Roadside Classification Plan

1996

Washington State Department of Transportation

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Foreword

The Roadside Classification Plan (RCP) has been prepared to coordinate and guide the management of Washington State highway roadsides, including planning, design, construction, and maintenance activities.

The intent of this plan is to provide a uniform framework for consistent, pro-active roadside management statewide, and to facilitate cost-effective restoration of state roadsides. The policies and guidelines provided here allow room for regional variations within the statewide parameters.

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

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

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

For further information, to offer comments, or to request additional copies of the Roadside Classification Plan, call the Roadside and Site Development Services Unit in the Olympia Service Center Design Office at (360) 705-7241.

S. A. Moon
Deputy Secretary for Operations
Washington State Department of Transportation

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Chapter 1 Introduction

Background

Development of this Roadside Classification Plan (RCP) began in 1990 with a review of state roadside policies and procedures by the Washington State Department of Transportation (WSDOT) Landscape/Roadside Reorganization Task Force. The Task Force recommended the development of clear policies and guidelines, and the coordination of planning, design, construction, and maintenance activities. This RCP provides those roadside policies and guidelines in coordination with the Transportation Policy Plan for Washington State, the Statewide Multimodal Transportation Plan, and Federal Highway Administration policies (see Appendices).

Policy Statement

It is WSDOT policy to put roadside treatments to use for the protection and restoration of roadside character as designated in the *Roadside Classification Log*, and to incorporate the Roadside Classification Plan into regional and route-specific planning, design, construction, and maintenance programs.

Summary

The intent of the Roadside Classification Plan is to:

- Minimize roadside project construction costs and long-term demands on maintenance resources;
- Provide a consistent and proactive roadside management program;
- Comply with legal obligations and commitments; and
- Protect and restore Washington State's natural environment and heritage resources within state highway roadsides.

The RCP approach to these tasks is based on two premises:

- Long-term roadside management costs will be held at the lowest practical levels through integration of design and maintenance criteria.
- The natural environment and heritage resources contained within the state highway roadsides are valuable to roadside functions and are a conspicuous symbol of Washington State character.

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

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

Goals and Objectives

These goals and objectives identify roadside policy direction for WSDOT. The goals and objectives were derived from Landscape/Roadside Reorganization Task Force recommendations, the Transportation Policy Plan for Washington State, and the Statewide Multimodal Transportation Plan. They were reviewed and revised in collaboration with representatives from the offices of Program Management, Transportation Planning, Environmental Affairs, Design, Architecture, Construction, Heritage Corridors, and Highway Maintenance, and the regions.

Goal 1: Promote Transportation Safety and Management Efficiency

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

Goal 2: Minimize Environmental and Social Impacts of Transportation Facility Construction and Maintenance

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

Goal 3: Facilitate Protection and Restoration of Washington's Natural Environment and Cultural Heritage Within State Highway Roadsides

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

Goal 4: Promote Cooperation and Communication in Roadside Management

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

Definitions

The following terms are used throughout the RCP. Less frequently used terms are defined in the Glossary (Appendix A).

Integrated Vegetation Management

Integrated Vegetation Management (IVM) is the establishment of low-maintenance beneficial vegetation, and the suppression of unwanted vegetation, through integration of biological, cultural, manual, mechanical, and educational tactics. Chemical controls are used only when needed. Integrated Vegetation Management uses plant growth characteristics, principles of plant succession, and knowledge of natural and human-related factors affecting environmental change to achieve management goals, while minimizing impacts on the environment.

Roadside

The roadside encompasses the area between the roadway pavement edge and right of way boundaries, including unpaved median strips and auxiliary facilities, such as rest areas, roadside parks, viewpoints, historic markers, pedestrian and bicycle facilities, wetland buffer areas, stormwater treatment facilities, park and ride lots, stockpiles, and maintenance storage sites. The Washington State Department of Transportation (WSDOT) is responsible for the stewardship of an estimated 38,500 ha [97,500 acres] of roadsides along the 11,008 kilometers [7,052 miles] of state roadway, including hundreds of auxiliary facilities.

Roadside Character

Roadside character is a description of the roadside landscape from the roadway user's perspective. The RCP uses five roadside character descriptions to document roadside character statewide (see Chapter 3).

Roadside Functions

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

- Operational functions provide safe, multiuse roadsides. Operational functions include access control, clear zone, sight distance, signing, trails and bikeways, and utility accommodation.
- Environmental functions protect and enhance our natural and built surroundings. Environmental functions include water quality, wetland and sensitive area protection, noxious weed control, noise control, habitat preservation, air quality improvement, and erosion control.
- Visual functions include all functions designed and experienced primarily from a visual perspective. Visual functions overlap with operational and environmental functions. They include positive guidance and navigation, distraction screening, corridor continuity, roadway and adjacent property buffering, and scenic view preservation.

Roadside Management

Roadside management encompasses planning, design, construction, and maintenance of the roadside environment.

Roadside Management Zones

The roadside is comprised of three management zones (see Appendix C):

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

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Olympia Service Center

Environmental and Engineering Service Center

The Washington State Department of Transportation (WSDOT) Environmental and Engineering Service Center Assistant Secretary is responsible for the following program area:

- Approval of revisions to the *Roadside Classification Log*.

Design Office

The State Design Engineer is responsible for the following program areas:

- Coordination of statewide RCP implementation;
- Review of design documentation for compliance with the RCP;
- Assistance to regions in implementation of RCP provisions; and
- Approval of Roadside Treatment Level 3 prior to implementation.

Field Operations Support Service Center

The Field Operations Support Service Center Assistant Secretary is responsible for the following program area:

- Concurrence with revisions to the *Roadside Classification Log*.

Highway Maintenance Office

The Chief Maintenance Engineer is responsible for the following program areas:

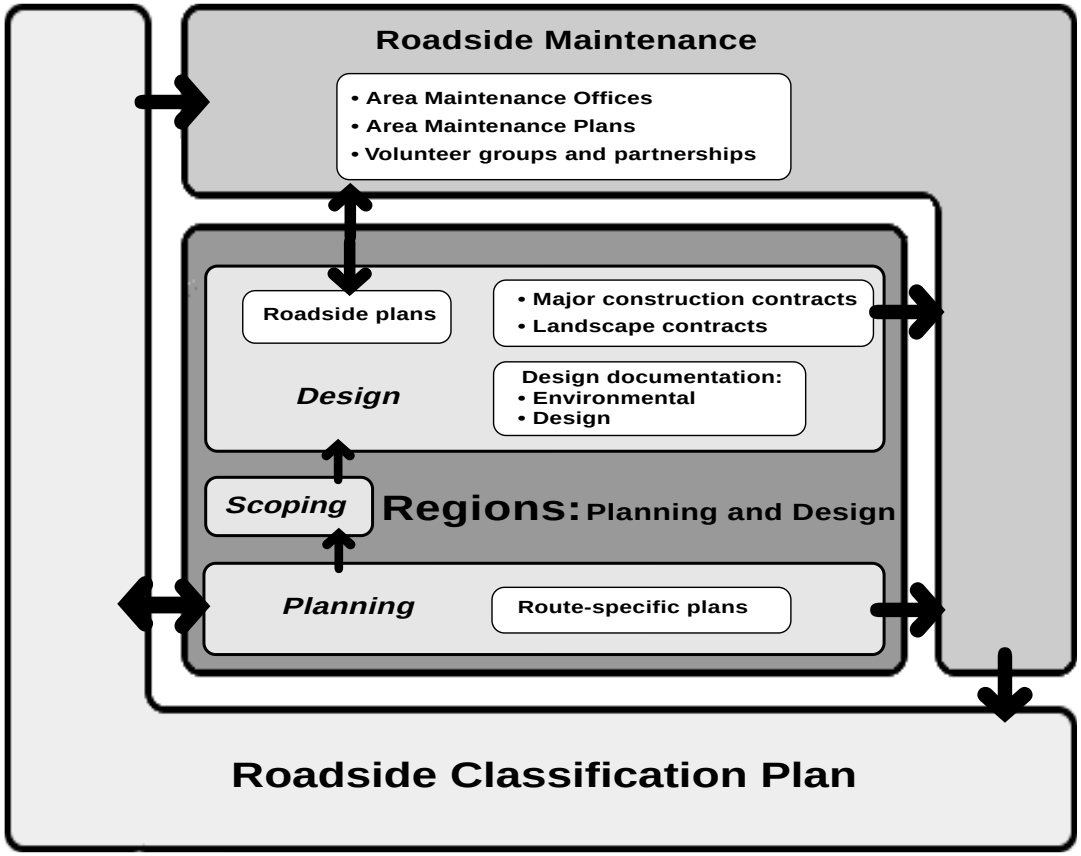
- Coordination of statewide RCP implementation within maintenance activities;
- Review of maintenance activities for compliance with the RCP; and
- Assistance to regions in implementation of RCP provisions.

Regions

The WSDOT Regional Administrators are responsible for the following program areas:

- Regional implementation of the RCP within all roadside management activities.
- Documenting RCP implementation within the region;
- Providing feedback to the State Design Engineer concerning RCP coordination and implementation;
- Submitting Roadside Treatment Level 3 documentation to the State Design Engineer for approval before implementation; and

Roadside Classification Plan Implementation



Roadside Classification Plan

The Roadside Classification Plan (RCP) facilitates statewide coordination of WSDOT roadside management, including planning, design, construction programming, and maintenance activities. The RCP designates roadside character, and provides guidelines for sustainable roadside management.

Regions: Planning and Design

Regions tailor RCP guidelines to fit regional and route-specific conditions. Roadside areas disturbed by recent construction are restored according to RCP guidelines and provisions.

Roadside Maintenance

Roadside maintenance activities implement the RCP through Integrated Vegetation Management.

- Area maintenance offices implement the RCP through ongoing maintenance.
- Area maintenance plans coordinate maintenance actions with regional planning and design.
- Volunteer groups and partnerships implement the RCP in accordance with area maintenance criteria and roadside plans.

Roadside maintenance provides feedback to the RCP, coordinates ongoing maintenance with RCP provisions, provides management data, and outlines management needs.

Roadside Classification Plan Implementation Concept

Figure 1

- Applications for revisions to the *Roadside Classification Log*.

Regional implementation is as follows:

- Implement the RCP through interdisciplinary involvement, including minimally the following areas of expertise: planning, engineering, environmental, landscape architecture, real estate, and maintenance.

Coordination

RCP implementation and review are accomplished through ongoing coordination between region representatives and the OSC Design Office and Highway Maintenance Office.

Revisions

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

Revisions to the *Log* must be approved by the Environmental and Engineering Service Center Assistant Secretary before implementation, with concurrence from the Field Operations Support Service Center Assistant Secretary.

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

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

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

- Estimated impact the change will have on construction and maintenance costs, including ongoing costs.

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Roadside Character Classification

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

Natural Character

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

Forest

The forest landscape is predominantly natural or naturalized forest.

A roadside classified as forest is characterized by natural-appearing landforms and native trees and/or understory vegetation. Zone 2 may be meadow.

Forest Roadside Character

Open

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

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

Open Roadside Character

Built Character

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

Rural

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

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

Rural Roadside Character

Semiurban

The semiurban landscape is characterized by intermixed built and natural or naturalized elements, with built elements prevailing.

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

Semiurban Roadside Character

Urban

The urban landscape is a predominantly built environment.

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

Urban Roadside Character

Roadside Character Segments

A *roadside character segment* is a route or portion of a route distinguishable by one predominant roadside character. The WSDOT regions and Olympia Service Center have located, by milepost, the boundaries of roadside character segments along every Washington State highway. These roadside character segments are recorded in the *Roadside Classification Log* (see Appendices). Roadside character segment specifications are as follows:

- All roadside treatment within a segment is directed toward restoration of the designated roadside character. Restoration towards a more natural character category is appropriate.
- To minimize roadside character fragmentation, character segments are no less than 1.5 kilometers [0.9 mile] in length, with the following exceptions:
  1. Where a route passes through a small town, a roadside character segment of no less than 800 meters [.5 mile] may be designated. This allows the route within the town to be treated according to the town's unique character.
  2. A semiurban roadside character segment may be less than 1.6 kilometers [1 mile] in length if it is immediately next to an urban roadside character segment.
  3. Exception to the 1.5 kilometers [0.9 mile] length may be made in the vicinity of two intersecting roads if a shorter length is necessary to blend the two route corridors together, in keeping with the RCP objectives.
- If keeping roadside character consistent with the *Roadside Classification Log* is not achievable through planning, design, construction, and/or maintenance activities, then a revision to the *Log* is required. See "Revisions" in Chapter 2.

