2002 Annual Traffic Report

Washington State Department of Transportation

In cooperation with the
United States Department of Transportation
Federal Highway Administration

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INTRODUCTION

The Washington State Department of Transportation is responsible for the administration of approximately 7,000 miles of roadway involving large annual expenditures for planning, design, construction, and maintenance. This requires having reliable and current traffic volume information, vehicle type classification information, and travel statistics throughout the state. Data collected by the Washington State Department of Transportation to meet these needs are provided in this report at a summary level.

Report Contents

The Annual Traffic Report contains Annual Average Daily Traffic (AADT) volumes for the years 1999 through 2002. The AADT volumes are included only at locations where actual traffic counts have been conducted in one or more of the last four years. An asterisk or plus sign placed beside a traffic volume signifies that the AADT was derived from a traffic count conducted during the year for which the AADT is provided. All other volumes shown in this report are estimates based on traffic counts conducted in prior years and factored to an AADT using patterns from Automated Data Collection (ADC) Stations. Blanks in the traffic volume portion indicate that no traffic volume data is available.

This report also provides truck percentages derived from data collected at ADC Stations. This information is based on from nine to twelve months of data (depending on availability), and represents estimated annual percentages for the locations they are provided for. Truck percentages are separated in to three types: single, double, and triple units. Single units consist of two- and three-axle trucks and buses. Double units consist of trucks with a trailer. Triple units consist of trucks with trailer combinations. The total truck percentage will not always match the sum of each truck type since percentages are stored electronically rounded to the nearest hundredth, but provided in this report rounded to the nearest whole percent.

Traffic volume and truck percentage data for design purposes should be obtained through specific traffic analysis requests directed to the Analysis Branch of the Transportation Data Office, at (360) 570-2416. For other traffic-related inquires, please contact the Highway Usage Branch, at (360) 570-2381.

Additional Contents

A list of ADC Stations and maps of their locations are included in the foreword of this report. Also provided is a summary of 2002 data from these traffic recorders, as well as a ten-year history of AADTs for ADC sites, Ferry Systems, and Toll Crossings. Data from these are used in the calculation of seasonal traffic variations and in the estimation of AADTs from mechanical counts of 48 or 72 hours in duration. Integral to performing these estimations is the use of Average Weekday to Annual Average Daily Traffic conversion factors, which are included for ADC locations where sufficient data was collected in 2002. Also included on the back inside cover of this report is a copy of the 2002 Washington State Traffic Flow Map.

T R I P S (TR ansportation **I** nformation and **P** lanning **S** upport System**)**

The roadway information contained within this report is presented using the coding scheme employed by the TRIPS mainframe computer system. This system is used by the Transportation Data Office to store, maintain and report information about the State Highway system. Within TRIPS, each State Route is uniquely identified using a Related Roadway Type and Qualifier. Related Roadway Types are:

Blank	**=**	**Mainline**	**AR**	**=**	**Alternate Route**
CO	**=**	**Couplet**	**RL**	**=**	**Reversible Lane**
SP	=	**Spur**	**HI**	=	**Grade Separated HOV Lane -Increasing**
			HD	=	**Grade Separated HOV Lane -Decreasing**

Related Roadway Qualifiers further describe Related Roadway Types. For example: 155SPOMAK describes a spur in Omak on State Route 155. Related Roadway Types are listed at the end of the State Route.

Traffic volumes at mainline State Route locations with couplets are identified by a “C” printed under the column heading “COUPLET”. In most cases traffic volumes at these locations, as well as on the couplets themselves, represent a single direction of travel. Couplet sketches are included in the back of the report.

The state functional class of the highway is listed at each location. Functional classes are:

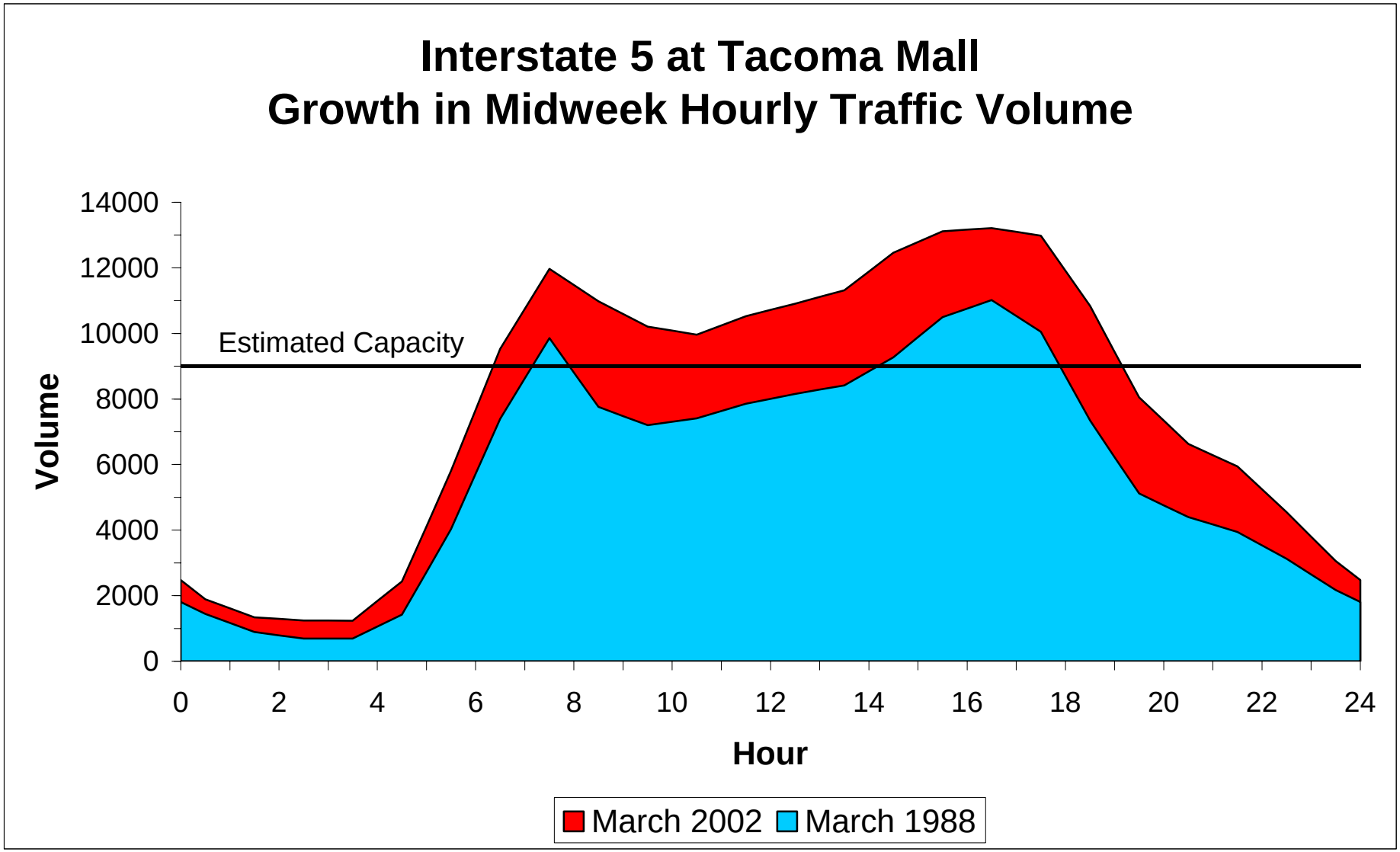
1	=	**Principal Arterial**	**3**	=	**Collector**
2	=	**Minor Arterial**	**5**	=	**Interstate**

The leg identification for traffic volume data is found in the location’s description. At intersections the leg is defined as before or after, based on the increasing direction of mileposts. This publication reflects the state highway system as it existed as of December 2002.

Americans With Disabilities Act (ADA) Information

Persons with disabilities may request this information be prepared and supplied in alternate formats by calling the Washington State Department of Transportation ADA Accommodation Hotline collect (206) 389-2839. Persons with hearing impairments may access Washington State Telecommunications Relay Service at **7-1-1**, and ask to be connected to (360) 705-7097.

Roger Horton
General Manager
Transportation Data Office



This chart compares traffic volumes on I-5 at the Tacoma Mall over average midweek 24-hour periods during March of 1988 and March of 2002. The horizontal line at 9,000 vehicles per hour represents roughly the point at which traffic at this location exceeds the estimated capacity of the roadway to carry it. When this occurs, it can be expected that traffic speeds will fall below the posted speed limit. As can be seen, in 1988 capacity was achieved only during relatively limited a.m. and p.m. peak periods of the day. However, the traffic volume growth of approximately 2,500 vehicles per hour between 6 a.m. and 7 p.m. has resulted in capacity now being reached during more than half the day, as well as increased congestion during the formerly limited peak periods. Significantly, traffic volume changes at this highway location are reflective of those in many other areas near urban growth boundaries, such as I-90 at Issaquah and I-405 at Bothell.

AUTOMATED DATA COLLECTION
STATION LOCATIONS AND DESCRIPTIONS BY SITE

RURAL SITES

ADC SITE	SR	MILE POST	RELATED ROADWAY TYPE	LOCATION DESCRIPTION
B02	12	12.30		W/O MONTE BRADY LOOP ROAD WYE CONN
B03	395	27.20		S/O VINEYARD DRIVE - PASCO
B04	90	82.70		W/O CLE ELUM OFF RAMP
FY01	20	12.88		AT KEYSTONE FERRY LANDING
FY03	21	106.65		AT KELLER FERRY LANDING
FY05	160	7.47		AT SOUTHWORTH FERRY LANDING
FY07	305	0.02		AT WINSLOW FERRY LANDING
OR02	101	0.00		AT OREGON BORDER
OR03	125	0.00		AT OREGON BORDER
OR05	730	0.00		AT OREGON BORDER
OR06	82	132.60		AT OREGON BORDER
P01	2	113.10		W/O RED APPLE ROAD - CASHMERE
P02	2	179.10		E/O J SE – COULEE CITY
P03	97	66.30		S/O PROGRESSIVE ROAD WYE CONN - WAPATO
P04	5	261.33		N/O SLATER ROAD I/C - FERNDALE
P05	12	376.98		W/O TUCANNON RIVER BRIDGE - DAYTON
P08	82	48.50		W/O SR 22 - BUENA
P09	82	121.20		W/O COFFIN ROAD - PLYMOUTH
P10	90	218.83		W/O SR 395 I/C - RITZVILLE
P11	97	250.35		N/O COUNTY ROAD NO 1525 - PATEROS
P13	195	6.01		S/O BAUER ROAD NO 9440 - UNIONTOWN
P14	195	22.20		S/O SR 270 -PULLMAN
P15	195	87.70		N/O WASHINGTON ROAD - SPANGLE
P17	221	13.10		S/O SELLARDS ROAD - PROSSER
P18	101	324.80		S/O EAGLE CREEK BRIDGE - LILLIWAUP
P21	9	28.75		N/O HIGHLAND DRIVE - ARLINGTON
P22	97	335.30		S/O OLD HIGHWAY ROAD - OROVILLE
P23	97	286.16		S/O SR 20 - OKANOGAN
P24	90	298.40		W/O IDAHO ROAD I/C
P25	21	91.55		N/O PRINCE STREET - WILBUR
P26	395	260.00		N/O COUNTY ROAD - ORIENT
P27	25	97.00		N/O BOSSBURG ROAD - BOSSBURG
P28	2	301.40		S/O NORWOOD ROAD - CHATTAROY
P30	27	77.30		S/O GIBBS ROAD

RURAL SITES

ADC SITE	SR	MILE POST	RELATED ROADWAY TYPE	LOCATION DESCRIPTION
P7C	395	93.01		S/O SR 90 I/C
P8	5	44.30		N/O KELSO WEIGH STATION
R001	5	207.76		S/O SR 530 I/C
R003E	101	361.81		E/O SR 8 - OLYMPIA
R003N	101	361.37		N/O SR 8 - OLYMPIA
R003W	8	20.67		AT SR 101 BRIDGE - OLYMPIA
R008	12	307.90		E/O SR 730 WALLULA SPUR
R014	90	254.23		E/O FISHTRAP ROAD I/C
R019	5	86.32		S/O SR 12 I/C - GRAND MOUND
R020	17	30.37		S/O LEE ROAD - OTHELLO
R023	101	281.15		S/O ORCAS AND HOLLAND DRIVES
R037	20	191.90		W/O RADER ROAD - WINTHROP
R038	2	50.12		E/O NE OLD CASCADE HIGHWAY
R039	90	33.56		W/O EDGEWICK ROAD I/C - NORTH BEND
R040N	123	3.88		N/O ENTRANCE/EXIT OHANAPECOSH CAMPGROUND
R040W	12	135.10		W/O COAL CREEK BRIDGE
R041	97	13.41		N/O STATE FRONTAGE ROAD
R042	90	136.59		E/O WANAPUM ROAD I/C - VANTAGE
R043	105	31.92		AT ELK RIVER BRIDGE - WESTPORT
R045	5	20.14		S/O SR 503 I/C - WOODLAND
R047E	2	104.84		E/O SR 97 - DRYDEN
R047S	97	178.19		S/O OLD BLEWETT ROAD
R047W	2	103.92		W/O GREEN AND SAUNDERS ROADS - PESHASTIN
R048	82	24.83		E/O SELAH CREEK REST AREA ON RAMP
R054	101	104.55		S/O HENSEL ROAD - HUMPTULIPS
R055	90	180.33		E/O SR 17 I/C - MOSES LAKE
R057	970	6.85		W/O TEANAWAY ROAD
R058	2	80.20		E/O NASON RIDGE ROAD
R061	395	36.24		N/O E ELM ROAD
R063	395	190.29		S/O SR 292 - LOON LAKE
R064	2	250.50		W/O HARMES ROAD - DAVENPORT
R066	26	43.06		E/O SR 17 I/C
R067	12	390.66		AT PATAHA CREEK BRIDGE
R068	97	293.42		N/O COPPLE ROAD - OMAK

AUTOMATED DATA COLLECTION
STATION LOCATIONS AND DESCRIPTIONS BY SITE

RURAL SITES

ADC SITE	SR	MILE POST	RELATED ROADWAY TYPE	LOCATION DESCRIPTION
R069	101	254.35		AT WEIGH STATION-PORT ANGELES
R070	395	234.57		E/O SR 25 – KETTLE FALLS
R073	101	203.93		E/O SR 113/BURNT MOUNTAIN ROAD
R074	101	28.95		N/O SR 4 - NEMAH
R075	12	77.78		E/O KENNEDY ROAD – SALKUM
R076	14	100.64		W/O SR 14 MARYHILL SPUR
R077	14	102.27		W/O MARYHILL ROAD - STONEHENGE
R083	9	32.98		N/O 269TH PLACE NE - BRYANT
R084	97	220.55		N/O BRAYS ROAD - ORONDO
R085	104	13.92		AT HOOD CANAL BRIDGE
R086	82	132.03		S/O SR 14 I/C
R088	16	18.65		N/O SR 302 PURDY SPUR – BURLEY
R089	3	28.68		S/O LAKE FLORA ROAD
R094	5	210.30		AT 236TH ST NE UXING
R095	104	19.48		W/O OLD PORT GAMBLE ROAD WYE CONN
R096	307	2.31		S/O NE GUNDERSON ROAD
S612	24	43.50		AT COLUMBIA RIVER BRIDGE - VERNITA

RURAL SITES

ADC SITE	SR	MILE POST	RELATED ROADWAY TYPE	LOCATION DESCRIPTION
S706	20	20.02		E/O RHODODENDRON PARK DRIVE
S803	5	269.41		S/O BIRCH BAY/LYNDEN ROAD I/C
S818E	12	185.62		E/O SR 410 I/C
S818S	12	185.25		S/O SR 410 I/C
S818W	410	116.26		W/O SR 12
S819	411	7.97		S/O SANDY BEND ROAD - LEXINGTON
S820	20	304.60		W/O FAIRGROUNDS ROAD - REPUBLIC
S826	90	23.54		E/O JONES ROAD I/C PRESTON
S838	18	27.62		S/O SR 90 - ECHO GLEN
S840	504	19.43		E/O PRIVATE ROAD 1900 - KID VALLEY
S841E	401	0.01		NE/O SR 101 - MEGLER
S841S	101	0.46		S/O SR 401 - MEGLER
S841W	101	0.47		NW/O SR 401 - MEGLER
S901	90	47.71		AT TINKHAM ROAD UXING
S902	90	52.24		AT SR 906 OXING
S903	90	63.98		AT CABIN CREEK ROAD UXING

AUTOMATED DATA COLLECTION
STATION LOCATIONS AND DESCRIPTIONS BY SITE

URBAN SITES

ADC SITE	SR	MILE POST	RELATED ROADWAY TYPE	LOCATION DESCRIPTION
D1	405	9.26		AT 112TH AVENUE SE UXING - BELLEVUE
D10	520	4.00		W/O 76TH AVENUE NE UXING
D11	16	1.10		E/O UNION AVENUE OXING - FIRCREST
D12	18	12.55		AT 180TH AVENUE SE UXING - COVINGTON
D13	518	0.35		E/O SR 509 I/C - SEATAC
D14	509	26.37		N/O SR 518 I/C - BURIEN
D3	512	1.53		W/O SR 7 I/C - PARKLAND
FY02	20	55.67	SPANACRT	AT ANACORTES FERRY LANDING
FY04	104	24.45		AT EDMONDS FERRY LANDING
FY06	304	3.51		AT BREMERTON FERRY LANDING
FY08	525	8.47		AT MUKILTEO FERRY LANDING
FY09	163	3.37		AT POINT DEFIANCE FERRY LANDING
OR01	5	0.00		AT OREGON BORDER
OR04	205	26.59		AT OREGON BORDER
P06	14	11.90		E/O ALPINE ROAD - CAMAS
P07	14	17.70		E/O 32ND STREET - WASHOUGAL
P1	5	184.48		N/O 164TH STREET SW - EVERETT
P19	522	13.30		W/O SR 9 I/C - WOODINVILLE
P20	18	5.26		E/O SR 164 I/C – AUBURN EAST
P29	82	34.02		N/O SR 24 - YAKIMA
P3	5	176.72		AT NE 185TH STREET UXING
P4	5	106.70		AT BOULEVARD ROAD UXING - OLYMPIA
P5	5	1.98		S/O SR 500-NE 39TH STREET I/C
P6	167	23.70		N/O S 212TH STREET I/C
R017	90	4.22		AT EAST END OF MT BAKER TUNNEL
R021	2	289.79		N/O WALTON AVENUE – DIVISION ST SPOKANE
R034	5	131.18		N/O S 56TH STREET I/C
R036	90	285.23		W/O SPRAGUE AVENUE I/C - SPOKANE
R044	16	8.43		W/O TACOMA NARROWS BRIDGE - TACOMA
R046	5	168.84		S/O NE 45TH STREET I/C
R050	3	44.33		N/O NEWBERRY HILL I/C
R051	205	28.84		N/O MILL PLAIN I/C - VANCOUVER
R052	2	0.26		E/O SR 5 I/C – EVERETT (EASTBOUND ONLY)
R052	2	1.28	COEVRETT	E/O SR 5 I/C – EVERETT (WESTBOUND ONLY)

URBAN SITES

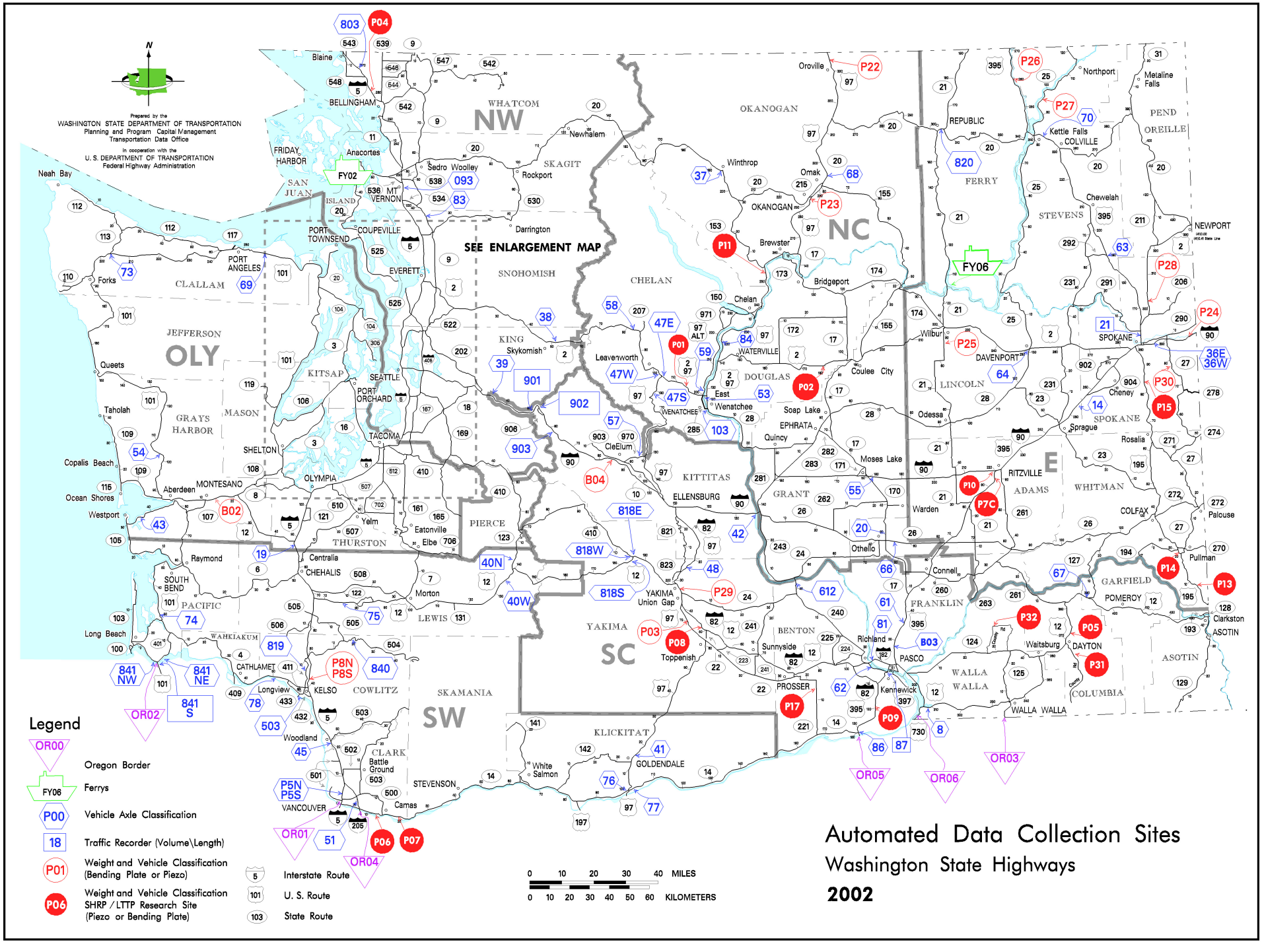
ADC SITE	SR	MILE POST	RELATED ROADWAY TYPE	LOCATION DESCRIPTION
R053	2	119.77		E/O SR 97 AR I/C - WENATCHEE
R059	97	201.53	AR	S/O ROCKY REACH DAM ROAD
R060	5	111.01		S/O SR 510 I/C
R062	240	37.53		W/O COLUMBIA PARK TRAIL I/C - RICHLAND
R078	4	55.14		W/O SR 432 AND COAL CREEK ROAD - LONGVIEW
R081	182	6.34		AT COLUMBIA RIVER BRIDGE - PASCO
R082	5	193.29		S/O PACIFIC AVENUE I/C - EVERETT
R087	395	18.58		AT COLUMBIA RIVER BRIDGE
R090	7	58.20		N/O 38TH STREET I/C
R091	5	119.39		N/O DUPONT I/C
R092	5	126.76		S/O SR 512 I/C
R093	5	226.96		N/O SR 536 I/C
R17R	90	4.22	RL090EXP	AT EAST END OF MT BAKER TUNNEL
R49R	5	167.35	RL005EXP	N/O MERCER STREET ON/OFF RAMPS
S103	285	0.21		AT COLUMBIA RIVER BRIDGE - WENATCHEE
S189	5	179.88		N/O 220TH STREET SW I/C
S201	5	155.38		N/O SR 405/SR 518 I/C
S202	5	162.35		N/O CORSON AVENUE I/C
S203	90	10.82		E/O SR 405 I/C
S204	405	13.04		N/O SE 8TH STREET I/C
S205	5	153.48		S/O SR 405/SR 518 I/C
S502	520	0.00		AT SR 520 BEGIN ROUTE
S503	433	0.70		AT COLUMBIA RIVER BRIDGE - LONGVIEW
S533	520	7.93		W/O 148TH AVENUE NE I/C
S547	520	12.01		E/O WEST LAKE SAMMAMISH PKWY
S809	5	148.07		S/O SR 516 I/C - MIDWAY
S821	405	6.95		N/O NE 30TH STREET I/C
S822	405	18.71		N/O SR 908 I/C
S824	405	28.99		N/O SR 527 I/C - BOTHELL
S825	90	14.65		W/O SR 900 I/C - ISSAQUAH
S837	5	136.80		S/O SR 99 I/C - FIFE
S839	599	1.40		E/O SR 99 I/C - TUKWILA

