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What’s changed in the Roadside Classification Plan for November 2011?

As part of our effort to make WSDOT documents more user friendly and easier to understand, we have reorganized and reformatted the *Roadside Classification Plan* (RCP). The format is now the same as that of the *Design Manual*. We’ve made a few changes to the content and added revision marks to help you find those. The policy in the RCP and the guidance remains the same and no changes have been made to the RCP Log. Following are some of the highlights:

- New pictures from SR View illustrate roadside character classifications and treatment strategies.
- The five Treatment Tables formerly organized by character (forested, open, rural, semiurban, and urban) have been reorganized into three simpler tables based on Treatment Levels. The new tables remove the repetition found in the old tables, while still providing the same information.
- Links are provided to other manuals, laws, executive orders, planning documents, and office contacts.
- Information (like the Glossary and information on updating the RCP Log) that is not necessary for project scoping and design has been moved behind chapters that are used more often.
- Position references have been updated to current titles.
- The Community Enhancement Area graphics have been updated to make them easier to read.
- Maps reflecting the RCP Log are now in color for ease of use.
- The Policy Background in Appendix B refers to current planning documents and websites.
- The Roadside Management Zones graphic now matches the current version found in the *Maintenance Manual*.

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**Washington State
Department of Transportation**

Roadside Classification Plan

M 25-31.01

November 2011

Engineering and Regional Operations
Development Division

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Washington State Department of Transportation
Headquarters Design Office
Roadside and Site Development Section
PO Box 47329
Olympia, WA 98504-7329

Internet: www.wsdot.wa.gov/design/roadside

Foreword

The *Roadside Classification Plan* (RCP) coordinates and guides the management for sustainability of Washington State highway roadsides, including planning, design, construction, and maintenance activities.

The intent of the RCP is to provide a uniform framework for consistent, proactive statewide roadside preservation and maintenance and to facilitate cost-effective restoration of the state's roadsides. The policies and guidelines provided herein support the regional variations while maintaining consistent statewide standards.

The RCP is to be used in conjunction with the State Highway System Plan and any departmental policies, guidelines, and publications that have bearing on the management of state roadsides.

In coordination with the State Highway System Plan, the RCP:

- Provides guidelines for roadside preservation, maintenance, and rehabilitation.
- Advocates the use of native plants, Integrated Vegetation Management (IVM), and a long-term management approach to achieve sustainable roadsides.
- Sets statewide goals and objectives for roadside sustainability, establishes roadside character classifications, and records roadside character designations in the Roadside Classification Log.

For further information, contact the Roadside and Site Development Section in the HQ Design Office:

 www.wsdot.wa.gov/design/roadside/

/s/ Pasco Bakotich III

Pasco Bakotich III, P.E.

Director & State Design Engineer
Development Division

Comment Form

From: _____	Date: _____
_____	Phone: _____

To: WSDOT Headquarters
Roadside and Site Development Section
Mail Stop 47329
PO Box 47329
Olympia, WA 98504-7329

Subject: *Roadside Classification Plan* Comments/Suggestions

Comments/Suggestions (marked copies attached):

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- 1.1 Background
- 1.2 Policy Statement
- 1.3 Purpose and Intent
- 1.4 Roadside Definition
- 1.5 Extent of Roadside Restoration Required
- 1.6 Goals and Objectives

1.1 Background

The *Roadside Classification Plan* (RCP) was first published in 1996. Since that time, it has provided roadside policies and guidelines in coordination with the Washington Transportation Policy Plan, the Statewide Multimodal Transportation Plan, Federal Highway Administration Policies, the *Design Manual*, and the *Roadside Manual*.

1.2 Policy Statement

It is Washington State Department of Transportation (WSDOT) policy to use roadside treatments to protect and restore roadside character and functions, as designated in the Roadside Classification Log (see [Appendix D](#)), and to incorporate the RCP into regional and route-specific planning, design, construction, and maintenance programs.

1.3 Purpose and Intent

The purpose of the *Roadside Classification Plan* is to communicate WSDOT policy regarding the roadside and to provide guidance to the engineering community in project development.

The intent of the RCP is to:

- Minimize roadside project construction costs and long-term demands on maintenance resources.
- Provide consistent and proactive roadside design guidance and reduction of maintenance needs.
- Comply with legal obligations and commitments.
- Preserve, protect, and restore Washington State's natural environmental and cultural resources within state highway roadsides.

The RCP's approach to these tasks is based on two assumptions:

- Long-term roadside management costs will be held at the lowest feasible levels, while meeting the required roadside functions, through integration of design, construction, and maintenance criteria.
- The natural environment and cultural resources contained within state highway roadsides are valuable resources. They serve numerous roadside functions and are a visible symbol of Washington State character.

In coordination with the State Highway System Plan,¹ the RCP:

- Sets statewide goals and objectives for roadside management.
- Establishes roadside character classifications and records roadside character designations in the *Roadside Classification Log* (see [Appendix D](#)).
- Provides guidelines for roadside restoration requirements within construction projects.
- Advocates the use of native plants, Integrated Vegetation Management (IVM), and a long-term management approach to achieve sustainable roadsides.

1.4 Roadside Definition

The roadside is the area outside the traveled way. This applies to all lands managed by WSDOT and may extend to sites outside the right of way boundaries. The roadside includes unpaved median strips and auxiliary facilities such as rest areas; roadside parks; viewpoints; heritage markers; pedestrian and bicycle facilities; mitigation wetlands and their associated buffer areas; stormwater treatment facilities; park & ride lots; and quarries and pit sites.

1.5 Extent of Roadside Restoration Required

Whenever a project disturbs or adds elements to the roadside, the project is responsible for restoring roadside functions. This includes contour grading, decompaction, visual elements (such as walls, lighting, signs, and bridges), pedestrian movement, vegetation, and stormwater treatment. The extent of restoration is dependent upon the source of funding (see [Exhibit 1-1](#)).

Funding	Restore Roadside Functions Beginning to End of Project – R/W Line to R/W Line	Restore Only Roadside Functions Impacted by the Project
Mobility (I1) Economic Development (I3)	X	
Safety Improvement (I2) Environmental Retrofit (I4) Preservation (P)		X
<p>Note: For Mobility (I1) and Economic Development (I3) programs, the project is responsible for restoring the entire roadside from right of way line to right of way line and from beginning to end of project using the guidelines found in the RCP. For Preservation (P), Safety Improvement (I2), and Environmental Retrofit Program (I4) projects, the project is responsible for restoring roadside functions that are disturbed by the project. Functions may be restored in a location outside of the immediate impact area if it is more appropriate.</p>		

Funding Source Determines Extent of Restoration

Exhibit 1-1

¹ 2007–2026 *Washington State Highway System Plan; High Benefit, Low Cost*, Foreword by Paula J. Hammond, Secretary of Transportation, December 2007 (<http://www.wsdot.wa.gov/ppsc/pgmmgt/longrapl/072026hsp.pdf>)

1.6 Goals and Objectives

The following are goals and objectives for WSDOT roadsides:

Goal 1: Promote transportation safety and management efficiency

- Objective 1.1 Design roadsides for sustainability, emphasizing safety and operational efficiency, with minimal ongoing maintenance.
- Objective 1.2 Address common roadside functional, sustainability, and maintenance issues on a statewide basis.
- Objective 1.3 Provide long-term cost-effective measures for roadside design, construction, use, and maintenance.
- Objective 1.4 Integrate criteria for roadside planning, design, construction, use, and maintenance.
- Objective 1.5 Define common roadside issues and terminology for statewide use.

Goal 2: Minimize environmental and social impacts of transportation facility construction and maintenance²

- Objective 2.1 Minimize roadside disturbances that provide opportunities for the migration and distribution of invasive plants and noxious weeds.
- Objective 2.2 Provide guidelines for rehabilitation of roadside areas and functions disturbed during construction.
- Objective 2.3 Preserve, protect, and rehabilitate native plant communities.
- Objective 2.4 Reduce water pollution through stormwater runoff and erosion control, and through slope stabilization measures.
- Objective 2.5 Support preservation and mitigation of wetlands and sensitive areas.³
- Objective 2.6 Coordinate wildlife considerations with operational functions.⁴
- Objective 2.7 Buffer adjacent lands from adverse visual and noise impacts from the roadway.
- Objective 2.8 Screen roadway users from visual distractions.
- Objective 2.9 Promote aesthetic harmony and visual continuity within the roadway corridor.

² Secretary's Executive Order, Paula J. Hammond, P.E., *Environmental Policy Statement*, April 7, 2009.

³ <http://www.wsdot.wa.gov/publications/policies/fulltext/1018.pdf>

³ Policy Statement, Jerry Lenzi, P.E., *Wetlands Protection and Preservation*, July 6, 2011.

⁴ <http://www.wsdot.wa.gov/publications/policies/fulltext/2038.pdf>

⁴ Policy Statement, Douglas B. MacDonald, *Protections and Connections for High Quality Natural Habitats*, July 23, 2007, reviewed and verified November 9, 2010.

⁴ <http://www.wsdot.wa.gov/publications/policies/fulltext/1031.pdf>

Goal 3: Facilitate protection and restoration of Washington's natural environment and cultural heritage within state highway roadsides

- Objective 3.1 Coordinate roadside planning, design, construction, and maintenance actions with the natural environment within a statewide, regional, and local context.
- Objective 3.2 Promote biological diversity through the use of native plant communities.⁵
- Objective 3.3 Facilitate documentation and ongoing maintenance of scenic views and mitigation of undesirable views.
- Objective 3.4 Design roadside structures in coordination with the surrounding natural and cultural contexts.⁶
- Objective 3.5 Address the role of special planning designations, such as Scenic and Recreational Highways,⁷ in roadside management.

Goal 4: Promote cooperation and communication in roadside management

- Objective 4.1 Facilitate departmental, interagency, and public communication by providing consistent sustainable roadside policy.
- Objective 4.2 Cultivate responsiveness to local community and citizen requests for volunteer involvement and community enhancement in selected roadside areas.

⁵ *Wetlands Protection and Preservation.*

⁶ Secretary's Executive Order, Paula J. Hammond, P.E., *Context Sensitive Solutions*, March 17, 2011.

⁶ <http://wwwi.wsdot.wa.gov/publications/policies/fulltext/1028.pdf>

⁷ Revised Code of Washington, *Scenic and Recreational Highway Act of 1967*, Chapter 47.39.

⁷ <http://apps.leg.wa.gov/rcw/default.aspx?cite=47.39>

2.1 General

2.2 Roadside Character

2.1 General

The *Roadside Classification Plan* establishes a classification system for roadsides based on the key concepts used in visual quality assessment for roadway projects, and it documents roadside character statewide. Sections of the roadway have been assigned one of five character classifications (Forest, Open, Rural, Urban, and Semiurban) based on the natural and/or built character of each roadway segment and its roadside environment. State roadsides are to be maintained and rehabilitated according to their documented character classifications to ensure the preservation and enhancement of our cultural, historical, and natural roadside environment.

2.2 Roadside Character

Roadside character is classified from the roadway user's visual perspective of the landscape. Roadside character classifications fall within two categories: natural and built.

(1) *Natural Character*

Natural character refers to a landscape in which vegetation and landforms are predominant. Human elements and structures are rare or visually insignificant in the overall context. Natural character includes forest, open, and occasionally rural roadside character classifications.

(a) **Forest**

The forest landscape is predominantly natural or naturalized forest.

A roadside classified as forest is characterized by natural-appearing landforms and native trees and/or understory vegetation. Zone 2 may be meadow or shrubs. Forest may appear different from location to location due to climatic and elevation differences.

The following views (taken from SRview) are examples of the Forested Roadside Character Classification.



In drier zones, the forest trees may be more widely spaced and understory vegetation may consist of grasses and forbs



Natural-appearing landforms and native trees with understory vegetation blend with surrounding forested vegetation



Zone 2 may be meadow – Native trees screen the views of the built environment from the roadway



Vegetation is predominantly natural or naturalized forest



Some forest zones appear sparsely vegetated with trees due to the climate zone

(b) Open

In the open landscape, sky and sweeping views prevail in a landscape of few or no trees. Open character includes prairie, steppe, desert, and agricultural fields.

A roadside classified as open is characterized by natural-appearing landforms and low-growing native vegetation or agricultural crops associated with adjacent farming.

The following views show examples of the Open Character Classification.



Few or no trees in prairie or steppe open landscapes



Sweeping views of the water create open character



Sky and landforms dominate the view



Open landscapes may be enclosed on one side



Agricultural crops associated with farming may predominate in open landscapes

(2) Built Character

Built character indicates a landscape in which human elements and structures are notable or predominant in the overall context. Built character includes the rural, semiurban, and urban roadside classifications.

(a) Rural

The rural landscape is characterized by intermixed built and natural or naturalized elements, with built elements beginning to encroach on the natural environment; human manipulations of the land are evident.

A roadside classified as rural is characterized by natural-appearing landforms and vegetation. Vegetation is predominantly native. Non-native vegetation may reflect historical land use. Zone 2 may be meadow or agricultural crops associated with adjacent farming. Character continuity is provided by uniform Zone 2 management.

The following views show examples of the Rural Character Classification.



Human manipulation of the environment is apparent in the rural character



Rural landscapes are characterized by intermixed built and natural or naturalized elements



Rural landscapes may reflect traditional or historical land use such as farming



Natural-appearing landforms characterize the rural landscape



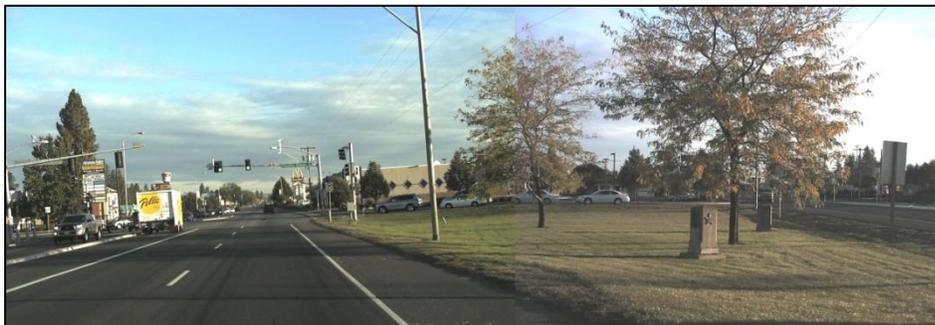
Rural forms of vegetation such as windbreaks exhibit human intervention in the landscape

(b) Semiurban

Built environments prevail in the semiurban landscape and are intermixed with natural or naturalized elements.

A roadside classified as semiurban is transitional in character. Vegetation is a combination of native and non-native species. Trees and large shrubs are predominant where sufficient right of way is available. Zone 2 may vary from mowed grass to low-maintenance vegetation. Roadside management is used to develop a consistent, informal, and moderately refined appearance in Zone 2. Structures are coordinated for visual continuity throughout the corridor.

The following views show examples of the Semiurban Character Classification.



Semiurban landscapes are characterized by intermixed built and natural or naturalized elements



Vegetation is native and non-native. Trees and large shrubs are predominant where sufficient right of way exists



Human elements prevail in the semiurban landscape



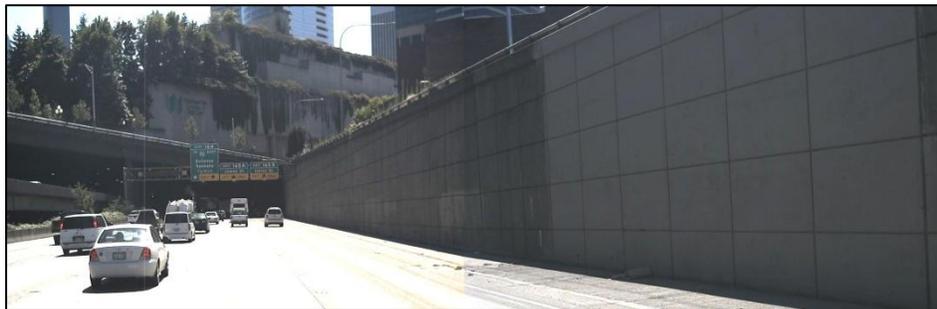
The semiurban landscape is transitional in character

(c) Urban

The built environment dominates the urban landscape classification.

A roadside is classified as urban when human-built structures are the principle elements in the view and vegetation is a secondary element in the view. Vegetation is mostly non-native (ornamental) trees, shrubs, and ground cover, with remnants of native vegetation. There is a consistent, refined appearance throughout all management zones. Structures are coordinated for visual continuity throughout the corridor. Special attention is given to architectural detail.