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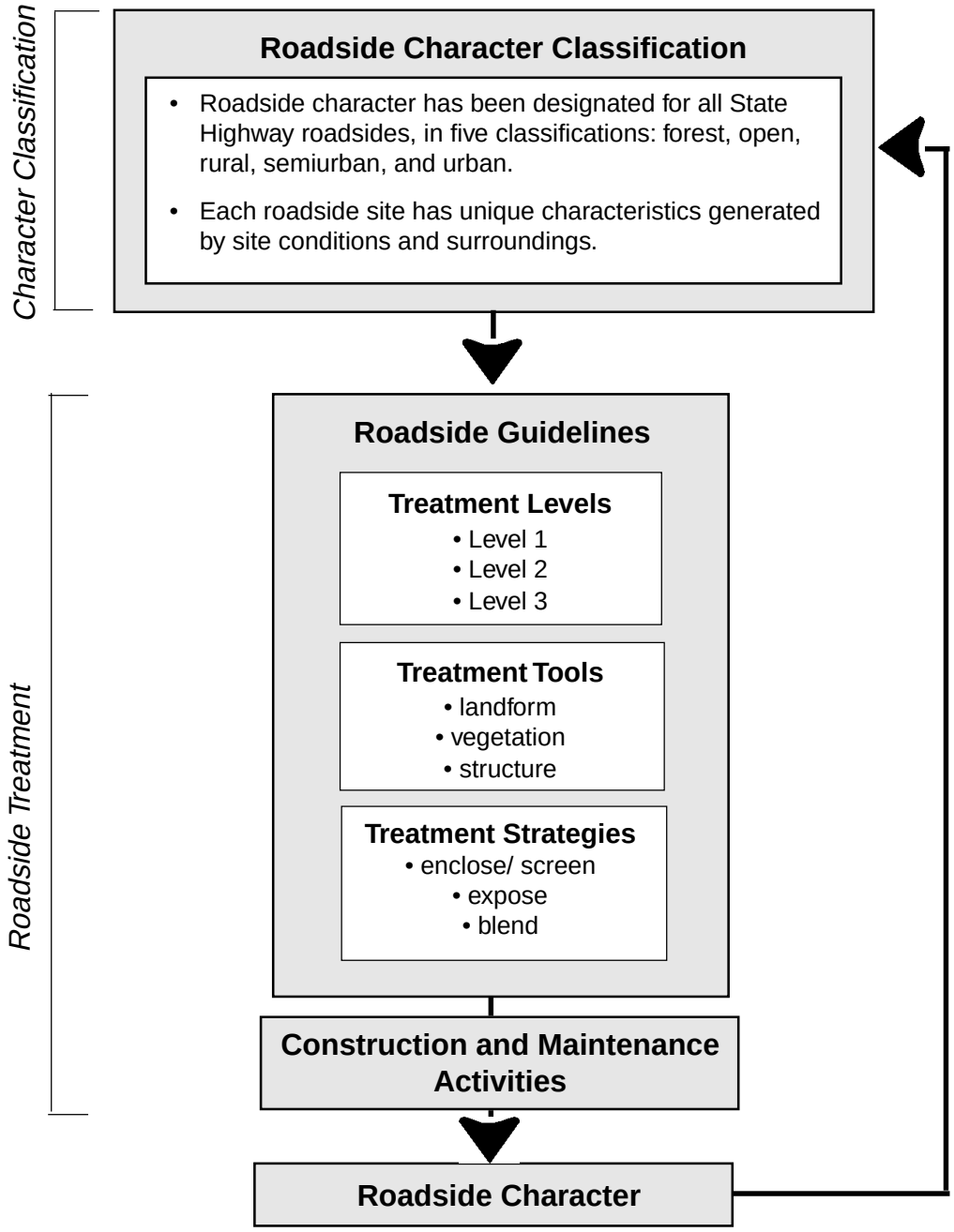

Roadside Classification and Treatment

Figure 2

Roadside Guidelines

Roadside planning, design, construction, and maintenance activities are conducted according to the roadside guidelines provided in Tables I - IV. These guidelines provide statewide parameters at a policy level. Regional variations in roadside treatment must fall within these statewide parameters (see Figure 3). Departmental manuals, including the *Design Manual* (M 22-01), *Roadside Manual* (M 25-30), *Maintenance Manual* (M 51-01), *Highway Runoff Manual* (M 31-16), and *Environmental Procedures Manual* (M 31-11) contain recommended practices for guideline implementation.

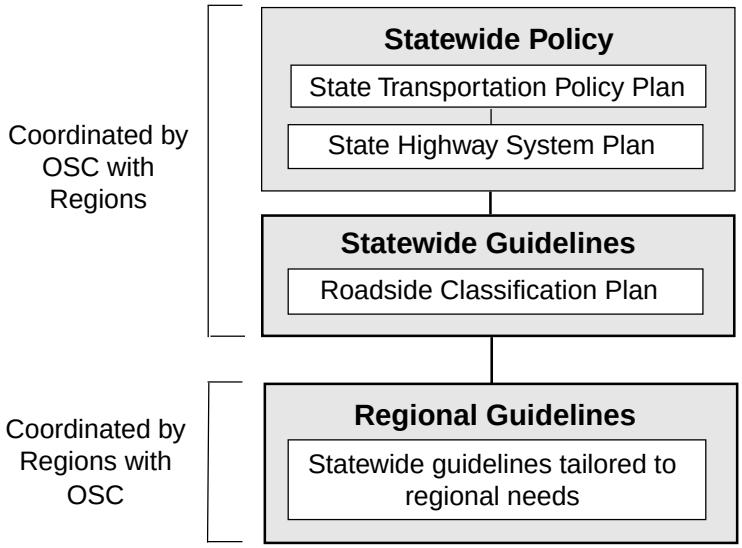

Figure 3

Treatment Levels

Roadside restoration is implemented through both construction and maintenance activities.

In the case of construction activities, the appropriate roadside treatment level is determined during the project summary stage by using the RCP guidelines tables. Treatment levels are recorded on the Design Decisions Summary Form, along with mileposts and references to environmental documentation and/or specific public commitments, where applicable.

Maintenance activities sustain the roadside treatments established by construction activities. All maintenance activities are in accordance with Treatment Level 1.

Treatment levels are as follows (for more on the programs mentioned below, refer to the State Highway System Plan):

Treatment Level 1 (TL 1)

- The intent of TL 1 is to use maintenance activities, including Integrated Vegetation Management (IVM), to restore the roadside to the designated roadside character. Treatment Level 1 applies to the entire roadside. Treatment Level 1 is the basic level of treatment for Highway Maintenance (Program M). The maintenance budget is financially responsible for these activities.

Treatment Level 2 (TL 2)

- The intent of TL2 is to use construction activities to restore the roadside to the designated roadside character within the construction limits of the project (including construction easements). Treatment Level 2 is the basic level of roadside treatment for all construction projects. TL2 does not apply under Preservation Programs (P1, P2, P3), the Safety Improvement Program (I2), or the Environmental Retrofit Program (I4), except where that type of work disturbs the roadside. The corresponding program (Preservation, Safety, or Environmental Retrofit) will then be financially responsible to restore the disturbed area only.

Treatment Level 3 (TL 3)

- The intent of TL 3 is to use construction activities to accelerate restoration of the roadside to the designated roadside character and to fulfill additional environmental requirements and/or public commitments. Use of TL 3 requires the approval of the State Design Engineer.

Treatment Tools

The basic treatment tools used to restore roadside character are: landform, vegetation, and structure.

Landform

Landform includes soil, rock outcrops, and the surface and subsurface configurations of land. Landform is used to accomplish operational, environmental, and visual functions. Roadsides are graded to match adjacent slopes and reflect surrounding topography. Designs diverging from conventional road geometry may be necessary to fulfill these aims.

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

Landforms, such as berms, may be used to delineate and redirect traffic, screen distractions and unsightly elements, and separate conflicting land uses. These uses of landform may not necessarily blend with the natural contours of adjacent land. Vegetation may be used to blend landform into the surrounding area.

Vegetation

Roadsides are planned, designed, constructed, and maintained for permanent vegetative cover, in coordination with roadside management zones (see Appendices for roadside management zone objectives). Existing native vegetation is protected wherever possible, and native plant material is used wherever conditions

permit. Desirable volunteer plants are encouraged, invasive species discouraged, and native plant communities are restored through Integrated Vegetation Management (IVM).

When other plant material is used, species are selected for adaptability to roadside conditions, compatibility with native species and roadside functions, and appearance in harmony with roadside character.

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

Structures

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

Treatment Strategies

Treatment strategies coordinate implementation of roadside guidelines and fulfill roadside functions through construction and/or maintenance activities.

Enclose/Screen

Let existing vegetation grow, plant additional vegetation, extend landform, and/or install structure to:

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

Expose

Remove or prune vegetation, grade landform, and/or remove structure to:

- Preserve or restore existing scenic or desirable views as seen from the roadway;
- Remove vegetation for utility accommodation in accordance with the Utilities Accommodation Policy; and/or
- Remove vegetation for solar exposure of pavement when such removal is calculated to significantly reduce icing in a highway corridor.

Blend

Bring roadside elements into harmonious composition to:

- Restore roadside character and corridor continuity by acknowledging elements from adjacent land in the roadside design.
- Restore roadside character continuity by integrating various roadside elements within the right of way.

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Table I — *Roadside Guidelines* — *Forest Roadside Character*

A roadside classified as forest is characterized by natural-appearing landforms and native trees and/or understory vegetation. Zone 2 may be meadow.

Treatment Level 1

In addition to safety and operational criteria, use maintenance activities only, including Integrated Vegetation Management (IVM), to restore the roadside to the designated roadside character.

(The maintenance budget is financially responsible for these activities.)

Vegetation

- Encourage native plant communities
- Manage vegetation to meet the requirements of operational, environmental, and visual functions with minimal maintenance.
- Manage for roadside character continuity; keep level of maintenance consistent throughout each roadside character segment.
- Limit the width of Zone 1 as much as possible.
- Manage the transition of construction clearing edges to minimize visual impact.
- Manage vegetation to control stormwater runoff, minimize erosion, and achieve slope stability.
- Where grass and forbs are preferred in Zone 2, manage as natural-appearing meadow.
- Manage the roadside area within any overhead utility corridor to exclude vegetation that will interfere with the utility.
- Use IVM to screen visual distractions and undesirable views.
- Coordinate with adjacent property owners to protect roadside vegetation from logging or clearing impacts, where possible.

Structure

- Preserve original architectural design intent.
- Manage vegetation to soften the appearance of structures.

Treatment Level 2

Use construction activities within the construction limits of the project (including construction easements) to restore the roadside to the designated roadside character.

[Does not apply under Preservation programs, the Safety Improvement Program (I2), or the Environmental Retrofit Program (I4), except where that type of work disturbs the roadside. The corresponding program (Preservation, Safety, or Environmental Retrofit) will then be financially responsible to restore the disturbed area only.]

- Restore operational, environmental, and visual functions. Where possible, work with land use agencies and adjacent land owners to preserve and establish buffer zones.

Landform

- Adjust grading limits to protect desirable vegetation, natural habitat, wetlands and sensitive areas, and heritage resources.
- Design slopes and drainage to manage stormwater runoff, minimize erosion, and achieve slope stability.
- Design grading required for construction projects to facilitate maintenance in roadside management Zone 2.
- Adjust grading limits to preserve and protect vegetation for screening purposes.
- Grade slopes to blend with adjacent slopes and reflect surrounding topography.
- Expose scenic views with landform through contour grading where appropriate.
- Design rock cuts for minimal impact on visual quality.
- Satisfy safety criteria for rock outcrops within roadside management Zone 2 through the use of redirectional landforms or traffic barrier extensions.
- Where cost-effective, save topsoil for redistribution.

