th St	Tacoma City Limits	T-1
		E Portland Ave	E 11th St	E 72 nd St	T-2
		E Portland Ave	E 72nd St	Tacoma City Limits	T-2
		E Taylor Way	E 11th St	E Lincoln Ave	T-1
		E Taylor Way	E Lincoln Ave	Tacoma City Limits (SR 509)	T-1
		Eells St	Portland Ave	Milwaukee Ave	T1
		Lincoln Ave	Portland	Port of Tacoma Road	T1
		Saint Paul Ave/Portland Ave	Lincoln Ave	E 11th St	T2
	University Place	67th Avenue W.	Bridgeport Way W.	19th Street W	T-2
		Bridgeport Way W.	S 19th Street (North City Limits)	Chambers Lane	T-2
		Bridgeport Way W.	Chambers Lane	UP South City Limits	T-1
		Chambers Lane/ Chambers Creek Rd	Bridgeport Way W.	64th Street	T-2
SKAGIT					
	Sedro-Woolley	Cook Rd	City Limits	SR 20	T-2
SNOHOMISH					
	Everett	20th Ave/Seaway Blvd	SR 526	75th St SW	T-1
		20th Ave/Seaway Blvd	75th St W	John Fluke Dr	T-2
		41st St	Rucker	I-5	T-1
		Airport Rd	SR 526	S City Limits (Evergreen Wy)	T-2
		Broadway	41st	SR 529	T-2
		E Marine View Dr	I-5	N Broadway/SR 529	T-1

County	City	Route Name	Begin Location	End Location	2007 FGTS Class
	Everett	Evergreen Way	SR 99/ Everett Mall Wy	43rd	T-1
	(cont.)	Madison St	Sievers-Duecy Blvd	Evergreen Wy	T-2
		Pacific Ave	Norton Ave	Maple Street	T-2
		Rucker Ave	43rd St	City Limits	T-1
		W Marine Dr	Pacific Ave	SR 529/ N. Broadway	T-1
	Mill Creek	164th St SE	West City Limits	SR 527	T-1
		Mill Creek Rd	SR 527	Village Green	T-2
	Mountlake	220th St SW	SR 99	56th Ave W	T-2
	Terrace	66th Ave W	220th St SW	214th St SW	T-2
SPOKANE					
	Liberty Lake	Appleway Av (Liberty Lk)	N Liberty Lake Rd	Molter Rd	T-2
	Spokane	Ash St.	Wellesley Ave.	Francis Ave.	T-2
		Broadway	Freya St	Havana St	T-2
		Fort George Wright Dr.	Government Way	Northwest Blvd.	T-2
		Francis St.	Market St.	Division (US 2/ 395)	T-1
		Francis St.	Market St.	Havana (City Limits)	T-2
		Freya St./ Freya Way/ Green St./ Market St.	3rd Ave	Euclid Ave	T-1
		Grand Blvd.	9th Ave.	29th Ave.	T-2
		Hamilton St	Trent Ave (SR 290)	Euclid Ave	T-2
		Haven Pl/ Haven St	Market St.	Wellesley Ave	T-1
		Haven St/ Market Pl	Wellesley Ave.	Market St.	T-1
		Maple St.	Wellesley Ave.	Francis Ave.	T-2
		Market St.	Euclid	Francis Ave.	T-1
		Nevada St.	Euclid Ave	E Hawthorn	T-2
		Regal Rd	57th	53rd Ave	T-2
		Sunset Blvd	Assembly St	Oak St	T-2
		Thor Place/ Thor St.	3rd Ave	Freya St.	T-1
	Spokane	Appleway Blvd	Dollar Rd/ Sprague Ave	University Rd	T-2
	Valley	Argonne Rd	Argonne Rd	Dishman-Mica Rd	T-2
		Argonne Rd	Mullan Rd	SR 290	T-2
		Broadway Ave	Havana St	55 Ft Before Sullivan Rd	T-2
		Dishman-Mica Rd	420 Ft After 4Th Ave	Sprague Av	T-1
		Dishman-Mica Rd	55 Ft Before University Rd	420 Ft After 4Th Ave	T-2
		Fancher Rd	3rd Ave	Spokane City Limits	T-2
		Montgomery Ave	Argonne Rd	University Rd	T-2
		Mullan Rd	Dishman-Mica Rd	Argonne Rd	T-2
		Sprague Ave	Havana St/ West City Limits	Appleway Blvd/ Dollar Rd	T-2
		Sprague Ave	Appleway/ Dollar	University Rd	T-2
		Sprague Ave	University Rd	Appleway Ave	T-2
		Sullivan Rd	Sprague Ave	SR-290	T-2
		University Rd	4Th Ave	Sprague Ave	T-2
WHATCOM					
	Bellingham	Meridian St	Squalicum Way	I-5	T-2
	Ferndale	Main St	3rd Ave	I-5	T-2
YAKIMA					
	Union Gap	Main Street	Valley Mall Blvd	North City Limits	T-1
		North Rudkin Road	Valley Mall Blvd	Lilac Lane	T-1
		Valley Mall Boulevard	Main Street	I-82	T-1
		West Ahtanum Road	Main Street	Goodman Road	T-2