AUTOMATED DATA COLLECTION
STATION LISTING BY LOCATION

SR	MILE POST	RELATED ROADWAY TYPE	URBAN/ RURAL	ADC SITE
2	0.26		Urban	R052
2	50.12		Rural	R038
2	80.20		Rural	R058
2	103.92		Rural	R047W
2	104.84		Rural	R047E
2	113.10		Rural	P01
2	119.77		Urban	R053
2	179.10		Rural	P02
2	250.50		Rural	R064
2	289.79		Urban	R021
2	301.40		Rural	P28
2	1.28	COEVRETT	Urban	R052
3	28.68		Rural	R089
3	44.33		Urban	R050
4	55.14		Urban	R078
5	0.00		Urban	OR01
5	1.98		Urban	P5
5	20.14		Rural	R045
5	44.30		Rural	P8
5	86.32		Rural	R019
5	106.70		Urban	P4
5	111.01		Urban	R060
5	119.39		Urban	R091
5	126.76		Urban	R092
5	131.18		Urban	R034
5	136.80		Urban	S837
5	148.07		Urban	S809
5	153.48		Urban	S205
5	155.38		Urban	S201
5	162.35		Urban	S202
5	168.84		Urban	R046
5	176.72		Urban	P3
5	179.88		Urban	S189
5	184.48		Urban	P1
5	193.29		Urban	R082
5	207.76		Rural	R001
5	210.30		Rural	R094
5	226.96		Urban	R093
5	261.33		Rural	P04
5	269.41		Rural	S803
5	167.35	RL005EXP	Urban	R49R
7	58.20		Urban	R090
8	20.67		Rural	R003W
9	28.75		Rural	P21
9	32.98		Rural	R083
12	12.30		Rural	B02
12	77.78		Rural	R075
12	135.10		Rural	R040W
12	185.25		Rural	S818S
12	185.62		Rural	S818E
12	307.90		Rural	R008
12	376.98		Rural	P05
12	390.66		Rural	R067
14	11.90		Urban	P06
14	17.70		Urban	P07
14	100.64		Rural	R076
14	102.27		Rural	R077
16	1.10		Urban	D11
16	8.43		Urban	R044
16	18.65		Rural	R088
17	30.37		Rural	R020
18	5.26		Urban	P20
18	12.55		Urban	D12
18	27.62		Rural	S838
20	12.88		Rural	FY01
20	20.02		Rural	S706
20	191.90		Rural	R037
20	304.60		Rural	S820
20	55.67	SPANACRT	Urban	FY02
21	91.55		Rural	P25
21	106.65		Rural	FY03
24	43.50		Rural	S612
25	97.00		Rural	P27
26	43.06		Rural	R066
27	77.30		Rural	P30
82	24.83		Rural	R048
82	34.02		Urban	P29
82	48.50		Rural	P08
82	121.20		Rural	P09
82	132.03		Rural	R086
82	132.60		Rural	OR06
90	4.22		Urban	R017
90	10.82		Urban	S203
90	14.65		Urban	S825
90	23.54		Rural	S826
90	33.56		Rural	R039
90	47.71		Rural	S901
90	52.24		Rural	S902
90	63.98		Rural	S903
90	82.70		Rural	B04
90	136.59		Rural	R042
90	180.33		Rural	R055
90	218.83		Rural	P10
90	254.23		Rural	R014
90	285.23		Urban	R036
90	298.40		Rural	P24
90	4.22	RL090EXP	Urban	R17R
97	13.41		Rural	R041
97	66.30		Rural	P03
97	178.19		Rural	R047S
97	220.55		Rural	R084
97	250.35		Rural	P11
97	286.16		Rural	P23
97	293.42		Rural	R068
97	335.30		Rural	P22

AUTOMATED DATA COLLECTION
STATION LISTING BY LOCATION

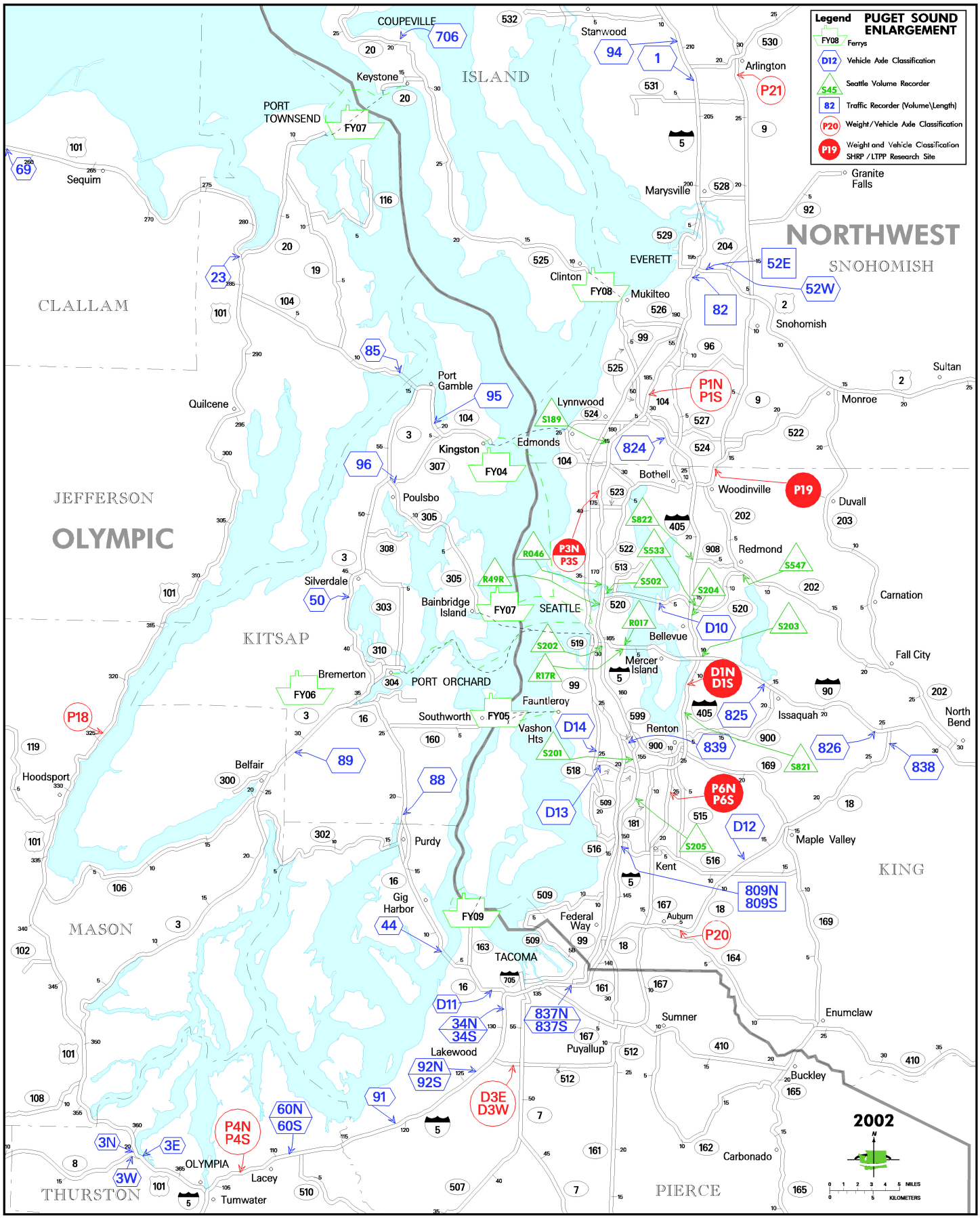
SR	MILE POST	RELATED ROADWAY TYPE	URBAN/ RURAL	ADC SITE
97	201.53	AR	Urban	R059
101	0.00		Rural	OR02
101	0.46		Rural	S841S
101	0.47		Rural	S841W
101	28.95		Rural	R074
101	104.55		Rural	R054
101	203.93		Rural	R073
101	254.35		Rural	R069
101	281.15		Rural	R023
101	324.80		Rural	P18
101	361.37		Rural	R003N
101	361.81		Rural	R003E
104	13.92		Rural	R085
104	19.48		Rural	R095
104	24.45		Urban	FY04
105	31.92		Rural	R043
123	3.88		Rural	R040N
125	0.00		Rural	OR03
160	7.47		Rural	FY05
163	3.37		Urban	FY09
167	23.70		Urban	P6
182	6.34		Urban	R081
195	6.01		Rural	P13
195	22.20		Rural	P14
195	87.70		Rural	P15
205	26.59		Urban	OR04
205	28.84		Urban	R051
221	13.10		Rural	P17
240	37.53		Urban	R062
285	0.21		Urban	S103
304	3.51		Urban	FY06
305	0.02		Rural	FY07
307	2.31		Rural	R096
395	18.58		Urban	R087
395	27.20		Rural	B03
395	36.24		Rural	R061
395	93.01		Rural	P7C
395	190.29		Rural	R063
395	234.57		Rural	R070
395	260.00		Rural	P26
401	0.01		Rural	S841E
405	6.95		Urban	S821
405	9.26		Urban	D1
405	13.04		Urban	S204
405	18.71		Urban	S822
405	28.99		Urban	S824
410	116.26		Rural	S818W
411	7.97		Rural	S819
433	0.70		Urban	S503
504	19.43		Rural	S840
509	26.37		Urban	D14
512	1.53		Urban	D3
518	0.35		Urban	D13
520	0.00		Urban	S502
520	4.00		Urban	D10
520	7.93		Urban	S533
520	12.01		Urban	S547
522	13.30		Urban	P19
525	8.47		Urban	FY08
599	1.40		Urban	S839
730	0.00		Rural	OR05
970	6.85		Rural	R057



Automated Data Collection Sites

Washington State Highways

2002


Legend
PUGET SOUND ENLARGEMENT
FY08 Ferrys
D12 Vehicle Axle Classification
S45 Seattle Volume Recorder
82 Traffic Recorder (Volume\Length)
P20 Weight/Vehicle Axle Classification
P19 Weight and Vehicle Classification SHRP / LTPP Research Site
NORTHWEST
SNOHOMISH
CLALLAM
JEFFERSON
OLYMPIC
KITSAP
MASON
THURSTON
KING
PIERCE
ISLAND
COUPEVILLE
Keystone
PORT TOWNSEND
Sequim
Stanwood
Arlington
Granite Falls
Marysville
EVERETT
Clinton
Mukilteo
Snohomish
Sultan
Monroe
Quilcene
Port Gamble
Lynnwood
Edmonds
Kingston
Bothell
Woodinville
Duvall
Poulsbo
Redmond
Carnation
Silverdale
Bainbridge Island
SEATTLE
Bellevue
Mercer Island
Fall City
Bremerton
PORT ORCHARD
Fauntleroy
Southworth
Vashon Hts
Renton
Issaquah
North Bend
Hoodsport
Belfair
Purdy
Maple Valley
Kent
Gig Harbor
Federal Way
Auburn
TACOMA
Sumner
Enumclaw
Puyallup
Lakewood
Buckley
OLYMPIA
Lacey
Tumwater
Carbonado
2002
MILES
KILOMETERS

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RECORDER NUMBER		AVERAGE SUNDAY	AVERAGE SATURDAY	AVERAGE FRIDAY	AVERAGE WEEKDAY	AVERAGE WEEKEND DAY	ANNUAL AVERAGE DAY
B02	BOTHWAYS	19621	20777	24545	20572	21642	21030
B02	EASTBOUND	11418	9994	11262	10279	10885	10595
B02	WESTBOUND	8203	10782	13283	10293	10758	10435
B03	BOTHWAYS	*	*	*	11977	*	12435
B03	NORTHBOUND				6058		6273
B03	SOUTHBOUND				5919		6319
B04	BOTHWAYS	35514	28964	35350	22099	33228	27230
B04	EASTBOUND	14860	15172	20000	11341	16730	13730
B04	WESTBOUND	20653	13792	15350	10759	16498	13501
FY01	BOTHWAYS	*	*	*	*	*	1018
FY01	EASTBOUND						
FY01	WESTBOUND						
FY03	BOTHWAYS	222	209	223	179	216	190
FY03	NORTHBOUND						
FY03	SOUTHBOUND						
FY05	BOTHWAYS	*	*	*	*	*	1797
FY05	EASTBOUND						
FY05	WESTBOUND						
OR02	BOTHWAYS	*	*	*	6693	*	6713
OR02	NORTHBOUND				3365		3347
OR02	SOUTHBOUND				3326		3395
OR03	BOTHWAYS	11651	13593	16217	15097	12619	14276
OR03	NORTHBOUND	5809	6739	7944	7441	6273	7054
OR03	SOUTHBOUND	5841	6855	8273	7657	6346	7223
OR05	BOTHWAYS	2172	2112	2927	2680	2141	2488
OR05	EASTBOUND	1076	1043	1433	1318	1058	1226
OR05	WESTBOUND	1096	1069	1494	1362	1082	1262
OR06	BOTHWAYS	15395	16399	18605	16179	15895	16110
OR06	NORTHBOUND	8022	8105	9050	7999	8064	8036
OR06	SOUTHBOUND	7374	8294	9555	8179	7831	8075
P01	BOTHWAYS	18584	19592	23663	19771	20612	20157
P01	EASTBOUND	8373	10055	12679	10011	10373	10136
P01	WESTBOUND	10211	9537	10983	9760	10239	10022
P02	BOTHWAYS	*	*	*	583	*	693
P02	EASTBOUND				293		337
P02	WESTBOUND				291		355

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P03	BOTHWAYS	9401	10718	13030	11394	11051	11208
P03	NORTHBOUND	4843	5383	6486	5713	5571	5637
P03	SOUTHBOUND	4558	5336	6545	5681	5480	5570
P04	BOTHWAYS	34257	38916	45487	40037	39586	39830
P04	NORTHBOUND	16161	19565	23155	19700	19655	19620
P04	SOUTHBOUND	18096	19351	22332	20337	19932	20210
P05	BOTHWAYS	2429	2264	2673	2013	2456	2211
P05	EASTBOUND	1127	1157	1419	1021	1237	1111
P05	WESTBOUND	1301	1107	1253	992	1220	1100
P08	BOTHWAYS	20646	22887	27077	23233	23539	23254
P08	EASTBOUND	10102	11616	13760	11698	11825	11691
P08	WESTBOUND	10544	11271	13317	11535	11714	11563
P09	BOTHWAYS	14976	15461	17564	14458	16008	15187
P09	EASTBOUND	7272	7849	9090	7394	8071	7703
P09	WESTBOUND	7705	7612	8475	7063	7938	7486
P10	BOTHWAYS	11967	9426	12398	8369	11272	9735
P10	EASTBOUND	5392	4815	6552	4241	5593	4837
P10	WESTBOUND	6575	4611	5846	4127	5678	4898
P11	BOTHWAYS	*	*	*	3613	*	3866
P11	NORTHBOUND				1825		1934
P11	SOUTHBOUND				1788		1932
P13	BOTHWAYS	3896	4531	5374	4619	4597	4604
P13	NORTHBOUND	2003	2209	2594	2282	2267	2272
P13	SOUTHBOUND	1893	2322	2781	2337	2331	2331
P14	BOTHWAYS	2681	2965	3680	3009	3105	3049
P14	NORTHBOUND	1352	1462	1817	1498	1541	1512
P14	SOUTHBOUND	1329	1503	1863	1510	1563	1537
P15	BOTHWAYS	7897	9224	10154	8586	9090	8789
P15	NORTHBOUND	3822	4657	5265	4341	4578	4416
P15	SOUTHBOUND	4075	4567	4889	4245	4512	4373
P17	BOTHWAYS	*	*	*	2075	*	1842
P17	NORTHBOUND				1093		969
P17	SOUTHBOUND				983		873
P18	BOTHWAYS	2792	2722	2933	2184	2820	2527
P18	NORTHBOUND	1223	1445	1603	1096	1428	1267
P18	SOUTHBOUND	1569	1278	1329	1087	1392	1258

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P22	BOTHWAYS	1874	2009	2409	2133	2099	2118
P22	NORTHBOUND	903	998	1195	1055	1032	1043
P22	SOUTHBOUND	971	1011	1214	1078	1066	1073
P23	BOTHWAYS	*	*	*	4206	*	4028
P23	NORTHBOUND				2116		2015
P23	SOUTHBOUND				2090		2013
P24	BOTHWAYS	37115	44999	51622	44317	44571	44303
P24	EASTBOUND	17674	22872	26407	22309	22316	22193
P24	WESTBOUND	19442	22128	25215	22008	22255	22110
P25	BOTHWAYS	*	*	*	365	*	373
P25	NORTHBOUND				179		182
P25	SOUTHBOUND				186		191
P26	BOTHWAYS	592	644	738	669	656	662
P26	NORTHBOUND	285	331	379	333	330	330
P26	SOUTHBOUND	307	313	360	336	326	332
P30	BOTHWAYS	5016	6136	6463	5661	5868	5729
P30	NORTHBOUND	2591	3050	3126	2802	2920	2846
P30	SOUTHBOUND	2425	3087	3337	2859	2948	2883
P7C	BOTHWAYS	7256	6362	8170	6222	7269	6703
P7C	NORTHBOUND	3383	3278	4373	3159	3684	3365
P7C	SOUTHBOUND	3874	3085	3797	3063	3585	3338
P8	BOTHWAYS	53053	51401	59809	47339	54777	50570
P8	NORTHBOUND	27571	25483	29281	23517	27468	25261
P8	SOUTHBOUND	25482	25917	30527	23823	27309	25309
R001	BOTHWAYS	*	*	*	77165	*	79117
R001	NORTHBOUND				38426		39351
R001	SOUTHBOUND				38737		39769
R003N	BOTHWAYS	22587	26330	32612	30003	27126	28624
R003N	NORTHBOUND	11635	13009	16032	14951	13531	14291
R003N	SOUTHBOUND	10952	13321	16580	15051	13595	14333
R003E	BOTHWAYS	39431	44331	52795	46829	45443	46091
R003E	EASTBOUND	21651	21605	25184	23377	22770	23130
R003E	WESTBOUND	17780	22726	27611	23452	22672	22961
R003W	BOTHWAYS	16844	18001	20185	16832	18318	17469
R003W	EASTBOUND	9915	8641	9219	8450	9244	8847
R003W	WESTBOUND	6929	9360	10966	8382	9074	8622

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R008	BOTHWAYS	5986	6223	7084	6029	6431	6180
R008	EASTBOUND	2910	3125	3551	3005	3194	3072
R008	WESTBOUND	3076	3099	3534	3024	3236	3108
R014	BOTHWAYS	18756	15778	20033	14369	18203	16151
R014	EASTBOUND	8578	8059	10541	7271	9070	8036
R014	WESTBOUND	10179	7719	9492	7098	9132	8115
R019	BOTHWAYS						58194
R019	NORTHBOUND						29049
R019	SOUTHBOUND	28251	30110	35167	27897	31173	29254
R020	BOTHWAYS	*	*	*	5296	*	5098
R020	NORTHBOUND				2650		2548
R020	SOUTHBOUND				2646		2553
R023	BOTHWAYS	11285	12006	12302	10214	11862	10858
R023	NORTHBOUND	5046	6248	6501	5129	5930	5423
R023	SOUTHBOUND	6239	5758	5801	5084	5932	5435
R037	BOTHWAYS	2045	2024	2133	1504	2068	1772
R037	EASTBOUND	844	1080	1238	780	1055	900
R037	WESTBOUND	1201	945	896	724	1013	872
R038	BOTHWAYS	7471	6500	6051	3240	6677	4802
R038	EASTBOUND	2667	3545	3867	1682	3362	2400
R038	WESTBOUND	4803	2955	2184	1558	3315	2402
R039	BOTHWAYS				24994		31564
R039	EASTBOUND				13056		15698
R039	WESTBOUND	25154	17234	17247	12315	19855	15697
R040N	BOTHWAYS	*	*	*	689	1132	896
R040N	NORTHBOUND				340	558	439
R040N	SOUTHBOUND				349	573	457
R040W	BOTHWAYS	2614	2381	2235	1401	2417	1866
R040W	EASTBOUND	1253	1180	1132	687	1192	919
R040W	WESTBOUND	1361	1201	1103	714	1225	947
R041	BOTHWAYS	*	*	*	4389	*	4750
R041	NORTHBOUND				2193		2380
R041	SOUTHBOUND				2197		2368
R042	BOTHWAYS	*	*	*	11329	*	13561
R042	EASTBOUND				5845		6954
R042	WESTBOUND				5473		6888

