State Highway Log
Planning Report
2014

Olympic Region

Washington State Department of Transportation
Multimodal Planning Division
January 15, 2015

Highway Log Users

Re: 2014 State Highway Log

Dear User:

The 2014 edition of the State Highway Log is available in electronic format. The electronic version is in Acrobat Reader file format. The Acrobat Reader software can be accessed from most Microsoft operating systems. If you do not have Acrobat Reader, you can download this software free of charge from the Internet at: http://www.adobe.com/acrobat/readstep.html.

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

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

Sincerely,

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

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

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

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

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

MARK FINCH
Manager
Transportation Data & GIS Office
Multimodal Planning Division
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DISTRICT, FUNCTIONAL CLASS, SURFACE TYPE
DISTRICT, LEVEL OF DEVELOPMENT, RURAL - URBAN
FUNCTIONAL CLASS, LEVEL OF DEVELOPMENT, RURAL - URBAN
MAINTENANCE AREA, SECTION, SURFACE TYPE

1 2014 STATE HIGHWAY LOG
The following information provides an overview on how the State Highway Log Planning Report is compiled; broken out in the order they appear in the headers of each page of the publication.

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

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

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

<table>
<thead>
<tr>
<th>RRT</th>
<th>Description</th>
<th>RRQ</th>
</tr>
</thead>
<tbody>
<tr>
<td>AR*</td>
<td>Alternate Route</td>
<td>CD</td>
</tr>
<tr>
<td>CO*</td>
<td>Couplet</td>
<td>CI</td>
</tr>
<tr>
<td>FD</td>
<td>Frontage Road Dec</td>
<td>LX</td>
</tr>
<tr>
<td>FL</td>
<td>Frontage Road Inc</td>
<td>P1-P9</td>
</tr>
<tr>
<td>FS</td>
<td>Ferry Ship (Boat)</td>
<td>Q1-Q9</td>
</tr>
<tr>
<td>FT</td>
<td>Ferry Terminal</td>
<td>R1-R9</td>
</tr>
<tr>
<td>PR</td>
<td>Proposed Route</td>
<td>S1-S9</td>
</tr>
<tr>
<td>RL*</td>
<td>Reversible Lane</td>
<td>HD*</td>
</tr>
<tr>
<td>SP*</td>
<td>Spur</td>
<td>HI*</td>
</tr>
<tr>
<td>TB</td>
<td>Transitional Turnback</td>
<td>ML*</td>
</tr>
<tr>
<td>TR</td>
<td>Temporary Route</td>
<td>UC</td>
</tr>
</tbody>
</table>

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

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

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

** Alternate Route contains no RRQ
COUPLETR EXAMPLE

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

EXAMPLE:  101 CO ABERDN

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

EXAMPLE: 105 SP BOONE

Where: 105 = SR Number
SP = RRT for Spur
BOONE = Name of street where RRT exists
2) The following RRTs use the Mainline SRMP where the RRT attaches to the Mainline. The begin SRMP for that RRT will be 0.00.

<table>
<thead>
<tr>
<th>RRT</th>
<th>Description</th>
<th>Mainline SRMP</th>
<th>Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>CD</td>
<td>Collector Distributor Dec</td>
<td>P1 - P9</td>
<td>Off Ramp, Inc</td>
</tr>
<tr>
<td>CI</td>
<td>Collector Distributor Inc</td>
<td>Q1 - Q9</td>
<td>On Ramp, Inc</td>
</tr>
<tr>
<td>FD</td>
<td>Frontage Road Dec</td>
<td>R1 - R9</td>
<td>Off Ramp, Dec</td>
</tr>
<tr>
<td>FI</td>
<td>Frontage Road Inc</td>
<td>S1 - S9</td>
<td>On Ramp, Dec</td>
</tr>
<tr>
<td>LX</td>
<td>Crossroad within Interchange</td>
<td>HD</td>
<td>Grade-Separated HOV-Dec</td>
</tr>
<tr>
<td>HI</td>
<td>Grade-Separated HOV-Inc</td>
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<td></td>
</tr>
</tbody>
</table>

**DIAMOND INTERCHANGE EXAMPLE**

**EXAMPLE:** 005 R1 09958

Where: 005 = SR Number  
R1 = RRT for decreasing MP direction off-ramp (R ramp)  
09958 = Mainline SRMP at beginning of the R ramp where it leaves the mainline
3) The following RRTs use descriptive names such as a city or ship name for the RRQ. The begin SRMP is always a zero value (000.00).

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>FS</td>
<td>Ferry Ship</td>
</tr>
<tr>
<td>FT</td>
<td>Ferry Terminal</td>
</tr>
</tbody>
</table>

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

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

**STATE ROUTE MILEPOST (SRMP)**

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

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

**STATE ROUTE MILEPOST BACK (B) INDICATOR**

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

A back SRMP occurs as a result of:

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

**ACCUMULATED ROUTE MILE (ARM)**

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

All length measurements are calculated using the ARM value.

**LANE MILE**

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

**EQUATION (EQ)**

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

The following page contains drawings of these three types of equations
This drawing shows the lengthening of a route due to realignment, creating a back equation.

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

This drawing shows a physical gap equation, due to a separation of alignment.
COINCIDENT (COINC)

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

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

FEATURE

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

<table>
<thead>
<tr>
<th>Beg Bridge</th>
<th>Beg Eq</th>
<th>On Ramp</th>
</tr>
</thead>
<tbody>
<tr>
<td>End Bridge</td>
<td>Uxing</td>
<td>Off Ramp</td>
</tr>
<tr>
<td>Enter Co</td>
<td>Intersectn</td>
<td>RR Xing</td>
</tr>
<tr>
<td>Beg Street</td>
<td>Misc Featr</td>
<td>Border Sta</td>
</tr>
<tr>
<td>End Street</td>
<td>Beg Ctlsec</td>
<td>Weigh Sta</td>
</tr>
<tr>
<td>Beg Tunnel</td>
<td>Flyer Stop</td>
<td>Leave City</td>
</tr>
<tr>
<td>End Tunnel</td>
<td>Prk &amp; Ride</td>
<td>Toll Booth</td>
</tr>
<tr>
<td>Enter Dist</td>
<td>Rest Area</td>
<td>Ferry Term</td>
</tr>
</tbody>
</table>

DIRECTION TO INVENTORY

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

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

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

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

LEFT/RIGHT INDICATOR

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

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

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

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

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

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

**DESCRIPTION – DESCRIPTION OF FEATURE**

Bridge/UXing/XRoad - OW (Owner Code)

<table>
<thead>
<tr>
<th>ST</th>
<th>CO</th>
<th>CT</th>
</tr>
</thead>
<tbody>
<tr>
<td>ST = State</td>
<td>CO = County</td>
<td>CT = City</td>
</tr>
</tbody>
</table>

Bridge/UXing/XRoad - TC (Traffic Control)

<table>
<thead>
<tr>
<th>SS</th>
<th>YS</th>
</tr>
</thead>
<tbody>
<tr>
<td>SS = Stop Sign</td>
<td>YS = Yield Sign</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AF</th>
<th>RS</th>
</tr>
</thead>
<tbody>
<tr>
<td>AF = Amber Flashing</td>
<td>RS = Railroad Signal</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>OT</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>OT = Other Traffic Control</td>
<td>NO = No Traffic Control</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SZ</th>
<th>PC</th>
</tr>
</thead>
<tbody>
<tr>
<td>SZ = School Zone</td>
<td>PC = Pedestrian Control</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SG</th>
<th>FS</th>
</tr>
</thead>
<tbody>
<tr>
<td>SG = Stop and Go</td>
<td>FS = Fire Signal</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RF</th>
<th>OF</th>
</tr>
</thead>
<tbody>
<tr>
<td>RF = Red Flashing</td>
<td>OF = Officer or Flagman</td>
</tr>
</tbody>
</table>

**WIDTH AND SURFACE INFORMATION**

**DECREAS/DIV (DECREASING/DIVIDED)**

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

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

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

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

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

**S**  = Shoulder Surface Type

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>G</th>
</tr>
</thead>
<tbody>
<tr>
<td>A = Asphalt</td>
<td>B = Bituminous</td>
<td>G = Gravel</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>S</th>
<th>P</th>
</tr>
</thead>
<tbody>
<tr>
<td>S = Soil</td>
<td>P = Portland Cement Concrete</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>B</th>
<th>G</th>
<th>O</th>
</tr>
</thead>
<tbody>
<tr>
<td>B = Bituminous</td>
<td>G = Gravel</td>
<td>O = Other</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>S</th>
</tr>
</thead>
<tbody>
<tr>
<td>S = Soil</td>
</tr>
</tbody>
</table>

**I-8**
MEDIAN

WD  Median Width
S  Median Surface Type
    S = Soil  G = Gravel
    O = Other  A = Asphalt
    B = Bituminous  P = Portland Cement Concrete

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

INCRES/UNDI (INCREASING/UNDIVIDED)

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

LFT SHD  W = Width of inside shoulder in increasing direction of the roadway.
    S = Shoulder Surface Type

RDY  W = Width of roadway in increasing direction of the roadway.
    S = Roadway Surface Type

RHT SHD  W = Width of outside shoulder in increasing direction of the roadway.
    S = Shoulder Surface Type

SPC USE LNS WID - Width of Special Use Lane
    Special Use Lane Types - (Appears in Description Field)
    Climbing  Two Way Turn  High Occupancy Vehicle
    Bicycle  Reversible  Slow Vehicle Turnout
    Chain Up  Transit  Truck Climbing Shoulder
    Holding  Weaving/Speed Change

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

MTCE  Maintenance
A   = Maintenance Area Number
SE  = Maintenance Section Number

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

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

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

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

TR  Terrain - The contour of the roadway as it relates to the frequency and steepness of hills and the effect on truck speed.
L  = Level - Trucks maintain speed.
R  = Rolling - Trucks slow down frequently.
M  = Mountainous - Trucks slow to a crawl frequently.

PK  Parking Zone - Type of parking that is permitted on a State Route (cities only).
B  = Both sides parking permitted
L  = Left side parking only permitted
P  = Parking prohibited on both sides
R  = Right side parking only permitted
X  = Prohibited during peak hours

ST  Street Name Alias - The local name of a street assigned to a State Route as the State Route passes through a city.
*  = A street name alias is assigned to a State Route (The street name will appear in the description field).