The following views show examples of the Urban Character Classification.



In the urban environment, human-built structures are the principle elements in the view



In the urban environment human manipulation of the landscape is dominant



Roadside elements mirror the adjacent land use character



Urban roadsides exhibit a consistent, refined appearance throughout all management zones



Urban roadside vegetation is mostly ornamental trees, shrubs, and groundcovers, with remnants of native vegetation

- 3.1 Roadside Policies and Guidelines
- 3.2 Roadside Treatment Elements
- 3.3 Roadside Treatment Strategies
- 3.4 Roadside Character and Treatment Levels

3.1 Roadside Policies and Guidelines

Roadside planning, design, construction, and maintenance activities are conducted to meet the State Transportation Policy goals of preservation, safety, mobility, environment, stewardship, and economic vitality. To meet these policy goals, restoration is conducted according to the statewide roadside policy as shown in the Roadside Character and Treatment Level Tables in Section 3.5. Regional guidelines may be developed that will include variations in roadside treatment; however, variations must fall within the statewide parameters. Departmental manuals, including the *Design Manual*, *Roadside Manual*, *Maintenance Manual*, *Highway Runoff Manual*, and *Environmental Procedures Manual*, contain additional information to aid in implementing these guidelines.

3.2 Roadside Treatment Elements

(1) Landforms

Landforms include soil, rock outcrops, and the surface and subsurface configurations of land. Landforms may be used to accomplish operational, environmental, and visual functions. Roadside berms should be graded to match adjacent slopes and reflect surrounding topography. Designs diverging from conventional road geometry may be necessary to fulfill these roadside functions.

Roadside landforms are designed and graded to manage stormwater runoff and surface water infiltration where necessary, and to carry out approved wetland preservation and mitigation measures. Rock cuts are designed for minimal visual impact, in accordance with safety standards.

Landforms, such as berms, may be used to screen distractions and unsightly elements and to separate conflicting land uses. These uses frequently do not blend with the natural contours of adjacent land. If used, placement of vegetation is critical to blend landforms into the surrounding area.



Planting on berms



Natural rock faces



Natural appearance of grading

(2) Vegetation

Roadsides are planned, designed, constructed, and maintained for permanent vegetative cover, in coordination with roadside management zones. The highest priority is to protect existing native vegetation wherever possible, and native plant material is used wherever conditions permit. Desirable volunteer plants are encouraged, invasive species are discouraged, and native plant communities are restored through Integrated Vegetation Management (IVM).

When non-native plant material is used, species are selected for adaptability to specific roadside conditions, compatibility with native species and roadside functions, and harmony with roadside character.

In the design of roadside projects, appropriate site and soil analyses are performed and plant characteristics are matched with site and soil conditions. Plant material is selected and located for minimal long-term maintenance (including low water use) and minimal fertilizer and pesticide use. Plant material must be compatible with desirable volunteer growth.



Native vegetation in semiurban corridors



Native and non-native vegetation in semiurban corridors

(3) Structures

Structures, such as traffic and noise barriers, utility structures, retaining walls, and vegetated earth walls, are designed and located to reduce contrast between built and natural elements and to facilitate wildlife needs. Structures are designed to blend with local architecture and history, where appropriate, and to enhance corridor continuity. Materials are selected to coordinate with roadside character, and vegetation is used to soften or enhance the appearance of structures.



Walls designed to blend the structures with the adjacent forested character



Continuity is enhanced by maintaining a single architectural theme throughout the corridor



Context sensitive structures

3.3 Roadside Treatment Strategies

Operational, environmental, and aesthetic roadside functions⁸ are accomplished by applying the treatment strategies shown below. These strategies fulfill the roadside policies by providing the functions through construction and/or maintenance activities.

(1) *Enclose/Screen*

Let existing vegetation grow, plant additional vegetation, extend landforms, and/or install structures to:

- Establish buffers or barriers to reduce perceived roadway noise levels at adjacent properties.
- Establish buffers or barriers to screen visual distractions and undesirable views.
- Reduce solar and headlight glare.
- Facilitate speed control, traffic calming, positive guidance, and navigation.
- Produce a sense of enclosure for aesthetic reasons.

(2) *Expose*

Remove or prune vegetation, grade landforms, and/or remove structures to:

- Preserve or restore existing scenic or desirable views seen from the roadway.
- Remove vegetation for utility accommodation in accordance with the [Utilities Accommodation Policy](#).

⁸ See the [Glossary](#) for operational, environmental, and aesthetic functions.

- Remove vegetation for solar exposure of pavement when such removal is calculated to significantly reduce icing in a highway corridor.
- Remove vegetation for safety reasons: to make signs visible, to facilitate traffic movements, and to provide safety clear zones.

(3) *Blend*

Bring roadside elements into harmonious composition to:

- Match with existing roadside character and provide corridor continuity by acknowledging elements from adjacent land in the roadside design.
- Design in roadside character continuity by integrating the various roadside elements within the right of way.



Guardrail blending with existing structures



Cascadian theme roadside structures



New structures designed to blend with nearby park service area

3.4 Roadside Character and Treatment Levels

(1) Treatment Level 1: Maintenance

Maintenance activities sustain the roadside treatments, established by construction activities, using Treatment Level 1. Most maintenance activities for the roadside rely on Integrated Vegetation Management (IVM) techniques. Once the plant establishment period of a project is complete, the WSDOT Maintenance budget is financially responsible for these activities.

- **IVM:** Design decisions are important to IVM practices. In order to be effective, soil preparation, plant selection, and proper care during the plant establishment period are critical to developing the sustainable roadside. Once the plant establishment period is over, IVM involves caring for and/or controlling plants along the highway in the long term. If maintained properly, roadside vegetation can become self-sustaining over time and require less maintenance, which helps reduce costs and minimizes herbicide use.

(2) Treatment Level 2: Construction-Funded Roadside Work

The intent of Treatment Level 2 is to use construction activities to restore roadside functions to the designated character classification within the construction limits of the project, including construction easement areas.

Treatment Level 2 is the basic level of roadside treatment for all construction projects. The treatment level is identified prior to design according to the policies listed in [Section 3](#) and is recorded on the Design Decisions Summary Form. In almost all cases, this will be Treatment Level 2.

- The Roadside Restoration Worksheet found under Roadside and Site Development, Design Decisions Summary (www.wsdot.wa.gov/design/roadside/), describes the scope of work expected on a project and estimates the cost of work to be budgeted.

(3) Treatment Level 3: Accelerated Roadside Restoration

The intent of Treatment Level 3 is to use construction activities to accelerate restoration of roadside functions to the designated roadside character classification and to fulfill additional environmental requirements or public commitments. Use of Treatment Level 3 requires the approval of the State Design Engineer. Generally, Treatment Level 3 is only used at the request of the local jurisdiction, and additional funding from local agencies or other interested parties is added to the construction funding to accomplish this higher level of effort.

The following tables show the criteria used to restore the roadside to the designated character.

Treatment Level 1					
<i>In addition to safety and operational criteria, use maintenance activities only, including Integrated Vegetation Management (IVM), to restore the roadside to the designated roadside character.</i>					
<i>Treatment Level 1 activities fall within the normal operations of maintenance work and budget.</i>					
	Forest	Open	Rural	Semi-urban	Urban
VEGETATION					
Encourage native plant communities.	X	X	X	X	
Manage vegetation to meet the requirements of operational, environmental, and visual functions, with minimal maintenance.	X	X	X	X	X
Manage the transition of construction clearing edges to minimize visual impact.	X		X	X	X
Manage vegetation to control stormwater runoff, minimize erosion, and achieve slope stability.	X	X	X	X	X
Manage for roadside character continuity; keep level of maintenance consistent throughout each roadside character segment.	X	X	X	X	X
Limit the width of Zone 1 as much as possible.	X	X	X	X	X
Where grass and forbs are preferred in Zone 2, manage as natural-appearing meadow.	X		X		
Manage the roadside area within any overhead utility corridor to exclude vegetation that will interfere with the utility.	X		X	X	X
Use IVM to screen visual distractions and undesirable views.	X		X	X	X
Coordinate with adjacent property owners to protect roadside vegetation from logging or clearing impacts, where possible.	X		X		
Where roadside functions will not be compromised, allow, by permit, agricultural use of the roadside associated with adjacent farming.		X	X		
Manage to achieve the desired degree of blending and/or meet screen/enclosure objectives.			X	X	X
STRUCTURES					
Preserve original architectural design intent.	X	X	X	X	X
Manage vegetation to soften the appearance of structures.	X		X	X	X

Treatment Level 2					
Use construction activities within the construction limits of the project (including construction easements) to bring the roadside into alignment with the designated roadside character.					
<i>Blend and integrate various elements within the right of way, while ensuring the roadside character predominates. Respond selectively to adjacent land use by using appropriate plant material for the Roadside Classification, continuing roadside design scale through the blended area, and designing for visual continuity throughout the character segment.</i>					
<i>Restore operational, environmental, and visual functions. Where possible, work with land use agencies and adjacent landowners to preserve and establish buffer zones.</i>					
	Forest	Open	Rural	Semi-urban	Urban
LANDFORMS					
Adjust grading limits to protect desirable vegetation, screen or expose scenic views, provide natural habitat, and protect wetlands, sensitive areas, and heritage resources.	X	X	X	X	X
Design all management zones to facilitate maintenance activities.					X
Design landforms to reflect urban architecture.					X
Design slopes and drainage to manage stormwater runoff, minimize erosion, and achieve slope stability.	X	X	X	X	X
<u>Consider LID techniques for stormwater management to minimize the area needed for detention.</u> ⁹	X	X	X	X	X
Design grading required for construction projects to facilitate maintenance in roadside management Zone 2.	X	X	X	X	
Adjust grading limits to preserve and protect vegetation for screening purposes.	X		X	X	
Design landforms to facilitate driver guidance where appropriate.		X			
Grade slopes to blend with adjacent slopes and reflect surrounding topography.	X	X	X		
Design rock cuts for minimal impact on visual quality.	X	X	X		
Satisfy safety criteria for rock outcrops within roadside management Zone 2 through the use of redirectional landforms or traffic barrier extensions, <u>as advised by the Traffic Office.</u>	X	X	X		
Where cost-effective, save topsoil for redistribution.	X	X	X	X	X
Where a roadside screen or visual barrier between the roadway and adjacent land use is necessary, use vegetated earth berms or earth walls.		X			

⁹ See the [Highway Runoff Manual](#) for requirements and best management practices (BMPs).

Treatment Level 2 (continued)					
	Forest	Open	Rural	Semi-urban	Urban
VEGETATION (In coordination with IVM goals)					
Minimize site disturbances to protect native plant communities and specimen trees.	X	X	X	X	X
Select plant material to accelerate the recovery of native plant communities.	X				
Select plant material to favor native plant communities.			X		
Zone 2: Seed graded and disturbed areas with erosion control seeding mixture; include native grass and forb species in the seeding mixture where possible.	X		X		
Zone 2: Seed graded and disturbed areas with erosion control seeding mixture; shrubs and groundcovers may be planted. Calculate plant spacing as below.				X	X
Zones 2 and 3: Seed graded and disturbed areas with erosion control seeding mixture; incorporate native plant seed into erosion control seed mixtures; use salvaged topsoil as a source for native seed and other vegetative regeneration.		X			
Zone 3: In conjunction with erosion control measures, restore roadside character with small native tree and shrub seedlings; calculate plant spacing based on site conditions, expected plant survival rate, and density required to discourage the establishment of undesirable species.	X		X		
Zone 3: In conjunction with erosion control measures, restore roadside character with trees (conifers up to 4 feet in height and deciduous trees up to 1 inch in caliper) and shrub seedlings; plant trees of up to 2 inches in caliper in pedestrian areas; calculate plant spacing based on site conditions, expected plant survival rate, and density required to discourage establishment of undesirable species.				X	
Zone 3: In conjunction with erosion control measures, restore roadside character with trees (conifers up to 6 feet in height and deciduous trees up to 2 inches in caliper) and shrubs; plant trees of up to 3 inches in caliper in pedestrian areas; calculate plant spacing based on site conditions, expected plant survival rate, and density required to discourage the establishment of undesirable species.					X
Incorporate planned/existing local street tree programs into roadside plans.				X	X
Use temporary irrigation for plant establishment where necessary; design permanent irrigation where unavoidable.				X	X
Select vegetation to control stormwater runoff, minimize erosion, and achieve slope stability.	X	X	X	X	X
Select and locate plant material to facilitate driver guidance, frame scenic views, screen visual distractions and undesirable views, and create a natural appearance.	X		X	X	X
Design the transition of construction clearing edges to minimize visual impact.	X	X	X		
Select vegetation and design planting density to achieve desired degree of blending and/or meet screen/enclosure objectives by the year noted after construction.			15 th Year	10 th Year	7 th Year

Treatment Level 2 (continued)					
	Forest	Open	Rural	Semi-urban	Urban
STRUCTURES					
Minimize use of structures; design structures to be visually unobtrusive, and select materials to blend with the site and the natural landscape	X	X			
Design structures to be visually unobtrusive; select materials to blend with the site and the natural landscape.			X		
Design structures to provide visual continuity, in coordination with other structures within the roadway corridor.				X	
Design structures to provide visual continuity and enhance the urban environment; give special attention to architectural detail.					X
Use structural screens/fences where desired to screen views where right of way is limited.				X	X
Select and manage vegetation to soften the appearance of structures.	X	X	X		
Use vegetation to enhance architectural elements.				X	X
Consider scenic views in location and design of structures.	X	X	X	X	
Consider scenic views when locating signs.					X
Select traffic barriers to fit harmoniously within the landscape where a significant reduction in visual impact is required.	X	X	X		
Incorporate wildlife needs into the design and location of structures.	X	X	X		

Treatment Level 3					
<p>Use construction activities to accelerate restoration of the roadside to the designated roadside character and to fulfill additional environmental requirements and/or public commitments.</p> <p>Consider the purchase of additional right of way, the purchase of development rights, and/or the development of partnerships for future screening/buffering and/or environmental functions as adjacent land uses change.</p> <p>Note: Includes all guidelines in Treatment Level 2, except where superseded by Treatment Level 3 guidelines.</p>					
	Forest	Open	Rural	Semi-urban	Urban
VEGETATION					
Restore the roadside with a mixture of native plant material: tree whips, conifers up to 30 inches in height, and shrub seedlings.	X				
Restore the roadside with native seedlings; calculate plant spacing based on site conditions, expected plant survival rate, and the density required to discourage establishment of undesirable species.		X			
Restore the roadside with trees (conifers up to 4 feet in height and deciduous trees up to 1 inch in caliper) and shrub seedlings.			X		
Plant trees of up to 3 inches in caliper in pedestrian areas; areas of Zone 2 that cannot be mowed may be planted with shrubs and ground covers.				X	
Ground covers may be planted in Zones 2 and 3.					X
Irrigated lawns may be used in pedestrian areas.	X	X	X	X	X
Use temporary irrigation only where unavoidable.			X		
Select vegetation, design planting density, and manage to achieve desired degree of blending and/or meet screen/enclosure objectives by the year noted after construction or initial management action.	10 th Year		10 th Year	7 th Year	5 th Year
STRUCTURES					
Structural screening/fences may be used to screen visual distractions and undesirable views where right of way is limited	X		X		
Use structures for screening only where landform or landform/vegetation solutions are not feasible.		X			
Consider the use of traffic barriers to reduce tree setback limits where right of way is narrow and screening is essential.				X	X

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- 4.1 General
- 4.2 Interchange Community Enhancement Area
- 4.3 Gateway Community Enhancement Area
- 4.4 Intersection Community Enhancement Area