Vegetation

In coordination with IVM goals:

- Minimize site disturbances to protect native plant communities and specimen trees.
- Select plant material to accelerate the recovery of native plant communities.
- Zone 2: Seed graded and disturbed areas with erosion control seeding mixture; include native grass and forb species in the seeding mixture where possible.
- Zone 3: In conjunction with erosion control measures, restore roadside character with native tree seedlings; calculate plant spacing based on site conditions, expected plant survival rate, and density required to discourage establishment of undesirable species.
- Select vegetation to control stormwater runoff, minimize erosion, and achieve slope stability.
- Select and locate plant material to facilitate driver guidance, screen visual distractions and undesirable views, and to create a natural appearance.
- Locate plantings to frame scenic views.
- Design the transition of construction clearing edges to minimize visual impact.
- To restore roadside character continuity through blending, integrate various elements within the right of way, while also ensuring that forest character predominates. Where necessary, respond selectively to adjacent land use, as follows: use native plant material; continue roadside design scale through blended area, design for visual continuity throughout the character segment.

Structure

- Minimize use of structures; design structures to be visually unobtrusive, and select materials to blend with the site and the natural landscape.
- Select and manage vegetation to soften the appearance of structures.
- Consider scenic views in location and design of structures.
- Select traffic barriers to fit harmoniously within the landscape, where a significant reduction in visual impact is required.
- Incorporate wildlife needs into the design and location of structures.

Treatment Level 3

Use construction activities to accelerate restoration of the roadside to the designated roadside character and to fulfill additional environmental requirements and/or public commitments.

(Includes all guidelines in Treatment Level 2, except where superseded by Treatment Level 3 guidelines.)

- Consider the purchase of additional right of way, the purchase of development rights, and/or the development of partnerships for future screening/buffering and/or environmental functions as adjacent land uses change.

Vegetation

- Restore the roadside with a mixture of native plant material: tree whips, conifers up to 30" in height, and shrub seedlings.
- Irrigated lawns may be used in pedestrian areas.
- Select vegetation, design planting density, and manage to achieve desired degree of blending and/or to meet screen/enclosure objectives by the tenth year after construction or initial management action.

Structure

- Structural screening/fences may be used to screen visual distractions and undesirable views where right of way is limited.

Table II — *Roadside Guidelines* — *Open Roadside Character*

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

Treatment Level 1	Treatment Level 2	Treatment Level 3
In addition to safety and operational criteria, use maintenance activities only, including Integrated Vegetation Management (IVM), to restore the roadside to the designated roadside character. (The maintenance budget is financially responsible for these activities.) Vegetation • Encourage native plant communities • Manage vegetation to meet the requirements of operational, environmental, and visual functions with minimal maintenance. • Manage for roadside character continuity; keep level of maintenance consistent throughout each roadside character segment. • Limit the width of Zone 1 as much as possible. • Manage vegetation to control stormwater runoff, minimize erosion, and achieve slope stability. • Where roadside functions will not be compromised, allow, by permit, agricultural use of the roadside associated with adjacent farming. Structure • Preserve original architectural design intent.	Use construction activities within the construction limits of the project (including construction easements) to restore the roadside to the designated roadside character. [Does not apply under Preservation programs, the Safety Improvement Program (I2), or the Environmental Retrofit Program (I4), except where that type of work disturbs the roadside. The corresponding program (Preservation, Safety, or Environmental Retrofit) will then be financially responsible to restore the disturbed area only.] • Restore operational, environmental, and visual functions. Where possible, work with land use agencies and adjacent land owners to preserve and establish buffer zones. Landform • Adjust grading limits to protect desirable vegetation, natural habitat, wetlands and sensitive areas, and heritage resources. • Design slopes and drainage to manage stormwater runoff, minimize erosion, and achieve slope stability. • Design grading required for construction projects to facilitate maintenance in roadside management Zone 2. • Design landform to facilitate driver guidance where appropriate. • Grade slopes to blend with adjacent slopes and reflect surrounding topography. • Expose scenic views with landform through contour grading where appropriate. • Design rock cuts for minimal impact on visual quality. • Satisfy safety criteria for rock outcrops within roadside management Zone 2 through the use of redirectional landforms or traffic barrier extensions. • Save topsoil for redistribution. • Where a roadside screen or visual barrier between the roadway and adjacent land is necessary, use vegetated earth berms or earth walls. Vegetation In coordination with IVM goals: • Minimize site disturbances to protect native plant communities and specimen trees. • Zones 2 and 3: Seed graded and disturbed areas with erosion control seeding mixture; incorporate native plant seed into erosion control seed mixtures; use salvaged topsoil as a source for native seed and other vegetative regeneration. • Design the transition of construction clearing edges to minimize visual impact. • To restore roadside character continuity through blending, integrate various elements within the right of way, while also ensuring that open character predominates. Where necessary, respond selectively to adjacent land use, as follows: use native plant material; continue roadside design scale through blended area; design for visual continuity throughout the character segment; select plant material to accelerate the recovery of native plant communities; select vegetation to control stormwater runoff, minimize erosion, and achieve slope stability; select and locate plant material to create a natural appearance. Structure • Minimize use of structures; design structures to be visually unobtrusive, and select materials to blend with the site and the natural landscape. • Consider scenic views in location and design of structures. • Select traffic barriers to fit harmoniously within the landscape, where a significant reduction in visual impact is required. • Select vegetation to soften the appearance of structures. • Incorporate wildlife needs into the design and location of structures.	Use construction activities to accelerate restoration of the roadside to the designated roadside character and to fulfill additional environmental requirements and/or public commitments. (Includes all guidelines in Treatment Level 2, except where superseded by Treatment Level 3 guidelines.) • Consider the purchase of additional right of way, the purchase of development rights, and/or the development of partnerships for future screening/buffering and/or environmental functions as adjacent land uses change. Vegetation • Restore the roadside with native seedlings; calculate plant spacing based on site conditions, expected plant survival rate, and density required to discourage establishment of undesirable species. • Irrigated lawns may be used in pedestrian areas. Structure • Use structures for screening only where landform or landform/vegetation solutions are not feasible.

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

Treatment Level 1	Treatment Level 2	Treatment Level 3
In addition to safety and operational criteria, use maintenance activities only, including Integrated Vegetation Management (IVM), to restore the roadside to the designated roadside character. (The maintenance budget is financially responsible for these activities.) Vegetation • Encourage native plant communities • Manage vegetation to meet the requirements of operational, environmental, and visual functions with minimal maintenance. • Manage for roadside character continuity; keep level of maintenance consistent throughout each roadside character segment. • Limit the width of Zone 1 as much as possible. • Manage the transition of construction clearing edges to minimize visual impact. • Manage vegetation to control stormwater runoff, minimize erosion, and achieve slope stability. • Where grass and forbs are preferred in Zone 2, manage as natural-appearing meadow. • Manage to achieve desired degree of blending and/or to meet screen/enclosure objectives. • Manage the roadside area within any overhead utility corridor to exclude vegetation that will interfere with the utility. • Use IVM to screen visual distractions and undesirable views. • Where roadside functions will not be compromised, allow, by permit, agricultural use of the roadside associated with adjacent farming. • Coordinate with adjacent property owners to protect roadside vegetation from logging or clearing impacts, where possible. Structure • Preserve original architectural design intent. • Manage vegetation to soften the appearance of structures.	Use construction activities within the construction limits of the project (including construction easements) to restore the roadside to the designated roadside character. [Does not apply under Preservation programs, the Safety Improvement Program (I2), or the Environmental Retrofit Program (I4), except where that type of work disturbs the roadside. The corresponding program (Preservation, Safety, or Environmental Retrofit) will then be financially responsible to restore the disturbed area only.] • Restore operational, environmental, and visual functions. Where possible, work with land use agencies and adjacent land owners to preserve and establish buffer zones. Landform • Adjust grading limits to protect desirable vegetation, natural habitat, wetlands and sensitive areas, and heritage resources. • Design slopes and drainage to manage stormwater runoff, minimize erosion, and achieve slope stability. • Design grading required for construction projects to facilitate maintenance in roadside management Zone 2. • Adjust grading limits to preserve and protect vegetation for screening purposes. • Grade slopes to blend with adjacent slopes and reflect surrounding topography. • Expose scenic views with landform through contour grading where appropriate. • Design rock cuts for minimal impact on visual quality. • Satisfy safety criteria for rock outcrops within roadside management Zone 2 through the use of redirectional landforms or traffic barrier extensions. • Where cost-effective, save topsoil for redistribution. Vegetation In coordination with IVM goals: • Minimize site disturbances to protect native plant communities and specimen trees. • Select plant material to favor native plant communities. • Zone 2: Seed graded and disturbed areas with erosion control seeding mixture; include native grass and forb species in the seeding mixture where possible. • Zone 3: In conjunction with erosion control measures, restore roadside character with tree and shrub seedlings; calculate plant spacing based on site conditions, expected plant survival rate, and density required to discourage establishment of undesirable species. • Select vegetation to control stormwater runoff, minimize erosion, and achieve slope stability. • Select and locate plant material to facilitate driver guidance, to screen visual distractions and undesirable views, and to create a natural appearance. • Locate plantings to frame scenic views. • Design and manage the transition of construction clearing edges to minimize visual impact. • To restore roadside character continuity through blending, integrate various elements within the right of way, while also ensuring that rural character predominates. Where necessary, respond selectively to adjacent land use, as follows: use native plant material where appropriate; continue roadside design scale through blended area; design for visual continuity throughout the character segment. • Select vegetation and design planting density to achieve desired degree of blending and/or to meet screen/enclosure objectives by the fifteenth year after construction. Structure • Design structures to be visually unobtrusive, and select materials to blend with the site and the natural landscape. • Select vegetation to soften the appearance of structures. • Consider scenic views in location and design of structures. • Select traffic barriers to fit harmoniously within the landscape, where a significant reduction in visual impact is required. • Incorporate wildlife needs into the design and location of structures.	Use construction activities to accelerate restoration of the roadside to the designated roadside character and to fulfill additional environmental requirements and/or public commitments. (Includes all guidelines in Treatment Level 2, except where superseded by Treatment Level 3 guidelines.) • Consider the purchase of additional right of way, the purchase of development rights, and/or the development of partnerships for future screening/buffering and/or environmental functions as adjacent land uses change. Vegetation • Restore the roadside with trees (conifers up to 4 feet in height and deciduous trees up to 1 inch in caliper), and shrub seedlings. • Use temporary irrigation only where unavoidable. • Irrigated lawns may be used in pedestrian areas. • Select vegetation and design planting density to achieve desired degree of blending and/or to meet screen/enclosure objectives by the tenth year after construction or initial management action. Structure • Structural screening/fences may be used to screen views where right of way is limited.