Appendix I: FGTS City Street T-1 and T-2 Changes, 2005 to 2007

T-2 to T-1 City Street Classification Changes, 2005 to 2007

County	City	Route Name	Start Location	End Location	2007 FGTS Class	Comments
PIERCE	Lakewood	Bridgeport Way SW	McChord Dr S / Lakewood S City Limits	Lakewood N City Limits	T-1	T-2 to T-1
SPOKANE	Spokane	Haven Pl/ Haven St	Market St.	Wellesley Ave	T-1	T-2 to T-1, road name clarified
		Haven St/ Market Pl	Wellesley Ave.	Market St.	T-1	T-2 to T-1, road name clarified

T-1 to T-2 City Street Classification Changes, 2005 to 2007

County	City	Route Name	Start Location	End Location	2007 FGTS Class	Comments
KING	Seattle	15th Ave NW (Ballard Br)	W Emerson St	NW 50th St	T-2	T-1 to T-2
		15th Ave W	W Galer St	W Emerson St	T-2	T-1 to T-2
		16th Ave S	E Marginal Way S	SR 99	T-2	T-1 to T-2
		Alaskan Way S	E Marginal Way S	S Royal Brougham Way	T-2	T-1 to T-2 and renamed end to remove SR portion.
		Myers Way	South City Limits	SR 509	T-2	T-1 to T-2 for continuity
		NE Northgate Way	I-5	Lake City Way NE	T-2	T-1 to T-2 and renamed start to clarify
		Rainier Ave S	M L King Jr Way S	S Dearborn St	T-2	T-1 to T-2 and renamed end to clarify
		S Dearborn St	Airport Way S	Rainier Ave S	T-2	T-1 to T-2
PIERCE	Lakewood	Lakewood Dr SW	Steilacoom Blvd SW	S 74th St	T-2	T-1 to T-2
		South Tacoma Way	Pacific Hwy	SR 512	T-2	T-1 to T-2
		South Tacoma Way	100th Street SW	Steilacoom Blvd.	T-2	T-1 to T-2