$  Designates when the previous feature is no longer valid.
INTERSECTION DETAIL

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

TURN LANES

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

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

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

ACCELERATION LANES

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

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

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

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

The following pages contain sketches to better explain how the State Highway Log Planning Report is compiled.
Roadway Measurements with and without curbs - Asphalt Surface
Refer to SR 203 SRMP 5.32 - 6.19
Two Way Turn (with Shoulders) Asphalt Surface

Refer to SR 530 SRMP 17.04 - 17.30
Intersection Channelization (Turn/Accel Lanes)
Examples of Turn/Acceleration Lanes Located at the Bottom of State Highway Log Pages
Divided Highway Measurements (Asphalt Surface w/Paved Median)
Refer to SR 5 SRMP 227.08 - 227.75
Divided Highway Measurements (Asphalt Surface w/Soil Median)
Refer to SR 90 SRMP 149.78 - 150.07

Note: Inside shoulders counted as part of median width and also as shoulder width.
Physical Gap (Roadway Discontinuity)
Refer to SR 432 SRMP 7.62 - Vicinity
Coincident Route
Refer to SR 5 SRMP 68.41 - 88.33 and SR 12 46.62 - 66.54
Contract # 014330
Open to traffic: 7/11/94
Equation: 44.30B = 44.25
(Lenthen Route 0.05 miles)

Realignment - Lengthen Route
Refer to SR 24 SRMP 44.08 - Vicinity
<table>
<thead>
<tr>
<th>State Route</th>
<th>RRT/RRQ Identifier</th>
<th>Begin SRMP B</th>
<th>End SRMP B</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>003</td>
<td>00.00</td>
<td>60.02</td>
<td></td>
<td>59.81</td>
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<tr>
<td>005</td>
<td>85.51</td>
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<td>007</td>
<td>16.82</td>
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Washington State Department of Transportation
Olympic Region SRMP Equation Listing

01/20/2015

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*** Begin of Region but not begin of coincident mileage
**** End of Region but not end of coincident mileage
### Trip System

**State of Washington - Department of Transportation**

**Date:** 01/20/15  
**Time:** 07:55:40

#### State Highway Miles and General Purpose Lane Miles

**Page:** 1

**Selection:** District 3  
**Mainline, Spur, Couplets, Alternate, Reversible, Grade Separated HOV**

**Special Use Lanes:** (Non Ramp) - HOV, Climbing

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**District Subtotal:** 736.01  
**State PRIN ARTERIAL:** 369.77  
**State MINR ARTERIAL:** 165.37  
**State COLLECTOR:** 189.15  
**State UNCLASSIFIED:** 3.23  
**State INTERSTATE:** 11.72

**State Total:** 736.01  
**State PRIN ARTERIAL:** 369.77  
**State MINR ARTERIAL:** 165.37  
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**State UNCLASSIFIED:** 3.23  
**State INTERSTATE:** 11.72

**TOTAL:** 736.01  
**TOTAL:** 1,617.05  
**TOTAL:** 106.57  
**TOTAL:** 289.78  
**TOTAL:** 265.12  
**TOTAL:** 1,046.03  
**TOTAL:** 371.69  
**TOTAL:** 1,335.81  
**TOTAL:** 1,107.70  
**TOTAL:** 2,952.86
### District 3

#### All Ramps, Collectors I/D

**Special Use Lane (spec use ln):** HOV, Chain up, Holding, Slow Veh, Two Way Turn, Weaving/Speed Change, Bicycle, Transit, Truck Climbing, Turn/Accel

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### District 3

**Selection:** District 3  
**Mainline, Spur, Couplets, Alternate, Reversible, Grade Separated HOV, All Ramps, Collectors I/D  
Spec Use Ln: HOV, Chain Up, Holding, Slow Veh, Two Way Turn, Weaving/Speed Change, Bicycle, Transit, Truck Climbing, Turn/Accel

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**District Subtotal:** 736.01  
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**State Collector:** 189.15  
**State Unclassified:** 11.72  
**State Interstate:** 11.72

**State Total:** 736.01

**District Subtotal:** 1,663.93  
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**State Total:** 1,663.93
### Selection: District 3

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### State of Washington - Department of Transportation

**Trip System**

**State Highway Special Use Lane/Ramp Miles**

By District, Function Class, and Surface Type

**Selection:** District 3

All Ramps, Collectors I/D

Spec Use Ln: HOV, Chain Up, Holding, Slow Veh, Two Way Turn, Weaving/Speed Change, Bicycle, Transit, Truck Climbing, Turn/accel

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### District 3

**Selection:** District 3

**Mainline, Spur, Couples, Alternate, Reversible, Grade Separated HOV Special Use Lanes:** (Non-Ramp) - HOV, Climbing

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### Selection: District 3

**All Ramps, Collectors I/D**

**Spec Use Ln:** HOV, Chain Up, Holding, Slow Veh, Two Way Turn, Weaving/Speed Change, Bicycle, Transit, Truck Climbing, Turn/Accel

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### By District, Level of Development, and Rural, Urban, or Urbanized Location

**Selection:** District 3

**Mainline, Spurs, Couplets, Alternate, Reversible, Grade Separated HOV, All Ramps, Collectors I/D**

**Spec Use Ln:** HOV, Chain Up, Holding, Slow Veh, Two Way Turn, Weaving/Speed Change, Bicycle, Transit, Truck Climbing, Turn/ Accelerate

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### Selection: District 3

#### Mainline, Spur, Couplets, Alternate, Reversible, Grade Separated HOV Special Use Lanes: (Non Ramp) - HOV, Climbing

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### District 3: State Highway Special Use Lane/Ramp Miles

**Selection:** District 3

All ramps, collectors I/D

Special use lane: HOV, chain up, holding, slow veh, two way turn, weaving/speed change, bicycle, transit, truck climbing, turn/accel

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**V-11**
### District 3 - State Highway Total Lane/Ramp Miles

#### Selection:

- **Mainline, Spurs, Couplets, Alternate, Reversible, Grade Separated HOV, All Ramps, Collectors I/D**
- **Spec Use Ln:** HOV, Chain Up, Holding, Slow Veh, Two Way Turn, Weaving/Speed Change, Bicycle, Transit, Truck Climbing, Turn/Accel

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### Selection: District 3

- **All Ramps, Collectors I/D**
- **Spec Use Ln:** HOV, Chain Up, Holding, Slow Veh, Two Way Turn, Weaving/Speed Change, Bicycle, Transit, Truck Climbing, Turn/Accel

#### District 3 - State Highway Special Use Lane/Ramp Miles

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**State Highway Log Page 9**

**Width and Surface Information**

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**Common Details**

- **SRMP B ARM**: 34.17 - 34.18
- **Feature**: Off Ramp
- **Description**: SR 16 Spgorst (Spur)
- **Type**: ST
- **Length**: 5A 60
- **Width**: W 28P W
- **Speed**: U1 40 R

**Additional Details**

- **Intersections**
  - 34.18: End Su Ln
  - 34.21: Two Way Turn
  - 34.27: Off Ramp
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**Intersection Detail**

- **Left-Right Indicators**: L NEAR, R NEAR, L FAR, R FAR
- **Lanes**: Left, Center, Right
- **Speed Limits**: U1 50 L
- **Ramps**: Off Ramp, On Ramp

** marks the beginning of a new entry.
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**SR 005 MAINLINE**

**STATE HIGHWAY LOG**

**STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION**

**DATE 01/20/15**

**TIME 17:22:31**

**PAGE 24**

**DOT DISTRICT 3**

**INTERSTATE - ISSH**

**COUNTY**

**THURSTON**

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**CONTROL SECTION 3401**

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**LEAVE CO**

**BRIDGE NUM 005/345E**

**NISQUALLY RIVER**

**BRIDGE NUM 005/345W**

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### State Route 005 - Mainline

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| 133.20 | 133.26 | **MISC FEATR** | **R** | Gore (CI13175) | 4 3 | 10A 48P | 16A | JE | 36P | 10A | 24 108 | 1 05 | 1280 | U5 | 60 | R | P
| 133.23 | 133.29 | **UXING** | **B** | Yakima Ave | 4 3 | 10A 48P | 16A | JE | 36P | 10A | 84 1 | 05 | 1280 | U5 | 60 | R | P
| 133.29 | 133.35 | **END SU LN** | **L** | Weaving/Speed Change 24A | 4 3 | 10A 48P | 16A | JE | 36P | 10A | 84 1 | 05 | 1280 | U5 | 60 | R | P
| 133.35 | 133.41 | **UXING** | **B** | Delin St | 4 3 | 10A 48P | 16A | JE | 36P | 10A | 84 1 | 05 | 1280 | U5 | 60 | R | P
| 133.45 | 133.51 | **MISC FEATR** | **L** | Gore (SI13329) | 4 3 | 10A 48P | 16A | JE | 36P | 10A | 84 1 | 05 | 1280 | U5 | 60 | R | P
| 133.66 | 133.72 | **ON RAMP** | **R** | NBCH Lane | 4 3 | 10A 48P | 16A | JE | 36P | 10A | 84 1 | 05 | 1280 | U5 | 60 | R | P
| 133.69 | 133.75 | **UXING** | **B** | Pacific Ave | 4 3 | 10A 48P | 16A | JE | 36P | 10A | 84 1 | 05 | 1280 | U5 | 60 | R | P
| 133.70 | 133.76 | **BEG BRIDGE** | **D** | SR 705/TE RR | 4 3 | 10A 48P | 16A | JE | 36P | 10A | 84 1 | 05 | 1280 | U5 | 60 | R | P
| 133.71 | 133.77 | **BEG BRIDGE** | **I** | SR 705/TE RR | 4 3 | 10A 48P | 16A | JE | 36P | 10A | 84 1 | 05 | 1280 | U5 | 60 | R | P
| 133.72 | 133.78 | **RR XING** | **B** | Num 0000000 Structure | 4 3 | 10A 48P | 16A | JE | 36P | 10A | 84 1 | 05 | 1280 | U5 | 60 | R | P
| 133.85 | 133.91 | **END BRIDGE** | **D** | SR 705/TE RR | 4 3 | 10A 48P | 16A | JE | 36P | 10A | 84 1 | 05 | 1280 | U5 | 60 | R | P
| 133.86 | 133.92 | **END BRIDGE** | **I** | SR 705/TE RR | 4 3 | 10A 48P | 16A | JE | 36P | 10A | 84 1 | 05 | 1280 | U5 | 60 | R | P
| 133.98 | 134.04 | **MISC FEATR** | **R** | Gore (Q113414) | 4 3 | 10A 48P | 16A | JE | 36P | 10A | 84 1 | 05 | 1280 | U5 | 60 | R | P
| 134.00 | 134.06 | **MP MARKER** | **R** | 134 | 4 3 | 10A 48P | 16A | JE | 36P | 10A | 84 1 | 05 | 1280 | U5 | 60 | R | P
| 134.01 | 134.07 | **UXING** | **B** | Mckinley Way | 4 3 | 10A 48P | 16A | JE | 36P | 10A | 84 1 | 05 | 1280 | U5 | 60 | R | P
| 134.02 | 134.08 | **MISC FEATR** | **L** | Gore (R113418) | 4 3 | 10A 48P | 16A | JE | 36P | 10A | 84 1 | 05 | 1280 | U5 | 60 | R | P
| 134.14 | 134.20 | **BEG SU LN** | **R** | Weaving/Speed Change 12A | 4 3 | 10A 48P | 16A | JE | 36P | 10A | 84 1 | 05 | 1280 | U5 | 60 | R | P
| 134.18 | 134.24 | **BEG SU LN** | **L** | SR 705-SR 7-PACIFIC Ave | 4 3 | 10A 48P | 16A | JE | 36P | 10A | 84 1 | 05 | 1280 | U5 | 60 | R | P
| 134.29 | 134.35 | **ON RAMP** | **L** | Porteland Ave | 4 3 | 10A 48P | 16A | JE | 36P | 10A | 84 1 | 05 | 1280 | U5 | 60 | R | P
| 134.61 | 134.67 | **OFF RAMP** | **R** | Porteland Ave | 4 3 | 10A 48P | 16A | JE | 36P | 10A | 84 1 | 05 | 1280 | U5 | 60 | R | P
| 134.64 | 134.70 | **MISC FEATR** | **L** | Gore (SI13429) | 4 3 | 10A 48P | 16A | JE | 36P | 10A | 84 1 | 05 | 1280 | U5 | 60 | R | P
| 134.70 | 134.76 | **MISC FEATR** | **R** | Gore (PI13461) | 4 3 | 10A 48P | 16A | JE | 36P | 10A | 84 1 | 05 | 1280 | U5 | 60 | R | P
| 134.87 | 134.93 | **BEG BRIDGE** | **I** | Porteland Ave | 4 3 | 10A 48P | 16A | JE | 36P | 10A | 84 1 | 05 | 1280 | U5 | 60 | R | P
| 134.90 | 134.96 | **END SU LN** | **L** | SR 167 | 4 3 | 10A 48P | 16A | JE | 36P | 10A | 84 1 | 05 | 1280 | U5 | 60 | R | P
| 134.91 | 134.97 | **END BRIDGE** | **I** | Porteland Ave | 4 3 | 10A 48P | 16A | JE | 36P | 10A | 84 1 | 05 | 1280 | U5 | 60 | R | P
| 134.97 | 135.03 | **END SU LN** | **R** | Weaving/Speed Change 12A | 4 3 | 10A 48P | 16A | JE | 36P | 10A | 84 1 | 05 | 1280 | U5 | 60 | R | P