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

Treatment Level 1	Treatment Level 2	Treatment Level 3
In addition to safety and operational criteria, use maintenance activities only, including Integrated Vegetation Management (IVM), to restore the roadside to the designated roadside character. (The maintenance budget is financially responsible for these activities.) Vegetation • Encourage native plant communities • Manage vegetation to meet the requirements of operational, environmental, and visual functions with minimal maintenance. • Manage for roadside character continuity; keep level of maintenance consistent throughout each roadside character segment. • Limit the width of Zone 1 as much as possible. • Manage the transition of construction clearing edges to minimize visual impact. • Manage vegetation to control stormwater runoff, minimize erosion, and achieve slope stability. • Manage to achieve desired degree of blending and/or to meet screen/enclosure objectives. • Manage the roadside area within any overhead utility corridor to exclude vegetation that will interfere with the utility. • Use IVM to screen visual distractions and undesirable views. Structure • Preserve original architectural design intent. • Manage vegetation to soften the appearance of structures.	Use construction activities within the construction limits of the project (including construction easements) to restore the roadside to the designated roadside character. [Does not apply under Preservation programs, the Safety Improvement Program (I2), or the Environmental Retrofit Program (I4), except where that type of work disturbs the roadside. The corresponding program (Preservation, Safety, or Environmental Retrofit) will then be financially responsible to restore the disturbed area only.] • Restore operational, environmental, and visual functions. Where possible, work with land use agencies and adjacent land owners to preserve and establish buffer zones. • Design Zone 2 to facilitate maintenance activities. Landform • Adjust grading limits to protect desirable vegetation, natural habitat, wetlands and sensitive areas, and heritage resources. • Adjust grading limits to preserve and protect vegetation for screening purposes. • Design slopes and drainage to manage stormwater runoff, minimize erosion, and achieve slope stability. • Grade slopes to provide corridor continuity. • Where cost-effective, save topsoil for redistribution. Vegetation In coordination with IVM goals: • Minimize site disturbances to protect native plant communities and specimen trees. • Zone 2: Seed graded and disturbed areas with erosion control seeding mixture; shrub seedlings may be planted. Calculate plant spacing as below. • Zone 3: In conjunction with erosion control measures, restore roadside character with trees (conifers up to 4 feet in height and deciduous trees up to 1 inch in caliper), and shrub seedlings; plant trees of up to 2 inches in caliper in pedestrian areas; calculate plant spacing based on site conditions, expected plant survival rate, and density required to discourage establishment of undesirable species. • Incorporate planned/existing local street tree programs into roadside plans. • Use temporary irrigation for plant establishment where necessary; design permanent irrigation only where unavoidable. • Select vegetation to control stormwater runoff, minimize erosion, and achieve slope stability. • Select and locate plant material to facilitate driver guidance and to screen visual distractions and undesirable views. • Locate plantings to enhance views. • To restore roadside character continuity through blending with adjacent land use: continue roadside design scale through blended area; design for visual continuity throughout character segment. • Select vegetation and design planting density to achieve desired degree of blending and/or to meet screen/enclosure objectives by the tenth year after construction. Structure • Design structures to provide visual continuity, in coordination with other structures within the roadway corridor. • Structural screens/fences may be used to screen views where right of way is limited. • Consider scenic views in design of structures. • Use vegetation to enhance architectural elements.	Use construction activities to accelerate restoration of the roadside to the designated roadside character and to fulfill additional environmental requirements and/or public commitments. (Includes all guidelines in Treatment Level 2, except where superseded by Treatment Level 3 guidelines.) • Consider the purchase of additional right of way, the purchase of development rights, and/or the development of partnerships for future screening/buffering and/or environmental functions as adjacent land uses change. Vegetation • Plant trees of up to 3 inches in caliper in pedestrian areas; areas of Zone 2 that cannot be mowed may be planted with shrubs and groundcovers. • Irrigated lawns may be used in pedestrian areas. • Select vegetation and design planting density to achieve desired degree of blending and/or to meet screen/enclosure objectives by the seventh year after construction or initial management action. Structure • Consider the use of traffic barriers to reduce tree setback limits where right of way is narrow and screening is essential.

Table V — *Roadside Guidelines* — *Urban Roadside Character*

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

Treatment Level 1

In addition to safety and operational criteria, use maintenance activities only, including Integrated Vegetation Management (IVM), to restore the roadside to the designated roadside character.

(The maintenance budget is financially responsible for these activities.)

Vegetation

- Manage vegetation to meet the requirements of operational, environmental, and visual functions with minimal maintenance.
- Manage for roadside character continuity; keep level of maintenance consistent throughout each roadside character segment.
- Limit the width of Zone 1 as much as possible.
- Manage the transition of construction clearing edges to minimize visual impact.
- Manage vegetation to control stormwater runoff, minimize erosion, and achieve slope stability.
- Manage to achieve desired degree of blending and/or to meet screen/enclosure objectives.
- Manage the roadside area within any overhead utility corridor to exclude vegetation that will interfere with the utility.
- Use IVM to screen visual distractions and undesirable views.

Structure

- Preserve original architectural design intent.
- Manage vegetation to soften the appearance of structures.

Treatment Level 2

Use construction activities within the construction limits of the project (including construction easements) to restore the roadside to the designated roadside character.

[Does not apply under Preservation programs, the Safety Improvement Program (I2), or the Environmental Retrofit Program (I4), except where that type of work disturbs the roadside. The corresponding program (Preservation, Safety, or Environmental Retrofit) will then be financially responsible to restore the disturbed area only.]

- Restore operational, environmental, and visual functions. Where possible, work with land use agencies and adjacent land owners to preserve and establish buffer zones.
- Design all management zones to facilitate maintenance activities.

Landform

- Adjust grading limits to protect desirable vegetation, natural habitat, wetlands and sensitive areas, and heritage resources.
- Design landforms to reflect urban architecture.
- Design slopes and drainage to manage stormwater runoff, minimize erosion, and achieve slope stability.
- Where cost-effective, save topsoil for redistribution.

Vegetation

In coordination with IVM goals:

- Minimize site disturbances to protect native plant communities and specimen trees.
- Zone 2: Seed graded and disturbed areas with erosion control seeding mixture; shrubs and groundcovers may be planted. Calculate plant spacing as below.
- Zone 3: In conjunction with erosion control measures, restore roadside character with trees (conifers up to 6 feet in height, and deciduous trees up to 2 inches in caliper), and shrubs; plant trees of up to 3 inches in caliper in pedestrian areas; calculate plant spacing based on site conditions, expected plant survival rate, and density required to discourage establishment of undesirable species.
- Incorporate planned/existing local street tree programs into roadside plans.
- Use temporary irrigation for plant establishment where necessary; design permanent irrigation where unavoidable.
- Select vegetation to control stormwater runoff, minimize erosion, and achieve slope stability.
- Select and locate plant material to facilitate driver guidance and screen visual distractions and undesirable views.
- Locate plantings to enhance desirable views.
- To restore roadside character continuity through blending adjacent land use: continue roadside design scale through blended area; design for visual continuity throughout character segment.
- Select vegetation and design planting density to achieve desired degree of blending or to meet screen/enclosure objectives by seventh year after construction.

Structure

- Design structures to provide visual continuity and enhance the urban environment; give special attention to architectural detail.
- Structural screens/fences may be used to screen views where right of way is limited.
- Consider scenic views when locating signs.
- Use vegetation to enhance architectural elements.

Treatment Level 3

Use construction activities to accelerate restoration of the roadside to the designated roadside character and to fulfill additional environmental requirements and/or public commitments.

(Includes all guidelines in Treatment Level 2, except where superseded by Treatment Level 3 guidelines.)

- Consider the purchase of additional right of way, the purchase of development rights, and/or the development of partnerships for future screening/buffering and/or environmental functions as adjacent land uses change.

Vegetation

- Groundcovers may be planted in Zones 2 and 3.
- Irrigated lawns may be used in pedestrian areas.
- Select vegetation, design planting density, and manage to achieve desired degree of blending and/or to meet screen/enclosure objectives by the fifth year after construction or initial management action.

Structure

- Consider the use of traffic barriers to reduce tree setback limits where right of way is narrow and screening is essential.

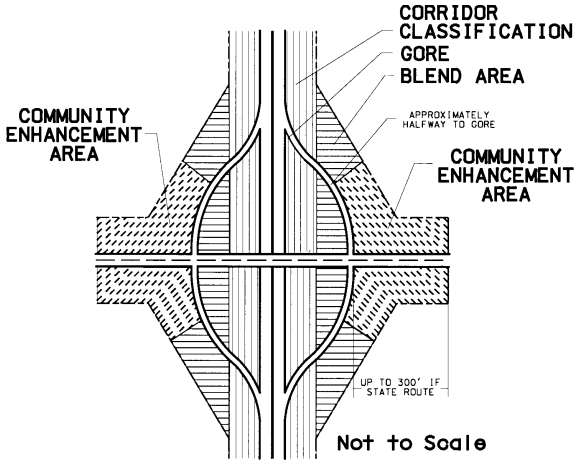
General

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

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

Interchange Community Enhancement Area

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

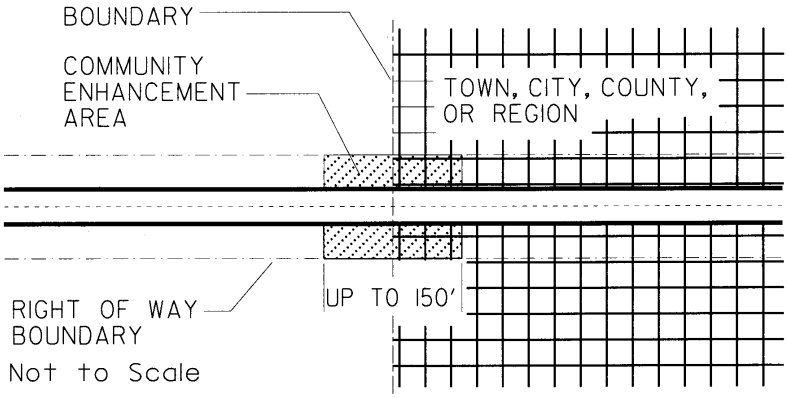


Interchange Community Enhancement Area

Figure 4

Gateway Community Enhancement Area

The Gateway CEA applies to town, city, region, or state boundaries along all roads except multilane, limited access highways. An area of right of way up to 50 meters [150 feet] in length, extending up to the width of the right of way, and at or inside of the town, city, region, or state boundary, is eligible for Gateway CEA use, as shown below.

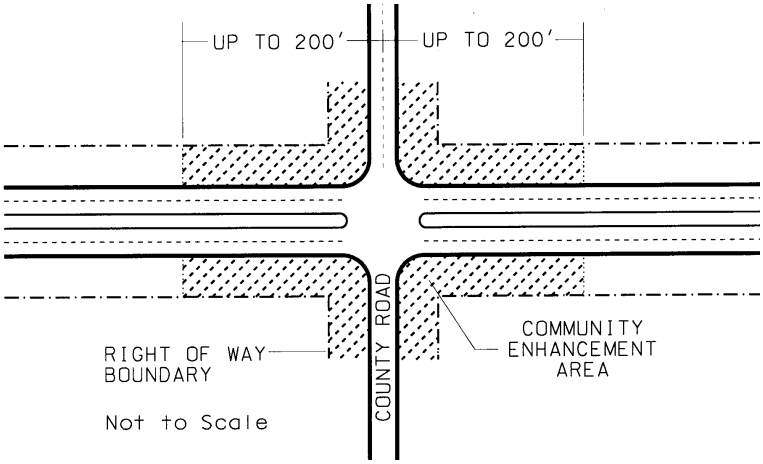


Gateway Community Enhancement Area

Figure 5

Intersection Community Enhancement Area

Interchange intersections and intersections providing the sole state highway route access to a community, may be considered for a CEA. The Intersection CEA extends the width of the right of way up to 61 meters [200 feet] from the center line of the intersecting road, as shown in Figure 6. The Intersection CEA blends into the designated roadside character by including trees or other predominant landscape elements from the adjacent roadside character in the CEA design.



Intersection Community Enhancement Area

Figure 6

4:P:RCP1

General

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

Authorized state highway purposes include planting, protection, or encouragement of any appropriate vegetation, and the correction of unsightly conditions upon the right of way (RCW 47.40.010). Any alteration of roadside vegetation must be consistent with roadside functions and Roadside Classification Plan (RCP) provisions, and must be accomplished in a consistent, cost-effective, and environmentally-sensitive manner.

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

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

Buffer

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

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

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

Private Uses of the Roadside

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

Private parties may apply for a permit to cultivate and manage roadside vegetation (RCW 47.40). Any permit granted must clearly identify what the permittee is responsible for, and what he or she cannot do. Such permits are dealt with at the region level.

Requests for view access to or from adjacent properties must be addressed on a case by case basis. In all cases, alterations to the roadside must ensure the safety and integrity of the facility and be accomplished in a consistent, cost-effective, and environmentally-sensitive manner.

5:P:RCP1

Auxiliary Facilities

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

Special Designation Routes

Roadsides along special planning designation routes, such as Scenic and Recreational Highways and Memorial Highways, are treated according to their character classification in the *WSDOT Roadside Classification Log*. Where the special designation status provides additional funds for roadside treatment, attention to the following elements is recommended:

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

6:P:RCP1

General

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

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

Roadside Master Plans are developed by the regions.

Preparation of Roadside Master Plans is recommended in any of the following situations:

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

Procedures

- The OSC Roadside and Site Development Services Unit is notified of key meetings regarding Roadside Master Plan preparation.
- Roadside Master Plan documents are submitted to the OSC Roadside and Site Development Services Unit for review.
- The final Roadside Master Plan is approved by the Regional Administrator, with coordinated concurrence by the State Design Engineer, the OSC Planning Office Manager, and the OSC Chief Maintenance Engineer.

7:P:RCP1

Appendix A Glossary

Abbreviations

CEA
Community Enhancement Area

IVM
Integrated Vegetation Management

OSC
Olympia Service Center, WSDOT

RCP
Roadside Classification Plan

RMP
Roadside Master Plan

WSDOT
Washington State Department of Transportation

Definitions

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

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

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

Community Enhancement Area (CEA)
Any of three WSDOT recognized roadside areas developed through the initiative of a community organization to convey an impression to visitors and express community identity. CEAs are established at the request of a community

organization, in agreement with the WSDOT Region Landscape Architect (or equivalent) and Maintenance Engineer. The three areas, defined by specific limits, are: interchange CEA, gateway CEA, and intersection CEA.