T-1 and T-2 City Street Segments Added in 2007

County	City	Route Name	Start Location	End Location	2007 FGTS Class	Comments
BENTON	Kennewick	S Columbia Center Blvd	West Clearwater Ave	.10 mile south of SR 240 (city limits)	T-2	T-3 to T-2
	Richland	S Columbia Center Blvd	.10 mile south of SR 240 (city limits)	SR 240	T-2	T-3 to T-2
CLARK	Vancouver	Mill Plain Bv	NE202Ave(East City Limits)	SE 164th Ave	T-2	New T-2 added by city
KING	Seattle	Highland Park Way SW	W Marginal Way SW	SR 99/ SR 509	T-1	New T-1 for continuity with W Marginal Way SW
		1st Ave S	E Marginal Way S	S Spokane St	T-2	New T-2, new count
		1st Ave S	S Spokane St	SR99 Alaskan Way Viaduct	T-2	New T-2, new count
		4th Ave	Yesler Way	Denny Way	T-2	New T-2, new count
		4th Ave S	Airport Way S	Yesler Way	T-2	New T-2, new count
		Boren Ave S	S Jackson St/ S Rainier Ave	Yesler Way	T-2	New T-2, new count
		Boren Ave S	Yesler Way	Olive Way	T-2	New T-2, new count
		Rainier Ave S	S Dearborn St	S Jackson St/ Boren Ave S	T-2	New T-2 for continuity
		S Michigan St	SR 99 (ramps)	I-5 (ramps)	T-2	New T-2, new count
		Pacific	Ellingson Road	SR 167	C Street	T-1
PIERCE	Lakewood	100th St SW	Bridgeport Way	Lakewood Dr SW	T-1	New T-1 added by city
		Lakewood Dr SW	Bridgeport Way	100th St SW	T-2	New T-2 added by city
		South Tacoma Way	Steilacoom Blvd SW	N City Limits (S 80th St)	T-2	New T-2 added by city
		Steilacoom Blvd SW	Farwest Dr S (W City Limits)	Lakewood Dr SW	T-2	New T-2 added by city
	Tacoma	E 15th st	E D st	St Paul Ave	T-2	New T-2 added by city
		E D st	E 21st st	E 15th St	T-2	New T-2 added by city
		E F St	E 11th St	E 2nd St	T-2	New T-2 added by city
		E Portland Ave	E 11th St	E 72nd St	T-2	New T-2 added by city
		Eells St	Portland Ave	Milwaukee Ave	T-1	New T-1 added by city
		Lincoln Ave	Portland	Port of Tacoma Road	T-1	New T-1 added by city
SPOKANE	Spokane	Saint Paul Ave/ Portland Ave	Lincoln Ave	E 11th St	T-2	New T-2 added by city
		Francis St.	Market St.	Division (US 2/ 395)	T-1	New T-1 added by city
		Freya St./ Freya Way/ Green St./ Market St.	3rd Ave	Euclid Ave	T-1	New T-1 added by city
		Regal Rd	57th	53rd Ave	T-2	New T-2 added for annexation
		Thor Place/ Thor St.	3rd Ave	Freya St.	T-1	New T-1 added by city

T-1 and T-2 City Street Segments Removed in 2007

County	City	Route Name	Start Location	End Location	2005 FGTS Class	Comments
ASOTIN	Clarkston	15th Street (SR 128)	Snake River	US 12 (Bridge Street)	T-2	T-2 road removed. Road is state route (SR 128) and accounted for in SR log. T-2 class
CLARK	Battleground	NE 199th St	SR-503	SE Grace Ave	T-2	T-2 road removed. County road that is accounted for in log. T-3 class
	Vancouver	E 15Th St (SR 501)	Main St	E St	T-2	T-2 road removed. Road is state route (SR 501) and accounted for in SR log. T-1 class
		E Mill Plain Bv (SR 501)	Main St	E St	T-2	T-2 road removed. Road is state route (SR 501) and accounted for in SR log. T-1 class
		NE Fourth Plain Rd (SR 500)	NE 177Th Av	NE 162Nd Av	T-2	T-2 road removed. Road is state route (SR 500) and accounted for in SR log. T-1 class
		SE 164Th Av	SE Evergreen Hy	SE 6Th St	T-2	T-2 road removed. Duplicate segment. T-2 begins at SR 14
		W 15Th St (SR 501)	W Mill Plain Bv	Main Street	T-2	T-2 road removed. Road is state route (SR 501) and accounted for in SR log. T-1 class
		W Mill Plain Bv (SR 501)	W Fourth Plain Bv	Main Street	T-2	T-2 road removed. Road is state route (SR 501) and accounted for in SR log. T-1 class
		W Fourth Plain Bv	NW 26th Ave	SR 501/ W. Mill Plain Blvd	T-2	Begin location changed for clarification, which removes T-2 segment
COWLITZ	Kelso	Allen Street	5th Ave	4th Ave	T-2	Begin location changed from 5th Ave to 4th Ave to reflect correct location of jurisdiction change
GRANT	Quincy	Central Ave (SR 281)	E St SE	South City Limits	T-2	T-2 road removed. Road is state route (SR 281) and accounted for in SR log.
KITTITAS	Ellensburg	Canyon Road	Umptanum Road	Mountain View Ave	T-1	T-1 to T-4
KING	Seattle	15th Ave NW	NW 50th St	NW 87th St	T-1	T-1 to T-3
		Alaskan Way	Yesler	Columbia Street	T-2	State Route accounted for in log.
		Broad Street	Alaskan Way	Elliott Ave	T-2	T-2 to T-3
		E Marginal Way S	Alaskan NB FY	Michigan Ave	T-1	State Route accounted for in log.
		Elliott Ave	Broad St	Denny Way	T-1	T-1 to T-3, renamed end to clarify.
		Greenwood Ave N	N 105th St/ Holman Rd N	N 145th St	T-2	T-2 to T-3, renamed start and end to clarify.
		Holman Rd N	N 103rd St	Greenwood Ave N	T-2	T-2 to T-3
		Holman Rd NW	NW 87th St	N 103rd St	T-1	T-1 to T-3