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**Notes:**
- B: BEG, E: END
- MISC FEATR: Miscellaneous Feature
- R: Right, L: Left
- SGN: Sign
- KING COUNTY: County
- 105 0785 U: Legal
- 60 R P: Roadway

**Width and Surface Information:**
- Directions: L: Left, R: Right, U: Undivided
- Surface: W: Wearing Course, S: Shoulder
- Classification: B: Bridges, X: Crossings, R: Roadside

**State Highway Log Page 34**
- DOT: Department of Transportation
- ISSH: Interstate System
- PIERCE: Pierce County
- DOT DISTRICT 3
16.82  16.82  BEG ROUTE  MAIN ROUTE  SR 12/MORTON TO SR 5/TAC  CONTROL SECTION 2728
          SR 706  ST SS Y
16.90  16.90  BEG CTLSCTN  R  542ND ST E  CO  N
16.95  16.95  INTRSECTN  R  180TH AVE CT E  CO  N
17.00  17.03  MP MARKER  R  17
17.07  17.07  INTRSECTN  R  541ST ST E  CO  N
17.18  17.18  INTRSECTN  R  XROAD- NUM 397175B GRADE
17.20  17.20  MISC FEATR  L  SGN ENT ELBE
17.23  17.23  BEG SU LN  L  WEAVING/SPEED CHANGE 11A
17.24  17.24  BEG SU LN  R  WEAVING/SPEED CHANGE 11A
17.25  17.25  RR XING  B  NUM 397175B GRADE
17.29  17.29  END SU LN  L  WEAVING/SPEED CHANGE 11A
17.31  17.31  END SU LN  R  WEAVING/SPEED CHANGE 11A
17.99  17.99  MP MARKER  R  18
18.99  18.99  MP MARKER  R  19
19.99  19.99  MP MARKER  R  20
20.94  20.94  INTRSECTN  R  ROTTER RD E  CO  N
20.99  20.99  MP MARKER  R  21
21.15  21.15  INTRSECTN  L  LILLIE DALE RD  CO  N
21.69  21.69  INTRSECTN  R  ALDER CUTOFF RD E  CO  N
21.75  21.75  ENTR/EXIT  L  SUNNY BEACH REC AREA  CO  N
21.86  21.86  ENTR/EXIT  L  SUNNY BEACH REC AREA  CO  N
22.01  22.01  MP MARKER  R  22
22.19  22.19  INTRSECTN  R  PILGRIM RD E  CO  N
22.20  22.20  MISC FEATR  R  SGN ENT ALDER
22.54  22.54  ENTR FROM  L  ALDER LAKE PARK  CO  N
22.57  22.57  EXIT TO  L  ALDER LAKE PARK  CO  N
22.63  22.63  MISC FEATR  L  SGN ENT ALDER
22.67  22.67  INTRSECTN  L  LGT WD  LGT WD  LGT WD  LGT WD  LGT WD  LGT WD  LGT WD
22.70  22.70  INTRSECTN  R  LGT WD  LGT WD  LGT WD  LGT WD  LGT WD  LGT WD  LGT WD
22.92  22.92  INTRSECTN  R  LGT WD  LGT WD  LGT WD  LGT WD  LGT WD  LGT WD  LGT WD
22.99  22.99  MP MARKER  R  23
23.20  23.20  INTRSECTN  R  PILGRIM RD E  CO  N
23.25  23.25  INTRSECTN  R  PILGRIM RD E  CO  N
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- **INTRSECTN**
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  - R SR 161
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- **WYE CONN**
  - R EATONVILLE HWY

- **BRIDGE**
  - MASHEL RIVER

- **LEGAL**
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**Note:** The table entries include various traffic control and geometric features along the highway, including bridges, intersections, and lane configurations.
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|---------|---------|--------|--------|--------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 36.08   | 36.08   | 36.06  | 0.03   | 12     |         |         |          |         |         |         |         |         |         |         |         |         |
|-------|--------|----------|------|-------------------------------------------------|---------|-----|-------------|---------|-------------|------|------|------|-----|----|------|--|--|--|
| 36.09 | 36.07  | 36.83    | 36.81| INTRSECTN L CHRISTENSEN MUCK RD ST              |         |     |             |         |             |      |      |      |     |    |      |--|--|--|
|       |        | 36.92    | 36.90| BEG BRIDGE B SOUTH CREEK                        |         |     |             |         |             |      |      |      |     |    |      |--|--|--|
|       |        | 37.00    | 36.98| MP MARKER R                                   |         |     |             |         |             |      |      |      |     |    |      |--|--|--|
|       |        | 37.32    | 37.31| INTRSECTN B 332ND ST E                        |         |     |             |         |             |      |      |      |     |    |      |--|--|--|
|       |        | 37.58    | 37.56| INTRSECTN R 328TH ST E                        |         |     |             |         |             |      |      |      |     |    |      |--|--|--|
|       |        | 39.00    | 38.98| MP MARKER R                                   |         |     |             |         |             |      |      |      |     |    |      |--|--|--|
|       |        | 39.09    | 39.07| INTRSECTN R KAPOWSIN HWY                      |         |     |             |         |             |      |      |      |     |    |      |--|--|--|
|       |        | 39.10    | 39.08| INTRSECTN L 304TH ST E                        |         |     |             |         |             |      |      |      |     |    |      |--|--|--|
|       |        | 39.28    | 39.26| INTRSECTN L 301ST ST E                        |         |     |             |         |             |      |      |      |     |    |      |--|--|--|
|       |        | 39.59    | 39.57| INTRSECTN B 296TH ST E                        |         |     |             |         |             |      |      |      |     |    |      |--|--|--|
|       |        | 39.85    | 39.83| INTRSECTN L 292ND ST E                        |         |     |             |         |             |      |      |      |     |    |      |--|--|--|
|       |        | 40.00    | 39.98| MP MARKER R                                   |         |     |             |         |             |      |      |      |     |    |      |--|--|--|
|       |        | 40.10    | 40.08| INTRSECTN R 288TH ST E                        |         |     |             |         |             |      |      |      |     |    |      |--|--|--|
|       |        | 40.28    | 40.26|                                            |         |     |             |         |             |      |      |      |     |    |      |--|--|--|
|       |        | 40.34    | 40.32| BEG SU LN L CLIMBING                          |         |     |             |         |             |      |      |      |     |    |      |--|--|--|
|       |        | 40.38    | 40.36|                                            |         |     |             |         |             |      |      |      |     |    |      |--|--|--|
|       |        | 40.56    | 40.54|                                            |         |     |             |         |             |      |      |      |     |    |      |--|--|--|
|       |        | 40.94    | 40.92|                                            |         |     |             |         |             |      |      |      |     |    |      |--|--|--|
|       |        | 41.00    | 40.98|                                            |         |     |             |         |             |      |      |      |     |    |      |--|--|--|
|       |        | 41.12    | 41.10|                                            |         |     |             |         |             |      |      |      |     |    |      |--|--|--|
|       |        | 41.13    | 41.11| BEG BRIDGE B MUCK CREEK                      |         |     |             |         |             |      |      |      |     |    |      |--|--|--|
|       |        | 41.14    | 41.12|                                            |         |     |             |         |             |      |      |      |     |    |      |--|--|--|
|       |        | 41.17    | 41.15| WYE CONN L WEILER RD                         |         |     |             |         |             |      |      |      |     |    |      |--|--|--|
|       |        | 41.18    | 41.16|                                            |         |     |             |         |             |      |      |      |     |    |      |--|--|--|</p>
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### STATE HIGHWAY LOG

#### STATE ROUTE - SRSH
- **DOT DISTRICT 3**
- **DATE 01/20/15**
- **TIME 17:22:31**

#### STATE HIGHWAY LOG

**STATE ROUTE - SR007 MAINLINE**
- **COUNTY PIERCE**
- **DOT DISTRICT 3**

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| 51.62| 51.60 | INTRSECTN     | B    | 123RD ST S                  | CO   | Y       | 2 2 | C          | 44 A    | 22 66 1 05 | U1   | 35 L | *   |
| 51.67| 51.65 | END SU LN     | C    | TWO WAY TURN                | 12 A | 2 2     |     | C          | 56 A    | 10 66 1 05 | U1   | 35 L | *   |
|      |       | INTRSECTN     | L    | 122ND ST S                  | CO   | Y       |     |            |         |            |      |      |     |
| 51.72| 51.70 | INTRSECTN     | L    | GARFIELD ST                 | CO   | SG Y    |     |            |         |            |      |      |     |
| 51.76| 51.74 | INTRSECTN     | L    | WHEELER ST                  | PV   | Y       |     |            |         |            |      |      |     |
| 51.81| 51.79 | INTRSECTN     | B    | 121ST ST S                  | CO   | SG Y    |     |            |         |            |      |      |     |
| 51.86| 51.84 | INTRSECTN     | L    | 120TH ST S                  | CO   | Y       |     |            |         |            |      |      |     |
| 51.87| 51.85 | BEG SU LN     | C    | TWO WAY TURN                | 12 A | 2 2     |     | C          | 44 A    | 22 66 1 05 | U1   | 35 L | *   |
| 51.91| 51.89 | INTRSECTN     | B    | 119TH ST S                  | CO   | Y       |     |            |         |            |      |      |     |
| 51.94| 51.92 | MISC FEATR    | L    | BUS PULLOUT                 |      |         |     |            |         |            |      |      |     |
| 51.95| 51.93 | END SU LN     | C    | TWO WAY TURN                | 12 A | 2 2     |     | C          | 56 A    | 10 66 1 05 | U1   | 35 L | *   |
| 51.96| 51.94 | INTRSECTN     | L    | 118TH ST S                  | CO   | Y       |     |            |         |            |      |      |     |
| 51.97| 51.95 | BEG SU LN     | C    | TWO WAY TURN                | 12 A | 2 2     |     | C          | 44 A    | 22 66 1 05 | U1   | 35 L | *   |
| 52.00| 51.98 | MP MARKER     | R    | 52                          |      |         |     |            |         |            |      |      |     |
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| 52.01| 51.99 | INTRSECTN     | B    | 117TH ST S                  | CO   | Y       |     |            |         |            |      |      |     |
| 52.06| 52.04 | INTRSECTN     | B    | 116TH ST S                  | CO   | Y       |     |            |         |            |      |      |     |
| 52.11| 52.09 | INTRSECTN     | L    | 115TH ST S                  | CO   | Y       |     |            |         |            |      |      |     |
| 52.12| 52.11 | MISC FEATR    | L    | BUS PULLOUT                 |      |         |     |            |         |            |      |      |     |
| 52.14| 52.12 | BEG SU LN     | C    | TWO WAY TURN                | 12 A | 2 2     |     | C          | 56 A    | 10 66 1 05 | U1   | 35 L | *   |
| 52.15| 52.13 | INTRSECTN     | R    | VIOLET MEADOWS ST           | CO   | Y       |     |            |         |            |      |      |     |
| 52.17| 52.15 | MISC FEATR    | R    | BUS PULLOUT                 |      |         |     |            |         |            |      |      |     |
| 52.20| 52.18 | BEG SU LN     | C    | TWO WAY TURN                | 12 A | 2 2     |     | C          | 44 A    | 22 66 1 05 | U1   | 35 L | *   |
|      |       | INTRSECTN     | R    | 114TH ST S                  | CO   | FS Y    |     |            |         |            |      |      |     |
| 52.30| 52.28 | END SU LN     | C    | TWO WAY TURN                | 12 A | 2 2     |     | C          | 56 A    | 10 66 1 05 | U1   | 35 L | *   |
| 52.33| 52.31 | MISC FEATR    | L    | BUS PULLOUT                 |      |         |     |            |         |            |      |      |     |
| 52.36| 52.34 | END SU LN     | R    | BICYCLE                     | 05 A | 2 2     |     | 5A 56 A    | 5A $$  | 56 1 05 | U1   | 35 L | *   |
|      |       | INTRSECTN     | B    | 112TH ST S                  | CO   | SG Y    |     |            |         |            |      |      |     |
| 52.43| 52.41 | MISC FEATR    | R    | BUS PULLOUT                 |      |         |     |            |         |            |      |      |     |
| 52.46| 52.44 | MISC FEATR    | L    | BUS PULLOUT                 |      |         |     |            |         |            |      |      |     |
| 52.52| 52.50 | ON RAMP       | L    | SR 512                      | ST   | SG Y    |     |            |         |            |      |      |     |
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**STATE ROUTE - SRSH**  
**COUNTY** GRAYS HARBOR  
**DOT DISTRICT** 3