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RECORDER NUMBER		AVERAGE SUNDAY	AVERAGE SATURDAY	AVERAGE FRIDAY	AVERAGE WEEKDAY	AVERAGE WEEKEND DAY	ANNUAL AVERAGE DAY
R043	BOTHWAYS	*	*	*	5436	*	5626
R043	NORTHBOUND				2712		2814
R043	SOUTHBOUND				2724		2813
R045	BOTHWAYS	*	*	*	61129	*	63822
R045	NORTHBOUND				30403		31818
R045	SOUTHBOUND				30725		32005
R047E	BOTHWAYS				13716		14858
R047E	EASTBOUND	6862	8031	9853	7168	8253	7621
R047E	WESTBOUND				6591		7236
R047S	BOTHWAYS				4269		5076
R047S	NORTHBOUND	2495	2956	3897	2182	3118	2578
R047S	SOUTHBOUND				2045		2504
R047W	BOTHWAYS	*	*	*	11490	*	12140
R047W	EASTBOUND				5753		6061
R047W	WESTBOUND				5737		6079
R048	BOTHWAYS	16039	15298	18341	14027	16567	15033
R048	EASTBOUND	7592	7756	9476	7120	8276	7575
R048	WESTBOUND	8447	7542	8865	6905	8290	7452
R054	BOTHWAYS	2115	2279	2862	2525	2419	2493
R054	NORTHBOUND	937	1164	1464	1239	1189	1222
R054	SOUTHBOUND	1179	1116	1398	1285	1230	1271
R055	BOTHWAYS				9183		10313
R055	EASTBOUND	5532	5082	7012	4618	5883	5133
R055	WESTBOUND				4605		5216
R057	BOTHWAYS	*	*	*	3112	*	4022
R057	EASTBOUND				1608		2026
R057	WESTBOUND				1503		1993
R058	BOTHWAYS	5931	4961	4989	2637	5296	3862
R058	EASTBOUND	1944	2746	3283	1374	2660	1922
R058	WESTBOUND	3987	2215	1706	1263	2636	1940
R061	BOTHWAYS	11758	11440	13754	10963	12322	11566
R061	NORTHBOUND	5609	5791	7142	5524	6188	5785
R061	SOUTHBOUND	6149	5649	6612	5440	6134	5780
R063	BOTHWAYS				8913		8753
R063	NORTHBOUND				4514		4406
R063	SOUTHBOUND	4195	4440	4752	4237	4461	4347

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R064	BOTHWAYS	2659	2825	3267	2610	2916	2753
R064	EASTBOUND	1396	1405	1613	1323	1471	1393
R064	WESTBOUND	1263	1420	1654	1287	1446	1360
R066	BOTHWAYS	*	*	*	1966	*	2334
R066	EASTBOUND				970		1157
R066	WESTBOUND				996		1178
R068	BOTHWAYS	*	*	*	4936	*	4891
R068	NORTHBOUND				2454		2418
R068	SOUTHBOUND				2483		2474
R069	BOTHWAYS	18041	22000	25512	23314	21846	22691
R069	NORTHBOUND						
R069	SOUTHBOUND						
R070	BOTHWAYS				8516		7860
R070	NORTHBOUND	2612	3385	4577	4207	3524	3891
R070	SOUTHBOUND				4287		3955
R073	BOTHWAYS	2371	2646	2796	2505	2604	2542
R073	NORTHBOUND	1065	1364	1464	1268	1298	1275
R073	SOUTHBOUND	1306	1283	1333	1237	1306	1267
R074	BOTHWAYS	2782	2457	2886	2139	2708	2404
R074	NORTHBOUND	1790	1168	1233	1085	1395	1244
R074	SOUTHBOUND	994	1288	1653	1054	1312	1159
R075	BOTHWAYS	6260	6649	7673	6474	6857	6623
R075	EASTBOUND	2815	3354	4009	3230	3394	3285
R075	WESTBOUND	3445	3295	3665	3244	3464	3338
R076	BOTHWAYS	1824	1902	2183	1885	1967	1926
R076	EASTBOUND	897	921	1069	927	961	946
R076	WESTBOUND	926	981	1114	958	1006	980
R077	BOTHWAYS	1867	1692	2155	1956	1904	1931
R077	EASTBOUND	904	828	1067	947	933	938
R077	WESTBOUND	963	864	1088	1009	971	993
R083	BOTHWAYS	1853	1960	1913	1698	1910	1789
R083	NORTHBOUND	856	1021	1006	857	962	897
R083	SOUTHBOUND	999	939	907	841	948	891
R084	BOTHWAYS	*	*	*	3608	*	3826
R084	NORTHBOUND				1804		1905
R084	SOUTHBOUND				1805		1925

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R085	BOTHWAYS	16949	18273	18402	15599	17869	16538
R085	EASTBOUND	9389	8754	8605	7758	8911	8270
R085	WESTBOUND	7559	9519	9797	7844	8958	8268
R086	BOTHWAYS	*	*	*	15621	*	16047
R086	EASTBOUND				7889		8052
R086	WESTBOUND				7703		8007
R088	BOTHWAYS	36363	42316	46428	42182	41698	41771
R088	EASTBOUND	18206	20472	22798	20915	20486	20641
R088	WESTBOUND	18158	21844	23630	21267	21211	21129
R089	BOTHWAYS	13378	15370	18010	16117	15580	15813
R089	NORTHBOUND	7194	7556	8805	8144	7848	8007
R089	SOUTHBOUND	6178	7806	9203	7973	7727	7809
S612	BOTHWAYS	3716	3691	3935	3102	3778	3394
S612	EASTBOUND	1833	1818	2018	1549	1888	1693
S612	WESTBOUND	1883	1873	1917	1553	1889	1701
S706	BOTHWAYS	6235	7592	8890	8312	7569	7957
S706	EASTBOUND	3100	3731	4428	4148	3750	3961
S706	WESTBOUND	3135	3862	4462	4164	3819	3996
S803	BOTHWAYS	*	*	*	23534	*	24367
S803	NORTHBOUND				11743		12180
S803	SOUTHBOUND				11791		12187
S818E	BOTHWAYS	*	*	*	3686	*	4500
S818E	EASTBOUND				1815		2228
S818E	WESTBOUND				1871		2272
S818S	BOTHWAYS	3461	2977	2702	1745	3051	2331
S818S	NORTHBOUND	1874	1457	1215	860	1517	1162
S818S	SOUTHBOUND	1587	1520	1488	885	1534	1170
S818W	BOTHWAYS				2198		2405
S818W	EASTBOUND				1134		1237
S818W	WESTBOUND	1336	1417	1406	1052	1388	1193
S819	BOTHWAYS	*	*	*		*	
S819	NORTHBOUND				2191		2146
S819	SOUTHBOUND						
S820	BOTHWAYS	1779	2334	2967	2724	2361	2595
S820	EASTBOUND	887	1167	1516	1387	1191	1316
S820	WESTBOUND	892	1167	1451	1338	1170	1279

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S826	BOTHWAYS	46923	46236	55156	45262	49451	47130
S826	EASTBOUND	21347	23744	29442	22840	24857	23654
S826	WESTBOUND	25576	22492	25714	22422	24594	23476
S838	BOTHWAYS	17630	16122	21879	17296	18567	17838
S838	EASTBOUND	7708	8313	11829	8779	9294	8974
S838	WESTBOUND	9922	7809	10051	8518	9273	8859
S840	BOTHWAYS				813		991
S840	EASTBOUND	630	732	476	408	611	496
S840	WESTBOUND				408		497
S841E	BOTHWAYS	2390	2500	2773	2307	2554	2436
S841E	NORTHBOUND	1330	1211	1301	1132	1281	1214
S841E	SOUTHBOUND	1060	1288	1472	1175	1273	1222
S841S	BOTHWAYS	6500	7339	7878	6447	7238	6839
S841S	NORTHBOUND	3042	3763	4187	3252	3665	3442
S841S	SOUTHBOUND	3458	3575	3691	3195	3573	3396
S841W	BOTHWAYS				5285		5642
S841W	NORTHBOUND	2424	3186	3386	2644	2998	2814
S841W	SOUTHBOUND				2616		2823
S901	BOTHWAYS	*	*	*	22748	*	28961
S901	EASTBOUND				11804		14648
S901	WESTBOUND				11014		14431
S902	BOTHWAYS	36625	29386	34586	21370	33559	27087
S902	EASTBOUND	14881	15422	19892	10979	16753	13584
S902	WESTBOUND	21744	13964	14695	10391	16806	13503
S903	BOTHWAYS	35669	28621	35033	21512	33107	26968
S903	EASTBOUND	14625	15245	20355	11240	16743	13726
S903	WESTBOUND	21044	13376	14649	10269	16361	13211

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RECORDER NUMBER		AVERAGE SUNDAY	AVERAGE SATURDAY	AVERAGE FRIDAY	AVERAGE WEEKDAY	AVERAGE WEEKEND DAY	ANNUAL AVERAGE DAY
D1	BOTHWAYS	110188	128696	150498	143670	129414	136632
D1	NORTHBOUND	55996	64709	74982	71451	65104	68379
D1	SOUTHBOUND	54209	63954	75228	72129	64272	68234
D10	BOTHWAYS	73342	86124	110738	109719	89986	100280
D10	EASTBOUND	36803	42304	54781	54532	44588	49760
D10	WESTBOUND	36539	43821	55958	55187	45398	50520
D13	BOTHWAYS	46341	54381	64661	60063	55126	57737
D13	EASTBOUND	22263	26472	31076	28780	26606	27753
D13	WESTBOUND	24078	27909	33585	31283	28520	29984
D14	BOTHWAYS	40250	45806	65633	62786	50480	57144
D14	NORTHBOUND	20468	22977	32483	31203	25267	28485
D14	SOUTHBOUND	19782	22829	33150	31583	25213	28659
D3	BOTHWAYS	66981	82257	98819	92860	82528	88055
D3	EASTBOUND	34324	40999	48808	46325	41296	43992
D3	WESTBOUND	32657	41258	50010	46560	41232	44064
FY02	BOTHWAYS	*	*	*	*	*	2236
FY02	EASTBOUND						
FY02	WESTBOUND						
FY04	BOTHWAYS	*	*	*	*	*	6411
FY04	EASTBOUND						
FY04	WESTBOUND						
FY06	BOTHWAYS	*	*	*	*	*	1958
FY06	EASTBOUND						
FY06	WESTBOUND						
FY08	BOTHWAYS	*	*	*	*	*	6129
FY08	NORTHBOUND						
FY08	SOUTHBOUND						
FY09	BOTHWAYS	*	*	*	*	*	1208
FY09	NORTHBOUND						
FY09	SOUTHBOUND						
OR01	BOTHWAYS	*	*	*		*	
OR01	NORTHBOUND				64455		60932
OR01	SOUTHBOUND						
OR04	BOTHWAYS				144077		135176
OR04	NORTHBOUND				72806		68865
OR04	SOUTHBOUND	52116	60726	77110	71793	56323	66707

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P07	BOTHWAYS	6071	6277	6728	6099	6354	6202
P07	EASTBOUND	2714	3018	3256	2870	2994	2915
P07	WESTBOUND	3357	3259	3472	3229	3359	3287
P1	BOTHWAYS				181579		174250
P1	NORTHBOUND	70308	82768	95254	89340	82759	85924
P1	SOUTHBOUND				91506		88367
P19	BOTHWAYS	30347	35527	42817	41223	36217	38886
P19	EASTBOUND	14323	17371	20678	19699	17451	18615
P19	WESTBOUND	16024	18157	22139	21525	18766	20270
P20	BOTHWAYS	41993	46284	54687	48196	47599	47755
P20	EASTBOUND	20443	23028	27037	23565	23481	23431
P20	WESTBOUND	21550	23256	27650	24631	24118	24324
P29	BOTHWAYS	36036	41194	50315	43975	42518	43322
P29	EASTBOUND	17909	20927	25379	22045	21405	21751
P29	WESTBOUND	18127	20267	24935	21930	21113	21570
P3	BOTHWAYS						186310
P3	NORTHBOUND	78254	89238	103367	97421	90277	93724
P3	SOUTHBOUND						93052
P4	BOTHWAYS	110097	122635	156919	140962	129562	135430
P4	NORTHBOUND	58481	60959	77443	71228	65622	68606
P4	SOUTHBOUND	51777	61915	79466	69853	64220	67012
P5	BOTHWAYS				123121		116027
P5	NORTHBOUND	44639	51479	65203	61529	53741	57797
P5	SOUTHBOUND				61711		58177
P6	BOTHWAYS						110757
P6	NORTHBOUND						55315
P6	SOUTHBOUND	42413	51336	61169	59094	51632	55442
R017	BOTHWAYS						
R017	EASTBOUND						
R017	WESTBOUND	43046	51077	68594	66762	54142	60610
R021	BOTHWAYS	35177	47731	54983	48090	45958	47089
R021	EASTBOUND	17974	24914	28323	24555	23735	24155
R021	WESTBOUND	17203	22817	26660	23535	22223	22934
R034	BOTHWAYS				194506		186694
R034	NORTHBOUND				96072		92432
R034	SOUTHBOUND	77774	91692	105312	97460	91593	94429

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R036	BOTHWAYS						
R036	EASTBOUND	34791	43373	59150	54643	45772	50549
R036	WESTBOUND						
R044	BOTHWAYS	*	*	*	89021	*	85878
R044	EASTBOUND				43994		42375
R044	WESTBOUND				45028		43503
R046	BOTHWAYS	187960	211775	232025	223930	210276	216897
R046	NORTHBOUND	90327	102489	111502	108234	101276	104693
R046	SOUTHBOUND	97634	109286	120198	115696	108984	112181
R050	BOTHWAYS	30565	37133	47003	43947	38225	41202
R050	NORTHBOUND	15014	18757	23726	21938	19162	20597
R050	SOUTHBOUND	15551	18377	23277	22009	19064	20606
R051	BOTHWAYS	*	*	*	108278	*	103676
R051	NORTHBOUND				53189		51027
R051	SOUTHBOUND				55089		52647
R052	EASTBOUND	*	*	*	35605	*	33014
R052	WESTBOUND	*	*	*	34939	*	33061
R053	BOTHWAYS	15449	17378	21981	19509	18245	18995
R053	EASTBOUND	7458	8916	11571	10022	9315	9675
R053	WESTBOUND	7984	8439	10375	9469	8919	9280
R059	BOTHWAYS	*	*	*	6486	*	6551
R059	NORTHBOUND				3287		3296
R059	SOUTHBOUND				3200		3255
R060	BOTHWAYS	*	*	*	103375	*	102741
R060	NORTHBOUND				50811		50853
R060	SOUTHBOUND				52652		51704
R062	BOTHWAYS	18141	49525	63281	60816	50289	55995
R062	EASTBOUND	9297	25114	32039	30729	25469	28320
R062	WESTBOUND	8844	24411	31243	30087	24820	27676
R078	BOTHWAYS	5068	5494	6274	5654	5611	5624
R078	EASTBOUND	2761	2618	2973	2829	2783	2814
R078	WESTBOUND	2307	2875	3301	2825	2827	2809
R081	BOTHWAYS	25788	31060	39365	38300	32059	35439
R081	EASTBOUND	12548	15601	20025	19345	16055	17823
R081	WESTBOUND	13240	15459	19340	18955	16003	17616

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R082	BOTHWAYS	*	*	*	161608	*	157949
R082	NORTHBOUND				78420		76760
R082	SOUTHBOUND				83186		81062
R17R	BOTHWAYS	9453	10715	14914	13740	11718	12767
R17R	EASTBOUND						
R17R	WESTBOUND						
S103	BOTHWAYS	37718	45352	55254	52050	46109	49339
S103	NORTHBOUND	19010	22856	27921	26350	23263	24950
S103	SOUTHBOUND	18708	22496	27333	25700	22846	24389
S189	BOTHWAYS	167840	191710	222672	207811	193837	200659
S189	NORTHBOUND	83527	96134	111681	104585	97016	100692
S189	SOUTHBOUND	84313	95577	110655	103196	96802	99933
S201	BOTHWAYS	193927	218797	272114	257473	228446	243545
S201	NORTHBOUND	95608	107137	134721	127704	112560	120595
S201	SOUTHBOUND	98319	111660	137393	129770	115886	122950
S203	BOTHWAYS	111837	127072	162083	154492	133766	144547
S203	EASTBOUND	54444	63490	81204	76665	66454	71712
S203	WESTBOUND	57394	63582	80879	77828	67313	72835
S204	BOTHWAYS	*	*	*	213453	*	200590
S204	NORTHBOUND				109127		102367
S204	SOUTHBOUND				104317		98278
S205	BOTHWAYS						
S205	NORTHBOUND	86493	97491	119694	112765	101221	107099
S205	SOUTHBOUND						
S503	BOTHWAYS	16595	19217	23488	20481	19764	20143
S503	NORTHBOUND	8860	9528	11588	10354	9990	10196
S503	SOUTHBOUND	7735	9689	11900	10126	9774	9946
S547	BOTHWAYS	41641	51055	72300	72118	54809	64170
S547	EASTBOUND	20899	25094	35316	35450	27012	31582
S547	WESTBOUND	20742	25961	36985	36668	27797	32588
S809	BOTHWAYS	*	*	*		*	
S809	NORTHBOUND				99685		95773
S809	SOUTHBOUND						
S821	BOTHWAYS	110908	129105	149959	143666	129940	136920
S821	NORTHBOUND	54900	63155	73220	69848	63724	66847
S821	SOUTHBOUND	56008	65950	76740	73818	66217	70073

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S822	BOTHWAYS	133069	158954	197609	188455	163265	176497
S822	NORTHBOUND	66802	78915	97733	94063	81094	87913
S822	SOUTHBOUND	66245	80038	99876	94392	82086	88534
S825	BOTHWAYS				114020		110052
S825	EASTBOUND	42925	49550	62882	57087	51789	54545
S825	WESTBOUND				57416		55467
S837	BOTHWAYS	152443	173690	199806	185049	175447	179904
S837	NORTHBOUND	77444	85713	100096	93061	87820	90388
S837	SOUTHBOUND	74999	87977	99710	91988	87627	89515
S839	BOTHWAYS	18380	22693	43451	43803	28210	36794
S839	NORTHBOUND	9179	11029	22512	22876	14237	19005
S839	SOUTHBOUND	9202	11687	20939	20927	13958	17772

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B02	BOTHWAYS	17021	17465	18352	18281	18553	18696	19223	*	19998	21030
	EASTBOUND	8557	8784	9257	9215	9332	9424	9660		10044	10595
	WESTBOUND	8464	8681	9095	9066	9216	9272	9563		9954	10435
B03	BOTHWAYS	8334	9005	9527	9882	10879	11384	11684	11757	12483	12435
	NORTHBOUND	3972	4459	4779	4943	5438	5709	5843	5885	6261	6273
	SOUTHBOUND	3956	4450	4748	4939	5441	5675	5819	5871	6222	6319
B04	BOTHWAYS	21065	22482	*	*	23602	24271	23951	25119	26043	27230
	EASTBOUND	10660	11606			11885	12133	12070	12616	13092	13730
	WESTBOUND	10405	11549			11717	12138	11881	12503	12938	13501
P01	BOTHWAYS	17036	16871	18546	17853	18566	18707	*	19376	19508	20157
	EASTBOUND	8464	8379	9240	8932	9320	9389		9753	9830	10136
	WESTBOUND	8572	8493	9306	8921	9245	9320		9624	9678	10022
P02	BOTHWAYS	676	665	692	636	667	680	705		*	693
	EASTBOUND	334		340	313	330	334	347	334		337
	WESTBOUND	342		352	323	337	345	359			355
P03	BOTHWAYS	9366	9192	9381	9494	9097	9888	10380	10433	10764	11208
	NORTHBOUND	4704	4595	4723	4791	4590	4980	5229	5163	5423	5637
	SOUTHBOUND	4663	4521	4658	4713	4507	4909	5151	5276	5341	5570
P04	BOTHWAYS	35461	36297	36536	37137	38067	37647	*	*	39384	39830
	NORTHBOUND	17628	18007	18128	18335	18749	18675			19393	19620
	SOUTHBOUND	17833	18291	18493	18802	19322	18994			19990	20210
P05	BOTHWAYS	2169	2312	2366	2161	2270	2167	*	2162	2170	2211
	EASTBOUND	1143	1171	1179	1064	1153	1090		1079	1088	1111
	WESTBOUND	1083	1192	1190	1096	1118	1077		1083	1080	1100
P08	BOTHWAYS	17485	18452	19313	18802	*	21028	21883	21814	22143	23254
	EASTBOUND	9106	9476	9681	9437		10561	10821	10881	11134	11691
	WESTBOUND	8656	9228	9632	9343		10467	11062	10922	11009	11563
P09	BOTHWAYS	10532	11196	11503	11366	12337		14066	*	*	15187
	EASTBOUND	5806	5909	5807	5764	6240	6665	7168			7703
	WESTBOUND	5352	5622	5696	5602	6097		6889			7486
P10	BOTHWAYS	7807	8229	8502	8276	8597	8773	9107	9055	9218	9735
	EASTBOUND	3883	4072	4221	4106	4253	4346	4517	4494	4583	4837
	WESTBOUND	3948	4162	4285	4170	4343	4427	4581	4561	4635	4898
P11	BOTHWAYS	3276	3519	3844	3834	3824	3795	3840	3711	3767	3866
	NORTHBOUND	1704	1759	1921	1918	1915	1893	1917	1848	1879	1934
	SOUTHBOUND	1706	1761	1923	1916	1910	1905	1924	1863	1885	1932

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P13	BOTHWAYS	3866	4198	4369	4281	4477	4376		4327	4430	4604
	NORTHBOUND	1894	2056	2143	2095	2195	2154		2139	2185	2272
	SOUTHBOUND	1972	2142	2227	2186	2280	2222	2199	2188	2245	2331
P14	BOTHWAYS	2325	2477	2601	2595	2713	2803	2701	2782	2861	3049
	NORTHBOUND	1168	1249	1305	1297	1351	1399	1339	1380	1413	1512
	SOUTHBOUND	1156	1228	1296	1295	1362	1404	1362	1402	1449	1537
P15	BOTHWAYS	7189	7698	8000	*	8086	8405	8371	*	8577	8789
	NORTHBOUND	3605	3853	4024		4064	4233	4214		4306	4416
	SOUTHBOUND	3584	3805	3978		4019	4172	4157		4270	4373
P17	BOTHWAYS	1127	1270	1351	1314	1490	1588	1790	1814	1788	1842
	NORTHBOUND	569	656	698	690	785	840	947	958	943	969
	SOUTHBOUND	538	615	654	624	705	748	842	856	845	873
P18	BOTHWAYS	2313	2369	2350	2405	2489	2527	*	2310	2308	2527
	NORTHBOUND	1081	1164	1176	1202	1233	1255		1154	1166	1267
	SOUTHBOUND	1142	1206	1174	1203	1256	1272		1153	1152	1258
P21	BOTHWAYS	5680	5989	6323	6303	7411	8377	9210	9764	10001	*
	NORTHBOUND	2915	3088	3312	3261	3812	4343	4807	5018	5145	
	SOUTHBOUND	2765	2897	3012	3043	3599	4034	4403	4746	4855	
P22	BOTHWAYS	3211	2779	2686	2775	2742	2393		2217	2139	2118
	NORTHBOUND	1621	1391	1329	1370	1357	1180		1093	1061	1043
	SOUTHBOUND	1590	1388	1357	1404	1385	1213	1195	1125	1070	1073
P23	BOTHWAYS	3241	3267	3562	3686	3822	3764	3849	3712	3849	4028
	NORTHBOUND	1601	1626	1773	1837	1909	1875	1917	1847	1917	2015
	SOUTHBOUND	1640	1641	1789	1850	1913	1888	1932	1865	1934	2013
P24	BOTHWAYS	*	33215	37366	38025	39563	41533	41649	*	42503	44303
	EASTBOUND		16690	18760	19024	19792	20806	20887		21297	22193
	WESTBOUND		16525	18606	19000	19771	20727	20814		21209	22110
P25	BOTHWAYS	355	365	397	386	391	390	417	418	394	373
	NORTHBOUND	171	176	192	186	186	188	200	199	194	182
	SOUTHBOUND	184	187	205	200	205	202	216	219	201	191
P26	BOTHWAYS	737	680	710	725	734	720	728	692	668	662
	NORTHBOUND	372	343	356	362	365	361	364	345	333	330
	SOUTHBOUND	366	337	354	362	369	359	364	348	335	332
P27	BOTHWAYS	465	480	445	*	352	457	413	370	*	*
	NORTHBOUND	238	239	227		165	224	198	175		
	SOUTHBOUND	228	242	223		186	233	215	195		