T-1 and T-2 City Street Segments Removed in 2007 (cont)

County	City	Route Name	Start Location	End Location	2005 FGTS Class	Comments
KING (cont)	Seattle (cont)	Leary Way NW	NW Leary Way	NW 36th St	T-1	T-1 to T-3
		N 105th St	Greenwood Ave N	Aurora Ave N	T-2	T-2 to T-3
		N 34th St	Fremont Ave N	N Pacific St	T-2	T-2 to T-3
		N 36th St	1st Ave NW	Freemont Pl N	T-2	T-2 to T-3
		N Northgate Way	Aurora Ave N	I-5	T-2	T-2 to t-3, renamed end to clarify.
		NE Pacific Pl	NE Pacific St	Montlake Blvd NE	T-2	T-2 to T-3
		NE Pacific St	1st Ave NE	NE 40th St	T-2	T-2 to T-3
		NW 36th St	Leary Way NW	1st Ave NW	T-1	T-1 to T-3
		NW 48th St	NW Leary Way	8th Ave NW	T-2	No FGTS Class or count.
		NW Leary Way	15th Ave NW	Leary Way NW	T-2	T-2 to T-3
		Renton Ave S	S City Limit	M L King S Way	T-2	T-2 to T-3
		S Royal Brougham Way	4th Ave S	Airport Way S	T-1	T-1 to T-3
		Valley St	Westlake Ave N	Fairview Ave N	T-1	T-1 to T-3
		W Nickerson St	15th Ave W	Queen Anne Ave N	T-2	T-2 to T-3
		Westlake Ave	Olive Way	Denny Way	T-2	T-2 to T-3, renamed start to clarify.
Westlake Ave N	Broad St	Harrison Ave	T-2	T-2 to T-3, remove duplicate segment.		
Westlake Ave N	Denny Way	Dexter Ave N	T-2	T-2 to T-3, renamed start and end to clarify.		
PIERCE	Lakewood	104th St Ct S	Steele Street S	West end	T-2	T-2 road removed.
		112th St S	Steele Street S	26th Ave S	T-2	T-1 to T-3
		112th St S	26th Av S	South Tacoma Way	T-2	T-2 to T-3
		Murray Rd SW	I-5	150th Street	T-2	T-2 road removed. County road that is accounted for in log.
STEVENS	Colville	5th Ave	Main Street	West City Limits	T-2	T-2 road removed. Road is state route (US 395) and accounted for in SR log.
		Main Street	South City Limits	5th Ave	T-2	T-2 road removed. Road is state route (US 395) and accounted for in SR log.
WHATCOM	Bellingham	Meridian St	Roeder Ave	I-5	T-2	Changed end location from Roeder Ave to I-5 to reflect T-2 segment.