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**COUNTY** GRAYS HARBOR  
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**SR 012 MAINLINE**

**U.S. ROUTE - USSH**

**COUNTY GRAYS HARBOR**

**DOT DISTRICT 3**

**DIRECTION TO INVENTORY**

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  - **Acceleration Lanes**

**Miscellaneous**

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- **SRMP B ARM 012/076**
- **Legal**
- **Width**
  - **A-SE 55**
  - **FC 24**
  - **IB 4**
  - **K 1**
  - **T 0**

**END BRIDGE B**
- **Black River**
- **SRMP B ARM 012/078**
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**Intersection Detail**

--- Turn Lanes ---

- Left
- Near Left
- Far Left
- Right

--- Acceleration Lanes ---

- Near Left
- Near Right
- Far Left
- Far Right

--- Other ---

- U1
- U2
- U3
- U4

--- Speed ---

- 55 L
- 30 L
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**Turn Lanes**

- **L NEAR**  R NEAR  L FAR  R FAR  LEFT--  L-CNTR  R-CNTR  RIGHT--
- **SRMP  B ARM**  LGT WD  LGT WD  LGT WD  LGT WD  LGT WD  LGT WD  LGT WD

- **Equation**

- **3403**

- **Control Section**

- **046.65B=046.62**

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**Acceleration Lanes**

- **L NEAR**  R NEAR  L FAR  R FAR  LEFT--  L-CNTR  R-CNTR  RIGHT--
- **SRMP  B ARM**  LGT WD  LGT WD  LGT WD  LGT WD  LGT WD  LGT WD  LGT WD

- **Equation**

- **3403**

- **Control Section**

- **046.65B=046.62**

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**State Route - SRSH**

**County - Pierce**

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**Width and Surface Information**

- **Width:**
  - LNS: Lane
  - RHT: Right
  - SHD: Shoulder
  - RDY: Ready

- **Surface:**
  - WD: Width
  - BR: Barrier

- **Classifications:**
  - LEGAL:
    - MTCE: Median Control
    - CITY: City
    - ST: State
    - SPEED: Speed
    - T: Type
    - P: Purpose
    - S: Standard
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DOT-RNB160J  STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION  DATE 01/20/15

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STATE HIGHWAY LOG  PAGE 84

SR 019  MAINLINE

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**State Route -** SR 020  **Mainline**

**County -** Jefferson

**Department of Transportation -** DOT District 3

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|       |        |          |      | SR 5/FIFE TO SR 5/EVERTT      |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
|       |        | ENTER CITY|     | FIFE                          |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
|       |        | BKG CTlsEC|     | CONTROL SECTION 2703         |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
|       |        | BKG BRIDGE B|    | SR 5                          |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
|       |        |            |     | BRDG NUM 099/400              |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
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| 0.13  | 0.13   | OFF RAMP   |     | SR 5                          |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
|       |        |             |     | ST Y 2 2                     |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
| 0.16  | 0.16   | WYE CONN   |     | PACIFIC HWY E                |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
|       |        |             |     | CT                            |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
| 0.18  | 0.18   | BEG ST     |     | PACIFIC HWY E                |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
|       |        |             |     | CT SG Y                       |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
| 0.19  | 0.19   | WYE CONN   |     | SR 99                         |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
|       |        |             |     | ST                            |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
| 0.22  | 0.22   | BEG SU LN  |     | TWO WAY TURN                  |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
|       |        |             |     | 12A                          |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
| 0.33  | 0.33   |            |     | 2 2                          |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
| 0.40  | 0.40   |            |     | 2 2                          |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
| 0.46  | 0.46   |            |     | 2 2                          |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
| 0.51  | 0.51   |            |     | 2 2                          |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
| 0.53  | 0.53   |            |     | EMERALD QUEEN CASINO         |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
| 0.57  | 0.57   |            |     | BUS PULLOUT                   |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
| 0.59  | 0.59   |            |     | 2 2                          |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
| 0.65  | 0.65   |            |     | 2 2                          |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
| 0.76  | 0.76   |            |     | 2 2                          |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
| 0.85  | 0.85   |            |     | 2 2                          |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
| 0.86  | 0.86   |            |     | 2 2                          |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
| 0.90  | 0.90   |            |     | 2 2                          |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
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| 1.01  | 1.01   |            |     | 2 2                          |         |     |             |        |             |      |      |     |     |    |      |   |   |   |
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| 76.22 | 75.95 | MISCELLANEOUS FEATURE | L  | SGN ENT ARTIC |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 76.67 | 76.40 | WEIGHT STATION | R  | NUMBER 12 |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 76.79 | 76.52 | LEFT-RIGHT INDICATOR |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 76.81 | 76.54 |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 76.94 | 76.67 | WYE CONNECTION | R  | SR 107 ST Y |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 76.96 | 76.69 | INTERSECTION | R  | SR 107 ST Y |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 76.99 | 76.72 | BEGIN SU LANE | R  | CLIMBING 11A |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|       |       | ENDING | R  | MARKER 77 |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|       |       | WYE CONNECTION | R  | SR 107 ST Y |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 77.07 | 76.80 |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 77.86 | 77.59 |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 78.01 | 77.74 | MARKER | R  | 78 |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 78.21 | 77.94 | END SU LANE | R  | CLIMBING 11A |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 78.39 | 78.12 |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 78.47 | 78.20 | BEGIN SU LANE | L  | CLIMBING 11A |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 78.76 | 78.49 |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 78.88 | 78.61 |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 78.99 | 78.72 | MARKER | R  | 79 |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
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| 80.52 | 80.25 | END SU LANE | L  | CLIMBING 11A |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 80.60 | 80.33 | INTERSECTION | R  | BLUE SLOUGH RD |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
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| 81.04 | 80.69 | INTERSECTION | L  | D ST |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
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STATE HIGHWAY LOG
DATE 01/20/15
TIME 17:22:31
PAGE 99

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COUNTY GRAYS HARBOR
DOT DISTRICT 3

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**DOT HIGHWAY LOG**

**DOT SYSTEM**

**STATE HIGHWAY LOG**

**DATE 01/20/15**

**TIME 17:22:31**

**STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION**

**U.S. ROUTE - USSH**

**COUNTY GRAYS HARBOR**

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- BRDG NUM 101/164
- BRDG NUM 101/167
- BRDG NUM 101/169
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- BRDG NUM 101/172

**Legal Speed**

- 45 R
- 60 R

**State Highway Log**

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- STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
- DATE 01/20/15
- TIME 17:22:31
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- **Location:** Mainline
- **County:** Clallam
- **District:** 3

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  - LEFT-- L-CNTR R-CNTR RIGHT--

- **Acceleration Lanes:**
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**Intersection detail**

--- TURN LANES ---

--- ACCELERATION LANES ---

--- DOT DISTRICT 3 ---

--- U.S. ROUTE ---
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | MEDIAN- - DECREAS/ DIV | BRIDGE - XROAD- | NBR | LNS | LFT | RHT | SHD | RDY | SHD | RDI | SPC | USE | TOT | LT | RT | W | W | W | W | W | W |
|-------|-------|---------|------|-------------|------------------------|----------------|-----|----|-----|-----|-----|-----|-----|-----|----|----|----|----|----|----|----|----|----|
| 246.10 | 245.38 | LEAVE CITY | L | PORT ANGELES | 1 1 | NBR | L | GORE (S124607) | 7A | 24A | 7A | $$$ | 24 | 3 | 01 | 0990 | U1 | 45 | R |
| 246.32 | 245.60 | MISC FEATR | L | GORE (P124610) | NBR | SHD | RHT | SHD | USE | LNS | W | W | W | W | W | 117/001 |
| 246.33 | 245.91 | MISC FEATR | B | SR 117 | 117 | SHD | RDY | RDY | USE | LNS | W | W | W | W | W | |
| 246.64 | 245.92 | UXING | B | BLACK DIAMOND RD | 101/340 | |
| 246.73 | 246.01 | INTRSECTN | L | S PINE ST | 1 1 | |
| 246.74 | 246.02 | ENTER CITY | | PORT ANGELES | 1 1 | |
| 246.96 | 246.24 | BEG ST | B | W LAURIDSEN BLVD | 1 1 | 50A | 50 | 3 | 01 | 0990 | U1 | 30 | R | *
| 247.07 | 246.35 | END SU LN | C | TWO WAY TURN | 12A | 1 1 | C | 50A | C | $$$ | 50 | 3 | 01 | 0990 | U1 | 30 | R | *
| 247.09 | 246.37 | BEG SU LN | C | TWO WAY TURN | 12A | 1 1 | 38A | C | 12 | 50 | 3 | 01 | 0990 | U1 | 30 | R | *
| 247.12 | 246.40 | BEG ST | B | E LAURIDSEN BLVD | 1 1 | |
| 247.17 | 246.45 | INTRSECTN | L | S LAUREL ST | CT | Y |
| 247.18 | 246.46 | WYE CONN | R | E LAURIDSEN BLVD | CT | Y |
| 247.19 | 246.47 | END ST | I | E LAURIDSEN BLVD | 1 1 | C | 50A | C | $$$ | 50 | 3 | 01 | 0990 | U1 | 30 | R | *
| 247.20 | 246.48 | WYE CONN | R | E LAURIDSEN BLVD | CT | Y |
| 247.28 | 246.56 | BEG ST | I | LINCOLN ST | 1 1 | C | 42A | C | 42 | 3 | 01 | 0990 | U1 | 30 | R | *
<p>| 247.35 | 246.63 | INTRSECTN | L | E 13TH ST | CT |
| 247.96 | 246.24 | U1 | 02 | 12 | 02 | 12 |
| 247.07 | 246.35 | U1 | 02 | 12 | 02 | 12 |
| 247.17 | 246.45 | U1 | 02 | 10 | |
| 247.18 | 246.46 | U1 | 01 | 14 | |
| 247.19 | 246.47 | U1 | 02 | 12 | |</p>
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| 249.63| 248.97| 0.09 | 0.09 | 0.03   | 13     |        |         |
| 249.83| 249.17| 0.03 | 12   |        |        |        |         |
| 250.07| 249.41| 0.03 | 12   |        |        |        |         |

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**Turn Lanes**

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**SR 101 MAINLINE**  
**U.S. ROUTE - USSH**  
**COUNTY - CLALLAM**  
**DOT DISTRICT 3**