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P28	BOTHWAYS	14519	15073	15439	15445	15981	16446	16975		*	*
	EASTBOUND	7262	7444	7716	7715	7979	8190	8442	8635		
	WESTBOUND	7258	7470	7723	7730	8002	8242	8533			
P30	BOTHWAYS	*	*	*	4751	*	5470	5647	5315	5441	5729
	NORTHBOUND				2359		2715	2798	2650	2710	2846
	SOUTHBOUND				2393		2755	2849	2665	2732	2883
P7C	BOTHWAYS	*	*	*	*	*	*	6164	6281	6366	6703
	NORTHBOUND							3116	3181	3195	3365
	SOUTHBOUND							3047	3098	3171	3338
P8	BOTHWAYS	37617	40154	*	44085	*	*			*	50570
	NORTHBOUND	18627	19663		21582						25261
	SOUTHBOUND	19039	20664		22228			23785	23670		25309
R001	BOTHWAYS	58548	*	*	62420	67845	72243	73052	76507	77286	79117
	NORTHBOUND	29511			31612	34170	35722	36298	37925	38490	39351
	SOUTHBOUND	29037			30695	33603	36585	36754	38362	38818	39769
R003N	BOTHWAYS	22581	23530	24304	25254	25661	26328	26620	26536	27638	28624
	NORTHBOUND	11425		12331	12787	13074	13361	13550	13427	13761	14291
	SOUTHBOUND	11157		11978	12435	12590	12971	13041	13028	13877	14333
R003E	BOTHWAYS	36800	38317	39104	40036	40449	41925	42351	42146	44135	46091
	EASTBOUND	18310		19442	19889	20104	20758	21121	21416	22104	23130
	WESTBOUND	18530		19663	20147	20345	21100	21172	20729	22031	22961
R003W	BOTHWAYS	14254	14770	14800	14815	14984	15492	15818	15878	16498	17469
	EASTBOUND	7173		7468	7454	7582	7812	7928	8031	8341	8847
	WESTBOUND	7105		7332	7360	7411	7680	7891	7847	8155	8622
R008	BOTHWAYS	*	*	5348	5145	5405	5491	5531	5677	6055	6180
	EASTBOUND			2665	2562	2693	2726	2750	2822	3017	3072
	WESTBOUND			2689	2583	2712	2766	2783	2856	3040	3108
R014	BOTHWAYS	12343	12262	*	12677	13586	14252	14885	14969	15515	16151
	EASTBOUND		6222		6232	6722	7058	7418	7431	7689	8036
	WESTBOUND		6101		6445	6864	7194	7484	7538	7826	8115
R019	BOTHWAYS	46361	48364	49505	49214	50782	51607	*	54715	55920	58194
	NORTHBOUND	23418		25300	24908	25374	25842		27342	27905	29049
	SOUTHBOUND	22943		24234	24303	25408	25769		27373	28002	29254
R020	BOTHWAYS	*	4425	*	*	*	4901	4988	5037	5206	5098
	NORTHBOUND						2441	2486	2511	2588	2548
	SOUTHBOUND						2461	2502	2526	2618	2553

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R023	BOTHWAYS	9260	9574	9969	9753	9623	10170	10315	10382	10623	10858
	NORTHBOUND	4627		5003	4873	4774	5054	5143	5201	5306	5423
	SOUTHBOUND	4633		4974	4897	4860	5137	5172	5203	5317	5435
R037	BOTHWAYS	*	*	1381	1341	1404	1547	*	1658	1737	1772
	EASTBOUND			702	682	699	785		845	878	900
	WESTBOUND			681	659	704	763		818	859	872
R038	BOTHWAYS	4720	4743	4558	4651	4720	4882	4889	4906	4814	4802
	EASTBOUND	2352		2260	2316	2335	2436	2453	2464	2425	2400
	WESTBOUND	2368		2298	2333	2385	2446	2437	2442	2402	2402
R039	BOTHWAYS	25933	26669	28218	27900	29252	30137	30553	*	30864	31564
	EASTBOUND			14133	13977	14634	15114	15330		15503	15698
	WESTBOUND			14085	13908	14566	15023	15223		15361	15697
R040N +	BOTHWAYS	*	*	*	*	*	*	*	*	*	896
	NORTHBOUND										439
	SOUTHBOUND										457
R040W	BOTHWAYS	*	2029	*	*	1666	1800	1747	1793	1779	1866
	EASTBOUND					795	877	864	887	883	919
	WESTBOUND					854	937	883	906	896	947
R041	BOTHWAYS	3903	4025	4020	3834	*	*		4510	4626	4750
	NORTHBOUND	1935	2009	2001	1902			2229	2248	2316	2380
	SOUTHBOUND	1967	2016	2015	1932				2262	2310	2368
R042	BOTHWAYS	11683	12344	12502	11906	12488	13023	12772	13147	13443	13561
	EASTBOUND	5806		6197	5904	6252	6537	6404	6599	6744	6954
	WESTBOUND	5877		6290	6002	6236	6486	6369	6547	6699	6888
R043	BOTHWAYS	*	5110	5359	5322	*	*	5417		*	5626
	NORTHBOUND			2684	2667			2640			2814
	SOUTHBOUND			2678	2658			2776	2861		2813
R045	BOTHWAYS	46307	49010	50708	*	*	*	*	60343	60516	63822
	NORTHBOUND		24788	25848					29727	29934	31818
	SOUTHBOUND		24302	25014					30616	30565	32005
R047E	BOTHWAYS	*	12795	13400	13025	13440	13580		14088	14369	14858
	EASTBOUND			6736	6538	6757	6829	7191	7156	7334	7621
	WESTBOUND			6678	6487	6683	6751		6936	7035	7236
R047S	BOTHWAYS	*	*	4513	4141	4444	4631	4797	4832	4829	5076
	NORTHBOUND			2274	2077	2225	2432	2434	2439	2446	2578
	SOUTHBOUND			2252	2064	2219	2293	2362	2392	2383	2504

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R047W	BOTHWAYS	9704	9840	10336	10054	10418	10352	10359	11552	11883	12140
	EASTBOUND		4922	5160	5076	5199	5204	5157	5758	5935	6061
	WESTBOUND		4917	5176	5024	5227	5147	5203	5790	5948	6079
R048	BOTHWAYS	12159	12792	13250	13047	13440	13932	14355	14169	14409	15033
	EASTBOUND	6053		6587	6477	6694	6948	7145	7079	7201	7575
	WESTBOUND	6106		6664	6563	6746	6984	7210	7105	7194	7452
R054	BOTHWAYS	2697	2605	2714	*	*	2594	2549	2531	2445	2493
	NORTHBOUND	1358	1308	1369			1258	1254	1243	1202	1222
	SOUTHBOUND	1339	1297	1347			1338	1295	1288	1243	1271
R055	BOTHWAYS	8506	8948	8841	8835	9184	9446	9681	9619	9896	10313
	EASTBOUND	4205		4297	4294	4493	4665	4778	4764	4892	5133
	WESTBOUND	4336		4544	4535	4691	4781	4903	4855	5003	5216
R057	BOTHWAYS	*	*	3385	*	3447	3638	3683	3751	3804	4022
	EASTBOUND			1707		1718	1815	1845	1875	1918	2026
	WESTBOUND			1677		1730	1823	1840	1876	1887	1993
R058	BOTHWAYS	3900	*	*	3637	3538	3611	3893	3794	3783	3862
	EASTBOUND				1806	1773	1811	1953	1898	1890	1922
	WESTBOUND				1831	1765	1800	1940	1897	1893	1940
R061	BOTHWAYS	7558	7678	7762	*	*	10363		10618	11035	11566
	NORTHBOUND			4072			5192		5235	5507	5785
	SOUTHBOUND			3672			5170	5266	5378	5528	5780
R063	BOTHWAYS	*	*	*	*	8380	8111	8238	8191	8334	8753
	NORTHBOUND					4188	4086	4151	4122	4192	4406
	SOUTHBOUND					4193	4025	4087	4069	4142	4347
R064	BOTHWAYS	*	*	2661	2527	2659	2707	2683	2687	2656	2753
	EASTBOUND			1338	1271	1340	1353	1350	1356	1345	1393
	WESTBOUND			1326	1253	1318	1357	1333	1332	1312	1360
R066	BOTHWAYS	1791	*	*	1782	1936	*	2076	2132	*	2334
	EASTBOUND				887	961		1028	1054		1157
	WESTBOUND				895	975		1049	1078		1178
R067	BOTHWAYS	2078	2145	2211	2019	2099	2159	2109	2058	2090	*
	EASTBOUND	1044	1082	1115	1017	1058	1077	1063	1040	1057	
	WESTBOUND	1034	1063	1095	1002	1051	1081	1046	1018	1033	
R068	BOTHWAYS	5162	*	*	*	5738	5655			4723	4891
	NORTHBOUND	2539				2829	2826	2556	2409	2238	2418
	SOUTHBOUND	2623				2910	2832			2507	2474

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R069	BOTHWAYS	18728	19419	20049	20048	20711	20960	21157	21468	22184	22691
	EASTBOUND			10010	10015	10361	10405	10504	10757	11121	
	WESTBOUND			10038	10033	10350	10597	10655	10711	11064	
R070	BOTHWAYS	*	*	*	*	7557	*	*		7795	7860
	NORTHBOUND					3756			3619	3897	3891
	SOUTHBOUND					3801				3897	3955
R073	BOTHWAYS	2698	2724	2771	2784	*	2633	2566	2535	2573	2542
	NORTHBOUND		1358	1383	1386		1310	1283	1272	1287	1275
	SOUTHBOUND		1366	1387	1398		1323	1285	1263	1286	1267
R074	BOTHWAYS	2319	2381	2371	2417	2439	2439	*	2308	2316	2404
	NORTHBOUND			1193	1221	1224	1229		1182	1194	1244
	SOUTHBOUND			1174	1194	1214	1210		1126	1122	1159
R075	BOTHWAYS	5597	5765	5953	5834	5854	6128	*	*	6576	6623
	EASTBOUND	2827		2999	2946	2935	3063			3311	3285
	WESTBOUND	2770		2952	2897	2919	3064			3265	3338
R076	BOTHWAYS	*	*	1546	1547	1809	1801	1914	*	1983	1926
	EASTBOUND			762	759	888	887	932		968	946
	WESTBOUND			785	788	923	919	982		1014	980
R077	BOTHWAYS	*	*	1833	1801	*	*	2309	2267	1963	1931
	EASTBOUND			880	863			1125	1103	952	938
	WESTBOUND			955	937	1041		1185	1164	1010	993
R083	BOTHWAYS	1461	1492	1489	1487	1568	1666	1698	1723	1723	1789
	NORTHBOUND			739	732	773	829	848	867	867	897
	SOUTHBOUND			751	755	795	837	848	856	856	891
R084	BOTHWAYS	3587	*	*	*	3502	*	3849	3694	3991	3826
	NORTHBOUND					1725		1958	1838	1989	1905
	SOUTHBOUND					1777		1891	1856	2002	1925
R085	BOTHWAYS	13327	13828	14268	14145	14957	15222	15965	15838	16089	16538
	EASTBOUND	6321	6944	7196	7094	7487	7636	8001	7920	8048	8270
	WESTBOUND	7006	6885	7072	7065	7467	7585	7964	7919	8041	8268
R086	BOTHWAYS	11337	12165	12770	12661	*	14516	15315	15013	15144	16047
	EASTBOUND	5708		6405	6360		7279	7673	7532	7600	8052
	WESTBOUND	5595		6349	6292		7237	7642	7480	7547	8007
R088	BOTHWAYS	*	*	*	*	*	*	*	*	*	41771
	EASTBOUND										20641
	WESTBOUND										21129

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R089	BOTHWAYS	*	*	*	*	*	*	*	*	*	15813
	NORTHBOUND										8007
	SOUTHBOUND										7809
S612	BOTHWAYS	3022	3319	3296	3117	*	3245	3243	3211	3228	3394
	EASTBOUND	1592		1735	1638		1624	1615	1604	1608	1693
	WESTBOUND	1429		1569	1482		1621	1628	1607	1620	1701
S706	BOTHWAYS	*	6337	6745	6923	7275	7583	7628	7581	7713	7957
	EASTBOUND		3212	3401	3492	3669	3818	3802	3769	3837	3961
	WESTBOUND		3124	3344	3431	3606	3765	3824	3812	3876	3996
S803	BOTHWAYS	23565	23511	*	24218	*	*	25146	25261	25163	24367
	NORTHBOUND	11734			12089			12517	12597	12561	12180
	SOUTHBOUND	11831			12140			12629	12664	12602	12187
S818E	BOTHWAYS	*	*	*	*	*	4197	4341	4407	4342	4500
	EASTBOUND						2062	2145	2185	2155	2228
	WESTBOUND						2135	2196	2222	2187	2272
S818S	BOTHWAYS	*	*	2243	*	*	2303	2249	2297	2252	2331
	NORTHBOUND			1091			1131	1118	1147	1124	1162
	SOUTHBOUND			1150			1172	1130	1150	1128	1170
S818W	BOTHWAYS	*	*	*	*	*	2218	2268	2438	2398	2405
	EASTBOUND						1108	1149	1272	1247	1237
	WESTBOUND						1110	1123	1166	1152	1193
S819	BOTHWAYS	3890	4140	4021	*	4146	4219	4341	4452	4368	
	NORTHBOUND	1946		2044		2119	2142	2206	2234	2201	2146
	SOUTHBOUND	1944		1978		2027	2078	2135	2218	2167	
S820	BOTHWAYS	2675	2883	2799	2763	2798	2583	*	2637	2566	2595
	EASTBOUND	1361	1464	1432	1414	1418	1314		1339	1297	1316
	WESTBOUND	1315	1419	1367	1350	1380	1269		1298	1271	1279
S826	BOTHWAYS	31071	32967	34030	*	*	41370	43795	45628	47697	47130
	EASTBOUND	15418		17040			20503	22043	23005	23932	23654
	WESTBOUND	15737		17091			20764	21735	22623	23720	23476
S838	BOTHWAYS	*	11628	11860	*	*	15203	16983	*	*	17838
	EASTBOUND			5889			7623	8494			8974
	WESTBOUND			5971			7575	8490			8859
S840	BOTHWAYS	1336	*	*	1144	1314	*	1128	1144	993	991
	EASTBOUND	667			571	654		565	573	498	496
	WESTBOUND	669			573	660		564	571	494	497

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S841E	BOTHWAYS	*	*	2194	2175	2265	2284	*	2319	2389	2436
	NORTHBOUND			1081	1073	1114	1128		1169	1208	1214
	SOUTHBOUND			1113	1103	1152	1156		1150	1181	1222
S841S	BOTHWAYS	*	*	5989	6384	*	*	*	6222	6615	6839
	NORTHBOUND			2972	3150				3095	3308	3442
	SOUTHBOUND			3017	3194				3162	3306	3396
S841W	BOTHWAYS	*	*	*	5071	5073	5197	*	5133		5642
	NORTHBOUND				2581	2578	2629		2558		2814
	SOUTHBOUND				2483	2495	2559		2603	2709	2823
S901	BOTHWAYS	*	*	*	24493	25349	25657		*	*	28961
	EASTBOUND				12283	12744	13125	13349			14648
	WESTBOUND				12001	12455	12756				14431
S902	BOTHWAYS	*	*	*	20541	*	22436	*	25527	25698	27087
	EASTBOUND				10193		11376		12825	12930	13584
	WESTBOUND				10429		10999		12702	12768	13503
S903	BOTHWAYS	*	*	*	*	*	*	24241	25172	25678	26968
	EASTBOUND							12154	12675	13079	13726
	WESTBOUND							12087	12483	12599	13211

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D1	BOTHWAYS	112561	116096	122641	122297	*	*	*	*	138717	136632
	NORTHBOUND	57086	58727	62113	61523					67741	68379
	SOUTHBOUND	55508	57369	60618	60823					68211	68234
D10	BOTHWAYS	96505	96705	99551	98611	102374	103404	*	101531	101262	100280
	EASTBOUND	43546	47756	49264	48737	50706	51228		50313	50243	49760
	WESTBOUND	49136	49001	50241	49834	51616	52176		51230	51019	50520
D11	BOTHWAYS	85402	89460	91051	91715	92388	93610	95013	96185	*	*
	EASTBOUND	43859	46052	46835	47189	47869	48578	49473	49884		
	WESTBOUND	41543	43408	44216	44334	44539	45032	45548	46168		
D12	BOTHWAYS	16014	16982	17303	17570	*	*	22342	23026	*	*
	EASTBOUND	7919	8495	8627	8726			11109	11406		
	WESTBOUND	7891	8487	8677	8794			11234	11620		
D13	BOTHWAYS	48140	48885	51693	52138	54271	55603	57323	57562	57090	57737
	EASTBOUND	23809	24220	25508	25722	27132	27499	28039	27841	27542	27753
	WESTBOUND	23682	24665	26184	26417	27138	28104	29284	29721	29547	29984
D14	BOTHWAYS	46694	46093	47026	49010	51315	52054	55549	57163	55543	57144
	NORTHBOUND	22934	22795	23739	24175	24546	25103	27433	28186	27653	28485
	SOUTHBOUND	23492	23300	23732	24835	26769	26951	28116	28815	27890	28659
D3	BOTHWAYS	67501	71356	71210	72772	75201	78532	81672	*		88055
	EASTBOUND	33523	34910	34857	35547	36987	38819	40419		41846	43992
	WESTBOUND	34011	36477	36353	37225	38203	39779	41185			44064
P06	BOTHWAYS	23334	25586	26676	27508	28583	29619	29922	30934	*	*
	EASTBOUND	11363	12456	13021	13438	13945	14408	14698	15090		
	WESTBOUND	12082	13130	13655	14071	14589	15216	15507	15836		
P07	BOTHWAYS	5035	5441	5615	6014	6260	6329	6212	6120	6184	6202
	EASTBOUND	2375	2583	2682	2892	3017	3010	3000	2883	2914	2915
	WESTBOUND	2607	2858	2932	3122	3243	3321	3212	3236	3252	3287
P1	BOTHWAYS	*	*	*	149329	*	*	158146	169985	175395	174250
	NORTHBOUND				73843			78584	84408	85640	85924
	SOUTHBOUND				75104			79534	85479	87816	88367
P19	BOTHWAYS	31186	32468	33379	33803	34599	35214	35572	*	37305	38886
	EASTBOUND	15139	15806	16254	16375	16619	16957	17006		17732	18615
	WESTBOUND	15867	16662	17125	17428	17980	18258	18567		19573	20270
P20	BOTHWAYS	33587	35204	35655	37028	38945	41532	43518	44486	45241	47755
	EASTBOUND	16801	17615	17720	18293	19296	20491	21562	21914	21626	23431
	WESTBOUND	16786	17589	18003	18735	19649	21041	21939	22572	23097	24324

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P29	BOTHWAYS	33989	36301	37259	36207	39759	40165	*	40605	41413	43322
	EASTBOUND	17089	18186	18658	18018	19901	20026		20226	20755	21751
	WESTBOUND	16900	18115	18600	18184	19857	20139		20379	20658	21570
P3	BOTHWAYS	164008	165861	165608	168767	176631	180522	182567	181031	186811	186310
	NORTHBOUND	82206	82250	81596	83970	89284	90932	91560	89058	93697	93724
	SOUTHBOUND	82432	83873	84067	84824	87777	89718	91016	91921	93056	93052
P4	BOTHWAYS	109700	114496	116848	118777	121768	*	127304		132952	135430
	NORTHBOUND	55302	57241	58281	59445	60910		63904	65026	67059	68606
	SOUTHBOUND	55233	57239	58353	59325	60940		63264		65690	67012
P5	BOTHWAYS	*	99778	102648	105071	*	*	113398	113192	112973	116027
	NORTHBOUND		49051	50182	51409			56381	55900	55711	57797
	SOUTHBOUND		50541	52482	53661			57033	57340	57038	58177
P6	BOTHWAYS	*	*	*	94856	98949	100858	106323	109047	110643	110757
	NORTHBOUND				47182	49180	50531	53284	54439	55327	55315
	SOUTHBOUND				47429	49651	50226	53070	54544	55264	55442
R017	BOTHWAYS	*	*	*	*	*	*	*	*		
	EASTBOUND										
	WESTBOUND									61204	60610
R021	BOTHWAYS	32867	33271	*	*	*	41563	45502	46521	46430	47089
	EASTBOUND	16831	17193				21344	23483	23988	23873	24155
	WESTBOUND	16036	16093				20219	21962	22574	22557	22934
R034	BOTHWAYS	163673	163664	166834	166736	173383	176278	182605	*	176971	186694
	NORTHBOUND	81345	81555	82971	82792	85894	87159	90304		89297	92432
	SOUTHBOUND	82365	82707	83673	83863	87322	89159	92298		87418	94429
R036	BOTHWAYS	83214	84622	*	90039	94134	*	*	*		
	EASTBOUND	41633			45221	47254				41680	50549
	WESTBOUND	41433			44835	46905					
R044	BOTHWAYS	75337	75731	78945	78935	81548	*	*		78645	85878
	EASTBOUND			39497	39519	40848			38767	38747	42375
	WESTBOUND			39413	39454	40703				39936	43503
R046	BOTHWAYS	*	*	*	*	*	*	*	*	214765	216897
	NORTHBOUND									102244	104693
	SOUTHBOUND									112521	112181
R050	BOTHWAYS	29370	30363	31950	32386	33816	34862	37855	37847	39007	41202
	NORTHBOUND	14841	15297	16081	16247	16945	17473	18936	18887	19483	20597
	SOUTHBOUND	14529	15066	15794	16142	16863	17390	18919	18959	19524	20606

* NOT AVAILABLE

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
T R I P S S Y S T E M
AUTOMATED DATA COLLECTION RECORDERS
ANNUAL AVERAGE DAILY TRAFFIC VOLUMES
URBAN STATIONS