Corridor Continuity

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

Cost-Effective

Economical in terms of fulfilling roadside functions and Roadside Classification Plan objectives at the least possible cost.

Cultural

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

Ecological

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

Ecological Succession

The natural tendency of plant communities to change over time.

Enclose/Screen

A roadside treatment strategy, the aim of which is a more or less permeable buffer between two adjacent elements, typically the roadway and adjacent lands. Used to obscure or lessen the impact of an objectionable view or sound or to otherwise buffer one area from another.

Enhance (Enhancement)

To increase or make greater, as in value or beauty. With regards to roadsides, to increase the fulfillment of Roadside Classification Plan objectives through design and maintenance actions.

Environmental Functions

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

Expose

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

Forest Roadside Character

A roadside character classification in the natural character category, indicating predominantly natural or naturalized forest.

A roadside classified as forest is characterized by natural-appearing landforms and native trees and/or understory vegetation. Zone 2 may be meadow.

Frame

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

Gateway Community Enhancement Area (Gateway CEA)

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

Harmony

A pleasing combination of elements forming an integrated whole.

Indigenous

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

Integrated Vegetation Management (IVM)

Integrated Vegetation Management (IVM) is the establishment of low-maintenance beneficial vegetation, and the suppression of unwanted vegetation, through integration of biological, cultural, manual, mechanical, and educational tactics. Chemical controls are used only when needed. Integrated Vegetation Management uses plant growth characteristics, principles of plant succession, and knowledge of natural and human-related factors affecting environmental change to achieve management goals, while minimizing impacts on the environment.

Interchange Community Enhancement Area (Interchange CEA)

A Community Enhancement Area that highlights an entryway to a community along a multilane state roadway, and is limited to a specific area delineated within the roadway configuration.

Intersection Community Enhancement Area (Intersection CEA)

A Community Enhancement Area that highlights an intersection providing sole state roadway access to a community, or is part of a multilane roadway interchange.

Landform

All or any portion of, the geological features of the earth, including soil, rock outcrops, and the surface and subsurface configurations of land.

Landscape

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

Life-Cycle Costs

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

Maintain

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

Maintenance

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

Management Zone

See Roadside Management Zone.

Meadow

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

Mitigate (Mitigation)

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

Native (Native Plant)

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

Natural

Environmental elements or processes not commonly controlled by people.

Natural Character

A roadside character category indicating a landscape in which vegetation and landforms are predominant. Human elements and structures are rare or insignificant in the overall context. Natural character includes the forest and open roadside character classifications.

Natural Environment

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

Navigation

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

Non-native

Vegetation that is exotic or foreign in origin. Not native.

Open Roadside Character

A roadside character classification in the natural character category indicating a landscape in which sky and sweeping views prevail in a landscape of few or no trees, including prairie, steppe, desert, and agricultural fields.

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

Operational Functions

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

Policy Plan

See Transportation Policy Plan for Washington State.

Positive Guidance

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

Preserve

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

Restore (Restoration)

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

Roadside

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

Roadside Character

The general character of the roadside landscape, assessed according to the roadway user's visual perspective. Roadside character is the basis for roadside character classification.

Roadside Classification

Any of five classifications given to a route or stretch of roadway through a review process conducted by WSDOT, and documented in the *WSDOT Roadside Classification Log*. Roadside character classifications fall within two categories: natural and built. Natural includes the Open and Forest roadside character classifications. Built includes the Rural, Semiurban, and Urban roadside character classifications.

Roadside Function

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

Roadside Guidelines

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

Roadside Management

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

Roadside Management Zone

Any of three roadside zones delineated to facilitate roadside management (not all zones occur on every roadside.) See “Roadside Management Zones” in the Appendices. The zones are:

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

Roadside Master Plan (RMP)

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

Roadside Restoration

The use of planning, design, construction, and maintenance activities to protect and restore the roadside according to designated roadside character and Roadside Classification Plan provisions.

Roadside Treatment Level

Any of three levels of RCP guideline implementation. The three levels of treatment are: level 1 (restore roadside character through maintenance activities, using IVM), level 2 (restore roadside character through project construction activities), and level 3 (accelerate restoration of roadside character through project construction activities).

Roadside Treatment Strategy

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

Roadside Treatment Tool

A landscape element used in roadside treatment to preserve or restore roadside character. Roadside management uses three basic treatment tools: landform, vegetation, and structure.

Route Development Plan (RDP)

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

Rural Roadside Character

A roadside character classification in the built category, indicating intermixed built and natural or naturalized elements, with built elements beginning to encroach on the natural environment; human manipulations of the land are evident.

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

Screen

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

Semiurban Roadside Character

A roadside character classification in the built category, characterized by intermixed built and natural or naturalized elements, with built elements prevailing.

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

Sightline

The visual pathway between two points.

State Highway System Plan

The state highway element of the Statewide Multimodal Transportation Plan
The State Highway System Plan forms the basis for development of future state highway programs, projects, and budgets. The plan defines service objectives and proposes strategies for maintaining, preserving, and improving state highways. See Policy Background in the Appendices.

Stewardship

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

Structure

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

Succession

See Ecological Succession.

Sustainable Roadside

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

Systems Plan

See State Highway System Plan.

Transportation Policy Plan for Washington State

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

Treatment Level

See Roadside Treatment Level.

Treatment Strategy

See Roadside Treatment Strategy

Treatment Tool

See Roadside Treatment Tool.

Urban Character

A roadside character classification in the built category, indicating a predominately built environment.

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

Visual Distraction

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

Visual Elements

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

Visual Functions

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

Visual Quality

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

Visual Quality Analysis

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

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Transportation Policy Plan for Washington State

The Transportation Policy Plan for Washington State contains transportation policies adopted by the Washington State Transportation Commission to guide and coordinate the efforts of state, regional, and local agencies. Guided by extensive public review and comment, the State Transportation Policy Plan process promotes the development of statewide policies and action strategies to achieve a balanced, multimodal transportation system. For further information, contact the Washington State Transportation Policy Plan office at (360) 705-7962.

Statewide Multimodal Transportation Plan/ State Highway System Plan

The Statewide Multimodal Transportation Plan is being developed in response to the federal Intermodal Surface Transportation Efficiency Act (ISTEA) and Clean Air Act, as well as the state's Growth Management Act. Development of this plan was begun in 1991 by the Washington State Transportation Commission in coordination with regional and local planning organizations, and guided by a statewide public review process.

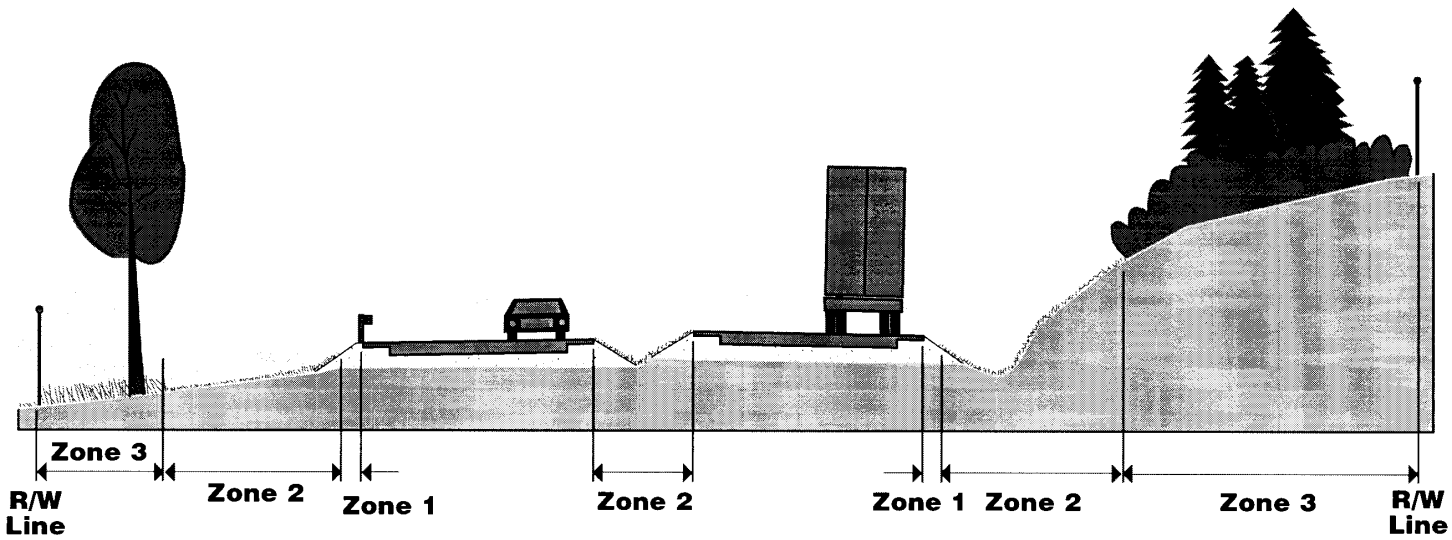
One part of this plan is the State Highway System Plan, which specifically defines service objectives and proposes strategies for state highway maintenance, preservation, and improvement. The State Highway System Plan forms the basis for development of future state highway programs, projects, and budgets. See the State Highway System Plan for Program M, P, and I descriptions. For further information, contact the WSDOT Statewide Multimodal Transportation Plan office at (360) 705-7962.

Federal Highway Administration Policy

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

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

Roadside Management Zones



Functional Zone Objectives

Zone 1: Vegetation Free Zone
(width as necessary to meet operational needs)

- provide for surface drainage
- prevent pavement breakup by plants
- provide for visibility and maintenance of roadside hardware
- prevent fire starts
- prevent buildup of sand and wind-blown debris at pavement edge

Zone 2: Operational Zone
(from Zone 1 to meet operational needs)

- maintain a hazard free vehicle recovery area
- provide sight distance for passing and stopping
- provide sight distance at intersections
- maintain hydraulic capacity of ditches
- control weeds
- prevent erosion
- provide appropriate wildlife habitat
- accommodate utilities
- preserve and conserve native plants and wildflowers

Zone 3: Transition Zone
(from Zone 2 to R/W line)

- blend and/or screen adjacent surroundings
- control weeds
- remove danger trees
- manage trees to reduce shading in areas prone to roadway icing
- prevent erosion
- maintain and enhance visual quality
- preserve wetlands and wildlife habitat
- accommodate utilities
- preserve and conserve native plants and wildflowers

Washington State Department of Transportation
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General

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

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

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

Roadside Character Segments

Locations of roadside character segment boundaries are given for all Washington State routes. The *Log* will be updated approximately once every 2 years or as necessary on a project basis. For more on roadside character classifications, see Chapter 3.

Scenic and Recreational Highway Designations

The Scenic and Recreational Highway System (S&R) consists of over 3000 miles (45 percent of total state highway miles) of state-owned roadways recognized by the Washington State Legislature for their exceptional scenic qualities and recreational opportunities. Established by the legislature in 1967, the Scenic and Recreational Highway System was amended in 1990, 1991, and 1993. For more information on the Scenic and Recreational Highway System, contact the WSDOT Heritage Corridors Program at (360) 705-7274.