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**PAGE 136**

**STATE HIGHWAY LOG**

**STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION**

**TRIPS SYSTEM**

**COUNTY JEFFERSON**

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| 345.40  | 344.43  | BRDG NUM 101/424 |
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**Geographic Information**

| 345.04  | 344.07  | WALLACE BLVD |
| 345.16  | 344.19  | WALLACE BLVD |
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**Legal Speeds**

| 345.04  | 344.07  | WALLACE BLVD |
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| 348.07  | 347.10  | WALLACE BLVD |
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| 349.05 | 348.08 |          |      |             |     |             |     |           |         |     |     |     |       |

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| 349.16 | 348.19 | BEG BRIDGE B | ST |             |     |             |     |           |         |     |     |     |       |

| 349.19 | 348.22 | END BRIDGE B | ST |             |     |             |     |           |         |     |     |     |       |

| 350.23 | 348.47 | OFF RAMP | L  | SR 3 | ST | Y | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | 48 | 2 | 02 | R1 | 60 | R |

| 350.38 | 348.62 | ON RAMP | R  | SR 3 | ST | Y | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | 48 | 2 | 02 | R1 | 60 | R |

| 352.00 | 350.24 | MP MARKER | B  | 351 |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |

| 352.10 | 350.34 |         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |

| 352.35 | 350.59 |         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |

| 352.58 | 350.82 |         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |

| 352.59 | 350.83 | WYE CONN | B  | LYNCH RD | CO | Y | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | 48 | 2 | 02 | R1 | 60 | R |

| 352.60 | 350.84 | INTRSECTN | B  | LYNCH RD | CO | Y | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | 48 | 2 | 02 | R1 | 60 | R |

| 352.62 | 350.86 | WYE CONN | L  | LYNCH RD | CO | Y | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | 48 | 2 | 02 | R1 | 60 | R |

| 352.85 | 351.09 |         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |

| 352.03 | 351.24 | MP MARKER | B  | 351 |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |

| 352.19 | 351.35 | WYE CONN | R  | LYNCH RD | CO | Y | 2 | 2 | 10A | 24A | 4A | 40S | JE | 4A | 24A | 10A | 48 | 2 | 02 | R1 | 60 | R |

| 352.24 | 351.48 | WYE CONN | L  | LYNCH RD | CO | Y | 2 | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | 48 | 2 | 02 | R1 | 60 | R |

| 353.34 | 351.58 | MISC FEATR | R  | GORE (P135321) |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |

| 353.35 | 351.59 | MISC FEATR | L  | GORE (S135305) |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |

**Intersection Detail**

---

**Turn Lanes**

- L NEAR: 0.03
- L FAR: 0.04

---

**Acceleration Lanes**

- L-CNTR: 0.02
- R-CNTR: 0.02
- R: 0.02

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**WIDE AND SURFACE INFORMATION**

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| 352.60 | 350.84 | INTRSECTN | B  | LYNCH RD | CO | Y | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | 48 | 2 | 02 | R1 | 60 | R |

| 352.62 | 350.86 | WYE CONN | L  | LYNCH RD | CO | Y | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | 48 | 2 | 02 | R1 | 60 | R |

| 352.85 | 351.09 |         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |

| 352.03 | 351.24 | MP MARKER | B  | 351 |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |

| 352.19 | 351.35 | WYE CONN | R  | LYNCH RD | CO | Y | 2 | 2 | 10A | 24A | 4A | 40S | JE | 4A | 24A | 10A | 48 | 2 | 02 | R1 | 60 | R |

| 352.24 | 351.48 | WYE CONN | L  | LYNCH RD | CO | Y | 2 | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | 48 | 2 | 02 | R1 | 60 | R |

| 353.34 | 351.58 | MISC FEATR | R  | GORE (P135321) |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |

| 353.35 | 351.59 | MISC FEATR | L  | GORE (S135305) |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |

**Intersection Detail**

---

**Turn Lanes**

- L NEAR: 0.03
- L FAR: 0.04

---

**Acceleration Lanes**

- L-CNTR: 0.02
- R-CNTR: 0.02
- R: 0.02

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SR 101 MAINLINE

U.S. ROUTE - USSH  STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
COUNTY  THURSTON DOT DISTRICT 3

DATE 01/20/15  TIME 17:22:31

STATE HIGHWAY LOG   PAGE 151

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**CONTROL SECTION 0501**

- **PRTANG**

**STATE HIGHWAY LOG**

**PAGE 161**

**STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION**

**DATE 01/20/15**

**TIME 17:22:31**

**SR 101 COUPLETT PRTANG**

**U.S. ROUTE - USSH**

**COUNTY** CLALLAM

**DOT DISTRICT 3**

**STATE HIGHWAY**

**WIDTH AND SURFACE INFORMATION**

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**CONTROL SECTION 0501**

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**County**

**Kitsap**

**DOT District**

**State Highway Log**

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| 43.49 | 43.30 | END BRIDGE B | CAMPBELL CREEK | 8A 22A 8A | 22 4 02 | R2 55 L |
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| 45.44 | 45.25 | INTRSECTN | NEWSKAH RD | HP | 8A 22A 8A | 22 4 02 | R2 55 L |
| 45.72 | 45.53 | END/EXIT | BISHOP ATHLETIC COMPLEX | HP | 8A 22A 8A | 22 4 02 | R2 55 L |
| 45.95 | 45.76 | BEG BRIDGE B | CHARLIE CREEK | HP | 8A 22A 8A | 22 4 02 | R2 55 L |

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| 46.00 | 45.81 | MP MARKER | R | 46 | 8A 22A 8A | 22 4 02 | R2 55 L |
| 46.12 | 46.43 | ENTER CITY | ABERDEEN | 8A 22A 8A | 22 4 02 | R2 55 L |
| 46.86 | 46.67 | END CITY | ABERDEEN | 8A 22A 8A | 22 4 02 | R2 55 L |
| 46.87 | 46.68 | LEAVE CITY | ABERDEEN | 8A 22A 8A | 22 4 02 | R2 55 L |
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| 45.95 | 45.76 | BEG BRIDGE B | CHARLIE CREEK | HP | 8A 22A 8A | 22 4 02 | R2 55 L |

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| 47.23     | 47.04    | ENTER CITY | ABERDEEN              |         |     |             |         |             |       |       |       |     |    |       |   |   |    |
|           |          | BEG ST   | WESTPORT RD           |         |     |             |         |             |       |       |       |     |    |       |   |   |    |
| 47.24     | 47.05    | MISC FEATR | R SGN ENT ABERDEEN    |         |     |             |         |             |       |       |       |     |    |       |   |   |    |
| 47.47     | 47.10    | INTRSECTN | L COOLIDGE RD         | CT      |     |             |         |             |       |       |       |     |    |       |   |   |    |
| 47.39     | 47.20    | INTRSECTN | L TAFT RD             | CT      | Y  1 | 1           | 6A 22A | 10A 22A | 22 4 02 | 0005 U2 | 35 L P * |
| 47.51     | 47.32    | BEG SU LN | C TWO WAY TURN        | 11A     |     |             | 6A 24A | 10A 22A | 35 4 02 | 0005 U2 | 35 L P * |
| 47.62     | 47.43    | END SU LN | C TWO WAY TURN        | 11A     |     |             | 6A 22A | 10A 22A | 22 4 02 | 0005 U2 | 35 L P * |
| 47.64     | 47.45    | END ST   | WESTPORT RD           | I       | 1   | 2           | 8A 44A | 8A 22A | 44 4 02 | 0005 U2 | 35 L P * |
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| 47.83     | 47.64    | INTRSECTN | R EDWARD P SMITH DR   | CT      |     |             |         |             |       |       |       |     |    |       |   |   |    |
| 47.88     | 47.69    | INTRSECTN | B W HUNTLEY ST        | CT      | SG 2 | 2           | 8A 60A | 8A 22A | 60 4 02 | 0005 U2 | 35 L P * |
| 47.98     | 47.79    | ENTR/EXIT | L SOUTH SHORE MALL    | PV      |     |             |         |             |       |       |       |     |    |       |   |   |    |
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| 48.33     | 48.14    | MISC FEATR | B BUS PULLOUT         |         |     |             |         |             |       |       |       |     |    |       |   |   |    |
| 48.35     | 48.16    | BEG SU LN | C TWO WAY TURN        | 11A     |     |             | 49A 60A | 60 4 02 | 0005 U2 | 30 L B * |
| 48.41     | 48.22    | INTRSECTN | L MCFARLANE ST        | CT      |     |             |         |             |       |       |       |     |    |       |   |   |    |
| 48.43     | 48.24    | ENTR/EXIT | L SCHLEY ST           | CT      |     |             |         |             |       |       |       |     |    |       |   |   |    |
| 48.48     | 48.29    | ENTR/EXIT | L BERRY ST            | CT      | 2   | 2           | 60A 60A | 60 4 02 | 0005 U2 | 30 L B * |

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## Trip System

**STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION**

**STATE HIGHWAY LOG**

**STATE ROUTE - SRSH**

**COUNTY** GRAYS HARBOR

**DOT DISTRICT 3**

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**STATE ROUTE - SRSH**

**COUNTY** GRAYS HARBOR

**DOT DISTRICT** 3

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**ENTER CITY** ABERDEEN

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**END CTLSEC** CONTROL SECTION 1427

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**END ROUTE**
SR 108 MAINLINE STATE ROUTE - SRSH COUNTY GRAYS HARBOR DOT DISTRICT 3

**SRMP** | **B ARM** | **FEATURE** | **D LR** | **DESCRIPTION** | **LENGTH**
---|---|---|---|---|---
0.00 | 0.00 | BEG ROUTE | | | 1
0.02 | 0.02 | MP MARKER | R 0 | | 0.00 BEG ROUTE
0.10 | 0.10 | BEG ST | I | W SIMPSON AVE | 11
0.25 | 0.25 | BEG BRIDGE B | WILDCAT CREEK | ST | 1
0.50 | 0.50 | BEG BRIDGE B | WILDCAT CREEK | ST | 1
0.51 | 0.51 | END BRIDGE B | WILDCAT CREEK | ST | 1
0.63 | 0.63 | INTRSECTN | R S 10TH ST | CT | 1
0.66 | 0.66 | | | | 1
0.70 | 0.70 | | | | 1
0.77 | 0.77 | | | | 1
0.83 | 0.83 | | | | 1
0.91 | 0.91 | | | | 1
0.99 | 0.99 | | | | 1
1.06 | 1.06 | | | | 1
1.11 | 1.11 | | W SIMPSON AVE | | 1
1.20 | 1.20 | | SUMMIT RD | | 1
1.21 | 1.21 | | SUMMIT RD | | 1
1.23 | 1.23 | | | | 1
1.38 | 1.38 | | | | 1
1.92 | 1.92 | | | | 1
1.95 | 1.95 | | | | 1
1.98 | 1.98 | | | | 1
2.00 | 2.00 | | | | 1
2.20 | 2.20 | | | | 1
2.21 | 2.21 | | | | 1

**INTERSECTION DETAIL**

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|-------|-------|---------|------|-------------------------------|--------|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----| | |
| 2.36  | 2.36  |         | 1    |                                | 8A 22B | 8A  | 22  | 4   | 01  | R2  | 50   | L   | |
| 3.00  | 3.00  | MP MARKER| R    | 3                             |        |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |  | | |
| 3.08  | 3.08  | INTRSECTN| L    | ELMA HICKLIN RD               | CO     | N  |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |  | | |
| 3.14  | 3.14  |         | 1    |                                |        |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |  | | |
| 3.29  | 3.29  | INTRSECTN| R    | TORNQUIST RD                  | CO     | N  |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |  | | |
| 4.04  | 4.04  | MP MARKER| R    | 4                             |        |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |  | | |
| 4.18  | 4.18  | END CTLSEC| R   | CONTROL SECTION 1436         |        |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |  | | |
|       |       | LEAVE CO  |      | GRAYS HARBOR                 |        |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |  | | |</p>
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DOT-RNB160J STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION STATE HIGHWAY LOG DATE 01/20/15 TIME 17:22:31 PAGE 190
1DOT-RNB160J