RECORDER NUMBER		1993 AADT	1994 AADT	1995 AADT	1996 AADT	1997 AADT	1998 AADT	1999 AADT	2000 AADT	2001 AADT	2002 AADT
R051	BOTHWAYS	70887	76360	80468	86253	92726	*	97030	*	103199	103676
	NORTHBOUND			40657	43458	46263		48229		51126	51027
	SOUTHBOUND			39816	42732	46463		48881		52137	52647
R052	BOTHWAYS	54288	56306	54625	58281	*	*	*	*	*	66075
	EASTBOUND	26813	27812	27734	28593						33014
	WESTBOUND	27590	28522	26903	29698						33061
R053	BOTHWAYS	14743	15438	16552	16865	17982	*	*	18104	18434	18995
	EASTBOUND	7548		8511	8670	9255			9252	9386	9675
	WESTBOUND	7195		8060	8192	8726			8853	9048	9280
R059	BOTHWAYS	5323	6093	6332	6224	6366	6453	6570	6362	6093	6551
	NORTHBOUND	2678	3060	3166	3127	3195	3249	3315	3208	3070	3296
	SOUTHBOUND	2645	3033	3166	3097	3171	3203	3265	3154	3023	3255
R060	BOTHWAYS	81624	83956	85832	*	*	*		*	98681	102741
	NORTHBOUND	40206		42265				47065		49023	50853
	SOUTHBOUND	41379		43670						49715	51704
R062	BOTHWAYS	43014	46924	46896	45609	47479	47138		51813	53793	55995
	EASTBOUND			23504	22966	23958	23851	26984	26257	27239	28320
	WESTBOUND			23388	22643	23521	23286		25556	26554	27676
R078	BOTHWAYS	4485	4631	4759	4792	5272	5285	5375	5675	5713	5624
	EASTBOUND	2214	2286	2351	2381	2635	2640	2699	2856	2864	2814
	WESTBOUND	2273	2346	2412	2404	2636	2646	2676	2819	2849	2809
R081	BOTHWAYS	19629	21654	23085	24451	25096	*	29614	30146	32288	35439
	EASTBOUND	9843	10822	11692	12333	12552		14679	15058	16169	17823
	WESTBOUND	9787	10841	11418	12168	12570		15001	15087	16118	17616
R082	BOTHWAYS	131857	135191	134823	139434	*	*	*	157575	157581	157949
	NORTHBOUND			68482	70494				77251	77086	76760
	SOUTHBOUND			66737	68987				80324	80495	81062
R17R	BOTHWAYS	*	*	*	*	*	*	*	*	12696	12767
	EASTBOUND										
	WESTBOUND										
S103	BOTHWAYS	42714	43840	44204	43801	43461	44734	*	46404	48325	49339
	NORTHBOUND	21499	22080	22288	22093	21908	22514		23504	24712	24950
	SOUTHBOUND	21210	21760	21921	21708	21553	22220		22900	23614	24389
S189	BOTHWAYS	*	*	*	*	*	*	*	*	193197	200659
	NORTHBOUND									97317	100692
	SOUTHBOUND									95881	99933

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URBAN STATIONS

RECORDER NUMBER		1993 AADT	1994 AADT	1995 AADT	1996 AADT	1997 AADT	1998 AADT	1999 AADT	2000 AADT	2001 AADT	2002 AADT
S201	BOTHWAYS	*	*	*	*	*	*	*	*	*	243545
	NORTHBOUND										120595
	SOUTHBOUND										122950
S203	BOTHWAYS	*	*	*	125635	131260	*	*	*	141415	144547
	EASTBOUND				62502	64931				70043	71712
	WESTBOUND				63149	66314				71389	72835
S204	BOTHWAYS	*	*	*	*	*	*	*	*	*	200590
	NORTHBOUND										102367
	SOUTHBOUND										98278
S205	BOTHWAYS	*	*	*	*	*	*	*	*		
	NORTHBOUND									103704	107099
	SOUTHBOUND										
S503	BOTHWAYS	17871	18583	19328	19752	20297	20276	20897	20092	19628	20143
	NORTHBOUND			9804	10023	10220	10241	10560	10173	9938	10196
	SOUTHBOUND			9524	9729	10039	10035	10339	9919	9690	9946
S547	BOTHWAYS	*	*	*	*	*	*	*	*	63150	64170
	EASTBOUND									31298	31582
	WESTBOUND									31852	32588
S809	BOTHWAYS	159553	162736	168062	*	*	*		*	*	
	NORTHBOUND	79173		84367				92883			95773
	SOUTHBOUND	80584		83448							
S821	BOTHWAYS	*	*	*	*	*	*	*	*	*	136920
	NORTHBOUND										66847
	SOUTHBOUND										70073
S822	BOTHWAYS	*	*	*	*	*	*	*	*	177541	176497
	NORTHBOUND									88526	87913
	SOUTHBOUND									89014	88534
S824	BOTHWAYS	82776	83454	*	83862	87810	89001	*	*	*	*
	NORTHBOUND	40998	41391		41967	43762	44553				
	SOUTHBOUND	41778	42150		42164	44047	44448				
S825	BOTHWAYS	78006	81691	87472	89091	94158	98774	101203	104345	107933	110052
	EASTBOUND	38639	40670	43507	44139	46891	49130	50289	51796	53559	54545
	WESTBOUND	39367	41021	44030	44849	47237	49644	50912	52548	54374	55467
S837	BOTHWAYS	151189	154182	155467	155974	*	*		178430	177412	179904
	NORTHBOUND		77664	77279	76524			84343	88079	88578	90388
	SOUTHBOUND		76518	77924	79432				89522	88665	89515

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STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
T R I P S S Y S T E M
AUTOMATED DATA COLLECTION RECORDERS
ANNUAL AVERAGE DAILY TRAFFIC VOLUMES
URBAN STATIONS

RECORDER NUMBER		1993 AADT	1994 AADT	1995 AADT	1996 AADT	1997 AADT	1998 AADT	1999 AADT	2000 AADT	2001 AADT	2002 AADT
S839	BOTHWAYS	32982	32679	30018	31063	32738	34291	36255	*	*	36794
	NORTHBOUND	17178	16804	15099	15885	16382	17201	17601			19005
	SOUTHBOUND	15803	15875	14893	15166	16345	17090	18664			17772

* NOT AVAILABLE

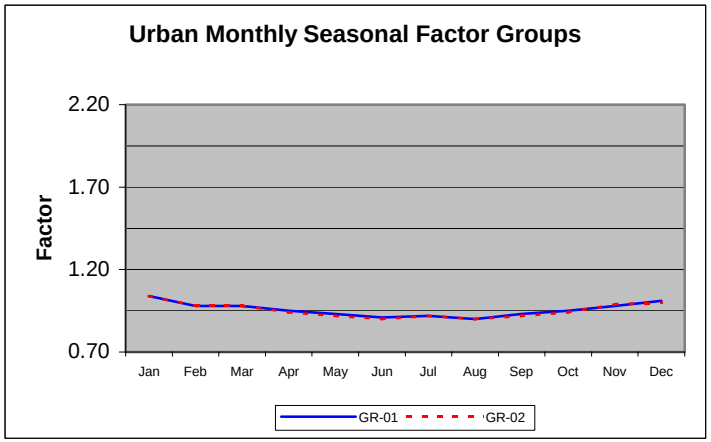
THE EXPANSION OF SHORT-DURATION COUNT DATA TO AADTS

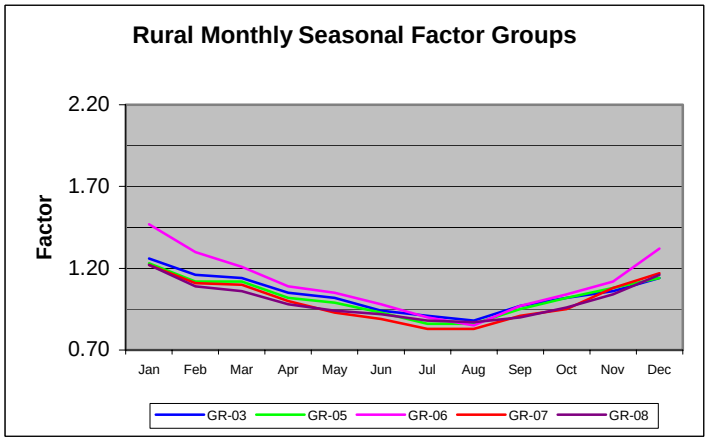
With the exception of Annual Averaged Daily Traffic (AADT) volumes provided for those locations with Automated Data Collection (ADC) Stations, which record traffic data continuously, the AADTs in this report are based off 48- or 72-hour weekday mechanical traffic counts. Because traffic volumes fluctuate in relation to both the day of the week and the time of year, the volume data derived from a short-duration count must be statistically adjusted in order to provide an accurate estimate of the AADT for the location the count was taken. This is done by multiplying the Average Weekday Traffic (AWDT) volume from a short-duration count by a conversion factor representing the AADT of an ADC Station divided by the AWDT of the station for the month in which the short-duration count was taken. These factors, which are commonly referred to as monthly seasonal factors, are listed on the following pages.

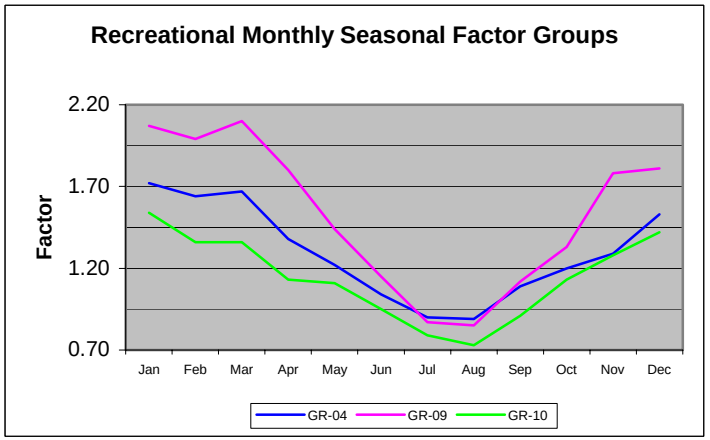
The determination of which ADC Station's factors to use for the short-duration counts on a given section of roadway is based on the apparent degree to which the traffic patterns at the ADC Station mirror those of the section of roadway under consideration. Proximity to the ADC Station, as well as similarities in traffic volumes and roadway type, are used in identifying locations that should display similar patterns. In some instances however, a section of roadway cannot reliably be assigned to the factors from an individual ADC Station. In such cases, assignment is made to one of several factor groups that reflect generalized patterns for broad geographic and roadway-type categories through the use of averaged factors from multiple, representative ADC Stations. The factor groups currently in use are:

GR-01: Urban Interstate
GR-02: Urban Non-Interstate
GR-03: Non-Recreational Rural Interstate
GR-04: Rural Central Mountain (Moderate Recreational Influence)
GR-05: Non-Interstate, Non-Recreational Rural West
GR-06: Non-Interstate, Non-Recreational Rural Southeast (High Summer Peak)
GR-07: Non-Interstate, Non-Recreational Rural Northeast
GR-08: Non-Interstate, Non-Recreational Rural Southeast (Commute Routes)
GR-09: Rural Central Mountain (Strong Recreational Influence)
GR-10: Recreational West

The charts to the right graphically depict the changes over the course of a year in the factor groups' monthly seasonal factors; changes that are roughly inverse to the annual rise and fall in averaged traffic volumes for the ADC Stations composing these groups. As can be seen, urban roadways display less variation than do rural roadways, which are much more impacted by seasonal variations in agriculture-related traffic. However, the highest degree of seasonal variation is displayed by factor groups GR-04, GR-09 and GR-10, which are composed of ADC Stations that record data for locations that are strongly influenced by seasonal fluctuations in recreational traffic.







STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
T R I P S S Y S T E M
AUTOMATED DATA COLLECTION RECORDERS
CONVERSION FACTORS: AVERAGE WEEKDAY TRAFFIC (AWDT) TO ANNUAL AVERAGE DAILY TRAFFIC (AADT)
RURAL STATIONS

MONTH	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR
	B02		B03		B04		P01		P02		P03		P04	
JANUARY	17405	1.21	8204	1.52	15375	1.77	15871	1.27	260	2.67	9802	1.14	33544	1.19
FEBRUARY	19576	1.07	9744	1.28	16734	1.63	17014	1.18	316	2.19	10585	1.06	37673	1.06
MARCH	18948	1.11	11401	1.09	16184	1.68	17079	1.18	341	2.03	11015	1.02	36755	1.08
APRIL	20793	1.01	12074	1.03	20732	1.31	19557	1.03	556	1.25	11510	.97	40005	1.00
MAY	20280	1.04	12718	.98	22930	1.19	20626	.98	647	1.07	11815	.95	40942	.97
JUNE	21751	.97	13483	.92	25986	1.05	21836	.92	805	.86	11952	.94	42628	.93
JULY	23950	.88	14442	.86	29489	.92	22983	.88	971	.71	12246	.92	43743	.91
AUGUST	25010	.84	14452	.86	30314	.90	23100	.87	975	.71	12299	.91	45569	.87
SEPTEMBER	21299	.99	13186	.94	24476	1.11	22432	.90	724	.96	12448	.90	41977	.95
OCTOBER	20103	1.05	12370	1.01	22043	1.24	20984	.96	611	1.13	11827	.95	40539	.98
NOVEMBER	19220	1.09	11646	1.07	22532	1.21	18662	1.08	465	1.49	11007	1.02	38794	1.03
DECEMBER	18530	1.13	10005	1.24	18396	1.48	17113	1.18	328	2.11	10224	1.10	38269	1.04
AADT	21030		12435		27230		20157		693		11208		39830	

	P05		P08		P09		P10		P11		P13		P14	
JANUARY	1502	1.47	19266	1.21	11341	1.34	5533	1.76	2727	1.42	3698	1.24	2366	1.29
FEBRUARY	1692	1.31	21408	1.09	12324	1.23	6161	1.58	2960	1.31	4222	1.09	2689	1.13
MARCH	1772	1.25	21155	1.10	13383	1.13	6370	1.53	2877	1.34	4172	1.10	2583	1.18
APRIL	1998	1.11	23059	1.01	14251	1.07	7850	1.24	3358	1.15	4674	.99	2981	1.02
MAY	2074	1.07	23843	.98	14694	1.03	8517	1.14	3803	1.02	4849	.95	3039	1.00
JUNE	2270	.97	25582	.91	16081	.94	10216	.95	4040	.96	4977	.93	3213	.95
JULY	2525	.88	25329	.92	17352	.88	11533	.84	4585	.84	5068	.91	3720	.82
AUGUST	2559	.86	25818	.90	17933	.85	11937	.82	4598	.84	5115	.90	3441	.89
SEPTEMBER	2266	.98	25108	.93	15437	.98	9368	1.04	4035	.96	5042	.91	3270	.93
OCTOBER	2053	1.08	25121	.93	14500	1.05	7976	1.22	3915	.99	4985	.92	3134	.97
NOVEMBER	1904	1.16	22951	1.01	13819	1.10	8371	1.16	3219	1.20	4548	1.01	3003	1.02
DECEMBER	1535	1.44	20154	1.15	12385	1.23	6594	1.48	2925	1.32	4075	1.13	2664	1.14
AADT	2211		23254		15187		9735		3866		4604		3049	

	P15		P17		P18		P22		P23		P24		P25	
JANUARY	7322	1.20	1628	1.13	1388	1.82	1660	1.28	3303	1.22	35895	1.23	275	1.36
FEBRUARY	7992	1.10	1853	.99	1575	1.60	1804	1.17	3752	1.07	39219	1.13	306	1.22
MARCH	7984	1.10	1933	.95	1647	1.53	1915	1.11	3753	1.07	38376	1.15	314	1.19
APRIL	8627	1.02	2005	.92	1987	1.27	2074	1.02	4177	.96	43049	1.03	377	.99
MAY	9091	.97	2099	.88	2291	1.10	2203	.96	4710	.86	45197	.98	422	.88
JUNE	9140	.96	2067	.89	2573	.98	2420	.88	4621	.87	49797	.89	407	.92
JULY	9058	.97	2205	.84	3119	.81	2727	.78	5027	.80	52590	.84	453	.82
AUGUST	9459	.93	2494	.74	3238	.78	2816	.75	4719	.85	53321	.83	445	.84
SEPTEMBER	8843	.99	2669	.69	2735	.92	2316	.91	4354	.93	47285	.94	402	.93
OCTOBER	8846	.99	2458	.75	2090	1.21	2051	1.03	4265	.94	44165	1.00	370	1.01
NOVEMBER	8611	1.02	1981	.93	1894	1.33	1858	1.14	3799	1.06	41542	1.07	322	1.16
DECEMBER	8053	1.09	1512	1.22	1668	1.51	1750	1.21	3548	1.14	41365	1.07	282	1.32
AADT	8789		1842		2527		2118		4028		44303		373	

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
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CONVERSION FACTORS: AVERAGE WEEKDAY TRAFFIC (AWDT) TO ANNUAL AVERAGE DAILY TRAFFIC (AADT)
RURAL STATIONS

MONTH	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR
	P26		P30		P7C		P8		R001		R003N		R003E	
JANUARY	538	1.23	4508	1.27	4528	1.48	39412	1.28	65707	1.20	26624	1.08	40711	1.13
FEBRUARY	606	1.09	5121	1.12	5075	1.32	42022	1.20	68441	1.16	28101	1.02	43506	1.06
MARCH	622	1.06	5045	1.14	5670	1.18	43876	1.15	71693	1.10	28360	1.01	43300	1.06
APRIL	640	1.03	5504	1.04	6016	1.11	44755	1.13	78049	1.01	29653	.97	46071	1.00
MAY	675	.98	5989	.96	6337	1.06	46573	1.09	77524	1.02	30505	.94	46878	.98
JUNE	681	.97	6178	.93	7135	.94	50654	1.00	82216	.96	31570	.91	49411	.93
JULY	841	.79	6385	.90	7925	.85	55529	.91	85407	.93	31722	.90	51773	.89
AUGUST	812	.82	6296	.91	8018	.84	56761	.89	87787	.90	32521	.88	53298	.86
SEPTEMBER	727	.91	6164	.93	6649	1.01	49759	1.02	80841	.98	31622	.91	49655	.93
OCTOBER	691	.96	5895	.97	6036	1.11	45322	1.12	76968	1.03	30983	.92	47685	.97
NOVEMBER	617	1.07	5718	1.00	6101	1.10	47946	1.05	76418	1.04	29495	.97	45473	1.01
DECEMBER	578	1.15	5131	1.12	5176	1.30	45462	1.11	74931	1.06	28875	.99	44192	1.04
AADT	662		5729		6703		50570		79117		28624		46091	

	R003W		R008		R014		R020		R023		R037		R038	
JANUARY	14088	1.24	4985	1.24	10009	1.61	4350	1.17	7723	1.41	802	2.21	3607	1.33
FEBRUARY	15406	1.13	5434	1.14	11077	1.46	4914	1.04	8688	1.25	868	2.04	3316	1.45
MARCH	14940	1.17	5488	1.13	11830	1.37	5130	.99	8528	1.27	709	2.50	2633	1.82
APRIL	16479	1.06	6034	1.02	13673	1.18	5323	.96	9760	1.11	868	2.04	2752	1.74
MAY	16373	1.07	6061	1.02	14760	1.09	5404	.94	10159	1.07	1516	1.17	2769	1.73
JUNE	17842	.98	6352	.97	17052	.95	5631	.91	11156	.97	2049	.86	3316	1.45
JULY	20051	.87	6863	.90	19010	.85	5788	.88	12699	.86	2653	.67	4403	1.09
AUGUST	20777	.84	7099	.87	19390	.83	6405	.80	13480	.81	2593	.68	4472	1.07
SEPTEMBER	18033	.97	6730	.92	15717	1.03	5945	.86	11579	.94	2084	.85	3334	1.44
OCTOBER	16702	1.05	6266	.99	13786	1.17	5393	.95	9876	1.10	1831	.97	2829	1.70
NOVEMBER	15977	1.09	5855	1.06	14342	1.13	4906	1.04	9599	1.13	1133	1.56	2201	2.18
DECEMBER	15317	1.14	5182	1.19	11776	1.37	4364	1.17	9316	1.17	943	1.88	3250	1.48
AADT	17469		6180		16151		5098		10858		1772		4802	

	R039		R040W		R041		R042		R043		R045		R047E	
JANUARY	21548	1.46	697	2.68	3283	1.45	7639	1.78	4541	1.24	53726	1.19	10483	1.42
FEBRUARY	22074	1.43	841	2.22	3721	1.28	8459	1.60	4722	1.19	55786	1.14	11150	1.33
MARCH	20309	1.55	946	1.97	3892	1.22	8698	1.56	5521	1.02	57507	1.11	11122	1.34
APRIL	23039	1.37	1046	1.78	4302	1.10	10608	1.28	5377	1.05	58546	1.09	13351	1.11
MAY	24976	1.26	1289	1.45	4514	1.05	11670	1.16	5413	1.04	60666	1.05	14743	1.01
JUNE	28442	1.11	1668	1.12	4857	.98	12940	1.05	5922	.95	64948	.98	15851	.94
JULY	32378	.97	2309	.81	5148	.92	15917	.85	6630	.85	68631	.93	17348	.86
AUGUST	31353	1.01	2589	.72	5620	.85	15884	.85	6473	.87	70435	.91	17133	.87
SEPTEMBER	25567	1.23	1915	.97	5064	.94	12590	1.08	5649	1.00	63862	1.00	15440	.96
OCTOBER	24171	1.31	1428	1.31	4526	1.05	11261	1.20	5337	1.05	59375	1.07	14097	1.05
NOVEMBER	24409	1.29	1196	1.56	4288	1.11	11345	1.20	4905	1.15	61273	1.04	12260	1.21
DECEMBER	21659	1.46	882	2.12	3450	1.38	8935	1.52	4745	1.19	58798	1.09	11610	1.28
AADT	31564		1866		4750		13561		5626		63822		14858	

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RURAL STATIONS

MONTH	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR
	R047W		R048		R054		R055		R057		R058		R061	
JANUARY	8829	1.38	10578	1.42	2042	1.22	6266	1.65	2018	1.99	1786	2.16	8467	1.37
FEBRUARY	9289	1.31	11890	1.26	2444	1.02	7012	1.47	2221	1.81	1860	2.08	9440	1.23
MARCH	9402	1.29	11402	1.32	2288	1.09	7251	1.42	2046	1.97	1675	2.31	10289	1.12
APRIL	10950	1.11	13864	1.08	2653	.94	8833	1.17	2792	1.44	2351	1.64	10818	1.07
MAY	12209	.99	14086	1.07	2637	.95	9668	1.07	3231	1.24	2672	1.45	11149	1.04
JUNE	12915	.94	16750	.90	2723	.92	11177	.92	3831	1.05	3114	1.24	11974	.97
JULY	13933	.87	16385	.92	2975	.84	12594	.82	4465	.90	4043	.96	13045	.89
AUGUST	14091	.86	16948	.89	3111	.80	12811	.81	4419	.91	4181	.92	13621	.85
SEPTEMBER	13464	.90	15498	.97	2628	.95	10773	.96	3549	1.13	3118	1.24	11828	.98
OCTOBER	12289	.99	14835	1.01	2461	1.01	9235	1.12	3375	1.19	2652	1.46	10957	1.06
NOVEMBER	10625	1.14	14553	1.03	2274	1.10	7919	1.30	2849	1.41	2044	1.89	10677	1.08
DECEMBER	9883	1.23	11529	1.30	2059	1.21	6652	1.55	2550	1.58	2144	1.80	9291	1.24
AADT	12140		15033		2493		10313		4022		3862		11566	