T-1 and T-2 City Street Segments for 2005 Undetermined FGTS Class Truck Routes

County	City	Route Name	Start Location	End Location	2007 FGTS Class
CLARK	Battleground	E Main St	SR-503	Grace Ave	T-2
PIERCE	Fife	54th Ave/ Taylor Way	Pacific Hwy	SR 509	T-1
		Port of Tacoma Rd	North City Limits	I-5	T-1
		Port of Tacoma Rd	I-5	20th St E	T-2
	Pacific	Thornton Road	City Limit	Stewart Road	T-2
		Valentine Road	Roy Road	Stewart Road	T-1
		Valentine Road (136th Ave)	City Limit	Stewart Road	T-2
	Tacoma	E Port of Tacoma Rd	E 11th St	Tacoma City Limits	T-1
		E Portland Ave	E 72nd St	Tacoma City Limits	T-2
		E Taylor Way	E 11th St	E Lincoln Ave	T-1
		E Taylor Way	E Lincoln Ave	Tacoma City Limits	T-1
SNOHOMISH	Everett	20th Ave/Seaway Blvd	SR 526	75th St SW	T-1
		20th Ave/Seaway Blvd	SR 526 / 75th St W	John Fluke Dr	T-2
		41st St	Rucker	I-5	T-1
		Airport Rd	SR 526	S City Limits (Evergreen Wy)	T-2
		Broadway	41st	SR 529	T-2
		E Marine View Dr	I-5	N Broadway/ SR 529	T-1
		Evergreen Way	SR 99/ Everett Mall Wy	43rd	T-1
		Madison St	Sievers-Duecy Blvd	Evergreen Wy	T-2
		Pacific Ave	Norton Ave	Maple Street	T-2
		Rucker Ave	43rd St	City Limits	T-1
	W Marine Dr	Pacific Ave	SR 529/ N. Broadway	T-1	
	Mill Creek	164th St SE	West City Limits	SR 527	T-1
		Mill Creek Rd	SR 527	Village Green	T-2
Mountlake	220th St SW	SR 99	56th Ave W	T-2	
Terrace	66th Ave W	220th St SW	214th St SW	T-2	
SPOKANE	Spokane	Broadway	Freya St	Havana St	T-2
		Hamilton St	Trent Ave (SR 290)	Euclid Ave	T-2
		Nevada St.	Euclid Ave	E Hawthorn	T-2
		Sunset Blvd	Assembly St	Oak St	T-2

T-3 to T-5 City Street Segments for 2005 Undetermined FGTS Class Truck Routes

County	City	Route Name	Start Location	End Location	2007 FGTS Class
KING	Seattle	N Pacific St	N 34th St	1st Ave NE	T-3
		Nickerson St	Queen Anne Ave N	Dexter Ave N	T-3
OKANOGAN	Winthrop	Bluff Street	Bridge Street	North City Limits	T-5
PIERCE	Fircrest	S Orchard St	S 35th St	S 19th St	T-3
		Steilacoom	Steilacoom Blvd	East City Limits	Puyallup St
	Tacoma	Bridgeport Way W	Tacoma City Limits	Tacoma City Limits	
		E Alexander Ave	St End N	Tacoma City Limits	
		Orchard St W	Tacoma: West	Cirque Dr W	T-3
		S 96th St	S Alaska St	Tacoma City Limits	T-3
		S Orchard St	S 48th St	S 35th St	T-3
		S Pine St	S Pierce Pl	S 38th St	T-3
SNOHOMISH	Everett	Everett Ave	I-5	East Grand	T-4
SPOKANE	Spokane	Assembly St	Wellesley Ave	Driscoll Blvd	T-3
		Euclid Ave	Crestline St	Market St	T-3
		Maple St	Walnut St	Riverside Ave	T-3
		Maple St Bridge	Pacific Ave	Sprague Ave	T-3
		Maple St Bridge	Sprague Ave	Dean St	T-3
		Mission Ave	Regal St	Trent Ave	T-3
		Mission St	Greene St	Rebecca St	T-3
		Nine Mile Rd	Driscoll Blvd	Francis Ave	T-3
		North Foothills Dr	Division St	Crestline St	T-3
		NW Blvd	Alberta St	F St	T-3
		NW Blvd-Assembly St	F St	Wellesley Ave	T-3
YAKIMA	Yakima	Walnut St	Walnut Pl	Pacific Ave	T-3
		1st. Ave.	Walnut St.	I St.	T-3
		5th Ave.	B St.	Lincoln St.	T-4
		N. 8th St.	Lincoln Ave.	G St.	
		Summitview Ave.	96th Ave	40th Ave.	T-3

Appendix J: Request to Cities for FGTS Data

June 18, 2007

To: Public Works Directors or Clerks of Washington Cities and Towns

Subject: **Freight and Goods Transportation System Update (State Requirement)**

The Washington State Department of Transportation (WSDOT) *Highways & Local Programs Division* and AWC are assisting in the biennial update of the state's Freight & Goods Transportation System (FGTS), a database of the state's strategic freight corridors, including highways, county roads, and city streets.

WSDOT is soliciting freight data on the city system as part of its overall effort to comply with both state and federal reporting requirements. In addition, the Freight Mobility Strategic Investment Board has used this data as a factor in determining which routes are eligible for funding.