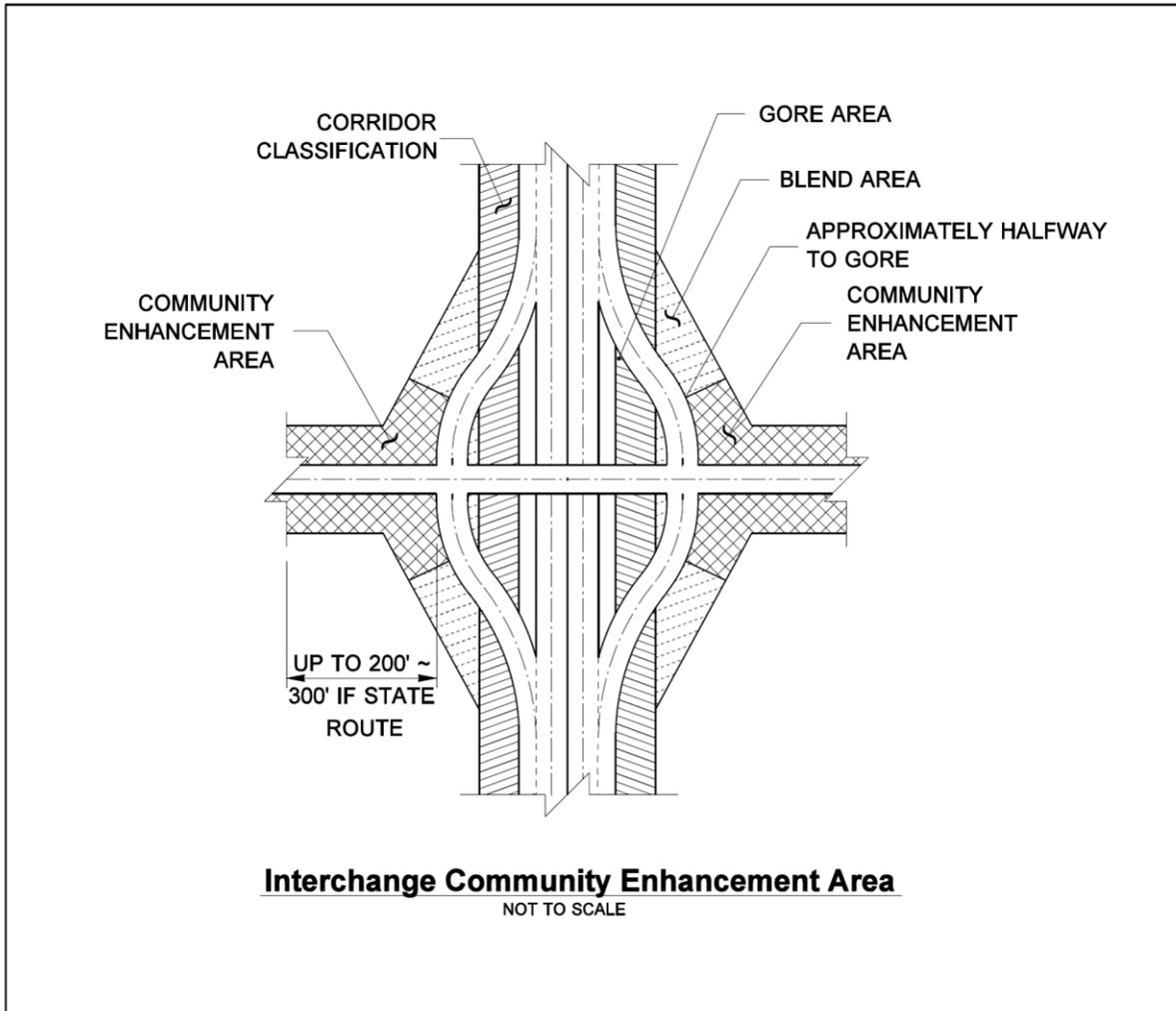
4.1 General

Community Enhancement Areas (CEAs) are roadside areas designed and maintained in partnership with community organizations to convey first impressions to visitors and express community identity. As entryways to towns, cities, regions, or the state, CEAs provide special opportunities to highlight an area through landscape design and public art. Community Enhancement Areas are established at the request of a community organization, in agreement with the WSDOT Region Landscape Architect (or equivalent) and Maintenance Engineer.

A CEA agreement documents design and maintenance responsibilities and includes applicable legal agreements and permits. CEA agreements must put safety first. Designs must be compatible with operational requirements such as sight distance and clear zone. Designs must also retain character continuity within the corridor and be in harmony with site characteristics. CEA arrangements must not constitute a present or future financial burden on WSDOT. Three roadside locations are eligible for CEAs: interchanges, gateways, and intersections.

4.2 Interchange Community Enhancement Area

The Interchange CEA may be located on any interchange of a multilane state roadway. Upon agreement with the WSDOT Region Landscape Architect (or equivalent) and Maintenance Engineer, this CEA may also extend into the blend area, as illustrated in [Exhibit 4-1](#). The blend area may partially diverge from the roadside character classification as long as the designated roadside character prevails. This can be accomplished by incorporating trees or other predominant landscape elements from the roadside character into the blend area design. Private participation in maintenance within the interchange core is discouraged due to safety considerations.

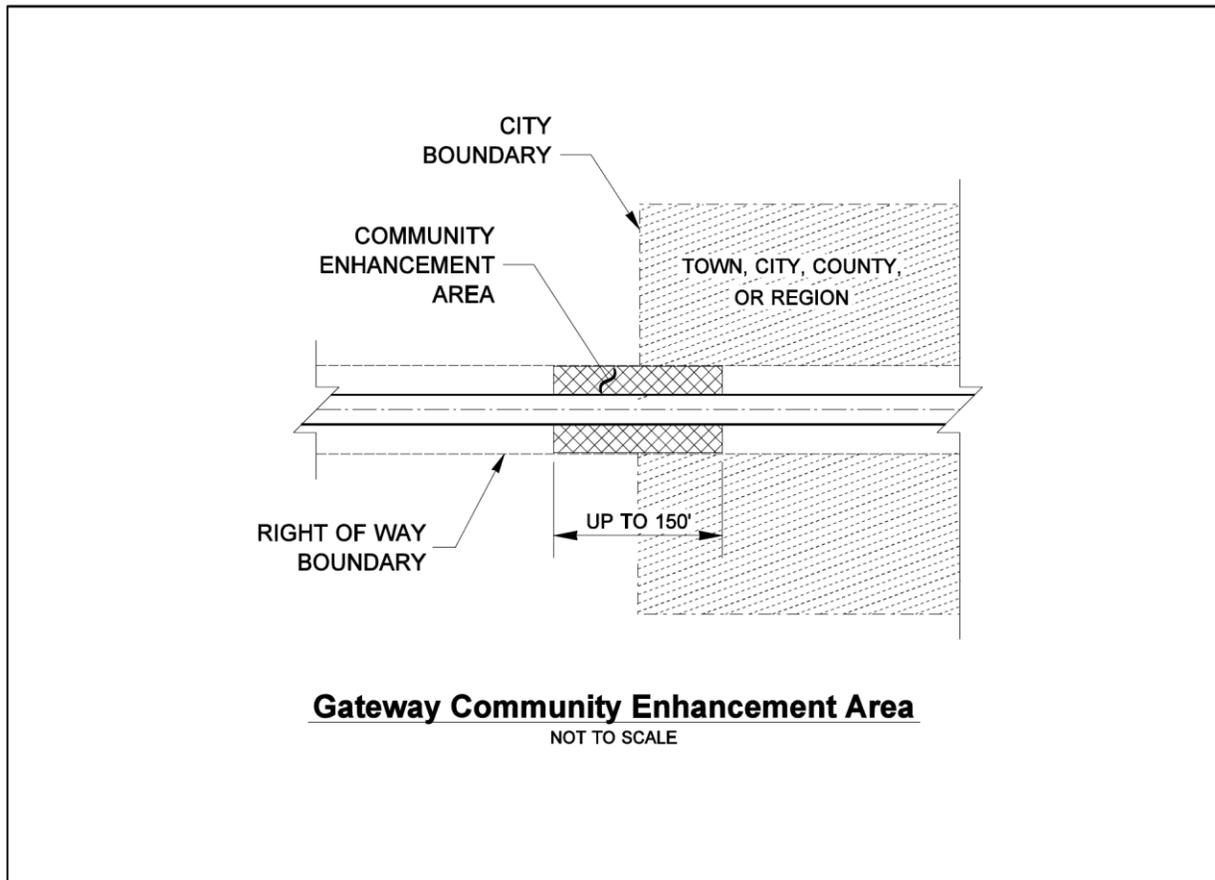


Interchange Community Enhancement Area

Exhibit 4-1

4.3 Gateway Community Enhancement Area

The Gateway CEA applies to town, city, region, or state boundaries along all roads except multilane limited access highways. An area of right of way up to 150 feet in length, extending up to the width of the right of way, and at or inside of the town, city, region, or state boundary, is eligible for Gateway CEA use, as shown in [Exhibit 4-2](#).

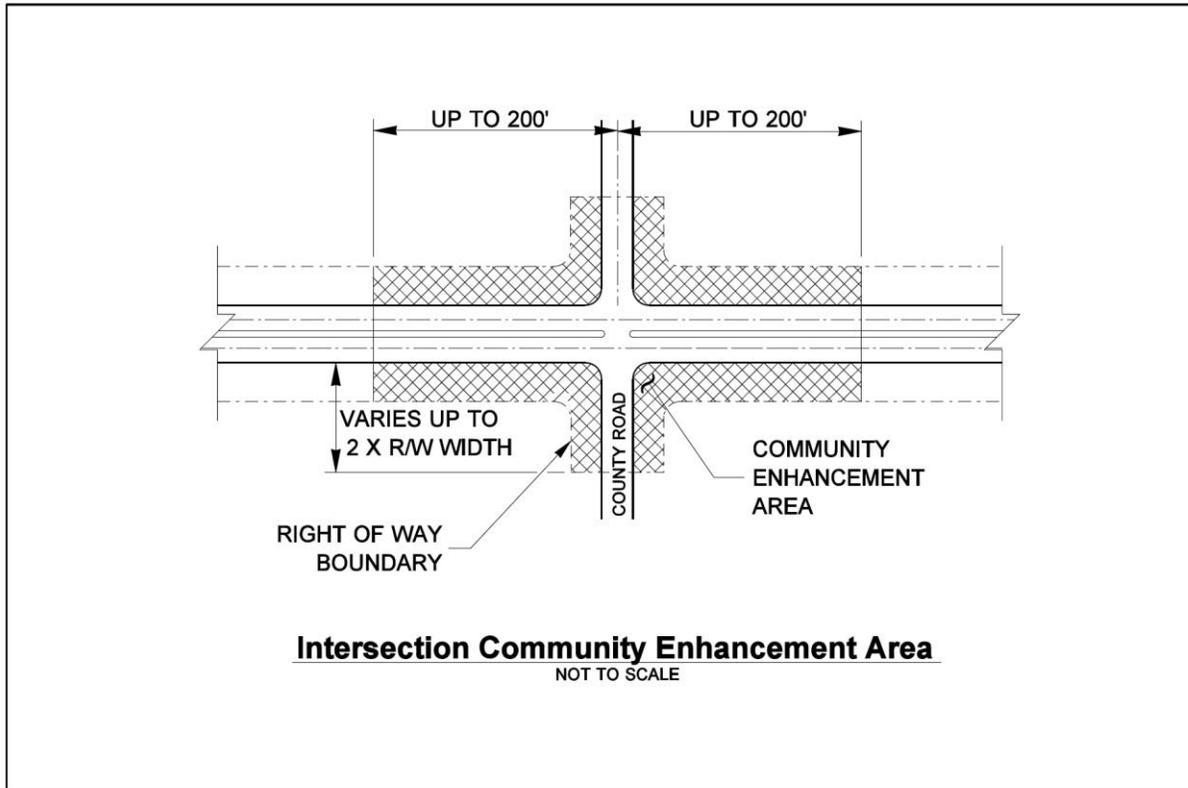


Gateway Community Enhancement Area

Exhibit 4-2

4.4 Intersection Community Enhancement Area

Intersections providing the sole state highway route access to a community may be considered for a CEA. The Intersection CEA extends the width of the right of way up to 200 feet from the centerline of the intersecting road, as shown in [Exhibit 4-3](#). The Intersection CEA blends into the designated roadside character by including trees or other predominant landscape elements from the adjacent roadside character in the CEA design.



Intersection Community Enhancement Area

Exhibit 4-3

- 5.1 General
- 5.2 Buffer
- 5.3 Private Uses of the Roadside

5.1 General

WSDOT's first responsibility is for the safety and welfare of the roadway user. Management of the right of way should focus on maintaining the safety and integrity of the highway facility in a manner consistent with authorized state highway purposes.

In addition to vehicular needs, authorized state highway purposes include planting, protection, and encouragement of any appropriate vegetation, and the correction of unsightly conditions on the right of way ([RCW 47.40.010](#)). Any alteration of roadside vegetation must be consistent with roadside functions and *Roadside Classification Plan* (RCP) provisions, and must be accomplished in a consistent, cost-effective, and environmentally sensitive manner.

Approaches to implementing RCP provisions may vary depending on whether or not WSDOT owns the rights to access, light, view, and air. For the most part, if the highway is a limited access highway, the department has acquired fee ownership, including the rights to access, light, view, and air. When this is the case, the department has the right to maintain and develop existing roadside conditions as shown in plans or implied at the time of right of way acquisition.

Many roadways that were turned over to the state by counties, especially those in eastern Washington, are on easements and are non-limited access highways. When this is the case, the rights to light, view, and air are generally with the fee owner, unless otherwise arranged. The state has the right to regulate use of the right of way to ensure the safety and integrity of the facility in a manner consistent with the public use for travel, and to use the right of way for highway purposes. In some cases, where it cannot be achieved otherwise, it may be cost-effective for the department to purchase the rights to light, view, and air to maintain the right of way in a particular condition.

5.2 Buffer

Right of way and easement purchase are recommended as proactive measures to protect roadside character and limit the necessity for future roadside mitigation expenses. The department is authorized to secure lands or interest in lands adjacent to any state highway for the preservation of natural beauty or historical sites or viewpoints, or to provide a visual or perceived sound buffer between highways and adjacent properties ([RCW 47.12](#)).

Retention of surplus right of way is recommended to protect or encourage appropriate vegetation; correct unsightly conditions on the right of way; provide a visual or sound buffer between highways and adjacent properties; or to fulfill environmental functions.

When adjacent lands are designated for actions that may impact the roadside, coordination with the adjacent landowners to communicate WSDOT's intent to protect roadside character is recommended.

5.3 Private Uses of the Roadside

Private uses of right of way owned by WSDOT must be mutually beneficial, and must not constitute a present or future financial burden on WSDOT. Roadside uses that are compatible with roadside functions and are in accordance with RCP provisions, including designated roadside character, may be permitted.

Private parties may apply for a permit to cultivate and manage roadside vegetation (RCW 47.40).¹⁰ Any permit granted must clearly identify what the permittee is responsible for and what can or cannot be done to the roadside. Such permits are handled at the region level.

Requests for view access to or from adjacent properties must be addressed on a case-by-case basis. These requests must follow the vegetation alteration policies to be mutually beneficial to the goals of the transportation facility and the requester.¹¹ In all cases, alterations to the roadside must ensure the safety and integrity of the facility and be accomplished in a consistent, cost-effective, and environmentally sensitive manner.

¹⁰ See the Rural and Open roadside character uses in Section 3.5.

¹¹ See the Vegetation Alteration section at <http://www.wsdot.wa.gov/design/roadside/vegetation.htm>

Chapter 6 Auxiliary Facilities and Special Designations

[6.1 Auxiliary Facilities](#)

[6.2 Special Designation Routes](#)

6.1 Auxiliary Facilities

Auxiliary facilities are integral to the roadside. They include rest areas; roadside parks; viewpoints; historical and interpretative markers; pedestrian and bicycle facilities; wetland buffer areas; stormwater treatment facilities; park & ride lots; stockpiles and pit sites; and maintenance storage sites. These facilities are treated according to the roadside character classification of the adjoining roadside. This treatment must be in keeping with the facility's intended function.

6.2 Special Designation Routes

Roadsides along special planning designation routes, such as Scenic and Recreational Highways and Memorial Highways, are treated according to their character classification in the WSDOT Roadside Classification Log (see [Appendix D](#)). Where the adjacent roadside currently meets the goals of those Scenic, Recreational, or Memorial highways, preservation of the existing conditions that meet those goals is the highest priority. Where the special designation status provides additional funds for roadside treatment, attention to the following elements is recommended:

- Public involvement.
- Coordination with adjacent landowners to ensure preservation and restoration of roadside character.
- Right of way or easement acquisition and/or interagency partnering where insufficient right of way width threatens roadside character.
- Provisions for access to specially recognized resources.
- Design detail and maintenance management treatments.
- Monitoring and documentation of roadside conditions.
- Limit and coordinate signs.

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7.1 General

7.2 Procedures

7.1 General

A Roadside Master Plan (RMP) is route-specific and may be prepared for a route or portion of a route where conditions require coordination of planning, design, construction, and maintenance activities. They are prepared in coordination with anticipated route development, construction projects, environmental or other commitments, and/or a special route designation.

Roadside Master Plans are based on a 20-year planning horizon. They are intended to reduce design documentation by providing a basis for construction project preparation, right of way considerations, coordination between roadside design and maintenance, and communication with the public.