	R063		R064		R066		R068		R069		R070		R073	
JANUARY	6488	1.25	1916	1.44	1345	1.74	4206	1.16	20008	1.13	7680	1.02	1793	1.42
FEBRUARY	7365	1.19	2151	1.28	1502	1.55	4504	1.09	21856	1.04	7870	1.00	2133	1.19
MARCH	8052	1.09	2108	1.31	1706	1.37	4456	1.10	21014	1.08	7784	1.01	2030	1.25
APRIL	8616	1.02	2609	1.06	1943	1.20	4993	.98	21410	1.06	8401	.94	2383	1.07
MAY	8784	1.00	2783	.99	2067	1.13	5279	.93	24126	.94	8784	.89	2439	1.04
JUNE	9816	.89	3040	.91	2004	1.16	5532	.88	25188	.90	9228	.85	2857	.89
JULY	10450	.84	3295	.84	2376	.98	5594	.87	26157	.87	9358	.84	3426	.74
AUGUST	9954	.88	3351	.82	2812	.83	5782	.85	26752	.85	9592	.82	3635	.70
SEPTEMBER	8976	.98	2855	.96	2178	1.07	5569	.88	25040	.91	9147	.86	3003	.85
OCTOBER	8722	1.00	2631	1.05	2130	1.10	5432	.90	23859	.95	8892	.88	2381	1.07
NOVEMBER	8250	1.06	2458	1.12	1863	1.25	4580	1.07	22284	1.02	7977	.99	2087	1.22
DECEMBER	7500	1.17	2127	1.29	1578	1.48	4164	1.17	22072	1.03	7480	1.05	1896	1.34
AADT	8753		2753		2334		4891		22691		7860		2542	

	R074		R075		R076		R077		R083		R084		R085	
JANUARY	1372	1.75	5247	1.26	1368	1.41	1555	1.24	1282	1.40	2733	1.40	12856	1.29
FEBRUARY	1553	1.55	5788	1.14	1605	1.20	1687	1.14	1443	1.24	2933	1.30	13941	1.19
MARCH	1591	1.51	5919	1.12	1755	1.10	1941	.99	1460	1.23	3002	1.27	13845	1.19
APRIL	2059	1.17	6579	1.01	1949	.99	2100	.92	1808	.99	3595	1.06	15057	1.10
MAY	1977	1.22	6896	.96	2100	.92	2141	.90	1921	.93	3818	1.00	15633	1.06
JUNE	2385	1.01	7067	.94	2194	.88	2151	.90	2027	.88	4062	.94	16825	.98
JULY	3184	.76	8221	.81	2276	.85	2196	.88	2239	.80	4495	.84	18419	.90
AUGUST	3550	.68	6957	.95	2341	.82	2263	.85	2026	.88	4609	.83	19111	.87
SEPTEMBER	2629	.91	6832	.97	2193	.88	2136	.90	1726	1.04	3958	.97	16693	.99
OCTOBER	2070	1.16	6492	1.02	1878	1.03	1968	.98	1672	1.07	3927	.97	15088	1.10
NOVEMBER	1774	1.36	6125	1.08	1617	1.19	1795	1.08	1450	1.23	3189	1.20	14873	1.11
DECEMBER	1518	1.58	5562	1.19	1347	1.43	1537	1.26	1324	1.35	2924	1.31	14843	1.11
AADT	2404		6623		1926		1931		1789		3826		16538	

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MONTH	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR
	R086		R088		R089		S612		S706		S803		S818E	
JANUARY	12078	1.33	37481	1.11	14072	1.12	2250	1.51	7181	1.11	19210	1.27	2518	1.79
FEBRUARY	13214	1.21	39536	1.06	15084	1.05	2564	1.32	7847	1.01	21551	1.13	2461	1.83
MARCH	14699	1.09	39464	1.06	15120	1.05	2773	1.22	7768	1.02	22115	1.10	2655	1.69
APRIL	15321	1.05	41308	1.01	15925	.99	2956	1.15	8454	.94	23101	1.05	2917	1.54
MAY	15857	1.01	43250	.97	16570	.95	3051	1.11	8548	.93	23712	1.03	3564	1.26
JUNE	17860	.90	44906	.93	17228	.92	3326	1.02	8859	.90	25372	.96	4608	.98
JULY	17962	.89	45474	.92	17879	.88	3496	.97	9112	.87	26891	.91	5605	.80
AUGUST	18794	.85	46004	.91	17933	.88	3722	.91	9368	.85	28421	.86	5386	.84
SEPTEMBER	17342	.93	43873	.95	16864	.94	3786	.90	8944	.89	24641	.99	4386	1.03
OCTOBER	16403	.98	42266	.99	16310	.97	3797	.89	8357	.95	23172	1.05	4167	1.08
NOVEMBER	14963	1.07	41283	1.01	15384	1.03	3015	1.13	7764	1.02	22114	1.10	3192	1.41
DECEMBER	12955	1.24	41333	1.01	15040	1.05	2491	1.36	7544	1.05	22105	1.10	2772	1.62
AADT	16047		41771		15813		3394		7957		24367		4500	

	S818S		S818W		S820		S826		S838		S840		S841E	
JANUARY	1187	1.96	1436	1.67	2190	1.18	39994	1.18	13768	1.30	233	4.25	1781	1.37
FEBRUARY	1069	2.18	1466	1.64	2550	1.02	41573	1.13	14809	1.20	244	4.06	1983	1.23
MARCH	1238	1.88	1457	1.65	2363	1.10	40467	1.16	14172	1.26	300	3.30	1935	1.26
APRIL	1301	1.79	1701	1.41	2584	1.00	43615	1.08	16318	1.09	514	1.93	2325	1.05
MAY	1695	1.38	1979	1.22	2812	.92	45594	1.03	17887	1.00	736	1.35	2227	1.09
JUNE	2146	1.09	2714	.89	3161	.82	49610	.95	19360	.92	1306	.76	2642	.92
JULY	2779	.84	3162	.76	3174	.82	50919	.93	20295	.88	1820	.54	2950	.83
AUGUST	2783	.84	3295	.73	3319	.78	52350	.90	21024	.85	1770	.56	3194	.76
SEPTEMBER	2166	1.08	3012	.80	3068	.85	48100	.98	18980	.94	1502	.66	2638	.92
OCTOBER	1894	1.23	2569	.94	2902	.89	45699	1.03	18251	.98	741	1.34	2240	1.09
NOVEMBER	1353	1.72	1981	1.21	2375	1.09	43895	1.07	17246	1.03	359	2.76	1979	1.23
DECEMBER	1324	1.76	1606	1.50	2194	1.18	41322	1.14	15446	1.15	235	4.22	1786	1.36
AADT	2331		2405		2595		47130		17838		991		2436	

	S841S		S841W		S901		S902		S903	
JANUARY	5055	1.35	4121	1.37	21537	1.34	16301	1.66	14804	1.82
FEBRUARY	5673	1.21	4589	1.23	19450	1.49	17354	1.56	16029	1.68
MARCH	5504	1.24	4388	1.29	17411	1.66	16259	1.67	15285	1.76
APRIL	6322	1.08	4982	1.13	20545	1.41	19965	1.36	20041	1.35
MAY	6238	1.10	4965	1.14	22775	1.27	21768	1.24	22454	1.20
JUNE	7112	.96	5689	.99	25407	1.14	25100	1.08	25305	1.07
JULY	8468	.81	7043	.80	29258	.99	27959	.97	28966	.93
AUGUST	9136	.75	7680	.73	29161	.99	28740	.94	30157	.89
SEPTEMBER	7219	.95	5891	.96	23653	1.22	23005	1.18	24426	1.10
OCTOBER	6068	1.13	4934	1.14	21868	1.32	20713	1.31	21387	1.26
NOVEMBER	5404	1.27	4437	1.27	22239	1.30	21134	1.28	21634	1.25
DECEMBER	5165	1.32	4399	1.28	19668	1.47	18145	1.49	17660	1.53
AADT	6839		5642		28961		27087		26968	

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MONTH	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR
	D1		D10		D13		D14		D3		P07		P1	
JANUARY	132328	1.03	104241	.96	54742	1.05	57356	1.00	85268	1.03	4885	1.27	161303	1.08
FEBRUARY	140248	.97	110577	.91	58349	.99	60825	.94	90032	.98	5518	1.12	176989	.98
MARCH	141146	.97	110489	.91	58673	.98	61330	.93	89917	.98	5701	1.09	175605	.99
APRIL	142737	.96	111973	.90	59645	.97	62672	.91	92998	.95	6494	.96	182187	.96
MAY	146218	.93	113447	.88	61585	.94	64471	.89	94686	.93	6757	.92	185562	.94
JUNE	149926	.91	113703	.88	63517	.91	66135	.86	95669	.92	6828	.91	190776	.91
JULY	148250	.92	109364	.92	61774	.93	64056	.89	94400	.93	6671	.93	193740	.90
AUGUST	155408	.88	112957	.89	63537	.91	66049	.87	96509	.91	6603	.94	193469	.90
SEPTEMBER	147635	.93	112178	.89	61608	.94	66042	.87	96990	.91	6341	.98	186211	.94
OCTOBER	143973	.95	110714	.91	60244	.96	63981	.89	95416	.92	6189	1.00	180920	.96
NOVEMBER	139321	.98	105783	.95	58024	1.00	61111	.94	92199	.96	5830	1.06	176138	.99
DECEMBER	136848	1.00	101202	.99	59063	.98	59400	.96	90232	.98	5376	1.15	174112	1.00
AADT	136632		100280		57737		57144		88055		6202		174250	

	P19		P20		P29		P4		P5		R021		R034	
JANUARY	37335	1.04	42208	1.13	36602	1.18	127636	1.06	116492	1.00	44184	1.07	178902	1.04
FEBRUARY	40152	.97	44702	1.07	40189	1.08	136222	.99	120131	.97	48194	.98	187891	.99
MARCH	39934	.97	44125	1.08	40695	1.06	132618	1.02	121969	.95	47014	1.00	190174	.98
APRIL	41299	.94	47417	1.01	43667	.99	139973	.97	122466	.95	49357	.95	194491	.96
MAY	42110	.92	49625	.96	44470	.97	143513	.94	126307	.92	49572	.95	198376	.94
JUNE	42806	.91	51472	.93	47804	.91	148812	.91	126858	.91	50739	.93	203502	.92
JULY	42474	.92	52550	.91	47554	.91	148361	.91	125481	.92	49194	.96	202572	.92
AUGUST	44685	.87	53105	.90	49031	.88	153137	.88	131343	.88	49928	.94	205042	.91
SEPTEMBER	42670	.91	50596	.94	48026	.90	145694	.93	127126	.91	49046	.96	208493	.90
OCTOBER	42036	.93	49587	.96	46933	.92	141576	.96	125983	.92	48209	.98	192046	.97
NOVEMBER	40171	.97	47563	1.00	43049	1.01	138586	.98	121582	.95	45429	1.04	189449	.99
DECEMBER	39006	1.00	45399	1.05	39680	1.09	135413	1.00	118203	.98	46214	1.02	185025	1.01
AADT	38886		47755		43322		135430		116027		47089		186694	

	R044		R046		R050		R051		R053		R059		R060	
JANUARY	82202	1.04	210422	1.03	38868	1.06	99412	1.04	15700	1.21	4867	1.35	90170	1.14
FEBRUARY	86134	1.00	222755	.97	41998	.98	105344	.98	16887	1.12	5300	1.24	97860	1.05
MARCH	86403	.99	224076	.97	42129	.98	106676	.97	17391	1.09	5414	1.21	100071	1.03
APRIL	89034	.96	225822	.96	43293	.95	107575	.96	19357	.98	6146	1.07	100891	1.02
MAY	90127	.95	228796	.95	46171	.89	110055	.94	20149	.94	6780	.97	100346	1.02
JUNE	92921	.92	233987	.93	47221	.87	115007	.90	21675	.88	7615	.86	105244	.98
JULY	93508	.92	227138	.95	46344	.89	111051	.93	22652	.84	8240	.80	110376	.93
AUGUST	95285	.90	232001	.93	47901	.86	114087	.91	22115	.86	8207	.80	114974	.89
SEPTEMBER	91630	.94	230128	.94	45655	.90	111502	.93	21583	.88	7256	.90	109715	.94
OCTOBER	88082	.97	223424	.97	43870	.94	109172	.95	20885	.91	6754	.97	103810	.99
NOVEMBER	86334	.99	216770	1.00	41591	.99	106274	.98	18723	1.01	5929	1.10	104329	.98
DECEMBER	86596	.99	211838	1.02	42320	.97	106123	.98	16996	1.12	5356	1.22	100836	1.02
AADT	85878		216897		41202		103676		18995		6551		102741	

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MONTH	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR
	R062		R078		R081		R082		S103		S189		S201	
JANUARY	55682	1.01	4593	1.22	33706	1.05	145641	1.08	47231	1.04	188568	1.06	236072	1.03
FEBRUARY	59315	.94	5336	1.05	36267	.98	148694	1.06	50311	.98	203320	.99	251963	.97
MARCH	59956	.93	5321	1.06	36413	.97	155448	1.02	51761	.95	203553	.99	255499	.95
APRIL	61564	.91	5890	.95	39017	.91	164975	.96	53370	.92	209471	.96	260299	.94
MAY	63171	.89	5702	.99	40701	.87	167570	.94	54597	.90	213275	.94	265176	.92
JUNE	64127	.87	6231	.90	39762	.89	172062	.92	54800	.90	219717	.91	272823	.89
JULY	61832	.91	6458	.87	39197	.90	172212	.92	53643	.92	216149	.93	265398	.92
AUGUST	63198	.89	6444	.87	39649	.89	170068	.93	53323	.93	219381	.91	274271	.89
SEPTEMBER	62773	.89	6180	.91	41294	.86	163833	.96	52638	.94	213116	.94	262224	.93
OCTOBER	62007	.90	5594	1.01	41760	.85	159430	.99	53099	.93	205671	.98	253993	.96
NOVEMBER	58285	.96	5186	1.08	37561	.94	155029	1.02	50123	.98	201259	1.00	248299	.98
DECEMBER	57884	.97	4916	1.14	34274	1.03	155328	1.02	49699	.99	200249	1.00	243662	1.00
AADT	55995		5624		35439		157949		49339		200659		243545	

	S203		S204		S503		S547		S821		S822		S825	
JANUARY	145513	.99	199788	1.00	18247	1.10	67350	.95	133471	1.03	174545	1.01	106908	1.03
FEBRUARY	152798	.95	212217	.95	19576	1.03	71712	.89	141281	.97	186258	.95	112237	.98
MARCH	150831	.96	210980	.95	19490	1.03	72229	.89	140851	.97	185136	.95	111423	.99
APRIL	155927	.93	216733	.93	20590	.98	73131	.88	144103	.95	189994	.93	115124	.96
MAY	160651	.90	220650	.91	20611	.98	74153	.87	145752	.94	193724	.91	117922	.93
JUNE	164833	.88	225796	.89	21540	.94	75204	.85	149541	.92	197613	.89	124039	.89
JULY	158310	.91	218316	.92	22151	.91	71726	.89	147177	.93	192579	.92	119558	.92
AUGUST	161776	.89	222901	.90	23003	.88	74783	.86	154619	.89	199874	.88	120275	.92
SEPTEMBER	158217	.91	214372	.94	21543	.94	74791	.86	146772	.93	193164	.91	118886	.93
OCTOBER	156001	.93	214158	.94	20528	.98	73957	.87	143100	.96	188900	.93	114663	.96
NOVEMBER	148129	.98	205335	.98	19206	1.05	69178	.93	139609	.98	181547	.97	109847	1.00
DECEMBER	140923	1.03	200192	1.00	19283	1.04	67198	.95	137713	.99	178130	.99	106082	1.04
AADT	144547		200590		20143		64170		136920		176497		110052	

	S837		S839	
JANUARY	168836	1.07	41051	.90
FEBRUARY	178631	1.01	43993	.84
MARCH	180304	1.00	43850	.84
APRIL	184115	.98	44840	.82
MAY	187445	.96	45631	.81
JUNE	195506	.92	45756	.80
JULY	195583	.92	43535	.85
AUGUST	199259	.90	44802	.82
SEPTEMBER	188162	.96	44822	.82
OCTOBER	183200	.98	45331	.81
NOVEMBER	182781	.98	42696	.86
DECEMBER	176760	1.02	39333	.94
AADT	179904		36794	

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
FERRY SYSTEMS AND TOLL CROSSING

FERRY SYSTEMS OPERATED IN WASHINGTON STATE	1993 AADT	1994 AADT	1995 AADT	1996 AADT	1997 AADT	1998 AADT	1999 AADT	2000 AADT	2001 AADT	2002 AADT
ANACORTES - SAN JUAN ISLAND FERRY + *	1750	1795	1826	1830	1906	1920	1998	2081	2095	2111
ANACORTES - SIDNEY FERRY + *	132	117	121	110	110	98	109	125	126	125
ANDERSON ISLAND FERRY	325	355	412	421	493	475	509	488	494	476
EDMONDS - KINGSTON FERRY	5243	5531	5238	5693	5809	6093	6499	6736	6604	6411
KELLER FERRY	205	218	215	194	193	193	205	189	178	190
LUMMI ISLAND FERRY +	660	728	730	682	682	738	768	776	780	742
MUKILTEO - CLINTON FERRY	5886	6037	6284	6363	6517	6409	6325	6141	6143	6129
POINT DEFIANCE - TAHLEQUAH FERRY	1169	1203	1239	1265	1319	1355	1397	1277	1209	1208
PORT TOWNSEND - KEYSTONE FERRY	1018	1050	973	1066	1017	1071	1063	1039	1035	1018
SEATTLE - BREMERTON FERRY	1858	1970	2068	2077	2065	1959	2004	2132	2048	1958
SEATTLE - BAINBRIDGE ISLAND FERRY	5918	6027	6285	6312	6216	6034	6591	6391	6196	6005
SOUTHWORTH - FAUNTLEROY - VASHON FERRY	4697	4936	5071	4929	5200	5242	5192	5196	5170	4878

COLUMBIA RIVER CROSSINGS	1993 AADT	1994 AADT	1995 AADT	1996 AADT	1997 AADT	1998 AADT	1999 AADT	2000 AADT	2001 AADT	2002 AADT
CASCADE LOCKS (BRIDGE OF THE GODS)	2700	2750	3000	3020	3100	3136	3078	3056	3091	3211
HOOD RIVER BRIDGE	7300	7500	7500	7300	7300	7500	7700	7900	8200	8300
PUGET ISLAND FERRY - WESTPORT FERRY	291	298	315	358	342	322	316	290	305	309

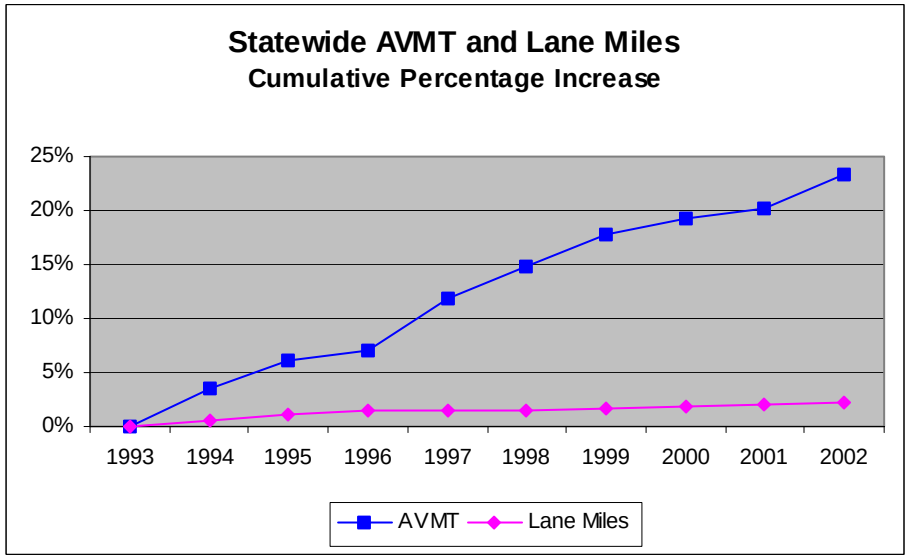
* DOES NOT INCLUDE INTERISLAND FIGURES.
+ PRE-2002 VALUES REPRESENT CORRECTED INFORMATION

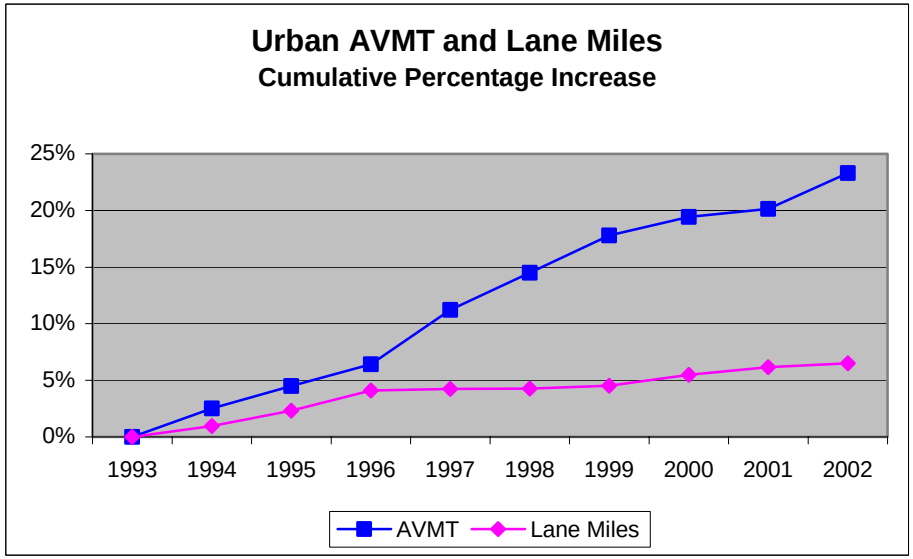
ANNUAL VEHICLE MILES OF TRAVEL DEFINITION AND TRENDS

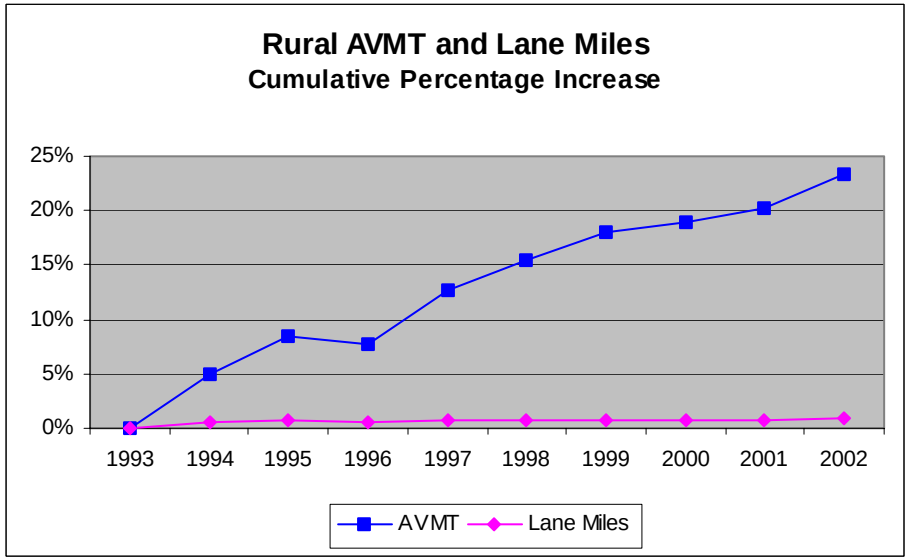
Annual Vehicle Miles of Travel (AVMT) is an estimate of the number of miles traveled by all vehicles on a given section of roadway in a year. The following pages provide 2002 AVMT figures for the state highway system broken down by county, functional class of roadway, and rural versus urban location.