SR 109

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

MAINLINE

STATE ROUTE - SRSH

COUNTY

DATE 01/20/15
TIME 17:22:31
PAGE
191

GRAYS HARBOR

DOT DISTRICT 3

-------WIDTH AND SURFACE INFORMATION------:DIRECTION TO INVENTORY
|-BRIDGE|
|DECREAS/DIV|
|INCRES/UNDI|SPC|
|------CLASSIFICATIONS--: :LEFT/RIGHT INDICATOR
|-UXING-|NBR|LFT
RHT|
|LFT
RHT|USE|TOT|
|LEGAL|
: :
|-XROAD-|LNS|SHD RDY SHD|MEDIAN-|SHD RDY SHD|LNS|RDY|MTCE|CITY|ST|SPEED|T|P|S
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END BRIDGE B
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18
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ABERDEEN ST
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BENNER RD
GROVER ST
HOPKINS ST
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COPALIS BEACH RD
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**SRMP:** State Route Mile Post

**B ARM:** Bridge Arm Number

**FEATURE:** Feature Type

**D LR:** Distance and Lane Description

**DESCRIPTION:** Description of the feature

**LNEAR:** Lane Type (Left, Center, Right)

**RNEAR:** Lane Type (Left, Center, Right)

**L FAR:** Lane Type (Left, Center, Right)

**R FAR:** Lane Type (Left, Center, Right)

**LEFT--:** Lane Type (Left, Center, Right)

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**R-CNTR:** Lane Type (Left, Center, Right)

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**Notes:***
- **SRMP** indicates the start and end of the measurement point.
- **B ARM** indicates the beginning and ending of the road.
- **Feature** indicates the type of feature.
- **D LR** indicates the direction of the feature.
- **Description** indicates the description of the feature.
- **Width and Surface Information** includes details about the width and surface of the road.
- **Classifications** include various classifications such as legal and speed.
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| 0.44 | 0.44  | INTRSECTN |     | GEIGER RD SE                   |          | CT  |    |     |     |     |     |     |     |     |     |     |     |     |     |     | 1 1 |
| 0.69 | 0.69  | INTRSECTN |     | RAMSEY RD SE                   |          | CT  |    |     |     |     |     |     |     |     |     |     |     |     |     |     | 1 1 |
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| 0.88 | 0.88  | BEG SU LN |     | TWO WAY TURN                   | 12A       | 1   |     |     |     |     |     |     |     |     |     |     |     |     |     | 1 1 |
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| 0.92 | 0.92  | ENT FROM |     | BUSINESS                       |          |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | 1 1 |
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| 1.20 | 1.20  | BEG SU LN |     |                                 |          |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | 1 1 |
| 1.23 | 1.23  | INTRSECTN |     |                                 |          |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | 1 1 |
| 1.27 | 1.27  | END SU LN |     |                                 |          |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | 1 1 |

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|-------|-------|-----------|------|-------------|---|-----|-----|-----|-----|--------|------|----|--------|------|-----|-----|-----|----|-----|----|----|
| 1.31  | 1.31  | INTRSECTN | B    | CONVERSE AVE SE | CO | Y   |     |     |     |        |      |     |        |     |     |     |    |    |    |    |
| 1.37  | 1.37  | BEG SU LN | C    | TWO WAY TURN 12A | 1 | 1   |     |     |     |        |      |     |        |     |     |     |    |    |    |    |
| 1.41  | 1.41  | INTRSECTN | R    | SHERLYN AVE SE | CO | N   |     |     |     |        |      |     |        |     |     |     |    |    |    |    |
| 1.44  | 1.44  | INTRSECTN | L    | GRIFFITHS LN SE | PV | N   |     |     |     |        |      |     |        |     |     |     |    |    |    |    |
| 1.47  | 1.47  | INTRSECTN | R    | DANA DRIVE SE | CO | N   |     |     |     |        |      |     |        |     |     |     |    |    |    |    |
| 1.52  | 1.52  | END SU LN | C    | TWO WAY TURN 12A | 1 | 1   |     |     |     |        |      |     |        |     |     |     |    |    |    |    |
| 1.54  | 1.54  | INTRSECTN | L    | BRAME LN SE | PV | N   |     |     |     |        |      |     |        |     |     |     |    |    |    |    |
| 1.57  | 1.57  | INTRSECTN | R    | BRASCH RD SE | CO | N 1 | 1   |     |     |        |      |     |        |     |     |     |    |    |    |    |
| 1.76  | 1.76  |          |     |            |    |     |     |     |     |        |      |     |        |     |     |     |    |    |    |    |
| 1.80  | 1.80  | WYE CONN | L    | JACKSON AVE SE | CO | Y   |     |     |     |        |      |     |        |     |     |     |    |    |    |    |
| 1.82  | 1.82  | INTRSECTN | L    | JACKSON AVE SE | CO | Y   |     |     |     |        |      |     |        |     |     |     |    |    |    |    |
| 1.92  | 1.92  | INTRSECTN | R    | GRANDRIDGE DR SE | CO | Y   |     |     |     |        |      |     |        |     |     |     |    |    |    |    |
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| 2.04  | 2.04  | INTRSECTN | B    | PHILLIPS RD SE | CO | Y 1 | 1   |     |     |        |      |     |        |     |     |     |    |    |    |    |
| 2.06  | 2.06  |          |     |            |    |     |     |     |     |        |      |     |        |     |     |     |    |    |    |    |
| 2.16  | 2.16  | INTRSECTN | L    | AIKEN RD SE | PV | N   |     |     |     |        |      |     |        |     |     |     |    |    |    |    |
| 2.36  | 2.36  |          |     |            |    |     |     |     |     |        |      |     |        |     |     |     |    |    |    |    |
| 2.54  | 2.54  | INTRSECTN | B    | LONG LAKE RD | CO | AF Y 1 | 1 |     |     |        |      |     |        |     |     |     |    |    |    |    |
| 2.58  | 2.58  | BEG SU LN | C    | TWO WAY TURN 12A | 1 | 1   |     |     |     |        |      |     |        |     |     |     |    |    |    |    |
| 2.63  | 2.63  | INTRSECTN | L    | LAKEVIEW DR SE | CO | Y 1 | 1   |     |     |        |      |     |        |     |     |     |    |    |    |    |
| 2.66  | 2.66  | END SU LN | C    | TWO WAY TURN 12A | 1 | 1   |     |     |     |        |      |     |        |     |     |     |    |    |    |    |
| 2.84  | 2.84  | INTRSECTN | L    | PEPPERMILL PL SE | CO | Y   |     |     |     |        |      |     |        |     |     |     |    |    |    |    |
| 2.90  | 2.90  | INTRSECTN | R    | LOVELY LN | PV | N 1 | 1   |     |     |        |      |     |        |     |     |     |    |    |    |    |
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| 3.57  | 3.57  | INTRSECTN | R    | LAKE VALLEY RD SE | CO | Y   |     |     |     |        |      |     |        |     |     |     |    |    |    |    |

**INTERSECTION DETAIL**

<p>| LSRMP | B ARM | FEATURE   | D LR | DESCRIPTION | B | NBR | LNS | SHD | RHT | MEDIAN | W/D/S | WR | W/S W/S W/S | WID | WID | A SE | NBR | FC | D IB | R | K | T |
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| 1.32  | 1.32  |          |     |            | .03 | 12 |     |     |     |        |      |     |        |     |     |     |    |    |    |    |
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**Notes:**
- **SRMP:** State Route Milepost
- **B ARM:** Beginning Arm Milepost
- **FEATURE:** Description of the feature
- **D LR:** Direction Left/Right
- **DESCRIPTION:** Description of the feature
- **WIDTH AND SURFACE INFORMATION:** Width and Surface Information
- **CLASSIFICATIONS:** Classifications
### STATE ROUTE - SRSH COUNTY PIERCE DOT DISTRICT 3

#### STATE HIGHWAY LOG

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#### DIRECTION TO INVENTORY | ----WIDTH AND SURFACE INFORMATION----- | -------CLASSIFICATIONS-----

| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | -BRIDGE- | -UXING- | MEDIAN- | INCREAS/UND | LNS | USE | TOT | RHT | RHT | WID | WID | WID | WID | A SE | CITY | ST | SPEED | T | P | S |
|------|-------|---------|------|-------------|----------|---------|---------|-------------|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 4.27 | 4.27  | END BRIDGE B | | BRDG NUM 161/003 | 1 1 | C 30B C | 30 1 01 | R2 | 40 R |
| 4.28 | 4.28  | ENTRANCE/EXIT | | OHOP CREEK | 1 1 | 4B 22B 4B | 22 1 01 | R2 | 40 R |
| 4.32 | 4.32  | ENTRANCE/EXIT | | ORVILLE RD E | CO N |
| 4.37 | 4.37  | ENTRANCE/EXIT | | | 1 1 | 4B 22B 4B | 22 1 01 | R2 | 50 R |
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| 5.45 | 5.45  | ENTRANCE/EXIT | | OHOP VALLEY RD | CO N |
| 5.62 | 5.62  | ENTRANCE/EXIT | | CAMPBELL LN E | CO N |
| 5.89 | 5.89  | ENTRANCE/EXIT | | SCENIC VIEWPOINT | CO Y |
| 5.92 | 5.92  | ENTRANCE/EXIT | | SCENIC VIEWPOINT | CO Y |
| 5.98 | 5.98  | ENTRANCE/EXIT | | | 6 |
| 6.10 | 6.10  | ENTRANCE/EXIT | | BLAU RD | CO Y |
| 6.14 | 6.14  | ENTRANCE/EXIT | | EATONVILLE CUT OFF RD | CO Y |
| 6.66 | 6.66  | ENTRANCE/EXIT | | | 1 1 | 2B 22B 2B | 22 1 01 | R2 | 55 R |
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| 7.73 | 7.73  | ENTRANCE/EXIT | | 381ST ST E | CO N |
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| 8.68 | 8.68  | ENTRANCE/EXIT | | JENSEN RD E | CO Y |
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| 11.04 | 11.04 | ENTRANCE/EXIT | | WEBSTER RD | CO Y |

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**STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION**

**TRIPS SYSTEM**

**STATE HIGHWAY LOG**

**DATE 01/20/15**

**TIME 17:22:31**

**PAGE 222**

**STATE ROUTE - SRSH**

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- **Bridge**
- **Milepost**
- **Width and Surface Information**
- **Classifications**
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  - L FAR
  - R FAR