Roadside Master Plans are developed by the regions. They are recommended in all of the following situations:

- An environmental document indicates significant environmental commitments along the route.
- A Route Development Plan (or equivalent) is scheduled for a route.
- Several construction projects are scheduled along a route.
- An Improvement project will result in extensive roadside disturbance.
- A route or portion of a route is classified in the Roadside Classification Log as semiurban or urban roadside character.
- The route has a significant statutory planning designation, such as a Scenic and Recreational Highway or Memorial Highway.
- Any need exists that requires a coordinated, long-range approach to roadside planning and management.

7.2 Procedures

The following procedures are used when preparing an RMP:

- The HQ Roadside and Site Development Section or the Region Landscape Architect is notified of key meetings regarding RMP preparation.
- The RMP is prepared under the guidance of the Region Landscape Architect.
- RMP documents are submitted to the HQ Roadside and Site Development Section for review.
- The RMP should be submitted to the Region Project Development Engineer and the Region Maintenance Engineer for review.
- The final RMP is approved by the Regional Administrator, with coordinated concurrence by the State Design Engineer, the HQ Planning Office Manager, and the HQ Chief Maintenance Engineer.

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8.1 Areas of Responsibility

8.2 Revisions

8.1 Areas of Responsibility

RCP implementation and review are accomplished through ongoing coordination between region representatives, the HQ Design Office and HQ Maintenance and Operations. Responsibility is as follows:

(1) Headquarters

(a) Director & State Design Engineer, Development Division

- Approves revisions to the Roadside Classification Log
- Coordinates statewide RCP implementation
- Reviews design documentation for compliance with the RCP
- Assists regions in implementation of RCP provisions
- Approves Roadside Treatment Level 3 prior to implementation

(b) Director, Maintenance Operations Division

- Concurs with revisions to the Roadside Classification Log
- Coordinates statewide RCP implementation within maintenance activities
- Reviews maintenance activities for compliance with the RCP
- Assists regions in implementation of RCP provisions

(2) Regions

(a) Regional Administrators

- Implements RCP within all region roadside management activities
- Documents RCP implementation within the region
- Provides feedback to the State Design Engineer concerning RCP coordination and implementation
- Submits Roadside Treatment Level 3 documentation to the State Design Engineer for approval before implementation
- Applies for revisions to the Roadside Classification Log
- Implements the RCP through interdisciplinary involvement, including the following areas of expertise at a minimum:
 - Engineering
 - Environmental
 - Landscape Architecture
 - Maintenance
 - Planning
 - Real Estate

8.2 Revisions

If keeping roadside character consistent with the current Roadside Classification Log is not achievable through planning, design (including partnering), construction, and/or maintenance activities, then a revision to the Log is required.

Revisions to the Log must be approved by the Director & State Design Engineer, Development Division, before implementation, with concurrence from the Director, Maintenance Operations Division.

Applications for revisions to the Log must state the reasons for the request and include the following:

- Route number and mileposts
- Current and requested roadside classification
- Existing roadside conditions (general)
- Right of way width/roadside width and configuration (both sides and median, if applicable)
- Right of way status (limited access or non-limited access and fee ownership, including rights to access, light view, and air, or easements)
- Potential availability of right of way and/or buffer through purchase or other means
- Adjacent land use
- Zoning and scheduled development of adjacent land

These factors, along with an evaluation of potential design solutions, will be used to assess the feasibility of preserving or restoring roadside character. In order to complete this assessment, the following may be requested of the applicant:

- Estimated impact the change will have on construction and maintenance costs, including ongoing costs (such as irrigation water).

Abbreviations

CEA	Community Enhancement Area
HQ	The WSDOT Headquarters Building in Olympia
IVM	Integrated Vegetation Management
RCP	<i>Roadside Classification Plan</i>
RMP	Roadside Master Plan
WSDOT	Washington State Department of Transportation

Definitions

aesthetic (visual) functions Those functions that are designed and experienced primarily from a visual perspective. Visual functions promote a positive quality of life and are integral to operational, environmental, and auxiliary functions. They include positive guidance and navigation, distraction screening, corridor continuity, roadway and adjacent property buffering, and scenic view preservation.

There are two primary roadside views: those from the roadway, and those toward the roadway. In addition, many environmental functions, such as noxious weed control, wetland and sensitive area preservation, and habitat preservation are readily perceived and evaluated through sight.

auxiliary facilities Roadway user facilities located within the WSDOT right of way, including rest areas; roadside parks; viewpoints; historic and interpretive markers; pedestrian and bicycle facilities; wetland or stream mitigation areas; park & ride lots; and maintenance facilities adjacent to the roadway. Auxiliary facilities are included in the definition of roadside.

auxiliary functions Those functions that provide additional operational, environmental, and visual functions for a complete transportation system. Examples of auxiliary facilities are community enhancement areas, safety rest areas, roadside parks, viewpoints, agricultural uses, heritage markers, bicycle and pedestrian facilities, park & ride lots, and quarries and pits.

blend To combine adjacent elements in a way that creates a balanced, visually harmonious landscape. A roadside treatment strategy that integrates roadside elements to preserve roadside character continuity.

built character A roadside character category indicating a landscape in which human elements and structures are notable or predominant in the overall context. Built character includes Rural, Semiurban, and Urban Roadside Character Classifications (see Treatment Tables in [Section 3.4](#)).

Community Enhancement Area (CEA) Any of three WSDOT-recognized roadside areas developed through the initiative of a community organization to convey an impression to visitors and express community identity. CEAs are established at the request of a community organization, in agreement with the WSDOT Region Landscape Architect (or equivalent) and Maintenance Engineer. The three areas, defined by specific limits, are: interchanges, gateways, and intersections.

corridor continuity The overall coordination and sequence of visual features as experienced by the roadway user. Corridor continuity contributes to positive guidance, navigation, and a positive driving experience, while preserving the visual integrity of the roadside environment.

cost-effective Economical in terms of fulfilling roadside functions and *Roadside Classification Plan* objectives at the least possible cost, including construction and maintenance for the life of the project.

cultural Products or related to products of human work and thought to be typical of a population or community at a given time.

ecological Of or having to do with the environments of living things or with the pattern of relationships between living things and their environment; characterized by the interdependence of organisms.

ecological succession The natural tendency of plant communities to change over time.

enclose/screen A roadside treatment strategy, the intent of which is a relatively permeable buffer between two adjacent elements. Typically involving the roadway and adjacent lands, this strategy is used to obscure or lessen the impact of an objectionable view or sound or to otherwise buffer one area from another.

enhance (enhancement) To increase or make greater, as in value or beauty. With regard to roadsides, to increase the fulfillment of *Roadside Classification Plan* objectives through design, construction, and maintenance actions.

environmental functions Functions that protect and enhance our natural and built surroundings. Environmental functions include water quality; wetland and sensitive area protection; noxious weed control; noise control; habitat preservation; air quality improvement; visual quality, and erosion control.

expose A roadside treatment strategy, the intent of which is to preserve or open a visual sightline, or to remove vegetation for operational purposes.

Forest Roadside Character A roadside character classification in the natural character category, indicating predominantly natural or naturalized forest (see [Treatment Level 1](#)). A roadside classified as forest is characterized by natural-appearing landforms and native trees and/or understory vegetation. Zone 2 may be meadow or woody vegetation.

frame To design and manage roadside elements to delineate, expose, and enhance a scenic or otherwise desirable view.

Gateway Community Enhancement Area (Gateway CEA) A Community Enhancement Area that is located in the vicinity of and highlights a town, city, region, or state boundary along any state roadway, excluding multilane limited access highways.

harmony A pleasing combination of elements forming an integrated whole.

indigenous Occurring naturally (without human influence) in a specific area or environment.

Integrated Vegetation Management (IVM) IVM is the establishment of low-maintenance beneficial vegetation, and the suppression of unwanted vegetation, through integration of biological, cultural, manual, mechanical, and educational methods. Chemical controls are

used only when needed. IVM uses plant growth characteristics, principles of plant succession, and knowledge of natural and human-related factors affecting environmental change to achieve management goals, while minimizing impacts on the environment.

Interchange Community Enhancement Area (Interchange CEA) A Community Enhancement Area that highlights an entryway to a community along a multilane state roadway at an interchange; it is limited to a specific area delineated within the roadway configuration.

Intersection Community Enhancement Area (Intersection CEA) A Community Enhancement Area that highlights an intersection that provides sole state roadway access to a community or is part of a multilane roadway intersection.

landforms All (or any portion of) the geological features of the earth, including soil, rock outcrops, and the surface and subsurface configurations of land, including human-placed earth features.

landscape All (or any portion of) the surface features of the earth, including natural and built elements.

life cycle costs An assessment of all the significant costs (planning, design, construction, and maintenance) of ownership throughout the anticipated life of an asset.

maintain To facilitate continuance of, or development into, a prescribed condition.

maintenance The preservation, protection, restoration, or enhancement of the highway facility through ongoing care and upkeep.

Management Zone See [Roadside Management Zone](#).

meadow Predominantly low herbaceous perennial vegetation, perpetuated through minimal maintenance effort.

mitigate (mitigation) To moderate a negative impact by upgrading to an acceptable standard; to make milder, less severe.

native (native plant) Occurring naturally in a particular region, ecosystem, or habitat, without human cause or influence. All plant species indigenous to, or known to exist in, a region at the time of European settlement.

natural Environmental elements or processes not commonly controlled by people.

natural character A roadside character category indicating a landscape in which vegetation and landforms are predominant. Human elements and structures are rare or insignificant in the overall context. Natural character includes Forest and Open roadside character classifications (see the Treatment Level tables in [Section 3.4](#)).

natural environment The dynamic aggregate of interdependent elements, conditions, and influences present in, or produced by, nature and functioning according to processes not originally under the control of people.

navigation Trip planning and execution. Navigation uncertainty can cause erratic maneuvers and traffic conflicts. Landmarks and guide signs contribute to safe navigation.

non-native (non-native plant) Vegetation that is exotic or foreign in origin; not native.

Open Roadside Character A roadside character classification in the natural character category, indicating a landscape in which sky and sweeping views prevail in a landscape of few or no trees, including prairie, steppe, desert, and agricultural fields (see the Treatment Level tables in [Section 3.4](#)).

A roadside classified as open is characterized by natural-appearing landforms and low-growing native vegetation or agricultural crops associated with adjacent farming.

operational functions Roadside functions that provide safe and multiuse roadsides. Operational functions include access control, clear zone, sight distance, signing, trails/bikeways, and utility accommodation.

Policy Plan See [Transportation Policy Plan for Washington State](#).

positive guidance An operational concept based on predictability and coherence of the visual environment. Positive guidance assesses driver expectancy factors and gives the driver visual information to avoid accidents and drive efficiently. (Expectancy refers to the driver's readiness to respond successfully to configurations and conditions that reinforce the driver's expectations.) Land use, sight distance, and terrain are among the factors used to assess driver expectancy and implement positive guidance.

preserve To keep safe, as from injury, or to keep or maintain integrity (of roadside character or environment).

restore (restoration) To bring back to, rehabilitate, or develop into an original or desired (roadside character or ecological) state.

roadside The area between the roadway edge and right of way boundaries, including unpaved median strips and auxiliary facilities such as rest areas; roadside parks; viewpoints; historic markers; pedestrian and bicycle facilities; wetland buffer areas; stormwater treatment facilities; park & ride lots; and maintenance facilities adjacent to the roadway.

roadside character The general character of the roadside landscape, assessed according to the roadway user's visual perspective.

roadside character classification Any of five classifications given to a route or stretch of roadway through a review process conducted by WSDOT and documented in the WSDOT Roadside Classification Log (see [Appendix D](#)). Roadside character classifications fall within two categories: natural and built. Natural includes the Open and Forest roadside character classifications; built includes the Rural, Semiurban, and Urban roadside character classifications (see Treatment Level Tables [1](#), [2](#), and [3](#)).

roadside function Any activity or role for which the roadside is specifically suited and used. The roadside is managed to fulfill operational, environmental, and visual functions. In reality, these functions are interrelated and inseparable. However, the three categories help communicate the scope of roadside management issues.

roadside guidelines Guidelines developed to facilitate roadside management consistent with *Roadside Classification Plan* objectives. Roadside guidelines begin as statewide guidelines and are tailored by the WSDOT regions into regional and route-specific guidelines as needed.

roadside management WSDOT management encompassing the planning, design, construction, and maintenance of roadsides.

Roadside Management Zone Any of three roadside zones delineated to facilitate roadside management; not all zones occur on every roadside. (See “Roadside Management Zones” in [Appendix C](#).) The zones are:

- Zone 1 (Vegetation-Free Zone): The width necessary to meet operational needs, which is limited as much as possible in Zone 1. In most cases, the width is 0–2 feet.
- Zone 2 (Operational Zone): Extends from the outside edge of Zone 1 to meet operational needs.
- Zone 3 (Transition Zone): Extends from the outside edge of Zone 2 to the right of way line.

Roadside Master Plan (RMP) A roadside plan prepared for a route or portion of a route where conditions require the coordination of planning, design, construction, and maintenance with anticipated route development, construction activities, environmental or other commitments, and/or a special route designation.

roadside restoration (rehabilitation) The use of planning, design, construction, and maintenance activities to protect and rehabilitate the roadside according to designated roadside character and *Roadside Classification Plan* provisions.

Roadside Treatment Element A landscape element used in roadside treatment to preserve or restore roadside character. Roadside management uses three basic treatment elements: landforms, vegetation, and structures.

Roadside Treatment Level Any of three levels of RCP guideline implementation. The three levels of treatment are:

- Level 1: Restore roadside character through maintenance activities using IVM.
- Level 2: Restore roadside character through project construction activities.
- Level 3: Accelerate restoration of roadside character through project construction activities.

Roadside Treatment Strategy A conceptual design strategy used to coordinate implementation of roadside guidelines and fulfill roadside functions. The three basic treatment strategies are: enclose/screen, expose, and blend.

Route Development Plan (RDP) A component of the State Highway System Plan (SHSP) portion of the Statewide Multimodal Transportation Plan, which further details the State Highway System Plan vision. It includes identification of needs that should be placed in the 6-Year Improvement Program, as well as needs within and beyond the 20-year horizon of the SHSP. The RDP is likely to include a Roadside Master Plan, where roadside planning concerns are identified.

Rural Roadside Character A roadside character classification in the built category, indicating intermixed built and natural or naturalized elements, with built elements beginning to encroach on the natural environment; human manipulation of the land is evident (see Treatment Level [Table 3](#)).

A roadside classified as rural is characterized by natural-appearing landforms and vegetation. Vegetation is predominantly native. Non-native vegetation may reflect historical land use. Zone 2 may be meadow or agricultural crops associated with adjacent farming. Character continuity is provided by uniform Zone 2 management.

screen A buffer between two points or areas, used to obscure or lessen the impact of a distracting or otherwise objectionable view or sound, or to protect privacy.

Semiurban Roadside Character A roadside character classification in the built category, characterized by intermixed built and natural or naturalized elements, with built elements prevailing (see the Treatment Level tables in [Section 3.4](#)).

A roadside classified as semiurban is transitional in character. Vegetation is a combination of native and non-native species. Trees and large shrubs are predominant where sufficient right of way is available. Zone 2 may vary from mowed grass to low-maintenance vegetation. Roadside management is used to develop a consistent, informal, moderately refined appearance in Zone 2. Structures are coordinated for visual continuity throughout the corridor.

sightline The visual pathway between two points.

State Highway System Plan (SHSP) The SHSP is the state highway element of the Statewide Multimodal Transportation Plan. The SHSP forms the basis for development of future state highway programs, projects, and budgets. The plan defines service objectives and proposes strategies for maintaining, preserving, and improving state highways. (See [Appendix B](#), Policy Background.)

stewardship The act of assuming responsibility for the long-term protection, enhancement, and conservation of resources, including the natural environment.

structure Something constructed, such as a wall, fence, abutment, sign bridge, or cantilever support; a built element.

succession See [ecological succession](#).

sustainable roadside A roadside that fulfills design intent and roadside functions over the long term, and protects the environment wherever possible, within available present and future funding, personnel, equipment, and methodologies.

Systems Plan See [State Highway System Plan](#).

Transportation Policy Plan for Washington State A statewide document containing policies and strategies for transportation program direction and funding. The Transportation Policy Plan contains policies adopted annually by the Washington State Transportation Commission to guide and coordinate the efforts of state, regional, and local agencies. Development of these policies is guided by extensive public review and comment. (See [Appendix B](#), Policy Background.)

Treatment Element See [Roadside Treatment Element](#).