The chart on the top right depicts growth in total state highway system AVMT over the past ten years, as well as growth in the amount of lane miles composing this system over the same period. Significantly, while AVMT has increased 23%, from roughly 25.5 billion to 31.5 billion, growth in state highway lane miles has not kept pace, increasing by only a modest 2%.

The charts at the bottom provide this data broken out by rural versus urban roadway. As can be seen, the total percentage growth in AVMT for both classifications of roadway is approximately 23%. However, while urban lane miles have increased from 4,143 to 4,412, or 6.5%, rural lane miles have only increased from 13,562 to 13,687, or 0.9%. This difference is largely due to the Washington State Department of Transportation's focus on alleviating congestion on roadways that have reached capacity, which are more often categorized as urban than rural.







STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
T R I P S S Y S T E M
STATE ROUTE ANNUAL VEHICLE MILES OF TRAVEL
COUNTY, FUNCTIONAL CLASS, AND RURAL/URBAN
A.V.M.T. IN THOUSANDS

		PRINCIPAL		MINOR		COLLECTOR		INTERSTATE		TOTAL	
COUNTY		MILES	A.V.M.T.	MILES	A.V.M.T.	MILES	A.V.M.T.	MILES	A.V.M.T.	MILES*	A.V.M.T.
ADAMS	R	114.48	146,122.9	.00	.0	86.21	25,382.7	46.65	202,385.6	247.34	373,891.2
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	114.48	146,122.9	.00	.0	86.21	25,382.7	46.65	202,385.6	247.34	373,891.2
ASOTIN	R	10.62	9,365.1	38.59	9,675.4	.00	.0	.00	.0	49.21	19,040.5
	U	1.57	6,194.6	4.60	10,792.7	.00	.0	.00	.0	6.17	16,987.3
	TOTAL	12.19	15,559.7	43.19	20,468.1	.00	.0	.00	.0	55.38	36,027.8
BENTON	R	.13	284.8	73.70	60,442.8	38.31	31,154.1	58.07	284,853.2	170.21	376,734.9
	U	18.77	198,173.8	12.62	23,631.1	5.58	13,379.7	5.20	47,106.4	42.17	282,291.0
	TOTAL	18.90	198,458.6	86.32	84,073.9	43.89	44,533.8	63.27	331,959.6	212.38	659,025.9
CHELAN	R	85.50	200,750.7	43.03	69,377.2	30.33	30,599.0	.00	.0	158.86	300,726.8
	U	9.80	78,943.0	2.06	8,395.0	.00	.0	.00	.0	11.86	87,338.0
	TOTAL	95.30	279,693.7	45.09	77,772.2	30.33	30,599.0	.00	.0	170.72	388,064.8
CLALLAM	R	81.53	200,801.5	.00	.0	85.04	48,790.2	.00	.0	166.57	249,591.7
	U	9.80	63,310.6	1.40	1,767.8	.00	.0	.00	.0	11.20	65,078.4
	TOTAL	91.33	264,112.1	1.40	1,767.8	85.04	48,790.2	.00	.0	177.77	314,670.2
CLARK	R	13.96	69,951.8	19.73	40,450.3	18.20	26,889.2	9.23	225,108.3	61.12	362,399.6
	U	35.39	419,904.5	3.02	2,248.4	2.58	7,480.6	22.12	678,864.4	63.11	1,108,497.9
	TOTAL	49.35	489,856.3	22.75	42,698.7	20.78	34,369.9	31.35	903,972.7	124.23	1,470,897.5
COLUMBIA	R	29.02	33,351.6	.00	.0	15.02	2,642.5	.00	.0	44.04	35,994.1
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	29.02	33,351.6	.00	.0	15.02	2,642.5	.00	.0	44.04	35,994.1
COWLITZ	R	9.32	14,316.2	26.51	25,072.4	66.85	63,184.7	28.15	528,944.0	130.83	631,517.4
	U	14.29	105,825.0	6.36	17,928.8	4.10	19,605.1	8.27	154,277.6	33.02	297,636.5
	TOTAL	23.61	120,141.2	32.87	43,001.2	70.95	82,789.8	36.42	683,221.6	163.85	929,153.9
DOUGLAS	R	106.89	128,195.1	51.58	13,887.0	47.05	11,544.5	.00	.0	205.52	153,626.6
	U	9.50	47,339.4	.00	.0	.00	.0	.00	.0	9.50	47,339.4
	TOTAL	116.39	175,534.5	51.58	13,887.0	47.05	11,544.5	.00	.0	215.02	200,966.0
FERRY	R	28.65	13,094.3	44.82	16,663.5	82.12	26,040.2	.00	.0	155.59	55,798.0
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	28.65	13,094.3	44.82	16,663.5	82.12	26,040.2	.00	.0	155.59	55,798.0
FRANKLIN	R	49.91	153,037.8	.00	.0	66.87	14,879.3	.00	.0	116.78	167,917.1
	U	11.44	65,942.3	.00	.0	.00	.0	9.15	104,758.5	20.59	170,700.8
	TOTAL	61.35	218,980.1	.00	.0	66.87	14,879.3	9.15	104,758.5	137.37	338,618.0
GARFIELD	R	43.18	32,518.0	.00	.0	.00	.0	.00	.0	43.18	32,518.0
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	43.18	32,518.0	.00	.0	.00	.0	.00	.0	43.18	32,518.0

* GRADE SEPARATED HOV AND REVERSIBLE LANES ARE
NO LONGER USED IN CALCULATING CENTERLINE MILES.

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
T R I P S S Y S T E M
STATE ROUTE ANNUAL VEHICLE MILES OF TRAVEL
COUNTY, FUNCTIONAL CLASS, AND RURAL/URBAN
A.V.M.T. IN THOUSANDS

		PRINCIPAL		MINOR		COLLECTOR		INTERSTATE		TOTAL	
COUNTY		MILES	A.V.M.T.	MILES	A.V.M.T.	MILES	A.V.M.T.	MILES	A.V.M.T.	MILES*	A.V.M.T.
GRANT	R	86.33	116,677.0	156.57	150,326.1	51.04	19,505.3	49.39	206,529.4	343.33	493,037.8
	U	7.40	34,195.7	9.34	31,812.3	.00	.0	5.07	26,085.7	21.81	92,093.7
	TOTAL	93.73	150,872.7	165.91	182,138.5	51.04	19,505.3	54.46	232,615.1	365.14	585,131.6
GRAYS HARBOR	R	113.91	269,408.6	45.13	79,400.8	30.65	28,189.7	.00	.0	189.69	376,999.1
	U	20.23	113,854.9	8.22	16,961.3	.00	.0	.00	.0	28.45	130,816.2
	TOTAL	134.14	383,263.5	53.35	96,362.1	30.65	28,189.7	.00	.0	218.14	507,815.3
ISLAND	R	45.94	154,274.6	.00	.0	2.91	18,865.2	.00	.0	48.85	173,139.8
	U	5.00	30,260.4	.00	.0	.00	.0	.00	.0	5.00	30,260.4
	TOTAL	50.94	184,535.1	.00	.0	2.91	18,865.2	.00	.0	53.85	203,400.2
JEFFERSON	R	99.40	152,532.3	14.09	40,817.1	9.83	11,451.4	.00	.0	123.32	204,800.8
	U	4.31	24,635.4	.00	.0	.00	.0	.00	.0	4.31	24,635.4
	TOTAL	103.71	177,167.7	14.09	40,817.1	9.83	11,451.4	.00	.0	127.63	229,436.2
KING	R	42.34	182,545.1	77.70	237,090.4	.30	213.1	33.01	422,609.9	153.35	842,458.5
	U	164.20	2,772,393.6	46.90	323,967.4	.00	.0	81.20	4,844,050.7	292.30	7,940,411.7
	TOTAL	206.54	2,954,938.7	124.60	561,057.8	.30	213.1	114.21	5,266,660.6	445.65	8,782,870.2
KITSAP	R	43.62	296,276.5	4.92	11,339.1	.00	.0	.00	.0	48.54	307,615.6
	U	43.15	576,619.9	7.61	39,905.1	3.42	11,008.9	.00	.0	54.18	627,533.9
	TOTAL	86.77	872,896.4	12.53	51,244.2	3.42	11,008.9	.00	.0	102.72	935,149.5
KITTITAS	R	40.00	56,083.4	.00	.0	49.72	33,275.3	102.11	720,414.2	191.83	809,773.0
	U	.26	1,018.0	.00	.0	.00	.0	2.54	20,253.4	2.80	21,271.4
	TOTAL	40.26	57,101.4	.00	.0	49.72	33,275.3	104.65	740,667.6	194.63	831,044.4
KLICKITAT	R	71.47	100,809.9	7.17	11,025.8	113.51	65,012.2	.00	.0	192.15	176,847.9
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	71.47	100,809.9	7.17	11,025.8	113.51	65,012.2	.00	.0	192.15	176,847.9
LEWIS	R	84.55	139,253.7	49.11	44,519.1	70.53	56,399.7	15.18	252,105.3	219.37	492,277.8
	U	.00	.0	1.91	6,945.2	6.63	19,130.3	13.20	285,879.6	21.74	311,955.1
	TOTAL	84.55	139,253.7	51.02	51,464.3	77.16	75,530.0	28.38	537,984.9	241.11	804,232.9
LINCOLN	R	59.07	66,126.9	75.60	26,540.0	141.06	31,979.3	16.18	93,408.8	291.91	218,055.1
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	59.07	66,126.9	75.60	26,540.0	141.06	31,979.3	16.18	93,408.8	291.91	218,055.1
MASON	R	60.95	185,760.1	12.79	14,122.8	37.18	31,896.5	.00	.0	110.92	231,779.3
	U	8.77	41,420.1	.00	.0	.00	.0	.00	.0	8.77	41,420.1
	TOTAL	69.72	227,180.1	12.79	14,122.8	37.18	31,896.5	.00	.0	119.69	273,199.4
OKANOGAN	R	89.49	127,298.5	203.37	156,587.7	1.19	1,801.2	.00	.0	294.05	285,687.5
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	89.49	127,298.5	203.37	156,587.7	1.19	1,801.2	.00	.0	294.05	285,687.5

* GRADE SEPARATED HOV AND REVERSIBLE LANES ARE NO LONGER USED IN CALCULATING CENTERLINE MILES.

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
T R I P S S Y S T E M
STATE ROUTE ANNUAL VEHICLE MILES OF TRAVEL
COUNTY, FUNCTIONAL CLASS, AND RURAL/URBAN
A.V.M.T. IN THOUSANDS

COUNTY		PRINCIPAL MILES	PRINCIPAL A.V.M.T.	MINOR MILES	MINOR A.V.M.T.	COLLECTOR MILES	COLLECTOR A.V.M.T.	INTERSTATE MILES	INTERSTATE A.V.M.T.	TOTAL MILES*	TOTAL A.V.M.T.
PACIFIC	R	87.95	115,195.6	50.85	39,572.9	25.26	29,152.8	.00	.0	164.06	183,921.3
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	87.95	115,195.6	50.85	39,572.9	25.26	29,152.8	.00	.0	164.06	183,921.3
PEND OREILLE	R	19.46	38,935.1	96.14	43,381.2	.00	.0	.00	.0	115.60	82,316.3
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	19.46	38,935.1	96.14	43,381.2	.00	.0	.00	.0	115.60	82,316.3
PIERCE	R	4.18	71,578.8	133.52	264,130.4	34.25	47,510.9	3.39	131,711.9	175.34	514,932.1
	U	59.81	1,154,866.5	28.88	279,809.1	4.45	30,139.6	22.67	1,250,600.0	115.81	2,715,415.2
	TOTAL	63.99	1,226,445.3	162.40	543,939.5	38.70	77,650.5	26.06	1,382,312.0	291.15	3,230,347.3
SAN JUAN	R	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
SKAGIT	R	15.45	110,597.3	82.13	108,137.4	45.61	59,001.8	18.65	332,214.6	161.84	609,951.1
	U	11.72	80,308.3	5.62	30,021.9	4.73	24,475.4	6.33	152,441.1	28.40	287,246.6
	TOTAL	27.17	190,905.6	87.75	138,159.4	50.34	83,477.1	24.98	484,655.7	190.24	897,197.8
SKAMANIA	R	41.89	60,860.9	.00	.0	4.99	1,167.5	.00	.0	46.88	62,028.4
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	41.89	60,860.9	.00	.0	4.99	1,167.5	.00	.0	46.88	62,028.4
SNOHOMISH	R	44.82	264,262.4	63.99	214,920.2	35.22	142,997.7	13.93	356,390.1	157.96	978,570.5
	U	62.87	626,862.3	27.24	198,960.4	.00	.0	31.26	1,543,108.3	121.37	2,368,931.1
	TOTAL	107.69	891,124.8	91.23	413,880.6	35.22	142,997.7	45.19	1,899,498.5	279.33	3,347,501.6
SPOKANE	R	68.92	259,106.9	17.53	50,972.4	67.30	70,586.0	23.08	212,229.2	176.83	592,894.5
	U	48.26	389,345.0	8.43	26,226.9	.00	.0	21.43	537,337.7	78.12	952,909.5
	TOTAL	117.18	648,451.9	25.96	77,199.3	67.30	70,586.0	44.51	749,566.8	254.95	1,545,804.0
STEVENS	R	57.90	159,051.9	126.42	45,398.3	58.39	35,157.2	.00	.0	242.71	239,607.4
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	57.90	159,051.9	126.42	45,398.3	58.39	35,157.2	.00	.0	242.71	239,607.4
THURSTON	R	23.46	142,529.9	25.73	71,681.4	15.87	15,946.9	16.71	338,550.2	81.77	568,708.4
	U	4.82	86,836.9	4.37	19,584.3	.00	.0	12.71	472,468.1	21.90	578,889.3
	TOTAL	28.28	229,366.8	30.10	91,265.7	15.87	15,946.9	29.42	811,018.3	103.67	1,147,597.7
WAHKIAKUM	R	36.77	31,360.5	.00	.0	3.84	1,638.2	.00	.0	40.61	32,998.6
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	36.77	31,360.5	.00	.0	3.84	1,638.2	.00	.0	40.61	32,998.6
WALLA WALLA	R	57.90	143,581.3	51.06	42,531.6	15.57	3,982.3	.00	.0	124.53	190,095.2
	U	13.22	45,286.8	2.00	1,462.8	.00	.0	.00	.0	15.22	46,749.5
	TOTAL	71.12	188,868.1	53.06	43,994.3	15.57	3,982.3	.00	.0	139.75	236,844.7

* GRADE SEPARATED HOV AND REVERSIBLE LANES ARE NO LONGER USED IN CALCULATING CENTERLINE MILES.

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
T R I P S S Y S T E M
STATE ROUTE ANNUAL VEHICLE MILES OF TRAVEL
COUNTY, FUNCTIONAL CLASS, AND RURAL/URBAN
A.V.M.T. IN THOUSANDS

		PRINCIPAL		MINOR		COLLECTOR		INTERSTATE		TOTAL	
COUNTY		MILES	A.V.M.T.	MILES	A.V.M.T.	MILES	A.V.M.T.	MILES	A.V.M.T.	MILES*	A.V.M.T.
WHATCOM	R	27.09	106,473.6	49.99	77,730.6	94.26	89,264.5	20.14	229,024.1	191.48	502,492.7
	U	1.74	19,314.2	5.39	27,062.4	.00	.0	13.79	225,257.3	20.92	271,633.9
	TOTAL	28.83	125,787.8	55.38	104,793.0	94.26	89,264.5	33.93	454,281.4	212.40	774,126.5
WHITMAN	R	123.84	173,728.9	.00	.0	145.42	51,007.3	.00	.0	269.26	224,736.2
	U	6.86	27,344.0	2.23	5,800.4	.00	.0	.00	.0	9.09	33,144.4
	TOTAL	130.70	201,072.9	2.23	5,800.4	145.42	51,007.3	.00	.0	278.35	257,880.6
YAKIMA	R	76.60	106,692.8	43.10	96,447.3	104.73	68,169.9	44.91	304,966.3	269.34	576,276.3
	U	10.26	61,901.3	5.76	14,311.4	.00	.0	10.55	126,909.4	26.57	203,122.2
	TOTAL	86.86	168,594.1	48.86	110,758.7	104.73	68,169.9	55.46	431,875.7	295.91	779,398.4
STATE	R	2,096.49	4,632,792.7	1,684.87	2,062,241.3	1,694.63	1,195,278.1	498.78	4,841,445.1	5,974.77	12,731,757.3
	U	583.44	7,072,096.5	193.96	1,087,594.6	31.49	125,219.6	265.49	10,469,398.1	1,074.38	18,754,308.7
	TOTAL	2,679.93	11,704,889.2	1,878.83	3,149,835.9	1,726.12	1,320,497.7	764.27	15,310,843.2	7,049.15	31,486,066.0

* GRADE SEPARATED HOV AND REVERSIBLE LANES ARE
NO LONGER USED IN CALCULATING CENTERLINE MILES.

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STATE ROUTE NO 002 MAINLINE SR 5/EVERETT TO IDAHO

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
002	** 000.03	BEFORE JCT HEWITT AVE (OLD SR 2)	C	1						12000*	12000	12000
002	000.26	AT ADC LOCATION R052 EB	C	1					31000	30000	31000	33000*
002	000.88	BEFORE RAMP EBEY ISLAND		1								63000*
002	002.09	BEFORE RAMP SR 204-HEWITT AVE		1					63000	61000	62000	61000*
002	002.45	AT EBEY SLOUGH BRIDGE		1					32000	28000	28000	22000*
002	002.75	AFTER RAMP SR 204-HEWITT AVE		1						28000*	29000	25000*
002	003.86	AFTER JCT OLD SR 2 WYE CONN		1					21000	20000*	20000	21000
002	005.35	AFTER RAMP SR 9		1					20000	18000*	19000	19000
002	008.51	AT CAMPBELL RD		1						16000*	16000	16000
002	010.08	BEFORE JCT 100TH ST SE		1							22000*	23000
002	010.08	AFTER JCT 100TH ST SE		1							22000*	22000
002	012.95	BEFORE JCT E ROOSEVELT RD*163RD AVE		1					23000	20000	20000*	20000
002	012.95	AFTER JCT E ROOSEVELT RD*163RD AVE		1					23000	20000	19000*	19000
002	013.86	BEFORE JCT 179TH AVE SE WYE CONN		1						20000*	19000*	20000
002	014.37	BEFORE RAMP SR 522		1					25000*	24000*	23000*	23000
002	014.38	AFTER RAMP SR 522 WYE CONN		1					34000*	32000*	32000*	33000
002	014.92	BEFORE JCT CHAIN LAKE RD*SR 203		1					32000*	31000*	30000*	31000
002	014.92	AFTER JCT CHAIN LAKE RD*SR 203		1					30000*	27000*	27000*	28000
002	015.21	BEFORE JCT MAIN ST WYE CONN		1						19000*	20000*	20000
002	015.24	AFTER JCT OLD OWEN RD WYE CONN		1					18000*	17000	17000*	18000
002	016.98	AFTER JCT SOFIE RD*CALHOUN RD		1							21000*	22000
002	022.30	BEFORE JCT 4TH ST		1					20000	19000*	20000	20000
002	022.30	AFTER JCT 4TH ST		1					19000	17000*	17000	18000
002	023.14	AFTER JCT SULTAN BASIN*CEMETERY RD		1								13000*
002	024.73	BEFORE JCT SULTAN STARTUP RD		1					12000*	13000	13000	13000*
002	026.19	BEFORE JCT KELLOGG LAKE RD		1							13000*	13000

** COUPLET SKETCH IN BACK OF BOOK

* BASED ON ACTUAL COUNT
+ SOURCE OF TRUCK PERCENTAGES

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002	026.19	AFTER JCT KELLOGG LAKE RD		1							13000*	13000
002	027.92	BEFORE JCT 1ST ST		1					16000	12000*	12000	13000
002	027.92	AFTER JCT 1ST ST		1					15000	11000*	11000	12000
002	028.49	BEFORE JCT 10TH ST		1							9100*	9400
002	029.48	AFTER JCT GUNN RD*PICKLEFARM RD		1					9100	8900	7300*	7600
002	031.22	AFTER JCT CO RD		1					6800	6200*	6200	6300
002	035.62	BEFORE JCT INDEX-GALENA RD		1					6300	5600*	5500*	5500*
002	035.63	AFTER JCT INDEX-GALENA RD WYE CONN		1					4800	4800*	4700*	5300*
002	041.62	BEFORE JCT NE 191ST ST		1					3900	3900	5400*	5400
002	043.32	BEFORE JCT FS RD #6028		1					4500	4500	5200*	5100
002	048.70	BEFORE JCT 5TH ST WYE CONN		1					4300	4300	5000*	5000
002	050.12	AT ADC LOCATION R038		1	08	03		11	4900*	4900*	4800+	4800*
002	052.08	AFTER JCT FS RD #6066		1					4500*	4500	4400	4400*
002	056.76	AT DECEPTION CREEK BRIDGE		1					4900	4900	5500*	5500
002	060.32	AT TUNNEL CREEK BRIDGE		1					4400*	4400	4300	4700*
002	066.24	BEFORE JCT YODELIN PL		1					4000	3100*	3100	3200
002	066.24	AFTER JCT YODELIN PL		1					3900	3200*	3200	3200
002	072.68	AT NASON CREEK BRIDGE		1					3300	3200	3200	3900*
002	076.03	BEFORE JCT MERRITT LAKE TR		1					3600	3500	4100*	4100
002	078.28	AFTER JCT WHITE PINE RD		1					4000	3900	4100*	4200
002	079.51	AFTER JCT GILL CREEK RD		1								3600*
002	080.20	AT ADC LOCATION R058		1	07	04		11	3900*	3800*	3800*	3900+
002	084.74	BEFORE JCT SR 207 WYE CONN		1					3700*	4600*	4600	4200*
002	084.76	AFTER JCT SR 207 WYE CONN		1					4300*	5500*	5500	4800*
002	099.05	BEFORE JCT ICICLE RD		1					4800	4600	5300*	5000
002	099.05	AFTER JCT ICICLE RD		1					6700	6900*	8100*	7700*
002	099.51	BEFORE JCT SKIHILL DR*THIRD ST		1					8000*	7900	9400*	8900
002	099.51	AFTER JCT SKIHILL DR*THIRD ST		1					9500*	10000	11000*	10000