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

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
4	49.21	53.51	RURAL	*
4	53.51	54.51	SEMIURBAN	*
4	54.51	58.70	URBAN	*
4	58.70	60.31	URBAN	
4	60.31	62.20	SEMIURBAN	
5	0.00	5.90	URBAN-Vancouver	
5	5.90	9.50	SEMIURBAN-Vancouver	
5	9.50	20.70	RURAL	
5	20.70	22.00	SEMIURBAN-Woodland	
5	22.00	29.00	RURAL	
5	29.00	30.60	SEMIURBAN-Kalama	
5	30.60	39.20	RURAL	
5	35.30	39.30	FOREST	
5	39.30	40.10	SEMIURBAN-Kelso	
5	40.10	57.23	RURAL	
5	57.23	66.03	FOREST	
5	66.03	77.43	RURAL	
5	77.43	79.43	SEMIURBAN-Chehalis	
5	79.43	82.40	RURAL	
5	82.40	83.30	SEMIURBAN-Centralia	
5	83.30	87.03	FOREST	
5	87.03	96.53	RURAL	
5	96.53	101.40	FOREST	
5	101.40	109.83	SEMIURBAN-Olympia	
5	109.83	114.43	RURAL	
5	114.43	118.34	FOREST	
5	118.34	124.84	RURAL	
5	124.84	138.34	SEMIURBAN-Tacoma	
5	138.34	154.54	RURAL	
5	154.54	162.84	SEMIURBAN-Tukwila	
5	162.84	170.94	URBAN-Seattle	
5	170.94	178.04	SEMIURBAN-Seattle	
5	178.04	193.94	RURAL	
5	193.94	194.64	SEMIURBAN-Everett	
5	194.64	199.54	RURAL	
5	199.54	200.34	SEMIURBAN-Marysville	
5	200.34	203.15	FOREST	
5	203.15	206.85	RURAL	
5	206.85	225.55	FOREST	
5	225.55	230.44	RURAL	
5	230.44	233.94	SEMIURBAN-Burlington	
5	233.94	252.04	RURAL	
5	252.04	256.94	FOREST	
5	256.94	258.24	SEMIURBAN-Bellingham	
5	258.24	276.56	RURAL	
6	0.00	19.40	RURAL	*
6	19.40	27.70	FOREST	*
6	27.70	28.40	RURAL	*
6	28.40	28.90	SEMIURBAN-Pe Ell	*
6	28.90	31.90	RURAL	*
6	31.90	42.60	FOREST	*
6	42.60	51.30	RURAL	*
7	0.00	17.20	FOREST	*
7	17.20	18.00	SEMIURBAN-Elbe	*
7	18.00	35.62	FOREST	*
7	35.62	39.32	RURAL	*
7	39.32	41.12	FOREST	*
7	41.12	47.22	RURAL	*
7	47.22	50.02	SEMIURBAN-Tacoma	*
7	50.02	53.62	URBAN-Tacoma	*
7	53.62	55.30	SEMIURBAN-Tacoma	*
7	55.30	58.64	SEMIURBAN-Tacoma	
8	0.00	1.10	RURAL	*
8	1.10	5.00	FOREST	*
8	5.00	5.90	RURAL	*
8	5.90	20.60	FOREST	*
9	0.00	11.00	RURAL	
9	11.00	13.20	FOREST	
9	13.20	15.30	RURAL	
9	15.30	16.00	SEMIURBAN-Frontier Village	
9	16.00	28.00	FOREST	
9	28.00	29.10	RURAL	
9	29.10	29.70	SEMIURBAN-Arlington	*
9	29.70	34.70	RURAL	*
9	34.70	38.90	FOREST	*
9	38.90	40.30	RURAL	*
9	40.30	43.00	FOREST	*
9	43.00	52.63	RURAL	*
9	52.63	52.93	SEMIURBAN-Clear Lake	*
9	52.93	55.53	RURAL	*
9	55.53	55.89	SEMIURBAN/Sedro Woolley	*
SR 9 MP55.9-57.2 Coincident with SR 20 MP64.8-66.1				
9	57.17	58.44	SEMIURBAN-Sedro Woolley	*
9	58.44	76.18	RURAL	*
9	76.18	76.78	SEMIURBAN	*
9	76.78	79.41	RURAL	*
SR 9 MP79.4-84.0 Coincident with SR 542 MP14.6-10.0				
9	84.01	90.29	RURAL	*
9	79.41	91.29	SEMIURBAN-Nooksack	*
9	91.29	97.09	RURAL	*
9	97.09	97.49	SEMIURBAN-Sumas	*

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

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
14	67.69	75.59	FOREST	*
14	75.59	76.69	SEMIURBAN-Lyle	*
14	76.69	78.49	FOREST	*
14	78.49	82.19	OPEN	*
14	82.19	83.39	RURAL	*
14	83.39	87.09	OPEN	*
14	87.09	88.19	FOREST	*
14	88.19	132.99	OPEN	*
14	132.99	134.49	RURAL	*
14	134.49	180.79	OPEN	*
16	0.00	5.10	SEMIURBAN-Tacoma	
	Equation MP5.1=MP7.28			
16	7.28	13.33	RURAL	
16	13.33	20.04	FOREST	
16	20.04	27.68	RURAL	
16	27.68	29.18	SEMIURBAN-Gorst	
17	7.43	7.93	SEMIURBAN-Mesa	*
17	7.93	50.89	RURAL	*
17	50.89	53.31	SEMIURBAN-Moses Lake	*
17	53.31	59.51	RURAL	*
17	59.51	73.71	OPEN	*
17	73.71	75.41	RURAL	*
17	75.41	76.21	SEMIURBAN-Soap Lake	*
17	76.21	79.01	RURAL	*
17	79.01	135.82	OPEN	*
17	135.82	143.32	RURAL	*
17	143.32	144.32	OPEN	*
18	0.00	6.67	RURAL	
18	6.67	9.27	FOREST	
18	9.27	16.80	RURAL	
18	16.80	27.90	FOREST	
19	0.00	10.70	RURAL	*
19	10.70	11.80	SEMIURBAN-Chimacum	*
19	11.80	14.10	RURAL	*
20	0.00	0.20	RURAL	*
20	0.20	7.70	FOREST	*
20	7.70	10.30	RURAL	*
20	10.30	12.30	SEMIURBAN-Port Townsend	*
20	12.30	12.50	URBAN-Port Townsend	*
20	12.50	13.50	RURAL	*
20	13.50	15.00	OPEN	*
20	15.00	17.92	FOREST	*
20	17.92	23.33	RURAL	*

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
20	23.33	25.23	FOREST	*
20	25.23	30.84	RURAL	*
20	30.84	31.34	SEMIURBAN-Oak Harbor	*
20	31.34	31.74	URBAN-Oak Harbor	*
20	31.74	33.74	SEMIURBAN-Oak Harbor	*
20	33.74	39.75	RURAL	*
20	39.75	42.75	FOREST	*
20	42.75	59.35	RURAL	*
20	59.35	59.55	SEMIURBAN-Burlington	*
20	59.55	60.25	URBAN-Burlington	*
20	60.25	60.85	SEMIURBAN-Burlington	*
20	60.85	63.95	RURAL	*
20	63.95	66.15	SEMIURBAN-Sedro Woolell	*
20	66.15	82.45	RURAL	*
20	82.45	86.19	FOREST	*
20	86.19	92.09	RURAL	*
20	92.09	99.79	FOREST	*
20	99.79	108.98	RURAL	*
20	108.98	111.08	FOREST	*
20	111.08	149.01	RURAL	*
20	149.01	179.01	FOREST	*
20	179.01	192.82	RURAL	*
20	192.82	193.32	SEMIURBAN-Winthrop	*
20	193.32	201.42	RURAL	*
20	201.42	202.02	SEMIURBAN-Twisp	*
20	201.42	205.40	RURAL	*
20	205.40	207.02	RURAL	
20	207.02	223.02	FOREST	
20	223.02	260.20	RURAL	
20	260.20	261.92	RURAL	*
20	260.20	286.02	FOREST	*
20	286.02	342.06	RURAL	*
20	342.06	354.36	FOREST	*
20	354.36	355.76	URBAN-Colville	*
20	355.76	356.06	SEMIURBAN-Colville	*
20	356.06	364.69	RURAL	*
20	364.69	369.19	FOREST	*
20	369.19	372.59	RURAL	*
20	372.59	378.89	FOREST	*
20	378.89	380.79	RURAL	*
20	380.79	389.19	FOREST	*
20	389.19	390.59	RURAL	*
20	390.59	399.79	FOREST	*
20	399.79	401.99	RURAL	*
20	401.99	411.89	FOREST	*
20	411.89	412.99	RURAL	*
20	412.99	415.09	FOREST	*
20	415.09	418.49	RURAL	*

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

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
27	28.06	29.46	OPEN	
27	29.46	31.96	RURAL	
27	31.96	36.28	OPEN	
27	36.28	36.88	SEMIURBAN-Oakesdale	
27	36.88	36.98	URBAN-Oakesdale	
27	36.98	48.08	OPEN	
27	48.08	48.70	SEMIURBAN-Tekoa	
27	48.70	49.10	URBAN-Tekoa	
27	49.10	49.30	SEMIURBAN-Tekoa	
27	49.30	51.20	RURAL	
27	51.20	55.60	OPEN	
27	55.60	56.00	SEMIURBAN-Latah	
27	56.00	63.90	OPEN	
27	63.90	64.70	SEMIURBAN-Fairfield	
27	64.70	69.40	OPEN	
27	69.40	79.20	RURAL	
27	79.20	82.00	FOREST	
27	82.00	85.00	RURAL	
27	85.00	85.90	SEMIURBAN-Spokane	
27	85.90	87.10	URBAN-Spokane	
28	0.00	4.45	SEMIURBAN-East Wenatchee	
	Equation 4.45 BACK = 0.00 AHEAD			
28	0.00	11.56	RURAL	
28	11.56	14.36	OPEN	
28	14.36	19.26	RURAL	
28	19.26	22.66	OPEN	
28	22.66	29.46	RURAL	
28	29.46	30.86	URBAN-Quincy	
28	30.86	42.26	RURAL	
28	42.26	44.36	OPEN	
28	44.36	46.46	RURAL	
28	46.46	47.06	SEMIURBAN-Ephrata	
28	47.06	48.46	URBAN-Ephrata	
28	48.46	51.96	RURAL	
28	51.96	52.76	SEMIURBAN-Lakeview	
28	52.76	54.26	RURAL	
28	54.26	57.86	OPEN	
28	57.86	93.26	RURAL	
28	93.26	93.66	SEMIURBAN-Odessa	
28	93.66	93.86	URBAN-Odessa	
28	93.86	94.56	SEMIURBAN-Odessa	
28	94.56	103.06	OPEN	
28	103.06	104.16	RURAL	
28	104.16	117.76	OPEN	
28	117.76	118.36	SEMIURBAN-Harrington	
28	118.36	130.56	OPEN	
28	130.56	131.16	SEMIURBAN-Davenport	

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
31	0.00	4.50	RURAL	*
31	4.50	26.40	FOREST	*
31	26.40	26.80	SEMIURBAN	*
			International Boundary	
82	0.00	4.50	RURAL	
82	4.50	30.83	OPEN	
82	30.83	36.73	SEMIURBAN-Yakima	
82	36.73	102.83	RURAL	
82	102.83	132.63	OPEN	*
90	1.94	3.54	URBAN-Seattle	
90	3.54	10.24	SEMIURBAN-Mercer Is/Bellevue	
90	10.24	12.24	URBAN-Bellevue	
90	12.24	15.80	RURAL	
90	15.80	21.73	RURAL	*
90	17.73	21.73	FOREST	*
90	21.73	22.93	RURAL	*
90	22.93	30.23	FOREST	*
90	30.23	31.23	RURAL	*
90	31.23	33.01	FOREST	*
90	33.01	34.01	RURAL	*
90	34.01	52.36	FOREST	*
90	52.36	53.56	RURAL	*
90	53.56	70.47	FOREST	*
90	70.47	72.91	RURAL	*
90	72.91	75.41	FOREST	*
90	75.41	78.21	RURAL	*
90	78.21	82.91	FOREST	*
90	82.91	85.01	RURAL	*
90	85.01	86.51	FOREST	*
90	86.51	88.31	RURAL	*
90	88.31	93.61	FOREST	*
90	93.61	96.91	OPEN	*
90	96.91	100.41	RURAL	*
90	100.41	118.01	RURAL	*
90	118.01	146.11	OPEN	
90	146.11	223.08	RURAL	
90	223.08	229.28	OPEN	
90	229.28	232.18	RURAL	
90	232.18	244.38	OPEN	
90	244.38	245.58	RURAL	
90	245.58	255.48	OPEN	
90	255.48	271.08	FOREST	
90	271.08	279.78	RURAL	
90	279.78	282.18	URBAN-Spokane	
90	282.18	286.75	SEMIURBAN	