Treatment Level See [Roadside Treatment Level](#).

Treatment Strategy See [Roadside Treatment Strategy](#).

Urban Roadside Character A roadside character classification in the built category, indicating a predominately built environment (see Treatment Level tables in [Section 3.4](#)).

A roadside classified as urban is characterized by elements that mirror the character of adjacent land use. Vegetation is predominantly non-native (ornamental) trees, shrubs, and ground cover, with remnants of native vegetation. There is a consistent, refined appearance throughout all management zones. Structures are coordinated for visual continuity throughout the corridor. Special attention is given to architectural detail.

visual distraction Any element in the roadway, roadside, or surrounding environment that overloads the driver with visual information and detracts from essential aspects of the driving task, forcing the driver to sacrifice some aspect(s) of safe and efficient driving.

visual elements The compositional elements—form, line, color, and texture—that form patterns of visual character.

visual (aesthetic) functions Roadside functions that are designed and experienced primarily from a visual perspective. Visual functions promote a positive quality of life, and are integral to operational and environmental functions. They include positive guidance and navigation; distraction screening; corridor continuity; roadway and adjacent property buffering; and scenic view preservation.

visual quality The essential character of a landscape as perceived by sight and analyzed through visual quality analysis, including landscape characteristics and the cultural values of the viewer.

Visual Quality Analysis An evaluation of the visual quality of a landscape using a prescribed analytical process.

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Washington Transportation Plan

The Washington Transportation Plan contains transportation policies adopted by the Washington State Transportation Commission to guide and coordinate the efforts of state, regional, and local agencies. Guided by extensive public review and comment, the Washington Transportation Plan process promotes the development of statewide policies and action strategies to achieve a balanced, multimodal transportation system. For further information, contact the HQ Transportation Planning Office:

📄 www.wsdot.wa.gov/planning/

Statewide Multimodal Transportation Plan/State Highway System Plan

The Statewide Multimodal Transportation Plan is developed in response to the federal transportation acts and environmental acts, as well as the state's Growth Management Act. This plan is updated every two years and serves as the basis for the six-year highway program and the two-year biennial budget request. This is accomplished through the coordination and integration of specific components from many statewide modal and program plans. It is aligned with the Washington Transportation Plan.

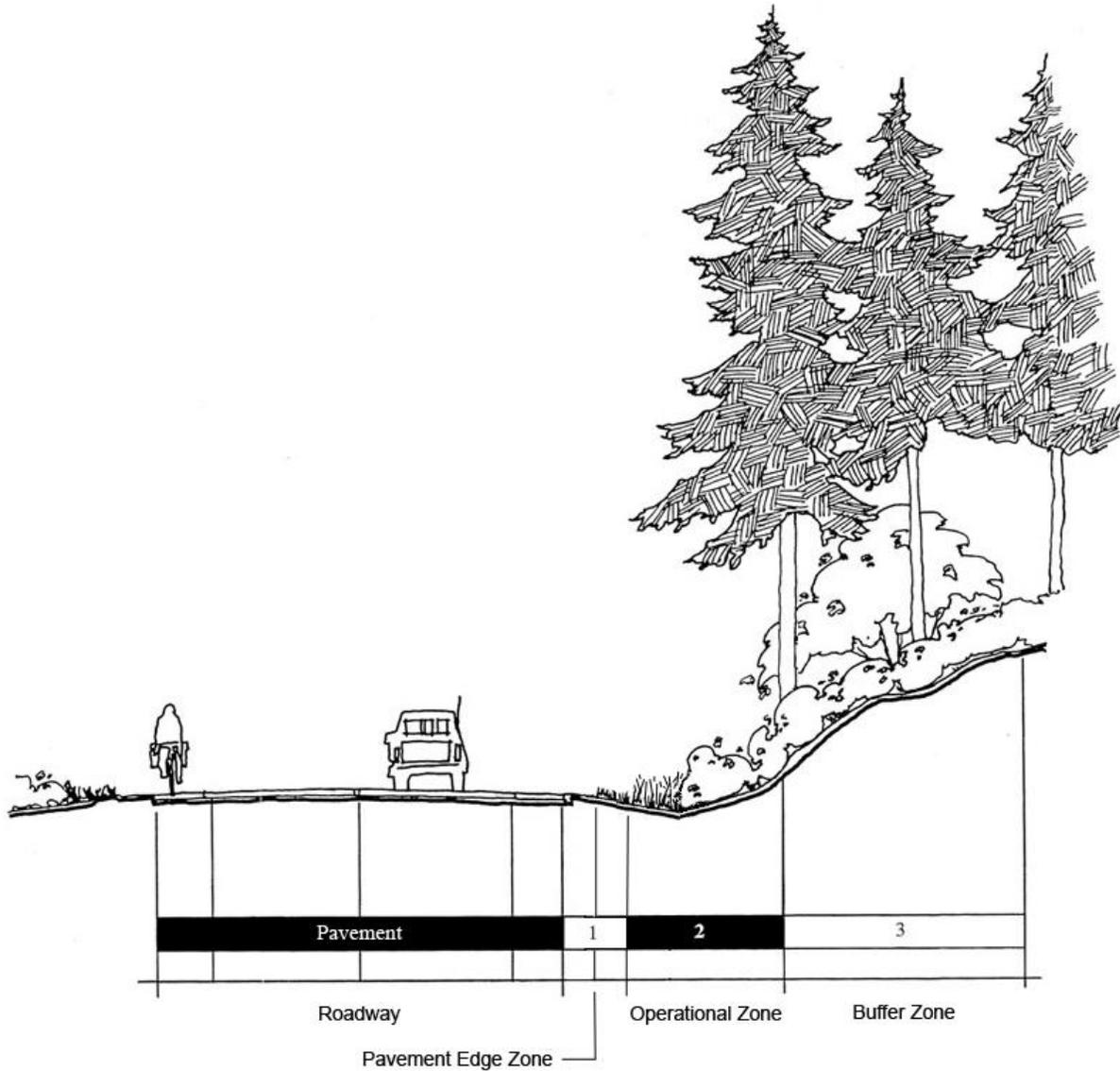
For further information, contact the HQ Transportation Planning Office: 📄 www.wsdot.wa.gov/planning/

Federal Highway Administration Policy

The Federal Highway Administration (FHWA) administers the federal highway program, including allocation of federal funds and design approval for federally funded portions of the state highway system. Numerous FHWA policies affect state highway roadsides. Among these policies are the FHWA 1994 Environmental Policy Statement that seeks to strengthen the link between environmental and highway policy. The Federal Highway Administration is also responsible for encouraging state agencies to comply with the April 26, 1994, Presidential Memorandum on Environmentally Beneficial Landscaping, directing the use of more environmentally and economically beneficial landscape practices wherever federal dollars are spent. (See FRL-5275-6, Federal Register, August 10, 1995.) The practices are based on five guiding principles:

- Use regional native plants.
- Design, use, or promote construction practices that minimize adverse effects on the natural habitat.
- Seek to prevent pollution.
- Implement water- and energy-efficient practices.
- Create outdoor demonstration projects.

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Pavement Edge Zone

Low Growing or Routinely Mowed Vegetation and/or Vegetation-Free Strip
 Maintained using mechanical and/or chemical methods for sight distance, stormwater drainage and filtration, noxious weed control, pavement preservation and roadside hardware maintenance.

Operational Zone

No Vegetation with Stem Diameter Greater than 4"
 Maintained using IVM techniques for sign visibility, sight distance, errant vehicle recovery and weed control.

Buffer Zone

Native or Naturally Occurring Vegetation
 Where adequate right of way exists, maintained using IVM techniques to encourage desirable, self-sustaining plant communities.

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General

The Roadside Classification Log documents roadside character classifications by state route (SR) number and beginning and end state route milepost (SRMP), and indicates with an asterisk (*) whether a route is a Scenic and Recreational Highway.

State route milepost measurements correspond to the milepost markers found along state roadsides. It should be noted that state route mileposts may differ from the actual mileage along a route. This is the case where roadway construction has lengthened or shortened a route; the equations found in this log indicate where state route mileposts diverge from actual mileage. (Note: Route mileage is always calculated to increase from south to north and from west to east.)

Spur, Alternate, and Coincident are roadway qualifiers used by WSDOT to manage the state highway system.

Roadside Character Segments

A roadside character segment is a route or portion of a route distinguishable by one predominant roadside character. Locations of roadside character segment boundaries are given for all Washington State routes in the Roadside Classification Log. For more on roadside character classifications, see [Chapter 2](#).

To minimize roadside character fragmentation, character segments are no less than 1 mile in length, with the following exceptions:

- Where a route passes through a small town, the designation may be 0.5 mile in length to allow the route within the corridor to be treated according to the town's unique character.
- A semiurban roadside character less than 1 mile in length if it is adjacent to an urban character segment.
- Deviation from the 1 mile length may be given in the vicinity of two intersecting roads, if a shorter length is necessary to blend the two corridors together.

Scenic and Recreational Highway Designations

The Scenic and Recreational Highway System (SRHS) consists of approximately 4,000 miles of state-owned roadways recognized by the Washington State Legislature for their exceptional scenic qualities and recreational opportunities. The SRHS was established by the Legislature in 1967 under [Chapter 47.39 RCW](#) and has been amended a number of times since then. For more information on the SRHS, contact [WSDOT's Highways and Local Programs](#).

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
2	0.00	0.30	SEMIURBAN-Everett		2	275.19	277.09	SEMIURBAN	
2	0.30	2.10	OPEN		2	277.09	277.79	URBAN	
2	2.10	5.10	FOREST		2	277.79	278.19	SEMIURBAN	
2	5.10	10.45	RURAL		2	278.19	283.19	RURAL	
2	10.45	13.90	RURAL		SR 2 MP275.0-278.6 Coincident with SR 90 MP277.7-281.3				
2	13.90	14.35	SEMIURBAN-Monroe	*	2	286.89	287.35	URBAN-Spokane	
2	14.35	15.36	URBAN	*	2	287.35	293.05	SEMIURBAN-Spokane	
2	15.36	20.85	RURAL	*	2	293.05	293.95	RURAL	
2	20.85	21.65	SEMIURBAN-Sultan	*	2	293.95	295.05	FOREST	
2	21.65	25.25	RURAL	*	2	295.05	300.15	RURAL	
2	25.25	25.75	SEMIURBAN-Startup	*	2	300.15	302.25	FOREST	
2	25.75	27.55	RURAL	*	2	302.25	304.15	RURAL	
2	27.55	27.65	SEMIURBAN-Goldbar	*	2	304.15	306.35	FOREST	
2	27.65	28.75	RURAL	*	2	306.35	307.75	RURAL	
2	28.75	46.05	FOREST	*	2	307.75	308.45	FOREST	
2	46.05	48.55	SEMIURBAN-Skykomish	*	2	308.45	314.75	RURAL	
2	48.55	99.05	FOREST	*	2	314.75	316.65	FOREST	
2	99.05	100.55	SEMIURBAN-Leavenworth	*	2	316.65	325.12	RURAL	
2	100.55	104.70	RURAL	*	2	325.12	326.72	FOREST	
2	104.70	118.45	RURAL	*	2	326.72	333.32	RURAL	
2	118.45	120.77	SEMIURBAN-Wenatchee		2	333.32	334.52	URBAN-Newport	
Equation 120.77=127.83									
2	127.83	128.87	SEMIURBAN-Wenatchee		3	0.00	0.30	RURAL	*
2	128.87	135.77	RURAL		3	0.30	1.40	SEMIURBAN-Shelton	*
2	135.77	136.97	OPEN		3	1.40	2.80	URBAN-Shelton	*
2	136.97	140.47	RURAL		3	2.80	3.80	SEMIURBAN-Shelton	*
2	140.47	143.67	OPEN		3	3.80	9.00	RURAL	*
2	143.67	146.17	FOREST		3	9.00	10.00	FOREST	*
2	146.17	148.77	OPEN		3	10.00	11.50	RURAL	*
2	148.77	149.27	RURAL		3	11.50	18.90	FOREST	*
2	149.27	150.17	SEMIURBAN-Waterville		3	18.90	20.50	RURAL	*
2	150.17	150.77	RURAL		3	20.50	21.40	SEMIURBAN-Allyn	*
2	150.77	166.87	OPEN		3	21.40	22.40	FOREST	*
2	166.87	174.96	RURAL		3	22.40	25.10	RURAL	*
2	174.96	187.97	OPEN		3	25.10	27.00	SEMIURBAN-Belfair	*
2	187.97	190.72	OPEN	*	3	27.00	28.40	RURAL	*
2	190.72	193.31	RURAL	*	3	28.40	30.10	FOREST	*
2	193.31	207.78	OPEN		3	30.10	32.20	RURAL	*
2	207.78	232.19	RURAL		3	32.20	33.70	FOREST	*
2	232.19	246.69	OPEN		3	33.70	34.10	SEMIURBAN-Gorst	*
2	246.69	249.69	RURAL		3	34.10	37.60	RURAL	*
2	249.69	250.59	SEMIURBAN-Davenport		3	37.60	38.92	SEMIURBAN-Bremerton	*
2	250.59	251.19	URBAN-Davenport		3	38.92	59.98	RURAL	*
2	251.19	251.39	SEMIURBAN-Davenport						
2	251.39	261.59	OPEN		4	0.00	28.90	RURAL	*
2	261.59	262.49	RURAL		4	28.90	32.41	FOREST	*
2	262.49	263.39	SEMIURBAN-Reardan		4	32.41	34.71	RURAL	*
2	263.39	275.19	RURAL		4	34.71	49.21	FOREST	*

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
9	97.49	98.09	URBAN-Sumas	*	12	319.67	320.17	SEMIURBAN-Touchet	*
10	88.29	88.69	RURAL	*	12	320.17	324.07	RURAL	*
10	88.69	90.99	FOREST	*	12	324.07	324.57	SEMIURBAN-Lowden	*
10	90.99	92.29	RURAL	*	12	324.57	333.37	RURAL	*
10	92.29	97.59	OPEN	*	12	333.37	334.47	SEMIURBAN	*
10	97.59	104.49	RURAL	*	12	334.47	335.57	RURAL	*
11	0.00	9.30	RURAL	*	12	335.57	337.47	SEMIURBAN-Walla Walla	*
11	9.30	21.30	FOREST	*	12	337.47	342.43	RURAL	*
12	0.00	0.40	URBAN-Aberdeen	*	12	342.43	347.35	OPEN	*
12	0.40	5.50	RURAL	*	12	347.35	348.75	RURAL	*
12	5.50	21.00	RURAL	*	12	348.75	356.95	OPEN	*
12	21.00	26.00	RURAL	*	12	356.95	358.25	SEMIURBAN-Waitsburg	*
12	26.00	34.70	FOREST	*	12	358.25	366.45	RURAL	*
12	34.70	35.30	SEMIURBAN-Oakville	*	12	366.45	367.05	SEMIURBAN-Dayton	*
12	35.30	37.60	FOREST	*	12	367.05	367.95	URBAN-Dayton	*
12	37.60	41.70	RURAL	*	12	367.95	369.15	RURAL	*
12	41.70	42.20	SEMIURBAN-Rochester	*	12	369.15	390.87	OPEN	*
12	42.20	46.60	RURAL	*	12	390.87	394.97	RURAL	*
SR 12 MP	SR 12 MP46.6-66.5	Coincident with SR 5 MP88.33-68.41			12	394.97	399.97	OPEN	*
12	66.50	86.59	RURAL	*	12	399.97	402.77	RURAL	*
12	86.59	87.09	SEMIURBAN-Mossy Rock	*	12	402.77	403.87	URBAN-Pomeroy	*
12	87.09	97.29	FOREST	*	12	403.87	404.77	SEMIURBAN-Pomeroy	*
12	97.29	97.89	SEMIURBAN-Morton	*	12	404.77	408.07	RURAL	*
12	97.89	114.79	FOREST	*	12	408.07	431.60	OPEN	*
12	114.79	115.49	SEMIURBAN-Randle	*	12	431.60	432.63	OPEN	*
12	115.49	127.39	RURAL	*	14	432.63	434.23	URBAN-Clarkston	*
12	127.39	128.99	FOREST	*	14	0.00	2.49	URBAN-Vancouver	*
12	128.99	130.29	RURAL	*	14	2.49	8.99	SEMIURBAN-Vancouver	*
12	130.29	131.39	SEMIURBAN-Packwood	*	14	8.99	11.39	RURAL	*
12	131.39	132.69	RURAL	*	14	11.39	15.19	SEMIURBAN-Camas	*
12	132.69	168.46	FOREST	*	14	15.19	18.10	RURAL	*
12	168.46	173.16	RURAL	*	14	18.10	18.39	RURAL	*
12	173.16	178.98	FOREST	*	14	18.10	26.95	FOREST	*
12	178.98	188.88	RURAL	*	14	26.95	33.75	RURAL	*
12	188.88	189.78	SEMIURBAN-Naches	*	14	33.75	36.75	FOREST	*
12	189.78	190.18	URBAN-Naches	*	14	36.75	39.95	RURAL	*
12	190.18	190.48	SEMIURBAN-Naches	*	14	39.95	42.17	FOREST	*
12	190.48	192.40	RURAL	*	14	42.17	43.57	RURAL	*
12	192.40	202.70	RURAL	*	14	43.57	44.57	URBAN-Stevenson	*
SR 12 MP	SR 12 MP202.7-273.9	Coincident with SR 82 MP31.4-102.6			14	44.57	49.17	FOREST	*
SR 12 MP	SR 12 MP273.9-291.7	Coincident with SR 182 MP0.0-15.2			14	49.17	50.47	RURAL	*
12	291.67	295.27	RURAL	*	14	50.47	60.97	FOREST	*
12	295.27	318.27	RURAL	*	14	60.97	62.07	RURAL	*
12	308.07	318.27	OPEN	*	14	62.07	63.57	FOREST	*
12	318.27	319.67	RURAL	*	14	63.57	65.29	RURAL	*
					14	65.29	66.49	SEMIURBAN-Bingen	*
					14	66.49	67.69	RURAL	*