Routes are classified according to the amount of freight they carry each year. The tonnage designations 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

WSDOT/AWC Request:

Please review your jurisdiction's information for accuracy, which identifies known T-1 and T-2 routes for cities. Please note any changes that need to be made by identifying and/or changing the "T" classification for any streets resulting from increases or decreases to the tonnages carried, or additions or deletions of streets identified in the FGTS. We are also seeking freight information on routes that will be classified as T-3, T-4, and T-5.

This year, all of the information can be found on-line at:

http://eefmapps.wsdot.wa.gov/fmi/iwp/res/iwp_auth.html. From there, click on "FGTS". You will then see a page that asks for an account name and password. To bypass this, click on "Guest Account" and then "Login". To verify your current information, click on "find a route". You will see a drop-down menu on the left – find your county and click "confirm". Go to the next drop-down menu and find your city or town and click "Perform Search". You will then see your current information. To create a new route or update route information, click on the "Create New Route" or "Update Route".

If you are having difficulty with the on-line database, please contact Sheri Sawyer at 360-753-4137 or sheris@awcnet.org or Paula Reeves, WSDOT Highways & Local Programs, at 360-705-7258 ReevesP@wsdot.wa.gov. We can then provide you with an Excel version of your information.

In addition to verifying and updating your current data, we are requesting the following information (if available) be submitted directly to Paula Reeves, WSDOT Highways & Local Programs, PO Box 47390, Olympia, WA 98504-7390, or ReevesP@wsdot.wa.gov.

1. Can you provide this information in a GIS format?
2. What type of freight is being moved on your identified corridors (i.e. Local Distribution, Regional Distribution, State, National, or International Distribution)?
3. Are there specific choke points, bottlenecks, rail crossings, port entries or other circumstances that are a barrier to efficient freight movement on your city street? If yes, please describe.
4. What are your investment needs along these routes?

We greatly appreciate your cooperation and timely response for this update. We request that any revisions you may have be returned by **July 27, 2007**.

Appendix K: Instructions for FGTS Truck Tonnage Estimation

FGTS Classes

For the current update, as in 2005, 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%
<u>Cars</u>	<u>600</u>	
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:

$$\begin{aligned}
 & \{ \text{ADT} * \text{percent of ADT that are trucks} * \text{percent of trucks that are singles} * \text{average gross weight for singles} * 250 \text{ working days per year} \} \\
 & + \{ \text{ADT} * \text{percent of total trucks} * \text{percent of trucks that are doubles} * \text{average gross weight for doubles} * 250 \text{ working days per year} \} \\
 & + \{ \text{ADT} * \text{percent of total trucks} * \text{percent of trucks that are trains} * \text{average gross weight for trains} * 250 \text{ working days per year} \} \\
 & = \text{freight in tons per year.}
 \end{aligned}$$

or, for the example above;

$$\begin{aligned}
 & (2400 * 0.18 * 0.55 * 7 * 250) \\
 & + (2400 * 0.18 * 0.42 * 27 * 250) \\
 & + (2400 * 0.18 * 0.03 * 42 * 250) \\
 & = \text{1,776,600 tons per year, or a T-3 class roadway or street.}
 \end{aligned}$$

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:

$$\begin{aligned}
 & (79 * 3 * 7 * 250) \\
 & + (60 * 3 * 27 * 250) \\
 & + (5 * 3 * 42 * 250) \\
 & = \text{1,787,250 tons per year, or a T-3 class of roadway or street.}
 \end{aligned}$$

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.

$$\begin{aligned} & \text{ADT} * \text{Percent trucks} * \text{average truck weight} * \text{working days} \\ & \text{in a year} \\ & = \text{freight tonnage;} \end{aligned}$$

or

$$\begin{aligned} & 2400 * 0.18 * 17 * 250 \\ & = \mathbf{1,836,000 \text{ tons per year, or a T-3 class of roadway or street.}} \end{aligned}$$

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

Appendix L: 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 M: 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. The refined 2004 location specific data was reprocessed by the WSDOT Transportation Data Office (TDO) to portray state freight corridors accurately. When analyzing traffic data, the FGTS update team relied on best professional judgment to make assumptions and minor adjustments, and compared 2005 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 2007 data, unless some reasonable explanation was found, the freight traffic was assumed to continue on to the next exit opportunity.