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
90	286.75	299.82	RURAL	
92	0.00	3.50	FOREST	
92	3.50	8.00	RURAL	
92	8.00	8.20	SEMIURBAN-Granite Falls	
96	0.00	0.60	SEMIURBAN	
96	0.60	1.10	RURAL	
96	1.10	3.20	SEMIURBAN-Mill Creek	
96	3.20	6.70	RURAL	
97	0.00	7.61	OPEN	*
97	7.61	13.31	RURAL	*
97	13.31	14.95	FOREST	*
97	14.95	16.15	RURAL	*
97	16.15	76.40	FOREST	*
SR 97 MP76.4-114.2 Coincident WITH SR 82 MP37.8-0.0				
SR 97 MP114.2-118.9 Coincident with SR 90 MP110.9-106.1				
Equation 118.9 BACK = 133.9 AHEAD				
97	134.00	136.60	RURAL	
97	136.60	139.97	RURAL	*
97	139.97	147.97	OPEN	*
97	147.97	185.00	FOREST	*
97	185.00	213.04	FOREST	
97	213.04	234.64	RURAL	
97	234.64	244.74	OPEN	
97	244.74	246.14	RURAL	
97	246.14	253.24	OPEN	
97	253.24	259.75	RURAL	
97	259.75	260.45	SEMIURBAN-Brewster	
97	260.45	270.65	RURAL	
97	270.65	272.45	OPEN	
97	272.45	274.15	RURAL	
97	274.15	278.05	OPEN	
97	278.05	302.66	RURAL	
97	302.66	304.26	OPEN	
97	304.26	305.66	RURAL	
97	305.66	307.46	FOREST	
97	307.46	314.76	RURAL	
97	314.76	315.46	SEMIURBAN-Tonasket	
97	315.46	331.26	RURAL	
97	331.26	332.46	SEMIURBAN-Oroville	
97	332.46	336.46	RURAL	
ALTERN				
97 altern	0.00	1.60	SEMIURBAN-Wenatchee	*
97 altern	1.60	6.40	OPEN	*
97 altern	6.40	11.50	RURAL	*
97 altern	11.50	14.30	OPEN	*
97 altern	14.30	32.10	RURAL	*
97 altern	32.10	34.20	SEMIURBAN-Chelan	*
97 altern	34.20	34.80	URBAN-Chelan	*
97 altern	34.80	35.20	SEMIURBAN-Chelan	*
97 altern	35.20	36.10	RURAL	*
97 altern	36.10	38.00	OPEN	*
97 altern	38.00	39.90	RURAL	*
99	0.00	21.55	URBAN	
99	21.55	26.04	SEMIURBAN	
99	26.04	55.37	URBAN	
100	0.00	0.20	SEMIURBAN-Ilwaco	
100	0.20	2.90	FOREST	
100	2.90	4.70	SEMIURBAN-Ilwaco	
SPUR				
100 canby	0.00	0.40	FOREST	
100 canby	0.40	0.60	RURAL	
101	0.00	4.50	RURAL	*
101	4.50	5.70	SEMIURBAN-Chinook	*
101	5.70	9.20	FOREST	*
101	9.20	11.10	RURAL	*
101	11.10	11.60	SEMIURBAN-Ilwaco	*
101	11.60	12.00	URBAN-Ilwaco	*
101	12.00	13.10	RURAL	*
101	13.10	13.50	SEMIURBAN-Ilwaco	*
101	13.50	16.60	RURAL	*
101	16.60	49.90	FOREST	*
101	49.90	53.60	RURAL	*
101	53.60	55.10	SEMIURBAN-South Bend	*
101	55.10	57.40	RURAL	*
101	57.40	58.80	SEMIURBAN-Raymond	*
101	58.80	59.87	SEMIURBAN-Raymond	
101	59.87	80.67	FOREST	
101	80.67	83.45	SEMIURBAN-Cosmopolis	
101	83.45	84.85	URBAN-Aberdeen	
101	84.85	87.90	SEMIURBAN-Aberdeen	
101	87.90	88.90	URBAN-Hoquiam	
101	88.90	91.40	SEMIURBAN-Hoquiam	
101	91.40	94.62	RURAL	
101	94.62	109.12	FOREST	
101	109.12	110.22	SEMIURBAN-Humptulips	
101	110.22	119.12	FOREST	
101	119.12	123.42	RURAL	
101	123.42	126.12	FOREST	
101	126.12	128.21	RURAL	
101	128.21	152.36	FOREST	

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

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

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
161	34.09	34.99	URBAN-Federal Way	
162	0.00	8.48	RURAL	
162	8.48	10.38	SEMIURBAN-Alderton	
162	19.78	19.78	RURAL	
163	0.00	3.40	URBAN-Tacoma	
164	0.31	1.21	URBAN-Auburn	
164	1.21	3.01	SEMIURBAN-Auburn	
164	3.01	13.51	RURAL	
164	13.51	14.51	SEMIURBAN-Enumclaw	
164	14.51	15.11	URBAN-Enumclaw	
165	0.00	14.90	FOREST	
165	14.90	16.50	RURAL	
165	16.50	17.20	SEMIURBAN-Wilkeson	
165	17.20	18.20	RURAL	
165	18.20	21.21	FOREST	
166	0.00	1.92	RURAL	
166	1.92	2.52	SEMIURBAN-Port Orchard	
166	2.52	3.32	URBAN-Port Orchard	
166	3.32	4.92	SEMIURBAN-Port Orchard	
167	0.00	3.90	RURAL	
167	3.90	5.60	SEMIURBAN-Puyallup	
167	5.60	5.32	URBAN-Puyallup	
167	5.32	6.22	SEMIURBAN-Puyallup	
167	6.22	20.28	RURAL	
167	20.28	22.18	SEMIURBAN-Kent	
167	22.18	26.08	RURAL	
167	26.08	27.28	URBAN-Renton	
169	0.00	0.70	SEMIURBAN-Enumclaw	
169	0.70	4.20	RURAL	
169	4.20	7.60	FOREST	
169	7.60	8.00	SEMIURBAN-Black Diamond	
169	8.00	9.20	RURAL	
169	9.20	11.10	FOREST	
169	11.10	13.70	RURAL	
169	13.70	14.10	SEMIURBAN-Lake Wilderness	
169	14.10	24.00	RURAL	
169	24.00	25.20	SEMIURBAN-Renton	
170	0.00	3.72	RURAL	
171	0.00	2.00	SEMIURBAN-Moses Lake	
171	2.00	3.00	URBAN-Moses Lake	
171	3.00	3.70	SEMIURBAN-Moses Lake	
172	0.00	21.80	OPEN	
172	21.80	22.30	URBAN-Mansfield	
172	22.30	35.07	OPEN	
173	0.00	2.90	SEMIURBAN-Bridgeport	
173	2.90	10.93	RURAL	
173	10.93	12.03	SEMIURBAN-Brewster	
174	0.00	20.60	OPEN	
174	20.60	22.90	SEMIURBAN-Grand Coulee	
174	22.90	29.50	OPEN	
174	29.50	40.70	RURAL	
181	5.32	6.32	URBAN-Kent	
181	6.32	11.32	SEMIURBAN-Kent	
182	0.00	12.00	RURAL	
182	12.00	14.00	SEMIURBAN-Pasco	
182	14.00	15.20	RURAL	
193	0.51	3.11	SEMIURBAN-Clarkston	
194	0.00	21.00	RURAL	*
195	0.00	0.30	RURAL	
	Equation 0.31 Back = 0.0 Ahead			
195	0.30	4.89	RURAL	
195	4.89	5.49	SEMIURBAN-Union Town	
195	5.49	7.99	RURAL	
195	7.99	8.49	SEMIURBAN-Colton	
195	8.49	17.19	OPEN	
195	17.19	37.05	RURAL	
195	37.05	37.46	SEMIURBAN-Colfax	
195	37.46	38.46	URBAN-Colfax	
195	38.46	39.16	SEMIURBAN-Colfax	
195	39.16	40.36	RURAL	
195	40.36	42.96	OPEN	
195	42.96	44.06	RURAL	
195	44.06	47.06	OPEN	
195	47.06	48.66	RURAL	
195	48.66	51.66	OPEN	
195	51.66	53.66	RURAL	
195	53.66	59.86	OPEN	
195	59.86	67.86	RURAL	
195	67.86	70.89	OPEN	

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

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

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

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
504	17.83	31.93	FOREST	*
504	31.93	45.03	OPEN	*
505	0.00	0.30	URBAN-Winlock	*
505	0.30	6.20	RURAL	*
505	6.20	7.10	URBAN-Toledo	*
505	7.10	19.20	RURAL	*
506	0.00	11.50	RURAL	
507	0.00	9.74	RURAL	
507	9.74	10.24	SEMIURBAN-Bucoda	
507	10.24	11.24	FOREST	
507	11.24	13.64	RURAL	
507	13.64	15.04	SEMIURBAN-Tenino	
507	15.04	17.54	RURAL	
507	17.54	22.24	FOREST	
507	22.24	22.84	SEMIURBAN-Rainier	
507	22.84	27.74	FOREST	
507	27.74	29.24	URBAN-Yelm	
507	29.24	34.64	SEMIURBAN-Yelm	
507	34.64	36.65	RURAL	
507	36.65	43.45	FOREST	
508	0.00	8.70	RURAL	*
508	8.70	10.20	FOREST	*
508	10.20	20.90	RURAL	*
508	20.90	30.80	FOREST	*
508	30.80	32.40	RURAL	*
508	32.40	32.80	SEMIURBAN-Morton	*
509	0.00	14.28	URBAN-Tacoma/Federal Way	
SR 509 MP14.3-18.4 Coincident with SR 99 MP11.4-15.5				
SR 509 MP18.4-19.6 Coincident with SR 516 MP1.8-0.0				
509	19.62	20.32	URBAN-Des Moines	
509	20.32	24.12	SEMIURBAN-Normandy Park	
509	24.12	24.77	RURAL	
509	24.77	25.27	SEMIURBAN-Burien	
509	25.27	27.77	RURAL	
509	27.77	29.82	SEMIURBAN-Seattle	
510	0.00	0.50	SEMIURBAN-Lacey	
Equation 0.50 = 2.62				
510	2.62	6.38	SEMIURBAN-Lacey	
510	6.38	12.88	RURAL 510	
	12.88	14.39	FOREST	
510	14.39	15.69	SEMIURBAN-Yelm	

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
512	0.00	2.40	SEMIURBAN-Tacoma	
512	2.40	8.30	RURAL	
512	8.30	11.10	SEMIURBAN-Puyallup	
512	11.10	11.90	RURAL	
513	0.00	2.10	URBAN-Seattle	
513	2.10	3.40	SEMIURBAN-Seattle	
515	0.00	3.13	SEMIURBAN-Kent	
515	3.13	3.63	URBAN-Kent	
515	3.63	7.76	SEMIURBAN-Kent	
516	0.00	2.21	SEMIURBAN-Kent	
516	2.21	3.21	RURAL	
516	3.21	5.03	SEMIURBAN-Kent	
516	5.03	5.93	URBAN-Kent	
516	5.93	7.13	SEMIURBAN-Kent	
516	7.13	7.63	URBAN-Kent	
516	7.63	12.23	SEMIURBAN-Kent	
516	12.23	16.23	RURAL	
518	0.00	2.59	SEMIURBAN-Tukwila	
518	2.59	3.79	RURAL	
519	0.00	1.30	URBAN-Seattle	
520	0.00	6.80	SEMIURBAN-Seattle/Bellevue	
520	6.80	11.51	RURAL	
520	11.51	12.81	SEMIURBAN-Redmond	
522	0.00	4.70	URBAN-Seattle	
522	4.70	5.50	SEMIURBAN	
522	5.50	5.80	URBAN-Lake Forest Park	
522	5.80	6.50	SEMIURBAN	
522	6.50	8.20	URBAN	
522	8.20	9.10	SEMIURBAN-Bothell	
522	9.10	10.11	URBAN-Bothell	
522	10.11	13.25	SEMIURBAN-Bothell	
522	13.25	17.10	RURAL	
522	17.10	22.20	FOREST	
522	22.20	24.80	RURAL	
523	0.00	2.40	URBAN-Seattle	
524	0.00	0.18	URBAN	
524	0.18	3.28	SEMIURBAN	
524	3.28	5.18	URBAN	
524	5.18	6.18	SEMIURBAN	