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
14	67.69	75.59	FOREST	*	20	23.33	25.23	FOREST	*
14	75.59	76.69	SEMIURBAN-Lyle	*	20	25.23	30.84	RURAL	*
14	76.69	78.49	FOREST	*	20	30.84	31.34	SEMIURBAN-Oak Harbor	*
14	78.49	82.19	OPEN	*	20	31.34	31.74	URBAN-Oak Harbor	*
14	82.19	83.39	RURAL	*	20	31.74	33.74	SEMIURBAN-Oak Harbor	*
14	83.39	87.09	OPEN	*	20	33.74	39.75	RURAL	*
14	87.09	88.19	FOREST	*	20	39.75	42.75	FOREST	*
14	88.19	132.99	OPEN	*	20	42.75	59.35	RURAL	*
14	132.99	134.49	RURAL	*	20	59.35	59.55	SEMIURBAN-Burlington	*
14	134.49	180.79	OPEN	*	20	59.55	60.25	URBAN-Burlington	*
					20	60.25	60.85	SEMIURBAN-Burlington	*
16	0.00	5.10	SEMIURBAN-Tacoma		20	60.85	63.95	RURAL	*
	Equation	MP5.1=MP7.28			20	63.95	66.15	SEMIURBAN-Sedro Woolell	*
16	7.28	13.33	RURAL		20	66.15	82.45	RURAL	*
16	13.33	20.04	FOREST		20	82.45	86.19	FOREST	*
16	20.04	27.68	RURAL		20	86.19	92.09	RURAL	*
16	27.68	29.18	SEMIURBAN-Gorst		20	92.09	99.79	FOREST	*
					20	99.79	108.98	RURAL	*
17	7.43	7.93	SEMIURBAN-Mesa	*	20	108.98	111.08	FOREST	*
17	7.93	50.89	RURAL	*	20	111.08	149.01	RURAL	*
17	50.89	53.31	SEMIURBAN-Moses Lake	*	20	149.01	179.01	FOREST	*
17	53.31	59.51	RURAL	*	20	179.01	192.82	RURAL	*
17	59.51	73.71	OPEN	*	20	192.82	193.32	SEMIURBAN-Winthrop	*
17	73.71	75.41	RURAL	*	20	193.32	201.42	RURAL	*
17	75.41	76.21	SEMIURBAN-Soap Lake	*	20	201.42	202.02	SEMIURBAN-Twisp	*
17	76.21	79.01	RURAL	*	20	201.42	205.40	RURAL	*
17	79.01	135.82	OPEN	*	20	205.40	207.02	RURAL	*
17	135.82	143.32	RURAL	*	20	207.02	223.02	FOREST	*
17	143.32	144.32	OPEN	*	20	223.02	260.20	RURAL	*
					20	260.20	261.92	RURAL	*
18	0.00	6.67	RURAL		20	260.20	286.02	FOREST	*
18	6.67	9.27	FOREST		20	286.02	342.06	RURAL	*
18	9.27	16.80	RURAL		20	342.06	354.36	FOREST	*
18	16.80	27.90	FOREST		20	354.36	355.76	URBAN-Colville	*
					20	355.76	356.06	SEMIURBAN-Colville	*
19	0.00	10.70	RURAL	*	20	356.06	364.69	RURAL	*
19	10.70	11.80	SEMIURBAN-Chimacum	*	20	364.69	369.19	FOREST	*
19	11.80	14.10	RURAL	*	20	369.19	372.59	RURAL	*
					20	372.59	378.89	FOREST	*
20	0.00	0.20	RURAL	*	20	378.89	380.79	RURAL	*
20	0.20	7.70	FOREST	*	20	380.79	389.19	FOREST	*
20	7.70	10.30	RURAL	*	20	389.19	390.59	RURAL	*
20	10.30	12.30	SEMIURBAN-Port Townsend	*	20	390.59	399.79	FOREST	*
20	12.30	12.50	URBAN-Port Townsend	*	20	399.79	401.99	RURAL	*
20	12.50	13.50	RURAL	*	20	401.99	411.89	FOREST	*
20	13.50	15.00	OPEN	*	20	411.89	412.99	RURAL	*
20	15.00	17.92	FOREST	*	20	412.99	415.09	FOREST	*
20	17.92	23.33	RURAL	*	20	415.09	418.49	RURAL	*

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
20	418.49	419.49	SEMIURBAN-Cusick	*	25	29.60	33.60	RURAL	*
20	419.49	422.92	RURAL	*	25	33.60	37.20	FOREST	*
20	422.92	436.92	FOREST	*	25	37.20	38.20	RURAL	*
SPUR					25	38.20	41.50	FOREST	*
20 anacr	48.21	49.81	RURAL		25	41.50	42.30	RURAL	*
20 anacr	49.81	50.61	FOREST		25	42.30	42.70	SEMIURBAN-Hunters	*
20 anacr	50.61	51.01	SEMIURBAN-Anacortes		25	42.70	47.60	RURAL	*
20 anacr	51.01	52.41	URBAN-Anacortes		25	47.60	53.50	FOREST	*
20 anacr	52.41	55.67	SEMIURBAN-Anacortes		25	53.50	54.60	RURAL	*
					25	54.60	63.70	FOREST	*
21	0.00	24.79	RURAL		25	63.70	65.40	OPEN	*
SR 21 MP23.6-24.8 Coincident with SR 395 MP81.1-82.3					25	65.40	69.90	RURAL	*
21	Equation MP24.8 = MP0.00				25	69.90	74.80	FOREST	*
21	0.00	1.04	RURAL		25	74.80	76.20	RURAL	*
21	1.04	2.92	SEMIURBAN-Lind		25	76.20	92.56	FOREST	*
21	2.92	30.92	RURAL		25	92.56	94.46	RURAL	*
21	30.92	32.09	SEMIURBAN-Odessa		25	94.46	103.56	FOREST	*
21	32.09	87.40	OPEN		25	103.56	106.66	RURAL	*
21	87.40	91.00	FOREST		25	106.66	113.06	FOREST	*
21	91.00	92.23	RURAL		25	113.06	113.96	SEMIURBAN-Northport	*
21	92.23	101.50	FOREST		25	113.96	121.26	FOREST	*
21	101.50	104.62	RURAL						
21	104.62	127.57	FOREST		26	0.00	5.50	OPEN	
21	127.57	166.99	RURAL		26	5.50	28.80	RURAL	
					26	28.80	31.20	OPEN	
22	0.70	2.59	RURAL		26	31.20	35.10	RURAL	
22	2.59	3.99	URBAN-Toppenish		26	35.10	38.00	OPEN	
22	3.99	36.52	RURAL		26	38.00	49.80	RURAL	
					26	49.80	61.40	OPEN	
23	0.00	35.46	RURAL		26	61.40	133.50	RURAL	
23	35.46	42.66	OPEN						
23	42.66	66.01	RURAL		27	0.00	1.20	RURAL	
					27	1.20	2.10	SEMIURBAN-Pullman	
24	0.00	17.35	RURAL		27	2.10	2.40	URBAN-Pullman	
24	17.35	19.05	OPEN		Equation 2.40 BACK = 0.00 AHEAD				
24	19.05	21.55	RURAL						
24	21.55	69.08	OPEN		27	0.00	0.10	URBAN-Pullman	
24	69.08	79.66	RURAL		27	0.10	0.90	SEMIURBAN-Pullman	
					27	0.90	3.30	RURAL	
25	0.00	6.70	RURAL		27	3.30	6.20	OPEN	
25	0.00	11.50	OPEN		27	6.20	9.06	RURAL	
25	11.50	12.90	FOREST		27	9.06	14.66	OPEN	
25	12.90	17.10	OPEN		27	14.66	15.51	SEMIURBAN-Palouse	
25	17.10	18.70	FOREST		27	15.51	18.01	RURAL	
25	18.70	22.30	OPEN		27	18.01	22.61	OPEN	
25	22.30	23.40	FOREST		27	22.61	24.06	RURAL	
25	23.40	24.60	OPEN	*	27	24.06	24.76	SEMIURBAN-Garfield	
25	24.60	29.60	FOREST	*	27	24.76	28.06	RURAL	

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
27	28.06	29.46	OPEN						
27	29.46	31.96	RURAL		31	0.00	4.50	RURAL	*
27	31.96	36.28	OPEN		31	4.50	26.40	FOREST	*
27	36.28	36.88	SEMIURBAN-Oakesdale		31	26.40	26.80	SEMIURBAN	*
27	36.88	36.98	URBAN-Oakesdale					International Boundary	
27	36.98	48.08	OPEN						
27	48.08	48.70	SEMIURBAN-Tekoa		82	0.00	4.50	RURAL	
27	48.70	49.10	URBAN-Tekoa		82	4.50	30.83	OPEN	
27	49.10	49.30	SEMIURBAN-Tekoa		82	30.83	36.73	SEMIURBAN-Yakima	
27	49.30	51.20	RURAL		82	36.73	102.83	RURAL	
27	51.20	55.60	OPEN		82	102.83	132.63	OPEN	*
27	55.60	56.00	SEMIURBAN-Latah						
27	56.00	63.90	OPEN		90	1.94	3.54	URBAN-Seattle	
27	63.90	64.70	SEMIURBAN-Fairfield		90	3.54	10.24	SEMIURBAN-Mercer Is/Bellevue	
27	64.70	69.40	OPEN		90	10.24	12.24	URBAN-Bellevue	
27	69.40	79.20	RURAL		90	12.24	15.80	RURAL	
27	79.20	82.00	FOREST		90	15.80	21.73	RURAL	*
27	82.00	85.00	RURAL		90	17.73	21.73	FOREST	*
27	85.00	85.90	SEMIURBAN-Spokane		90	21.73	22.93	RURAL	*
27	85.90	87.10	URBAN-Spokane		90	22.93	30.23	FOREST	*
					90	30.23	31.23	RURAL	*
28	0.00	4.45	SEMIURBAN-East Wenatchee		90	31.23	33.01	FOREST	*
	Equation 4.45 BACK = 0.00 AHEAD				90	33.01	34.01	RURAL	*
28	0.00	11.56	RURAL		90	34.01	52.36	FOREST	*
28	11.56	14.36	OPEN		90	52.36	53.56	RURAL	*
28	14.36	19.26	RURAL		90	53.56	70.47	FOREST	*
28	19.26	22.66	OPEN		90	70.47	72.91	RURAL	*
28	22.66	29.46	RURAL		90	72.91	75.41	FOREST	*
28	29.46	30.86	URBAN-Quincy		90	75.41	78.21	RURAL	*
28	30.86	42.26	RURAL		90	78.21	82.91	FOREST	*
28	42.26	44.36	OPEN		90	82.91	85.01	RURAL	*
28	44.36	46.46	RURAL		90	85.01	86.51	FOREST	*
28	46.46	47.06	SEMIURBAN-Ephrata		90	86.51	88.31	RURAL	*
28	47.06	48.46	URBAN-Ephrata		90	88.31	93.61	FOREST	*
28	48.46	51.96	RURAL		90	93.61	96.91	OPEN	*
28	51.96	52.76	SEMIURBAN-Lakeview		90	96.91	100.41	RURAL	*
28	52.76	54.26	RURAL		90	100.41	118.01	RURAL	*
28	54.26	57.86	OPEN		90	118.01	146.11	OPEN	
28	57.86	93.26	RURAL		90	146.11	223.08	RURAL	
28	93.26	93.66	SEMIURBAN-Odessa		90	223.08	229.28	OPEN	
28	93.66	93.86	URBAN-Odessa		90	229.28	232.18	RURAL	
28	93.86	94.56	SEMIURBAN-Odessa		90	232.18	244.38	OPEN	
28	94.56	103.06	OPEN		90	244.38	245.58	RURAL	
28	103.06	104.16	RURAL		90	245.58	255.48	OPEN	
28	104.16	117.76	OPEN		90	255.48	271.08	FOREST	
28	117.76	118.36	SEMIURBAN-Harrington		90	271.08	279.78	RURAL	
28	118.36	130.56	OPEN		90	279.78	282.18	URBAN-Spokane	
28	130.56	131.16	SEMIURBAN-Davenport		90	282.18	286.75	SEMIURBAN	

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
90	286.75	299.82	RURAL		97 altern	14.30	32.10	RURAL	*
92	0.00	3.50	FOREST		97 altern	32.10	34.20	SEMIURBAN-Chelan	*
92	3.50	8.00	RURAL		97 altern	34.20	34.80	URBAN-Chelan	*
92	8.00	8.20	SEMIURBAN-Granite Falls		97 altern	34.80	35.20	SEMIURBAN-Chelan	*
96	0.00	0.60	SEMIURBAN		97 altern	35.20	36.10	RURAL	*
96	0.60	1.10	RURAL		97 altern	36.10	38.00	OPEN	*
96	1.10	3.20	SEMIURBAN-Mill Creek		97 altern	38.00	39.90	RURAL	*
96	3.20	6.70	RURAL		99	0.00	21.55	URBAN	
97	0.00	7.61	OPEN	*	99	21.55	26.04	SEMIURBAN	
97	7.61	13.31	RURAL	*	99	26.04	55.37	URBAN	
97	13.31	14.95	FOREST	*	100	0.00	0.20	SEMIURBAN-Ilwaco	
97	14.95	16.15	RURAL	*	100	0.20	2.90	FOREST	
97	16.15	76.40	FOREST	*	100	2.90	4.70	SEMIURBAN-Ilwaco	
SR 97 MP76.4-114.2 Coincident WITH SR 82 MP37.8-0-0					SPUR				
SR 97 MP114.2-118.9 Coincident with SR 90 MP110.9-106.1					100 canby	0.00	0.40	FOREST	
Equation 118.9 BACK = 133.9 AHEAD					100 canby	0.40	0.60	RURAL	
97	134.00	136.60	RURAL		101	0.00	4.50	RURAL	*
97	136.60	139.97	RURAL	*	101	4.50	5.70	SEMIURBAN-Chinook	*
97	139.97	147.97	OPEN	*	101	5.70	9.20	FOREST	*
97	147.97	185.00	FOREST	*	101	9.20	11.10	RURAL	*
97	185.00	213.04	FOREST		101	11.10	11.60	SEMIURBAN-Ilwaco	*
97	213.04	234.64	RURAL		101	11.60	12.00	URBAN-Ilwaco	*
97	234.64	244.74	OPEN		101	12.00	13.10	RURAL	*
97	244.74	246.14	RURAL		101	13.10	13.50	SEMIURBAN-Ilwaco	*
97	246.14	253.24	OPEN		101	13.50	16.60	RURAL	*
97	253.24	259.75	RURAL		101	16.60	49.90	FOREST	*
97	259.75	260.45	SEMIURBAN-Brewster		101	49.90	53.60	RURAL	*
97	260.45	270.65	RURAL		101	53.60	55.10	SEMIURBAN-South Bend	*
97	270.65	272.45	OPEN		101	55.10	57.40	RURAL	*
97	272.45	274.15	RURAL		101	57.40	58.80	SEMIURBAN-Raymond	*
97	274.15	278.05	OPEN		101	58.80	59.87	SEMIURBAN-Raymond	
97	278.05	302.66	RURAL		101	59.87	80.67	FOREST	
97	302.66	304.26	OPEN		101	80.67	83.45	SEMIURBAN-Cosmopolis	
97	304.26	305.66	RURAL		101	83.45	84.85	URBAN-Aberdeen	
97	305.66	307.46	FOREST		101	84.85	87.90	SEMIURBAN-Aberdeen	
97	307.46	314.76	RURAL		101	87.90	88.90	URBAN-Hoquiam	
97	314.76	315.46	SEMIURBAN-Tonasket		101	88.90	91.40	SEMIURBAN-Hoquiam	
97	315.46	331.26	RURAL		101	91.40	94.62	RURAL	
97	331.26	332.46	SEMIURBAN-Oroville		101	94.62	109.12	FOREST	
97	332.46	336.46	RURAL		101	109.12	110.22	SEMIURBAN-Humtuplups	
ALTERN					101	110.22	119.12	FOREST	
97 altern	0.00	1.60	SEMIURBAN-Wenatchee	*	101	119.12	123.42	RURAL	
97 altern	1.60	6.40	OPEN	*	101	123.42	126.12	FOREST	
97 altern	6.40	11.50	RURAL	*	101	126.12	128.21	RURAL	
97 altern	11.50	14.30	OPEN	*	101	128.21	152.36	FOREST	