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| 18.08 | 15.67 | 18.08 INTRSECTN | R LOWER BURNETT RD     | CO N                 | 1 1                           | 3A 24A 3A 24 1 05 | U2 50 L |
| 18.10 | 15.69 | 18.10 INTRSECTN | R LOWER BURNETT RD     | CO N                 | 1 1                           | 4A 24A 4A 24 1 05 | U2 50 L |
| 18.30 | 15.89 | 18.30 INTRSECTN | R LOWER BURNETT RD     | CO N                 | 1 1                           | 3A 24A 3A 24 1 05 | U2 50 L |
| 19.00 | 16.59 | 19.00 MP MARKER | R 19                  |                     | 1 1                           | 4A 24A 4A 24 1 05 | U2 50 L |
| 19.34 | 16.93 | 19.34 INTRSECTN | L MUNDY LOSS RD       | CO N                 | 1 1                           | $S$C 20A $S$C 20 1 05 | U2 50 L |
| 19.64 | 17.23 | 19.64 BEG BRIDGE B | OLD BN RR           | ST Y                 | 1 1                           | 4A 24A 4A 24 1 05 | U2 50 L |
| 19.68 | 17.27 | 19.68 END BRIDGE B | OLD BN RR            |                     | 1 1                           | 4A 24A 4A 24 1 05 | U2 50 L |
| 19.77 | 17.36 | 19.77 WYE CONN   | L SR 165             | ST Y                 | END CTLSEC CONTROL SECTION 2733 |                 |
| 19.78 | 17.37 | 19.78 INTRSECTN | B SR 165             | ST Y                 | END ROUTE                     |                 |
|-----------|---------------|------|----------------------------------------|---------|-----|-------------|---------|-------------|------|------|------|-----|----|------|---|---|---|
| 0.00      | 0.00 BEG ROUTE |      | MAIN ROUTE                              |         |     |             |         |             |      |      |      |     |    |      |  |   |   |
|           | SR 16 UX TO FERRY TERR. | | | | | | | | | | | | | | | |
|           | ENTER CITY     |      | TACOMA                                  |         |     |             |         |             |      |      |      |     |    |      |  |   |   |
|           | BEG CTLSSEC    |      | CONTROL SECTION 2742                    |         |     |             |         |             |      |      |      |     |    |      |  |   |   |
|           | Beg ST         | I    | PEARL ST                                |         |     |             |         |             |      |      |      |     |    |      |  |   |   |
|           | UXING          | B    | SR 16 EB                                |         |     |             |         |             |      |      |      |     |    |      |  |   |   |
|           |                |      | BRDG NUM 016/031W                       |         |     |             |         |             |      |      |      |     |    |      |  |   |   |
| 0.08      | 0.08 OFF RAMP  | L    | SR 16 EB                                |         |     |             |         |             |      |      |      |     |    |      |  |   |   |
|           | ST            |      | SR 16 FI00348                          |         |     |             |         |             |      |      |      |     |    |      |  |   |   |
| 0.09      | 0.09 WYE CONN  | L    | SR 16 WB RAMP                          |         |     |             |         |             |      |      |      |     |    |      |  |   |   |
| 0.12      | 0.12          |      |                                        |         |     |             |         |             |      |      |      |     |    |      |  |   |   |
|           |                |      |                                        |         |     |             |         |             |      |      |      |     |    |      |  |   |   |
| 0.20      | 0.20 ENTRCTR   | B    | N 11TH ST                              |         |     |             |         |             |      |      |      |     |    |      |  |   |   |
| 0.24      | 0.24 BEG SU LN | C    | TWO WAY TURN                           | 12A     |     |             |         |             |      |      |      |     |    |      |  |   |   |
| 0.31      | 0.31 ENTRCTR   | C    | TWO WAY TURN                           | 12A     |     |             |         |             |      |      |      |     |    |      |  |   |   |
| 0.32      | 0.32 VRTX      |      |                                        |         |     |             |         |             |      |      |      |     |    |      |  |   |   |
| 0.38      | 0.38          |      |                                        |         |     |             |         |             |      |      |      |     |    |      |  |   |   |
| 0.39      | 0.39 INTRSECTN| R    | N 14TH ST                              |         |     |             |         |             |      |      |      |     |    |      |  |   |   |
| 0.43      | 0.43 INTRSECTN| L    | HIGHLANDS PKWY                         |         |     |             |         |             |      |      |      |     |    |      |  |   |   |
| 0.58      | 0.58 ENTRCTR   | C    | MED XROAD                              |         |     |             |         |             |      |      |      |     |    |      |  |   |   |
| 0.69      | 0.69 ENTRCTR   | R    | N 18TH ST                              |         |     |             |         |             |      |      |      |     |    |      |  |   |   |
| 0.83      | 0.83 BEG SU LN | C    | TWO WAY TURN                           | 12A     |     |             |         |             |      |      |      |     |    |      |  |   |   |
| 0.93      | 0.93 ENTRCTR   | C    | TWO WAY TURN                           | 12A     |     |             |         |             |      |      |      |     |    |      |  |   |   |
| 0.97      | 0.97 INTRSECTN| B    | N 26TH ST                              |         |     |             |         |             |      |      |      |     |    |      |  |   |   |
| 1.01      | 1.01 BEG SU LN | C    | TWO WAY TURN                           | 12A     |     |             |         |             |      |      |      |     |    |      |  |   |   |
| 1.04      | 1.04 ENTRCTR   | R    | SHOPPING CENTER                        |         |     |             |         |             |      |      |      |     |    |      |  |   |   |

**INTERSECTION DETAIL**

----------TURN LANES----------

<p>| SRMP B ARM | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 0.08       | 0.08   | 0.06   | 24     |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |
| 0.09       | 0.09   | 0.04   | 12     | 0.05   | 14     | 0.03   | 12     |        |        |        |        |        |        |        |        |        |        |        |
| 0.20       | 0.20   | 0.04   | 12     | 0.05   | 14     | 0.03   | 12     |        |        |        |        |        |        |        |        |        |        |        |
| 0.39       | 0.39   | 0.03   | 12     |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |
| 0.43       | 0.43   | 0.03   | 11     |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |
| 0.58       | 0.58   | 0.02   | 14     |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |
| 0.69       | 0.69   | 0.04   | 13     |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |
| 0.97       | 0.97   | 0.03   | 12     |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |
| 1.04       | 1.04   | 0.03   | 10     |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |</p>
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**DOT ROUTE**

**STATE ROUTE - SRSH**

**COUNTY** PIERCE

**DOT DISTRICT 3**

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**STATE HIGHWAY LOG**

**DATE 01/20/15**

**TIME 17:22:31**

**PAGE 243**

**STATE ROUTE - SRSH**

**COUNTY** PIERCE

**DOT DISTRICT 3**
| SRMP  | B ARM | FEATURE            | D LR | DESCRIPTION                      | OWN TC L | D I | W/S   W/S   W/S   W/S   WID | WID | A SE | NBR | FC | D  IB | R | K | T |
|-------|-------|--------------------|------|----------------------------------|----------|----|-----------------------------|------|----|-----------------------------|-----|-----|-----|----|-----|---|---|---|
| 0.02  | 0.00  | BEG ROUTE          |      | MAIN ROUTE                       |          |    | 1 1 12A 12A 6A JE            | 12A 12A | 24 2 01 | U1 45 R |
|       |       | BEG CTI SEC        |      | SR 16 TO PRT ORCHARD ECL         |          |    | 1 1 $$$$ $$ $$ $$ $$ 12A 30A 12A | 12A 30A | 30 2 01 | U1 45 R |
| 0.04  | 0.02  | MISC FEATR         | LEFT | U TURN ROUTE                     |          |    | 1 1 14A 24A 10A              | 24 2 01 | U1 45 R |
| 0.19  | 0.17  | MISC FEATR         | LEFT | U TURN ROUTE                     |          |    | 1 1 8A 24A 8A                | 24 2 01 | U1 45 R |
| 0.21  | 0.19  | MISC FEATR         | LEFT | U TURN ROUTE                     |          |    | 1 1 5A 24A 5A                | 24 2 01 | U1 45 R |
| 0.35  | 0.33  | UXING              | B    | SR 16                            |          |    | 1 1 5A 24A 5A 24 2 01 1000 U1 | U1 45 R |
| 0.42  | 0.40  | ENTER CITY         |      | PORT ORCHARD                     |          |    | 1 1 5A 24A 5A 24 2 01 1000 U1 | U1 45 R |
| 0.57  | 0.55  | ENTER CITY         |      | SGN ENTR PORT ORCHARD            |          |    | 1 1 5A 24A 5A 24 2 01 1000 U1 | U1 45 R |
| 1.00  | 0.98  | MP MARKER          | R    | 1                                 |          |    | 5A 24A 5A 24 2 01 1000 U1    | 35 R P |
| 1.01  | 0.99  | MP MARKER          | R    | 2                                 |          |    | 5A 24A 5A 24 2 01 1000 U1    | 35 R P |
| 2.03  | 2.01  | INTRSECTN          | R    | WILKINS PL                       | CT       |    | 3A 22A 3A 22 2 01 1000 U1    | 25 R B |
| 2.09  | 2.07  | INTRSECTN          | R    | CASECO LN                        | CT       |    | 3A 22A 3A 22 2 01 1000 U1    | 25 R B |
| 2.16  | 2.14  | INTRSECTN          | R    | WILKINS DR                       | CT       |    | 3A 22A 3A 22 2 01 1000 U1    | 25 R B |
| 2.24  | 2.22  | INTRSECTN          | R    | SHORT AVE                        | CT       |    | 3A 22A 3A 22 2 01 1000 U1    | 25 R B |
| 2.30  | 2.28  | INTRSECTN          | R    | GRANT AVE                        | CT       |    | 3A 22A 3A 22 2 01 1000 U1    | 25 R B |
| 2.38  | 2.36  |                  |      |                                  |          |    | 1 1 5A 24A 5A 24 2 01 1000 U1 | 25 R P |
| 2.54  | 2.52  | INTRSECTN          | R    | PORT ORCHARD BLVD               | CT       |    | 3A 22A 3A 22 2 01 1000 U1    | 25 R B |
| 2.57  | 2.55  | BEG SU LN          | C    | TWO WAY TURN                     | 1 1      |    | 3A 22A 3A 12 34 2 01 1000 U1  | 25 R P |
| 2.62  | 2.60  | INTRSECTN          | R    | DEKALB ST                        | CT       |    | 3A 25A $$$ 12 37 2 01 1000 U1 | 25 R P |
| 2.66  | 2.64  | INTRSECTN          | R    | KITSAP ST                        | CT       |    | 3A 25A $$$ 12 37 2 01 1000 U1 | 25 R P |
| 2.70  | 2.68  | BEG ST             | I    | BAY ST                           | 1 1      |    | 3A 25A C 12 37 2 01 1000 U1  | 25 R P |
| 2.75  | 2.73  | END SU LN          | C    | TWO WAY TURN                     | 1 1      |    | 3A 36A C $$$ 36 2 01 1000 U1  | 25 R P |
| 2.78  | 2.76  | INTRSECTN          | L    | ORCHARD ST                       | CT       |    | $$C 56A C 56 2 01 1000 U1    | 25 R B |
| 2.82  | 2.80  | INTRSECTN          | B    | FREDERICK AVE                    | CT       |    | $$C 56A C 56 2 01 1000 U1    | 25 R B |
| 2.90  | 2.88  | INTRSECTN          | B    | SIDNEY AVE                       | CT       |    | $$C 56A C 56 2 01 1000 U1    | 25 R B |
| 2.97  | 2.95  | INTRSECTN          | B    | HARRISON AVE                     | CT       |    | $$C 56A C 56 2 01 1000 U1    | 25 R B |

**INTERSECTION DETAIL**

<p>| SRMP  | B ARM | FEATURE            | D LR | DESCRIPTION                      | OWN TC L | D I | W/S   W/S   W/S   W/S   WID | WID | A SE | NBR | FC | D  IB | R | K | T |
|-------|-------|--------------------|------|----------------------------------|----------|----|-----------------------------|------|----|-----------------------------|-----|-----|-----|----|-----|---|---|---|
| 0.21  | 0.19  |                  |      |                                  |          |    | 1 1 12A 12A 6A JE            | 12A 12A | 24 2 01 | U1 45 R |
| 2.54  | 2.52  |                  |      |                                  |          |    | 1 1 14A 24A 10A              | 24 2 01 | U1 45 R |
| 2.78  | 2.76  |                  |      |                                  |          |    | 1 1 8A 24A 8A                | 24 2 01 | U1 45 R |
| 2.82  | 2.80  |                  |      |                                  |          |    | 1 1 5A 24A 5A                | 24 2 01 | U1 45 R |
| 2.90  | 2.88  |                  |      |                                  |          |    | 1 1 5A 24A 5A 24 2 01 1000 U1 | U1 45 R |
| 2.97  | 2.95  |                  |      |                                  |          |    | 1 1 5A 24A 5A 24 2 01 1000 U1 | U1 45 R |</p>
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- **R NEAR**
- **L FAR**
- **R FAR**