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
524	6.18	9.68	RURAL	
524	9.68	10.68	FOREST	
524	10.68	14.58	RURAL	
525	0.00	8.16	SEMIURBAN-Lynnwood	
525	8.16	8.36	URBAN-Mukilteo	
525	8.36	9.46	SEMIURBAN-Clinton	*
525	9.46	13.76	FOREST	*
525	13.76	18.96	RURAL	*
525	18.96	23.46	FOREST	*
525	23.46	26.47	RURAL	*
525	26.47	30.47	FOREST	*
526	0.00	0.70	SEMIURBAN-Mukilteo	
526	0.70	4.50	RURAL	
527	0.00	0.30	URBAN-Bothell	
527	0.30	0.70	SEMIURBAN-Bothell	
527	0.70	1.70	RURAL	
527	1.70	7.30	SEMIURBAN	
527	7.30	8.70	RURAL	
527	8.70	11.90	SEMIURBAN-Everett	
528	0.00	0.80	URBAN-Marysville	
528	0.80	2.30	SEMIURBAN-Marysville	
528	2.30	3.40	RURAL	
529	0.00	2.00	URBAN-Everett	
529	2.00	4.31	SEMIURBAN-Everett	
529	4.31	4.93	RURAL	
	Equation 4.93 = 3.74			
529	3.74	6.51	RURAL	
529	6.51	6.71	URBAN	
530	16.95	20.85	RURAL	
530	20.85	21.64	SEMIURBAN-Arlington	
530	21.64	35.98	RURAL	
530	35.98	37.68	FOREST	
530	37.68	41.08	RURAL	
530	41.08	43.08	FOREST	
530	43.08	46.38	RURAL	
530	46.38	48.48	FOREST	
530	48.48	49.38	SEMIURBAN-Darrington	
530	49.38	50.48	RURAL	
530	50.48	53.78	FOREST	
530	53.78	54.98	RURAL	
530	54.98	69.18	FOREST	
530	69.18	69.48	RURAL	

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
531	0.00	1.40	FOREST	
531	1.40	6.20	RURAL	
531	6.20	7.00	SEMIURBAN-Lakewood	
531	7.00	9.90	RURAL	
532	0.00	3.80	RURAL	
532	3.80	5.30	SEMIURBAN-Stanwood	
532	5.30	10.10	RURAL	
534	0.00	5.10	RURAL	
536	0.00	3.20	RURAL	
536	3.20	4.20	SEMIURBAN-Mount Vernon	
536	4.20	5.40	URBAN-Mount Vernon	
538	0.00	1.40	URBAN-Mount Vernon	
538	1.40	2.60	SEMIURBAN-Mount Vernon	
538	2.60	3.71	RURAL	
539	0.00	1.73	URBAN	
539	1.73	10.53	RURAL	
539	10.53	12.54	URBAN	
539	12.54	15.20	RURAL	
542	0.00	0.30	URBAN-Bellingham	*
542	0.30	1.70	SEMIURBAN-Bellingham	*
542	1.70	10.10	RURAL	*
542	10.10	12.50	SEMIURBAN-Nugent's Cornr.	*
542	12.50	22.90	RURAL	*
542	22.90	57.23	FOREST	*
543	0.00	1.10	SEMIURBAN-Blaine	
544	0.00	8.97	RURAL	
546	0.00	8.00	RURAL	
547	0.00	10.80	RURAL	*
548	0.00	13.90	RURAL	
599	0.00	1.80	URBAN-Tukwila	
702	0.00	2.90	RURAL	
702	2.90	4.00	FOREST	
702	4.00	5.20	RURAL	

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

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
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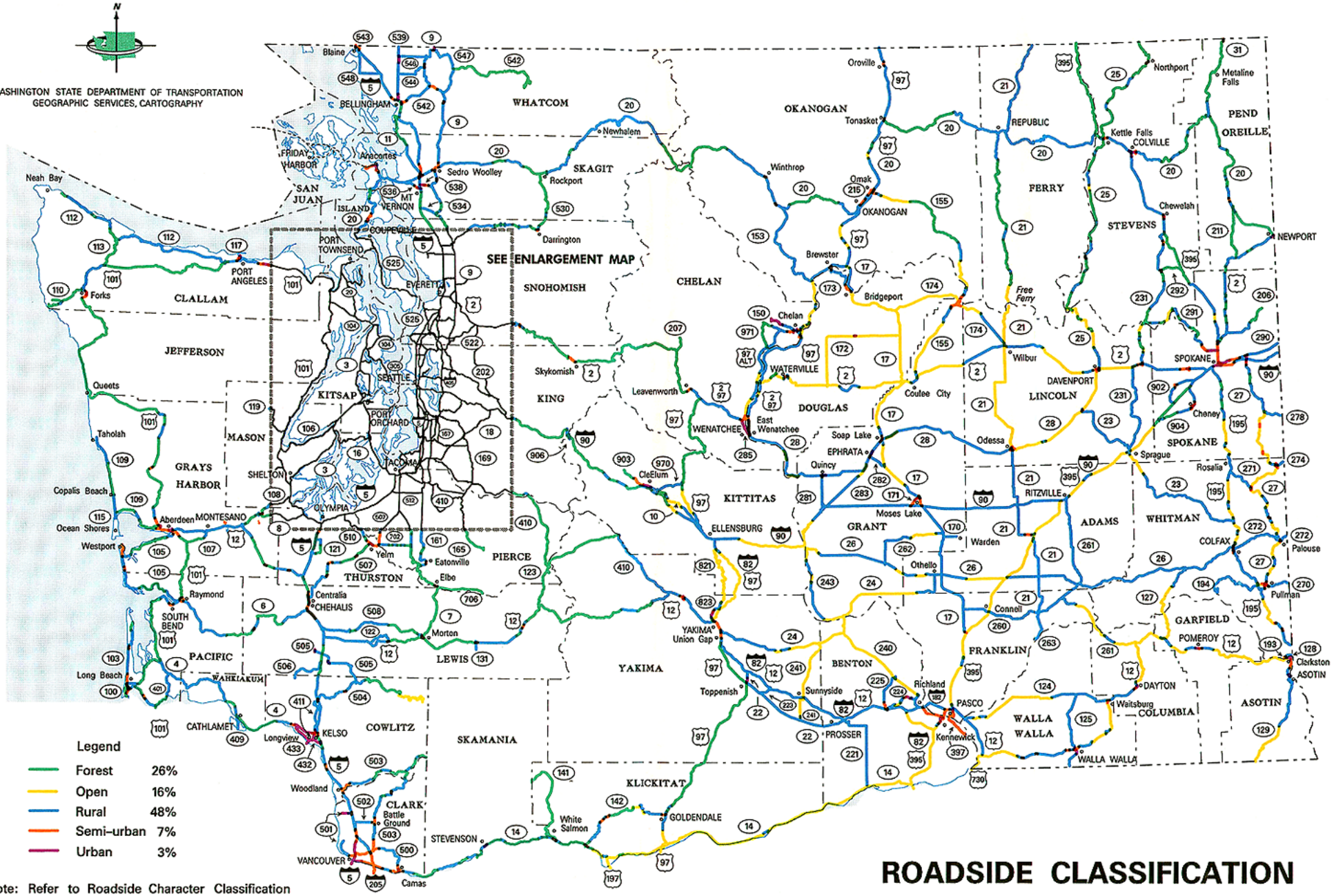
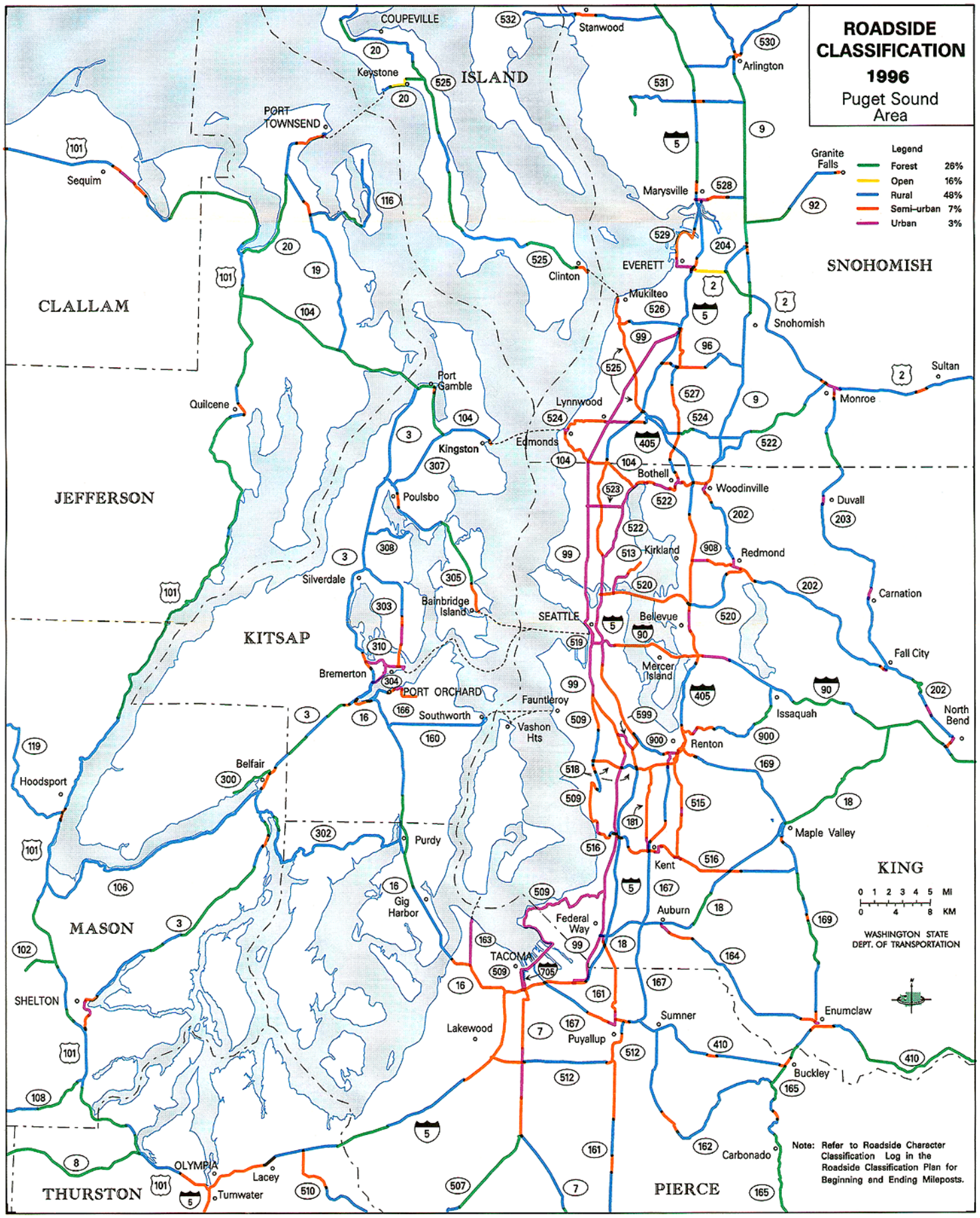


Note: Refer to Roadside Character Classification Log in the Roadside Classification Plan for Beginning and Ending Mileposts.

ROADSIDE CLASSIFICATION

1996


ROADSIDE CLASSIFICATION
1996
Puget Sound Area
Legend
Forest 26%
Open 16%
Rural 48%
Semi-urban 7%
Urban 3%
ISLAND
CLALLAM
JEFFERSON
KITSAP
MASON
THURSTON
SNOHOMISH
KING
PIERCE
COUPEVILLE
Keystone
PORT TOWNSEND
Sequim
Stanwood
Arlington
Granite Falls
Marysville
EVERETT
Clinton
Mukilteo
Snohomish
Sultan
Monroe
Port Gamble
Quilcene
Lynnwood
Edmonds
Kingston
Bothell
Woodinville
Duvall
Poulsbo
Kirkland
Redmond
Carnation
Silverdale
Bainbridge Island
SEATTLE
Bellevue
Fall City
Bremerton
PORT ORCHARD
Mercer Island
Fauntleroy
Southworth
Vashon Hts
Issaquah
North Bend
Renton
Belfair
Hoodsport
Maple Valley
Purdy
Kent
Gig Harbor
Auburn
Federal Way
TACOMA
SHELTON
Lakewood
Sumner
Puyallup
Enumclaw
Buckley
OLYMPIA
Lacey
Tumwater
Carbonado
0 1 2 3 4 5 MI
0 4 8 KM
WASHINGTON STATE DEPT. OF TRANSPORTATION
Note: Refer to Roadside Character Classification Log in the Roadside Classification Plan for Beginning and Ending Mileposts.