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
101	152.36	189.66	FOREST	*	104	24.53	24.74	URBAN-Edmonds Ferry	
101	189.66	191.46	SEMIURBAN-Forks	*	104	24.74	32.33	SEMIURBAN (various)	
101	191.46	191.76	URBAN-Forks	*					
101	191.76	192.46	SEMIURBAN-Forks	*	105	0.00	0.60	SEMIURBAN-Raymond	*
101	192.46	204.06	RURAL	*	105	0.60	6.60	RURAL	*
101	204.06	243.50	FOREST	*	105	6.60	17.30	FOREST	*
101	243.50	248.44	RURAL	*	105	17.30	26.13	RURAL	*
101	248.44	249.64	SEMIURBAN-Port Angeles	*	105	26.13	27.23	SEMIURBAN-Grayland	*
101	249.64	251.64	URBAN-Port Angeles	*	105	27.23	33.08	RURAL	*
101	251.64	252.93	SEMIURBAN-Port Angeles	*	105	33.08	45.80	FOREST	*
101	252.93	262.94	RURAL	*	105	45.80	48.00	RURAL	*
101	262.94	263.74	SEMIURBAN-Sequim	*	105	48.00	48.70	SEMIURBAN-Aberdeen	*
101	263.74	265.44	URBAN-Sequim	*					
101	265.44	267.04	SEMIURBAN-Sequim	*	SPUR				
101	267.04	270.44	RURAL	*	105 westpt	30.28	34.34	SEMIURBAN-Westport	
101	270.44	281.64	FOREST	*					
101	281.64	285.04	RURAL	*	106	0.00	20.05	RURAL	
101	285.04	292.74	FOREST	*					
101	292.74	294.04	RURAL	*	107	0.00	5.80	FOREST	
101	294.04	295.04	SEMIURBAN-Quilcene	*	107	5.80	7.91	RURAL	
101	295.04	296.04	RURAL	*					
101	296.04	322.95	FOREST	*	108	0.00	0.50	RURAL	
101	322.95	331.35	RURAL	*	108	0.50	1.30	SEMIURBAN-McCleary	
101	331.35	332.25	SEMIURBAN-Hoodsport	*	108	1.30	3.20	FOREST	
101	332.25	338.45	RURAL	*	108	3.20	7.80	RURAL	
101	338.45	343.85	FOREST	*	108	7.80	11.50	FOREST	
101	343.85	347.05	RURAL	*	108	11.50	11.90	RURAL	
101	347.05	348.05	FOREST	*					
101	348.05	354.04	RURAL	*	109	0.00	1.06	SEMIURBAN-Hoquiam	*
101	354.04	359.02	FOREST	*	109	1.06	7.36	FOREST	*
101	359.02	360.02	RURAL	*	109	7.36	9.96	RURAL	*
101	360.02	361.53	FOREST	*	109	9.96	15.66	FOREST	*
101	361.53	364.93	RURAL	*	109	15.66	21.56	RURAL	*
101	364.93	367.43	SEMIURBAN-Olympia	*	109	21.56	31.76	FOREST	*
					109	31.76	40.46	RURAL	*
102	0.00	2.90	FOREST						
					110	0.00	0.40	RURAL	
					110	0.40	7.70	FOREST	
103	0.00	2.80	SEMIURBAN-Long Beach		110	7.70	8.70	RURAL	
103	2.80	10.48	RURAL		110	8.70	11.00	FOREST	
103	10.48	11.28	SEMIURBAN-Ocean Park		SPUR				
103	11.28	17.18	RURAL		110 mora	7.80	8.50	RURAL	
103	17.18	19.98	FOREST		110 mora	8.50	10.40	FOREST	
104	0.20	16.80	FOREST	*	112	0.00	1.70	FOREST	*
104	16.80	17.20	SEMIURBAN-Port Gamble	*	112	1.70	11.12	RURAL	*
104	17.20	20.50	FOREST	*	112	11.12	12.62	FOREST	*
104	20.50	24.23	RURAL	*	112	12.62	19.12	RURAL	*
104	24.23	24.53	SEMIURBAN-Kingston	*	112	19.12	24.12	FOREST	*

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
112	24.12	61.04	RURAL	*	142	0.00	1.80	FOREST	*
113	0.00	9.90	FOREST		142	1.80	9.70	RURAL	*
115	0.00	2.30	RURAL		142	9.70	11.20	SEMIURBAN-Lyle	*
116	0.00	2.90	RURAL	*	142	11.20	12.20	RURAL	*
116	2.90	4.60	FOREST	*	142	12.20	13.40	SEMIURBAN-Klickitat	*
116	4.60	9.80	RURAL	*	142	13.40	22.53	FOREST	*
117	0.00	1.10	SEMIURBAN-Port Angeles		142	22.53	24.93	OPEN	*
117	1.10	1.40	URBAN-Port Angeles		142	24.93	27.05	RURAL	*
119	0.00	11.00	RURAL	*	142	27.05	28.05	OPEN	*
121	0.00	1.20	RURAL		142	28.05	33.85	RURAL	*
121	1.20	4.70	FOREST		142	33.85	35.05	SEMIURBAN-Goldendale	*
121	4.70	7.70	RURAL		142	35.05	35.25	RURAL	*
122	0.00	7.90	RURAL	*	150	0.30	4.20	URBAN-Manson	
123	0.00	16.38	FOREST	*	150	4.20	10.90	RURAL	
124	0.00	2.60	RURAL		150	10.90	12.00	SEMIURBAN-Chelan	
124	2.60	4.50	OPEN		153	0.00	30.76	RURAL	*
124	4.50	6.30	RURAL		155	0.00	1.70	RURAL	*
124	6.30	27.50	OPEN		155	1.70	18.70	OPEN	*
124	27.50	45.15	RURAL		155	18.70	23.90	RURAL	*
125	0.00	4.51	RURAL		155	23.90	29.60	SEMIURBAN-Electric City	*
125	4.51	6.72	URBAN-Walla Walla		155	29.60	32.00	RURAL	*
125	6.72	23.72	RURAL		155	32.00	41.40	OPEN	*
127	0.30	20.00	OPEN		155	41.40	47.01	RURAL	*
127	20.00	27.00	RURAL		155	47.01	68.73	FOREST	*
128	0.00	2.30	RURAL		155	68.73	77.43	OPEN	*
129	0.00	15.60	OPEN	*	155	77.43	79.03	RURAL	*
129	15.60	35.70	RURAL	*	155	79.03	80.49	SEMIURBAN-Omak	*
129	35.70	36.70	URBAN-Asotin	*	160	0.00	7.50	RURAL	
129	36.70	39.00	RURAL	*	161	0.00	1.00	FOREST	
129	39.00	41.80	SEMIURBAN-Clarkston	*	161	1.00	2.50	RURAL	
129	41.80	42.50	URBAN-Clarkston	*	161	2.50	3.32	SEMIURBAN-Eatonville	
131	0.00	2.00	RURAL		161	3.32	7.22	RURAL	
141	0.00	29.30	FOREST	*	161	7.22	9.22	FOREST	
					161	9.22	17.72	RURAL	
					161	17.72	18.92	SEMIURBAN-Graham	
					161	18.92	21.52	RURAL	
					161	21.52	25.82	SEMIURBAN-Puyallup	
					SR 161 MP25.85-29.17B Coincident with SR 512 MP8.74-12.06				
					SR 161 MP29.17B-28.69 Coincident with SR 167 MP5.26-5.98				
					161	29.69	29.22	URBAN-Puyallup	
					161	29.22	31.72	SEMIURBAN-Puyallup	
					161	31.72	34.09	SEMIURBAN-Milton	

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
161	34.09	34.99	URBAN-Federal Way		171	2.00	3.00	URBAN-Moses Lake	
					171	3.00	3.70	SEMIURBAN-Moses Lake	
162	0.00	8.48	RURAL						
162	8.48	10.38	SEMIURBAN-Alderton		172	0.00	21.80	OPEN	
162	19.78	19.78	RURAL		172	21.80	22.30	URBAN-Mansfield	
					172	22.30	35.07	OPEN	
163	0.00	3.40	URBAN-Tacoma						
					173	0.00	2.90	SEMIURBAN-Bridgeport	
164	0.31	1.21	URBAN-Auburn		173	2.90	10.93	RURAL	
164	1.21	3.01	SEMIURBAN-Auburn		173	10.93	12.03	SEMIURBAN-Brewster	
164	3.01	13.51	RURAL						
164	13.51	14.51	SEMIURBAN-Enumclaw		174	0.00	20.60	OPEN	
164	14.51	15.11	URBAN-Enumclaw		174	20.60	22.90	SEMIURBAN-Grand Coulee	
					174	22.90	29.50	OPEN	
165	0.00	14.90	FOREST		174	29.50	40.70	RURAL	
165	14.90	16.50	RURAL						
165	16.50	17.20	SEMIURBAN-Wilkeson		181	5.32	6.32	URBAN-Kent	
165	17.20	18.20	RURAL		181	6.32	11.32	SEMIURBAN-Kent	
165	18.20	21.21	FOREST						
					182	0.00	12.00	RURAL	
166	0.00	1.92	RURAL		182	12.00	14.00	SEMIURBAN-Pasco	
166	1.92	2.52	SEMIURBAN-Port Orchard		182	14.00	15.20	RURAL	
166	2.52	3.32	URBAN-Port Orchard						
166	3.32	4.92	SEMIURBAN-Port Orchard		193	0.51	3.11	SEMIURBAN-Clarkston	
167	0.00	3.90	RURAL		194	0.00	21.00	RURAL	*
167	3.90	5.60	SEMIURBAN-Puyallup						
167	5.60	5.32	URBAN-Puyallup		195	0.00	0.30	RURAL	
167	5.32	6.22	SEMIURBAN-Puyallup						
167	6.22	20.28	RURAL						
167	20.28	22.18	SEMIURBAN-Kent		195	0.30	4.89	RURAL	
167	22.18	26.08	RURAL		195	4.89	5.49	SEMIURBAN-Union Town	
167	26.08	27.28	URBAN-Renton		195	5.49	7.99	RURAL	
					195	7.99	8.49	SEMIURBAN-Colton	
					195	8.49	17.19	OPEN	
169	0.00	0.70	SEMIURBAN-Enumclaw		195	17.19	37.05	RURAL	
169	0.70	4.20	RURAL		195	37.05	37.46	SEMIURBAN-Colfax	
169	4.20	7.60	FOREST		195	37.46	38.46	URBAN-Colfax	
169	7.60	8.00	SEMIURBAN-Black Diamond		195	38.46	39.16	SEMIURBAN-Colfax	
169	8.00	9.20	RURAL		195	39.16	40.36	RURAL	
169	9.20	11.10	FOREST		195	40.36	42.96	OPEN	
169	11.10	13.70	RURAL		195	42.96	44.06	RURAL	
169	13.70	14.10	SEMIURBAN-Lake Wilderness		195	44.06	47.06	OPEN	
169	14.10	24.00	RURAL		195	47.06	48.66	RURAL	
169	24.00	25.20	SEMIURBAN-Renton		195	48.66	51.66	OPEN	
					195	51.66	53.66	RURAL	
170	0.00	3.72	RURAL		195	53.66	59.86	OPEN	
					195	59.86	67.86	RURAL	
171	0.00	2.00	SEMIURBAN-Moses Lake		195	67.86	70.89	OPEN	

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195	70.89	72.09	RURAL						
195	72.09	78.99	OPEN		215	0.00	2.30	SEMIURBAN-Okanogan	
195	78.99	82.89	RURAL		215	2.30	3.60	RURAL	
195	82.89	85.39	FOREST		215	3.60	6.20	SEMIURBAN-Omak	
195	85.39	88.59	RURAL						
195	88.59	91.12	FOREST		221	0.00	26.32	RURAL	
195	91.12	96.02	RURAL						
					223	0.00	3.81	RURAL	
197	0.00	3.20	OPEN						
					224	0.00	2.65	RURAL	
202	0.00	0.80	URBAN-Woodinville		224	2.65	4.45	OPEN	
202	0.80	1.70	SEMIURBAN-Woodinville		224	4.45	6.15	RURAL	
202	1.70	2.40	RURAL		224	6.15	6.65	SEMIURBAN-West Richland	
202	2.40	6.50	RURAL	*	224	6.65	8.45	URBAN-West Richland	
202	6.50	7.60	URBAN-Redmond	*	224	8.45	9.93	RURAL	
202	7.60	9.02	SEMIURBAN-Redmond	*					
202	9.02	21.22	RURAL	*	225	0.00	2.70	SEMIURBAN-Benton City	
202	21.22	21.52	SEMIURBAN-Fall City	*	225	2.70	11.30	RURAL	
202	21.52	21.72	URBAN-Fall City	*					
202	21.72	23.95	RURAL	*	231	0.00	28.10	RURAL	*
202	23.95	25.55	FOREST	*	SR 231 MP28.1-31.1 Coincident with SR 2 MP261.1-263.9				*
202	25.55	26.65	RURAL	*	231	31.09	31.39	SEMIURBAN-Reardan	*
202	26.65	27.45	URBAN-Snoqualmie	*	231	31.39	34.69	RURAL	
202	27.45	29.65	RURAL	*	231	34.69	35.59	OPEN	
202	29.65	30.15	URBAN-North Bend	*	231	35.59	38.49	FOREST	
202	30.15	30.55	SEMIURBAN-North Bend	*	231	38.49	39.59	RURAL	
					231	39.59	40.69	FOREST	
203	0.00	5.47	RURAL		231	40.69	43.29	OPEN	
203	5.47	6.27	URBAN-Carnation		231	43.29	49.39	FOREST	
203	6.27	14.63	RURAL		231	49.39	58.79	RURAL	
203	14.63	15.23	URBAN-Duvall		231	58.79	61.69	FOREST	
203	15.23	18.02	RURAL		231	61.69	62.69	SEMIURBAN-Springdale	
203	18.02	20.62	FOREST		231	62.69	70.99	RURAL	
203	20.62	23.31	RURAL		231	70.99	71.99	SEMIURBAN-Valley	
203	23.31	23.71	SEMIURBAN-Monroe		231	71.99	75.19	RURAL	
203	23.71	24.11	URBAN-Monroe						
					240	0.00	28.30	OPEN	
204	0.00	2.57	RURAL		240	28.30	34.87	RURAL	
					SR 240 MP34.9-35.9 Coincident with SR 182 MP3.8-4.9				
205	26.59	30.39	SEMIURBAN-Vancouver		240	35.97	43.13	SEMIURBAN-Richland	
205	30.39	37.09	RURAL						
					241	0.00	1.20	RURAL	
206	0.00	8.80	RURAL		241	1.20	25.20	OPEN	
206	8.80	15.43	FOREST						
					243	0.00	5.60	OPEN	
207	0.00	4.40	FOREST		243	5.60	17.60	RURAL	
					243	17.60	19.93	OPEN	
211	0.00	15.21	FOREST	*	243	19.93	24.53	RURAL	