**Acceleration Lanes**
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- **R-CNTR**

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**NOTE:** The table above provides a detailed view of the intersection information including the type of intersection, direction, and other relevant details for each segment. The table is organized to show the progression of the road from start to end, highlighting key features such as speed limits, traffic control devices, and road conditions. This comprehensive view is crucial for understanding the traffic flow and planning necessary infrastructure improvements.
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### Trip System Log

- **Date:** 01/20/15
- **Time:** 17:22:31
- **State Highway Log Page:** 262

### State Route - SRSH Pierce

**State Route:** SR 302
**County:** Pierce
**DOT District:** 3

**Trip System:**

**Purdy:**

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- **Use:**
- **Total:**
- **A Se:**
- **Nbr:**
- **Fc:**
- **D:**
- **Ib:**
- **R:**
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- **Acceleration Lanes:**

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**Note:** The table includes details of the road features, their directions, and their distances. The features include off ramps, on ramps, end bridges, and bicycle lanes. The distances are measured in feet (ft) and include the number of lanes and the speed limit. The table also notes the presence of bridges, including their numbers and types. The intersection details are provided, listing the distances and types of lanes present at each point.
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### State Route Log Information

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**Mainline:**  
**County:** Kitsap  
**DOT District:** 3  
**Date:** 01/20/15  
**Time:** 17:22:31

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### State Highway Log

**Trip System:** STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION

**State Route:** SR 305 MAINLINE

**County:** KITSAP

**DOT District:** 3

**Date:** 01/20/15

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CONTROL SECTION 1833
SR 307 MAINLINE  STATE ROUTE - SRSH  COUNTY KITSAP  DOT DISTRICT 3

---WIDTH AND SURFACE INFORMATION---

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| SRMP  | B ARM  | FEATURE      | D LR | DESCRIPTION                      | OW TC L | D I | W/S | W/S | W/S | W/S | WID | WID | A SE | NBR | FC  | D  IB | K | T |
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**INTERSECTION DETAIL**

| SRMP  | B ARM  | Feature      | D LR | Description                      | OW TC L | D I | W/S | W/S | W/S | W/S | WID | WID | A SE | NBR | FC  | D  IB | K | T |
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**WIDTH AND SURFACE INFORMATION**

- BRIDGE
- UXING
- XROAD
- DECREASE/DIV
- LFT RHT
- INCRES/UNDI
- MEDIAN
- NBR
- LNS
- LSB WID
- RSDY WID
- USE
- SPAC
- TOC
- TOT
- LEGAL
- ST
- P
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- S
- A SE
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**Notes:**
- **BEG ROUTE:** Beg Route
- **ON RAMP:** On ramp
- **OFF RAMP:** Off ramp
- **UXING:** UXing
- **RG XING:** RR Xing
- **SUMNER:** Sumner
- **BRDG NUM:** Bridge number
- **MISC FEATR:** Miscellaneous feature
- **E MAIN AVE:** E Main Ave
- **BN RR:** BN RR
- **PV:** Private
- **U1:** Unsignal
- **55 L:** 55 L
- **55 P:** 55 P
- **U1:** Unsignal
- **55 L:** 55 L
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STATE ROUTE: SRSH

COUNTY: PIERCE

DOT DISTRICT: 3

DATE: 01/20/15

TIME: 17:22:31

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  - **RTH:**
  - **LNS:**
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  - **Rdy:**
  - **Med:**
  - **Spc:**
  - **Use:**
  - **Tot:**
  - **Lns:**
  - **Wid:**
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  - **Cty:**
  - **St:**
  - **Nbr:**
  - **Fct:**
  - **D:**
  - **Ib:**
  - **R:**
  - **K:**
  - **T:**

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**Classifications**

- **Legal:**
- **Speed:**
- **T:**
- **P:**
- **S:**

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**Width and Surface Information**

- **BRIDGE:**
  - **LRT:**
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  - **SHD:**
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**Classifications**

- **Legal:**
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| 3.00    | 0.87 | MP MARKER | R 3 |     |     |     |     |     |     |     |     |     |     |
| 3.25    | 1.12 | END SU LN | C TWO WAY TURN | 12A | 2 2 | C 60A | C 10 | 70 | 1 01 | U1 | 35 | L   |
| 3.31    | 1.18 | INTRSECTN | B STEILACOOM RD SE | CO SG Y |     |     |     |     |     |     |     |     |     |
| 3.37    | 1.24 | BEG SU LN | C TWO WAY TURN | 12A | 2 2 | C 48A | C 22 | 70 | 1 01 | U1 | 35 | L   |
| 3.40    | 1.27 | ENTR/EXIT | L REGIONAL ATHLETIC FIELDS | CO Y |     |     |     |     |     |     |     |     |     |
| 3.41    | 1.28 | END SU LN | C TWO WAY TURN | 12A | 2 2 | C 24A | 12P CU |     |     |     |     |     |
| 3.47    | 1.34 | BEG SU LN | C TWO WAY TURN | 12A | 2 2 | $ $$ | $$ $ | C 48A | C 22 | 70 | 1 01 | U1 | 35 | L   |
| 3.57    | 1.44 | INTRSECTN | L 8TH AVE SE | CO Y |     |     |     |     |     |     |     |     |     |
| 3.77    | 1.64 | END SU LN | R BICYCLE | 05A | 2 2 | C 48A | C 12 | 60 | 1 01 | U1 | 35 | L   |
| 4.28    | 1.69 | EQUATION | 003.82 =004.28 | 2 2 |     |     |     |     |     |     |     |     |     |
| 5.00    | 2.42 | INTRSECTN | R PACIFIC RIDGE DR SE | CO Y |     |     |     |     |     |     |     |     |     |
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| 5.29    | 2.70 | INTRSECTN | L ROCKCRESS DR | CO Y |     |     |     |     |     |     |     |     |     |
| 5.38    | 2.79 | INTRSECTN | R MCALLISTER CT SE | PV Y |     |     |     |     |     |     |     |     |     |

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**3**

**STATE HIGHWAY LOG**

**PAGE**

**311**

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STATE HIGHWAY LOG

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| 10.67 | 10.67 | ON RAMP | R | PIONEER AVE | ST | Y |                         |                               |                  |
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| 11.21 | 11.21 | OFF RAMP | R | PIONEER AVE | ST | Y |                         |                               |                  |
| 11.35 | 11.35 | END CTLSEC | L | CONTROL SECTION 2735 | ST |  |                     |       |                  |
| 11.41 | 11.41 | END BRIDGE I | B | PUYALLUP RIVER | ST |  |                     |       |                  |
| 11.43 | 11.43 | TRAF RCDR | L | R106  | ST |  |                     |       |                  |
| 11.55 | 11.55 | ON RAMP | R | PIONEER AVE | ST |  |                         |                               |                  |
| 11.58 | 11.58 | UXING | B | BENSTON DR | ST |  |                         |       |                  |
| 11.63 | 11.63 | MED XING | C | OFFICIAL | ST |  |                     |       |                  |
| 11.71 | 11.71 | OFF RAMP | R | SR 167 | ST |  |                     |       |                  |
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| 11.83 | 11.83 | MISC FEATR | L | GORE (SR 167) | ST |  |                     |       |                  |
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| 11.63 | 11.63 | R |                      |       |                  |
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| 11.78 | 11.78 | R |                      |       |                  |
| 11.83 | 11.83 | L |                      |       |                  |
| 11.95 | 11.95 | R |                      |       |                  |
| 11.99 | 11.99 | L |                      |       |                  |
| 12.06 | 12.06 | R |                      |       |                  |
### Width and Surface Information

| SRMP  | B ARM | FEATURE      | D LR | DESCRIPTION                        | OW TC L | D I | W/S | W/S | W/S | W/S | WID | WID | A SE | NBR | FC | D  IB | R | K | T |
|-------|-------|--------------|------|------------------------------------|---------|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|-----|----|----|----|
| 0.00  | 0.00  | BEG ROUTE    |      | MAIN ROUTE                         |         |    |     |     |     |     |     |     |     |     |    |    |     |    |    |    |
|       |       |              |      | SR 507/MCKENNA TO SR 7             |         |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 0.12  | 0.12  | BEG SU LN    | C    | TWO WAY TURN                       | 11A      |    |     |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 0.17  | 0.17  | INTRSECTN    | L    | 90TH AVE S                         |          |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 0.21  | 0.21  | INTRSECTN    | C    | TWO WAY TURN                       | 11A      |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 0.28  | 0.28  |              |      |                                    |         |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
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| 0.30  | 0.30  | INTRSECTN    | R    | 88TH AVE S                         |          |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 0.58  | 0.58  | INTRSECTN    | R    | HARTS LAKE RD S                    |          |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 1.02  | 1.02  | MP MARKER    | R    | 1                                  |          |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 1.21  | 1.21  | INTRSECTN    | L    | MCKENNA RD S                       |          |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 1.85  | 1.85  | INTRSECTN    | L    | 64TH AVE S                         |          |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 2.00  | 2.00  | MP MARKER    | R    | 2                                  |          |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 2.19  | 2.19  | INTRSECTN    | R    | 58TH AVE S                         |          |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 2.29  | 2.29  | INTRSECTN    | L    | 56TH AVE S                         |          |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 2.92  | 2.92  | INTRSECTN    | L    | 46TH AVE S                         |          |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 3.04  | 3.04  | MP MARKER    | R    | 3                                  |          |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 3.32  | 3.32  | INTRSECTN    | L    | 40TH AVE S                         |          |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 3.86  | 3.86  | INTRSECTN    | R    | 31ST AVE S                         |          |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 3.91  | 3.91  | INTRSECTN    | L    | 30TH AVE S                         |          |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 4.00  | 4.00  | MP MARKER    | R    | 4                                  |          |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 5.06  | 5.06  | MP MARKER    | R    | 5                                  |          |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 5.29  | 5.29  | INTRSECTN    | B    | 8TH AVE S                          |          |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 5.92  | 5.92  | INTRSECTN    | L    | 2ND AVE E                          |          |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 6.10  | 6.10  | MP MARKER    | R    | 6                                  |          |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 6.99  | 6.99  | MP MARKER    | R    | 7                                  |          |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 7.15  | 7.15  | INTRSECTN    | B    | KINSMAN RD E                       |          |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 8.00  | 8.00  | MP MARKER    | R    | 8                                  |          |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 8.04  | 8.04  | INTRSECTN    | L    | 34TH AVE E                         |          |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 8.31  | 8.31  | INTRSECTN    | R    | JACKSON RD                        |          |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
| 8.98  | 8.98  | INTRSECTN    | R    | 48TH AVE E                         |          |    |     |     |     |     |     |     |     |    |    |     |    |    |    |
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**Control Section 2730**

**State Route Geometry**

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**State Route Details**

- **State Route**: SR 7
- **Control Section**: 2730
- **Intersection**: SR 7, ST SG Y
- **Control Section**: 2730

**Notes**

- **End Control Section**: 2730
- **End Route**: SR 7, ST SG Y
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Note: The table above represents the width and surface information for various sections along SR 705 Mainline, including bridge numbers, road types, and other features. The columns include details such as direction, right/length indicator, and classification information. The data represents the state highway log for Pierce County, District 3.
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**Intersection Detail**

- **Turn Lanes:**
  - L NEAR R NEAR L FAR R FAR
  - LEFT-- R-CNTR L-CNTR RIGHT-

- **Acceleration Lanes:**
  - LGT WD LGT WD LGT WD LGT WD

**Milepost:**

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