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
243	24.53	28.23	OPEN		291	3.10	5.50	SEMIURBAN-Spokane	
260	0.00	39.51	RURAL		291	5.50	9.60	RURAL	
261	0.00	6.60	OPEN	*	291	9.60	13.80	FOREST	
261	6.60	10.22	RURAL	*	291	13.80	17.40	RURAL	
261	10.22	23.94	OPEN	*	291	17.40	18.90	FOREST	
261	23.94	29.44	RURAL	*	291	18.90	21.90	RURAL	
SR 261 MP29.4-35.8 Coincident with SR 260 MP33.1-39.5					291	21.90	22.30	FOREST	
261	35.84	62.82	RURAL		291	22.30	27.10	OPEN	
262	0.00	14.30	RURAL	*	291	27.10	28.70	FOREST	
262	14.30	22.10	OPEN	*	291	28.70	31.40	RURAL	
262	22.10	24.20	RURAL	*	291	31.40	33.00	FOREST	
263	0.00	9.90	RURAL		292	0.00	5.90	FOREST	
270	0.00	1.30	OPEN		300	0.00	3.40	FOREST	
270	1.30	2.30	SEMIURBAN-Pullman		302	0.00	1.30	RURAL	
270	2.30	2.80	URBAN-Pullman		302	1.30	2.40	FOREST	
270	2.80	3.50	SEMIURBAN-Pullman		302	2.40	16.80	RURAL	
270	3.50	9.90	RURAL		303	0.00	1.44	SEMIURBAN-Bremerton	
271	0.00	8.50	RURAL		303	1.44	2.84	URBAN-Bremerton	
272	0.00	19.21	RURAL	*	303	2.84	3.44	SEMIURBAN-Bremerton	
274	0.00	1.90	RURAL		303	3.44	8.74	RURAL	
278	0.00	5.50	RURAL		304	0.00	3.47	URBAN-Bremerton	
281	0.00	10.10	RURAL		305	0.00	2.22	SEMIURBAN-Bainbridge Is.	*
281	10.10	10.50	SEMIURBAN-Quincy		305	2.22	7.22	FOREST	*
282	0.00	4.90	RURAL		305	7.22	11.12	RURAL	*
283	0.00	12.80	RURAL		305	11.12	12.12	SEMIURBAN-Poulsbo	*
283	12.80	15.00	OPEN		305	12.12	13.52	RURAL	*
285	0.00	5.00	URBAN-Wenatchee		307	0.00	5.20	RURAL	
290	0.00	3.52	URBAN-Spokane		308	0.00	3.40	RURAL	
290	3.52	6.52	SEMIURBAN-Spokane		310	0.00	1.80	URBAN-Bremerton	
290	6.52	8.02	RURAL		SR 395 MP0.0-13.1 Coincident with SR 82 MP132.6-112.8 Equation 19.81 Back = 13.05 Ahead				
290	8.02	8.82	SEMIURBAN		395	13.14	14.54	OPEN	
290	8.82	18.32	RURAL		395	14.54	15.34	RURAL	
291	0.00	3.10	URBAN-Spokane		395	15.34	16.14	SEMIURBAN-Kennewick	
					395	16.14	17.84	URBAN-Kennewick	
					395	17.84	0.00	SEMIURBAN-Kennewick	
					SR 395 MP20.5-22.7 Coincident with SR 182 MP12.2-14.4				
					395	22.74	23.94	RURAL	

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
395	23.94	36.14	OPEN		410	41.88	43.39	RURAL	*
395	36.14	38.54	RURAL		410	43.39	92.03	FOREST	*
395	38.54	0.00	OPEN		410	92.03	116.43	RURAL	*
SR 395 MP95.9-164.5 Coincident with SR 90 MP220.5-281.3									
SR 395 MP164.5-165.5 Coincident with SR 2 MP286.8-292.8									
395	164.51	165.51	SEMIURBAN-Spokane		411	0.00	2.60	URBAN-Longview/Kelso	
395	165.51	171.51	RURAL		411	2.60	13.50	RURAL	
395	171.51	173.61	OPEN		432	0.00	10.30	URBAN-Longview	
395	173.61	185.71	RURAL		433	0.00	0.90	URBAN-Longview	
395	185.71	202.81	FOREST		500	0.00	7.70	SEMIURBAN-Vancouver	
395	202.81	206.61	RURAL		500	7.70	17.80	RURAL	
395	206.61	207.01	SEMIURBAN-Chewelah		500	17.80	19.00	SEMIURBAN-Lacamas Lake	
395	207.01	207.41	URBAN-Chewelah		500	19.00	19.40	URBAN-Lacamas Lake	
395	207.41	207.71	SEMIURBAN-Chewelah		500	19.40	20.42	SEMIURBAN-Lacamas Lake	
395	207.71	228.43	RURAL		501	0.00	4.21	SEMIURBAN-Vancouver	*
395	228.43	230.43	URBAN-Colville		501	4.21	12.72	RURAL	*
395	230.43	232.33	RURAL		501	16.91	17.20	URBAN-Ridgefield	*
395	232.33	237.83	RURAL	*	501	17.20	19.90	RURAL	*
395	237.83	239.03	SEMIURBAN-Kettle Falls	*	502	0.00	6.78	RURAL	
395	239.03	240.13	RURAL	*	502	6.78	7.58	SEMIURBAN-Battle Ground	
395	240.13	241.93	FOREST	*	503	0.00	2.90	SEMIURBAN-Vancouver	*
395	241.93	270.23	FOREST	*	503	2.90	7.50	RURAL	*
397	0.00	10.30	SEMIURBAN-Kennewick		503	7.50	9.40	SEMIURBAN-Battle Ground	*
397	10.30	11.30	URBAN-Kennewick		503	9.40	16.20	RURAL	*
401	0.00	4.80	FOREST	*	503	16.20	17.50	FOREST	*
401	4.80	12.10	RURAL	*	503	17.50	20.20	RURAL	*
405	0.00	2.00	SEMIURBAN-Tukwila		503	20.20	20.40	SEMIURBAN-Amboy	*
405	2.00	5.80	SEMIURBAN-Renton		503	20.40	28.45	RURAL	*
405	5.80	10.50	RURAL		503	28.45	36.65	FOREST	*
405	10.50	12.98	SEMIURBAN-Bellevue		503	36.65	39.45	RURAL	*
405	12.98	14.48	URBAN-Bellevue		503	39.45	43.25	FOREST	*
405	14.48	21.38	SEMIURBAN-Kirkland		503	43.25	50.65	RURAL	*
405	21.38	30.29	RURAL		503	50.65	54.35	SEMIURBAN-Woodland	*
409	0.00	3.80	RURAL		SPUR				
410	8.84	15.14	RURAL		503 cougar	0.00	1.75	RURAL	
410	15.14	15.84	SEMIURBAN-Bonney Lake		503 cougar	1.75	4.85	FOREST	
410	15.84	20.34	RURAL		503 cougar	4.85	5.55	RURAL	
410	20.34	21.44	SEMIURBAN-Buckley		503 cougar	5.55	8.45	FOREST	
410	21.44	22.44	FOREST		504	0.00	0.30	SEMIURBAN-Castle Rock	*
410	22.44	23.94	RURAL	*	504	0.30	9.93	RURAL	*
410	23.94	25.74	SEMIURBAN-Eatonville	*	504	9.93	10.53	SEMIURBAN-Toutle	*
410	25.74	28.04	RURAL	*	504	10.53	17.83	RURAL	*
410	28.04	41.88	FOREST	*					

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504	17.83	31.93	FOREST	*	512	0.00	2.40	SEMIURBAN-Tacoma	
504	31.93	45.03	OPEN	*	512	2.40	8.30	RURAL	
505	0.00	0.30	URBAN-Winlock	*	512	8.30	11.10	SEMIURBAN-Puyallup	
505	0.30	6.20	RURAL	*	512	11.10	11.90	RURAL	
505	6.20	7.10	URBAN-Toledo	*	513	0.00	2.10	URBAN-Seattle	
505	7.10	19.20	RURAL	*	513	2.10	3.40	SEMIURBAN-Seattle	
506	0.00	11.50	RURAL		515	0.00	3.13	SEMIURBAN-Kent	
507	0.00	9.74	RURAL		515	3.13	3.63	URBAN-Kent	
507	9.74	10.24	SEMIURBAN-Bucoda		515	3.63	7.76	SEMIURBAN-Kent	
507	10.24	11.24	FOREST		516	0.00	2.21	SEMIURBAN-Kent	
507	11.24	13.64	RURAL		516	2.21	3.21	RURAL	
507	13.64	15.04	SEMIURBAN-Tenino		516	3.21	5.03	SEMIURBAN-Kent	
507	15.04	17.54	RURAL		516	5.03	5.93	URBAN-Kent	
507	17.54	22.24	FOREST		516	5.93	7.13	SEMIURBAN-Kent	
507	22.24	22.84	SEMIURBAN-Rainier		516	7.13	7.63	URBAN-Kent	
507	22.84	27.74	FOREST		516	7.63	12.23	SEMIURBAN-Kent	
507	27.74	29.24	URBAN-Yelm		516	12.23	16.23	RURAL	
507	29.24	34.64	SEMIURBAN-Yelm		518	0.00	2.59	SEMIURBAN-Tukwila	
507	34.64	36.65	RURAL		518	2.59	3.79	RURAL	
507	36.65	43.45	FOREST		519	0.00	1.30	URBAN-Seattle	
508	0.00	8.70	RURAL	*	520	0.00	6.80	SEMIURBAN-Seattle/Bellevue	
508	8.70	10.20	FOREST	*	520	6.80	11.51	RURAL	
508	10.20	20.90	RURAL	*	520	11.51	12.81	SEMIURBAN-Redmond	
508	20.90	30.80	FOREST	*	522	0.00	4.70	URBAN-Seattle	
508	30.80	32.40	RURAL	*	522	4.70	5.50	SEMIURBAN	
508	32.40	32.80	SEMIURBAN-Morton	*	522	5.50	5.80	URBAN-Lake Forest Park	
509	0.00	14.28	URBAN-Tacoma/Federal Way		522	5.80	6.50	SEMIURBAN	
SR 509 MP14.3-18.4 Coincident with SR 99 MP11.4-15.5					522	6.50	8.20	URBAN	
SR 509 MP18.4-19.6 Coincident with SR 516 MP1.8-0.0					522	8.20	9.10	SEMIURBAN-Bothell	
509	19.62	20.32	URBAN-Des Moines		522	9.10	10.11	URBAN-Bothell	
509	20.32	24.12	SEMIURBAN-Normandy Park		522	10.11	13.25	SEMIURBAN-Bothell	
509	24.12	24.77	RURAL		522	13.25	17.10	RURAL	
509	24.77	25.27	SEMIURBAN-Burien		522	17.10	22.20	FOREST	
509	25.27	27.77	RURAL		522	22.20	24.80	RURAL	
509	27.77	29.82	SEMIURBAN-Seattle		523	0.00	2.40	URBAN-Seattle	
510	0.00	0.50	SEMIURBAN-Lacey		524	0.00	0.18	URBAN	
Equation 0.50 = 2.62					524	0.18	3.28	SEMIURBAN	
510	2.62	6.38	SEMIURBAN-Lacey		524	3.28	5.18	URBAN	
510	6.38	12.88	RURAL	510	524	5.18	6.18	SEMIURBAN	
	12.88	14.39	FOREST						
510	14.39	15.69	SEMIURBAN-Yelm						

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524	6.18	9.68	RURAL						
524	9.68	10.68	FOREST		531	0.00	1.40	FOREST	
524	10.68	14.58	RURAL		531	1.40	6.20	RURAL	
					531	6.20	7.00	SEMIURBAN-Lakewood	
525	0.00	8.16	SEMIURBAN-Lynnwood		531	7.00	9.90	RURAL	
525	8.16	8.36	URBAN-Mukilteo						
525	8.36	9.46	SEMIURBAN-Clinton	*	532	0.00	3.80	RURAL	
525	9.46	13.76	FOREST	*	532	3.80	5.30	SEMIURBAN-Stanwood	
525	13.76	18.96	RURAL	*	532	5.30	10.10	RURAL	
525	18.96	23.46	FOREST	*					
525	23.46	26.47	RURAL	*	534	0.00	5.10	RURAL	
525	26.47	30.47	FOREST	*					
					536	0.00	3.20	RURAL	
526	0.00	0.70	SEMIURBAN-Mukilteo		536	3.20	4.20	SEMIURBAN-Mount Vernon	
526	0.70	4.50	RURAL		536	4.20	5.40	URBAN-Mount Vernon	
527	0.00	0.30	URBAN-Bothell		538	0.00	1.40	URBAN-Mount Vernon	
527	0.30	0.70	SEMIURBAN-Bothell		538	1.40	2.60	SEMIURBAN-Mount Vernon	
527	0.70	1.70	RURAL		538	2.60	3.71	RURAL	
527	1.70	7.30	SEMIURBAN						
527	7.30	8.70	RURAL		539	0.00	1.73	URBAN	
527	8.70	11.90	SEMIURBAN-Everett		539	1.73	10.53	RURAL	
					539	10.53	12.54	URBAN	
					539	12.54	15.20	RURAL	
528	0.00	0.80	URBAN-Marysville						
528	0.80	2.30	SEMIURBAN-Marysville						
528	2.30	3.40	RURAL						
529	0.00	2.00	URBAN-Everett		542	0.00	0.30	URBAN-Bellingham	*
529	2.00	4.31	SEMIURBAN-Everett		542	0.30	1.70	SEMIURBAN-Bellingham	*
529	4.31	4.93	RURAL		542	1.70	10.10	RURAL	*
					542	10.10	12.50	SEMIURBAN-Nugent's Cornr.	*
					542	12.50	22.90	RURAL	*
					542	22.90	57.23	FOREST	*
					543	0.00	1.10	SEMIURBAN-Blaine	
529	3.74	6.51	RURAL						
529	6.51	6.71	URBAN						
530	16.95	20.85	RURAL		544	0.00	8.97	RURAL	
530	20.85	21.64	SEMIURBAN-Arlington						
530	21.64	35.98	RURAL		546	0.00	8.00	RURAL	
530	35.98	37.68	FOREST						
530	37.68	41.08	RURAL		547	0.00	10.80	RURAL	*
530	41.08	43.08	FOREST						
530	43.08	46.38	RURAL		548	0.00	13.90	RURAL	
530	46.38	48.48	FOREST						
530	48.48	49.38	SEMIURBAN-Darrington		599	0.00	1.80	URBAN-Tukwila	
530	49.38	50.48	RURAL						
530	50.48	53.78	FOREST						
530	53.78	54.98	RURAL		702	0.00	2.90	RURAL	
530	54.98	69.18	FOREST		702	2.90	4.00	FOREST	
530	69.18	69.48	RURAL		702	4.00	5.20	RURAL	

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702	5.20	6.40	FOREST		908	3.52	4.62	URBAN-Kirkland	
702	6.40	7.40	RURAL		908	4.62	6.42	SEMIURBAN-Redmond	
702	7.40	9.20	FOREST		908	6.42	6.82	URBAN-Kirkland	
705	0.00	1.50	URBAN-Tacoma		970	0.00	10.30	RURAL	
706	0.00	13.60	FOREST	*	971	0.00	11.60	FOREST	*
730	0.00	6.10	OPEN		971	11.60	15.00	RURAL	*
821	0.00	2.40	RURAL	*					
821	2.40	25.20	OPEN	*					
823	0.00	0.70	RURAL						
823	0.70	2.50	URBAN-Selah						
823	2.50	3.20	SEMIURBAN-Selah						
823	3.20	4.80	RURAL						
900	5.93	6.13	SEMIURBAN-Tukwila						
900	6.13	9.43	RURAL						
900	9.43	9.83	SEMIURBAN-Renton						
900	9.83	10.73	URBAN-Renton						
900	10.73	12.84	SEMIURBAN-Renton						
900	12.84	13.34	URBAN-Renton						
900	13.34	14.74	SEMIURBAN-Renton						
900	14.74	18.34	RURAL						
900	18.34	20.24	FOREST						
900	20.24	21.04	RURAL						
902	0.00	5.82	RURAL						
902	5.82	7.10	SEMIURBAN-Medical Lake						
902	7.10	12.40	RURAL						
903	0.00	2.30	URBAN-Cle Elum						
903	2.30	6.10	SEMIURBAN-Cle Elum						
903	6.10	10.10	FOREST						
904	0.00	1.70	RURAL						
904	1.70	5.90	FOREST						
904	5.90	10.20	RURAL						
904	10.20	10.70	SEMIURBAN-Cheney						
904	10.70	11.60	URBAN-Cheney						
904	11.60	12.40	SEMIURBAN-Cheney						
904	12.40	16.90	RURAL						
906	0.00	1.60	RURAL						
906	1.60	2.60	FOREST						

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