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002	099.65	AFTER JCT FRONT ST		1					11000	11000*	11000	11000
002	099.89	BEFORE JCT NINTH ST*EVANS ST		1					10000	11000*	11000	11000*
002	099.89	AFTER JCT NINTH ST*EVANS ST		1					11000	12000*	12000	11000*
002	100.29	BEFORE JCT FRONT ST*CHUMSTICK HWY		1					11000	12000*	12000	12000*
002	100.30	AFTER JCT CHUMSTICK HWY WYE CONN		1					12000	14000*	15000	15000*
002	100.67	BEFORE JCT RIVER BEND DR		1						14000*	14000	13000*
002	100.71	AFTER JCT DUNCAN RD		1						12000*	12000	11000*
002	103.65	BEFORE JCT PVT RD*MAIN ST		1					10000	10000	11000*	11000
002	103.65	AFTER JCT PVT RD*MAIN ST		1					11000	12000*	12000*	12000
002	103.92	AT ADC LOCATION R047 WEST		1	07	02		09		12000*	12000*	12000+
002	104.16	BEFORE JCT DOGHOUSE*BLEWETT CUTOFF		1							12000*	12000
002	104.16	AFTER JCT DOGHOUSE*BLEWETT CUTOFF		1							10000*	11000
002	104.70	BEFORE JCT SR 97 WYE CONN		1					10000	11000*	11000*	12000
002	104.84	AT ADC LOCATION R047 EAST		1	06	04	01	10	14000	14000*	14000+	15000*
002	105.53	BEFORE JCT MOTEL RD		1						14000*	14000	15000
002	105.54	AFTER JCT DRYDEN TRANSFER STATION		1						15000*	15000	16000
002	106.07	AFTER JCT MEDIAN XROAD*ALICE AVE		1						14000*	14000	14000
002	106.49	BEFORE JCT DRYDEN AVE*JOHNSON RD		1					14000	14000*	14000*	15000*
002	106.49	AFTER JCT DRYDEN AVE*JOHNSON RD		1					14000	14000*	13000*	15000*
002	108.85	BEFORE JCT PINNACLE VIEW*DRYDEN RD		1						15000*	15000	16000
002	108.85	AFTER JCT PINNACLE VIEW*DRYDEN RD		1						14000*	14000	14000
002	110.13	BEFORE JCT GOODWIN*HAY CANYON RDS		1					14000*	14000	14000	15000
002	110.13	AFTER JCT GOODWIN*HAY CANYON RDS		1					15000*	15000*	15000	15000
002	111.07	BEFORE JCT APLETS WAY WYE CONN		1						15000*	15000	15000
002	111.09	AFTER JCT APLETS*NAHAHUM CANYON RD		1					15000	15000*	15000	16000
002	111.96	BEFORE JCT COTLETS WAY WYE CONN		1					14000	15000*	14000*	15000
002	112.57	BEFORE JCT OLD MONITOR RD WYE CONN		1						20000*	20000	20000
002	113.10	AT ADC LOCATION P01		1	06	03	01	10	19000	19000*	20000*	20000+

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002	113.21	AFTER JCT RED APPLE*OLD MONITOR RD		1						19000*	19000	20000
002	113.93	BEFORE JCT RED APPLE RD		1						19000*	19000	20000
002	113.97	AFTER JCT RED APPLE RD WYE CONN		1						19000*	19000	20000
002	115.10	BEFORE JCT MAIN ST WYE CONN		1					18000	19000*	19000	20000
002	115.17	AFTER JCT EASY ST WYE CONN		1					19000	19000*	19000	20000
002	117.28	BEFORE JCT MEDIAN XROAD		1					18000	19000*	19000	20000
002	117.33	AFTER JCT LOWER SUNNYSLOPE RD		1						20000*	20000	21000
002	118.46	BEFORE JCT SCHOOL ST		1					19000	20000*	20000	21000
002	118.46	AFTER JCT SCHOOL ST		1					20000	20000*	21000	21000
002	118.48	BEFORE RAMP SR 2 WB		1					20000	20000*	21000	21000
002	118.92	AFTER RAMP SR 2 EB		1								12000*
002	119.15	AFTER JCT EASY ST WYE CONN		1					18000	17000*	17000	18000
002	119.66	AT SR 97 ALT ROUTE BRIDGE		1						17000*	17000	18000
002	119.77	AFTER RAMP SR 97 ALT RTE*ADC R053		1	07	03	01	11	20000*	18000*	18000*	19000+
002	120.74	BEFORE JCT SR 28		1					18000*	17000*	17000	18000
002	127.86	AFTER JCT SR 28		1					9800	9300*	10000	9600
002	128.09	BEFORE JCT 38TH ST NW*BLUE GRADE ST		1						9300*	10000	9600
002	128.09	AFTER JCT 38TH ST NW*BLUE GRADE ST		1						9400*	10000	9700
002	128.43	AFTER JCT BLUE ROCK DR NE		1					8900	9000*	9700	9300
002	130.14	AFTER JCT NW CASCADE AVE		1					8200*	7900	8500	8100
002	130.84	BEFORE JCT ENTERPRISE DR WYE CONN		1					8000*	7700	8300	7900
002	130.86	AFTER JCT ENTERPRISE DR		1					7400*	7100	7600	7300
002	132.52	BEFORE LINCOLN ROCK ST PK		1					7400*	7100	6800	6500
002	132.52	AFTER LINCOLN ROCK ST PK		1					7000*	6700	6400	6200
002	133.35	BEFORE JCT TURTLE ROCK RD		1					6900*	6600	6400*	6200
002	133.35	AFTER JCT TURTLE ROCK RD		1					6600*	6300	6300*	6100
002	140.27	BEFORE JCT SR 97 SPORONDO (SPUR)		1						1800*	1800	1900
002	140.31	AFTER JCT SR 97 SPUR WYE CONN		1					2000	2000*	2000	2100

* BASED ON ACTUAL COUNT
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002	141.22	AT PINE CREEK BRIDGE		1					1900*	1900	1900	1900
002	148.26	BEFORE JCT P NW RD		1					1900	1900*	1900	1900
002	148.26	AFTER JCT P NW RD		1					1900	1900*	1900	1900
002	149.08	AFTER JCT COLUMBIA AVE S		1					2200	2100*	2100	2100
002	149.78	BEFORE JCT CHELAN AVE*POPLAR ST		1					1600*	1600	1600	2100*
002	149.78	AFTER JCT CHELAN AVE*POPLAR ST		1					1100*	1100	1100	1100*
002	150.14	AFTER JCT JEFFERSON ST N		1					1000	1100*	1100	1200
002	151.35	AFTER JCT 2 NW		1					810	1100*	1100	1100
002	153.84	AFTER JCT M NW		1					950*	940	940	820*
002	163.23	BEFORE JCT SR 172		1					680*	680	680	740*
002	163.23	AFTER JCT SR 172		1					660*	650	660	780*
002	166.33	AFTER JCT N DIVISION*S DIVISION RD		1					730*	720	730	760*
002	172.26	AFTER JCT JAMESON LAKE RD		1					630	630	630*	650
002	179.10	AT ADC LOCATION P02		1					710*	700	700	690*
002	187.40	BEFORE JCT SR 17		1					770	770	720*	740
002	187.40	AFTER JCT SR 17		1					1400	1400	1300*	1400
002	189.08	AFTER JCT SR 17		1					2500	2400	2300*	2400
002	191.30	BEFORE JCT 2ND ST		1					2000	2400	2100*	2200
002	191.30	AFTER JCT 2ND ST		1					2300	2700*	2200*	2300
002	191.60	AFTER JCT I.8 NE		1						2700*	2300	2400
002	193.32	BEFORE JCT SR 155		1					1900	2300*	2300	2400
002	193.44	BEFORE JCT SR 155 WYE CONN		1						1400*	1400	1400
002	193.44	AFTER JCT SR 155 WYE CONN		1					1000	1300*	1300	1400
002	201.52	BEFORE JCT CHELAN ST		1							1100*	1100
002	201.52	AFTER JCT CHELAN ST		1							1100*	1100
002	201.65	BEFORE JCT R NE		1							1000*	1100
002	201.65	AFTER JCT R NE		1							1100*	1100
002	207.78	ENTERING LINCOLN COUNTY		1					1000	1000	990*	1000

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002	210.43	AFTER JCT CITY ST WYE CONN		1					1200	1400*	1400	1400
002	220.85	BEFORE JCT SR 21 WYE CONN		1					1300	1300*	1300	1400
002	220.90	AFTER JCT SR 21 WYE CONN		1					2800	2900*	2900	3000
002	221.54	BEFORE JCT SR 21*WEST ST		1					3800	3900*	3800	4000
002	226.04	BEFORE JCT SHERMAN DRAW RD		1					2500	2500*	2500	2600
002	230.14	BEFORE JCT MOUNTVIEW RD		1					2600	2600	2700*	2800
002	230.64	AFTER JCT S F ST*F ST		1					2600	2600	2800*	2900
002	237.71	BEFORE JCT TELFORD RD		1					2300	2300*	2200	2300
002	250.50	AT ADC LOCATION R064		1	08	04	01	13	2700*	2700*	2700*	2800+
002	250.76	BEFORE JCT SR 28*TWELFTH ST		1					4100	3800*	3700	3900
002	250.76	AFTER JCT SR 28*TWELFTH ST		1					6600	6000*	6000	6200
002	251.55	BEFORE JCT SR 25		1					5300	5300*	5200	5400
002	261.09	BEFORE JCT SR 231*SPRINKLE RD		1					4100	4100	4600*	4700
002	261.09	AFTER JCT SR 231*SPRINKLE RD		1					4500	4500	4800*	5000
002	263.97	BEFORE JCT SR 231*ASPEN ST		1					6000	6000	5700*	5900
002	263.97	AFTER JCT SR 231*ASPEN ST		1					6100	6100	6100*	6300
002	271.17	BEFORE JCT WOOD RD*ESPANOLA RD		1					5800	5800*	5700	5900
002	273.18	AFTER JCT BROOKS RD		1					8700*	8700	8600	9200*
002	275.33	BEFORE JCT FAIRCHILD AIR FORCE BASE		1							11000*	11000
002	275.35	AFTER JCT FAIRCHILD AFB WYE CONN		1							18000*	19000
002	277.22	BEFORE JCT CRAIG RD		1						18000*	18000	18000
002	277.22	AFTER JCT CRAIG RD		1						19000*	19000	20000
002	277.73	AFTER JCT LUNDSTROM ST		1					20000*	20000	21000	21000*
002	279.23	BEFORE JCT HAYFORD RD		1					23000	23000	22000*	23000
002	279.23	AFTER JCT HAYFORD RD		1					20000	20000	21000*	22000
002	280.22	BEFORE JCT FLINT RD		1							21000*	21000
002	280.22	AFTER JCT FLINT RD		1							23000*	23000
002	281.64	AFTER JCT SUNSET FRONTAGE RD		1					20000	21000	22000*	23000

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002	282.03	AT AIRPORT RD BRIDGE		1							19000*	20000
002	289.66	BEFORE JCT GARLAND AVE*EMPIRE AVE		1						44000*	45000	46000
002	289.79	AT ADC LOCATION R021		1					46000*	47000*	46000*	47000*
002	291.06	BEFORE JCT DALKE AVE		1						39000*	39000	40000
002	291.18	BEFORE JCT SR 291*FRANCIS AVE		1					39000*	38000*	39000	42000*
002	291.18	AFTER JCT SR 291*FRANCIS AVE		1					42000*	42000	42000	42000*
002	291.55	AFTER JCT WEDGEWOOD AVE		1					40000	41000	41000*	41000
002	292.86	BEFORE JCT SR 395		1						31000*	32000	32000
002	292.86	AFTER JCT SR 395		1						17000*	17000	18000
002	292.95	AFTER JCT COUNTRY HOMES BLVD		1					19000	22000*	22000	22000
002	293.53	AFTER JCT GRAVES ST		1						21000*	22000	22000
002	294.15	BEFORE JCT NEVADA ST		1							19000*	19000
002	294.15	AFTER JCT NEVADA ST		1							25000*	25000
002	297.25	BEFORE JCT SR 206*HIGHLAND RD		1					21000	23000*	24000*	24000
002	297.25	AFTER JCT SR 206*HIGHLAND RD		1					24000	24000*	25000*	26000
002	297.75	BEFORE JCT LANE PARK RD		1								26000*
002	297.75	AFTER JCT LANE PARK RD		1								25000*
002	298.28	BEFORE JCT DAY-MT SPOKANE RD		1								24000*
002	298.28	AFTER JCT DAY-MT SPOKANE RD		1					21000	21000*	22000	21000*
002	298.79	BEFORE JCT MEDIAN XROAD*GREENBLUFF		1								22000*
002	298.79	AFTER JCT MEDIAN XROAD*GREENBLUFF		1								21000*
002	299.86	BEFORE JCT MEDIAN XROAD*COLBERT RD		1						21000*	22000	22000*
002	299.86	AFTER JCT MEDIAN XROAD*COLBERT RD		1						18000*	18000	19000*
002	301.40	AT ADC LOCATION P28		1	06	01		07	17000+	17000	17000	17000
002	302.30	BEFORE JCT N GLEN*ELK CHATTAROY RDS		1								18000*
002	302.30	AFTER JCT N GLEN*ELK CHATTAROY RDS		1								15000*
002	305.50	BEFORE JCT DENISON-CHATTAROY RD		1					14000	14000*	14000	14000*
002	305.50	AFTER JCT DENISON-CHATTAROY RD		1					12000	12000*	12000	12000*

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002	309.40	BEFORE JCT LAUREL RD		1		10000*	10000	10000	11000*
002	310.16	BEFORE JCT DEER PARK-MILAN RD		1				11000*	11000
002	310.16	AFTER JCT DEER PARK-MILAN RD		1				10000*	11000
002	310.91	AFTER JCT BAILEY RD		1			9900*	10000	10000
002	313.42	BEFORE JCT BRIDGES ELK HWY		1		9800	9100*	9200*	9300
002	313.42	AFTER JCT BRIDGES ELK HWY		1		8200	7900*	7900*	8000
002	321.24	BEFORE JCT SR 211 WYE CONN		1		5800	5800*	5900	6000
002	321.29	AFTER JCT SR 211		1		4400	4800*	4800	4800
002	328.60	AFTER JCT SOUTH SHORE RD		1		4800	4800	5300*	5400
002	332.98	AFTER JCT 7TH ST		1			7000*	7100	7100
002	333.45	AFTER JCT CALISPEL AVE		1			7100*	7200	7300
002	333.89	BEFORE JCT SR 2 CONEWPRT (COUPLET)		1		7100*	7100	7100	6500*
002	** 333.91	AFTER JCT SR 2 CONEWPRT WYE CONN	C	1		4800*	4800	4800	4800*
002	333.96	AFTER JCT UNION AVE	C	1		4800*	4800	4800	4800
002	334.37	BEFORE JCT SR 2 CONEWPRT WYE CONN	C	1		5400*	5400	5400	4700*
002	334.38	AFTER JCT SR 2 CONEWPRT (COUPLET)		1		12000*	12000	12000	11000*
002	334.51	BEFORE JCT SR 41*CITY ST		1		9600	9600	9600	9600*
	STATE ROUTE NO 002 COUPLET EVRETT HOME ACRES RD TO SR 529								
002COEVRETT	** 001.28	BEFORE RAMP SR 5 NB		1					33000*
002COEVRETT	001.64	BEFORE JCT SR 529-MAPLE ST		1			8800*	8900	9100
	STATE ROUTE NO 002 COUPLET NEWPRT UNION AVE TO 4TH ST								
002CONEWPRT	** 334.45	BEFORE JCT SR 20*WASHINGTON AVE		1					6800*
002CONEWPRT	334.45	AFTER JCT SR 20*WASHINGTON AVE		1		6400*	6500	6600	5600*
002CONEWPRT	334.86	BEFORE JCT SR 2 WYE CONN		1		5400*	5500	5600	5300*

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	STATE ROUTE NO 003 MAINLINE SR 101/SHELTON TO SR 104											
003	000.00	AT SR 101 UXING*BEG ROUTE		1					6700*	6800	6900	7100
003	000.11	AFTER RAMP SR 101		1					11000*	11000	11000	12000*
003	001.49	BEFORE JCT ARCADIA AVE*ARCADIA RD		1					12000	12000*	12000	12000
003	001.51	AFTER JCT ARCADIA RD WYE CONN		1					13000	12000*	13000	13000
003	002.25	BEFORE JCT HARVARD AVE		1					15000	15000	15000	15000*
003	002.31	AFTER JCT MILL ST		1					19000	20000	18000*	19000
003	002.71	BEFORE JCT RAILROAD AVE*S FIRST ST		1					15000	13000*	14000	14000
003	002.71	AFTER JCT RAILROAD AVE*S FIRST ST		1					4600	4200*	4200	4300
003	002.93	AFTER JCT PINE ST*FRONT ST		1					9300	9400	8900*	9200*
003	006.57	BEFORE JCT JOHNS PRAIRIE RD		1							9200*	8600*
003	006.57	AFTER JCT JOHNS PRAIRIE RD		1							12000*	13000*
003	008.96	BEFORE JCT AGATE RD WYE CONN		1					13000	13000	11000*	12000*
003	008.99	AFTER JCT AGATE RD		1					8700	8700	7200*	8400*
003	010.76	AFTER JCT PICKERING RD		1					6200	6300	5600*	6400*
003	020.32	BEFORE JCT GRAPEVIEW LOOP RD		1					5600	5200*	5300	5400
003	021.24	BEFORE JCT E NORTH BAY RD WYE CONN		1					9100	9200	8000*	9000*
003	023.26	BEFORE JCT SR 302-VICTOR CUTOFF RD		1					7400	7200	7000*	7400
003	023.26	AFTER JCT SR 302-VICTOR CUTOFF RD		1					8500	8200*	8500*	9000
003	024.91	BEFORE JCT SR 106		1					10000	10000	9300*	9800
003	024.95	AFTER JCT SR 106 WYE CONN		1					14000	14000	13000*	14000
003	026.34	BEFORE JCT BELFAIR ST		1						16000*	16000	17000
003	026.38	AFTER JCT SR 300		1					11000	11000*	11000	12000
003	027.08	SGN ENT BELFAIR		1					14000	15000*	15000	16000
003	028.68	AT ADC LOCATION R089		1	05	01		06				16000+
003	030.51	BEFORE JCT IMPERIAL WAY		1					13000	12000	12000*	13000
003	030.51	AFTER JCT IMPERIAL WAY		1					15000	14000*	13000*	14000

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003	032.60	AFTER JCT SUNNYSLOPE RD		1					17000	16000*	16000	17000
003	037.86	BEFORE RAMP AUTO CENTER WAY		1						39000*	40000	43000
003	038.75	AFTER RAMP SR 310		1					53000	50000*	52000	55000
003	042.93	BEFORE RAMP NEWBERRY HILL RD		1					51000	51000	47000*	50000
003	044.33	AT ADC LOCATION R050		1	05	02		07	38000*	38000*	39000*	41000+
003	045.91	AT SR 303(WAAGA WAY)		1						37000*	38000	40000
003	046.18	AFTER RAMP SR 303(WAAGA WAY)		1					45000	43000*	45000	47000
003	047.87	BEFORE RAMP LUOTO RD		1					38000	38000*	39000	41000
003	048.48	AT SR 308 BRIDGE		1					30000	31000*	31000	33000
003	049.01	AFTER RAMP SR 308		1					33000	32000*	33000	35000
003	052.41	BEFORE RAMP SR 305		1					26000	28000*	29000	30000
003	053.28	AFTER RAMP SR 305		1					20000	19000*	19000	19000
003	056.03	BEFORE JCT PIONEER WAY*TYTLER RD NE		1					16000	15000*	16000	16000
003	056.03	AFTER JCT PIONEER WAY*TYTLER RD NE		1					14000	14000*	14000	14000
003	058.13	AFTER JCT SUNSET WAY NE		1						14000*	14000	14000
003	059.97	BEFORE JCT SR 104 WYE CONN		1						14000*	14000	14000
	STATE ROUTE NO 004 MAINLINE SR 101/PAC. CO. TO SR 5											
004	000.06	AFTER JCT SR 101 WYE CONN		1					2100	1900*	2000	2000
004	004.75	BEFORE JCT SR 401		1					2600*	2700	2700	2300*
004	004.75	AFTER JCT SR 401		1					3500*	3600	3600	3300*
004	006.29	BEFORE JCT UPPER NASELLE RD		1						2700*	2700	2800
004	006.29	AFTER JCT UPPER NASELLE RD		1						2500*	2600	2700
004	012.19	AFTER JCT MILLER POINT RD		1					2000*	2000	2100	2100
004	015.06	BEFORE JCT ALTOONA-PILLER RCK*CO RD		1					2400	1800*	1900	1900
004	015.06	AFTER JCT ALTOONA-PILLER RCK*CO RD		1						1600*	1600	1700
004	017.16	AFTER JCT LOOP RD		1					1800	1500*	1500	1600
004	025.58	BEFORE JCT BJORNSGARD RD		1					1800	1400*	1400	1500

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004	028.98	BEFORE JCT SKAMOKAWA VALLEY RD		1					2300	1800*	1800	1800
004	034.87	BEFORE JCT MILL RD*ELOCHOMAN VALLEY		1					2300	2300	2300	2500*
004	035.53	BEFORE JCT SR 409*GREENWOOD RD		1					3500*	3600	3700	3600
004	035.53	AFTER JCT SR 409*GREENWOOD RD		1					4100*	4300*	4400	4300
004	036.46	BEFORE JCT BOEGE RD		1					4400	4600*	4600	4500
004	036.48	AFTER JCT COLUMBIA ST		1					3500	3600*	3700	3600
004	045.38	BEFORE JCT EX-ENT COUNTY LINE PARK		1					3200	3200*	3200	3200
004	047.64	BEFORE JCT MILL CREEK RD		1					3300	3100*	3200	3100
004	047.65	AFTER JCT MILL CREEK RD WYE CONN		1					4400	4400*	4400	4400
004	055.14	AT ADC LOCATION R078		1	09	02		11	5400*	5700*	5700*	5600+
004	055.26	AFTER JCT SR 432 WYE CONN		1					7500	6800*	6900	6800
004	056.75	BEFORE JCT 46TH AVE		1					12000*	12000*	13000	13000
004	056.75	AFTER JCT 46TH AVE		1						15000*	15000	16000
004	057.25	BEFORE JCT 42ND AVE		1					16000*	16000	16000	17000
004	057.25	AFTER JCT 42ND AVE		1					18000*	18000	19000	19000
004	057.75	BEFORE JCT 38TH AVE		1					21000	22000	21000*	22000
004	057.75	AFTER JCT 38TH AVE		1					21000*	21000	23000*	24000
004	058.72	BEFORE JCT 32ND AVE		1					24000*	25000	25000	26000
004	058.72	AFTER JCT 32ND AVE		1					26000*	26000	27000	27000
004	058.93	BEFORE JCT 30TH AVE		1					25000*	25000	26000	26000
004	058.93	AFTER JCT 30TH AVE		1					27000*	28000	28000	29000
004	059.26	AFTER JCT NW NICHOLS BLVD WYE CONN		1						26000*	26000	27000
004	060.78	BEFORE JCT SR 4 WYE CONN		1					22000	22000	21000*	21000
004	060.80	AFTER JCT CATLIN ST		1					35000	40000*	41000	42000
004	060.98	BEFORE JCT LONG AVE WYE CONN		1					31000	30000*	30000	31000
004	061.00	AFTER JCT LONG AVE WYE CONN		1					36000	28000*	29000	19000
004	061.52	BEFORE JCT SR 4 WYE CONN		1					17000*	17000	17000	11000*
004	** 061.54	AFTER JCT SR 4 WYE CONN	C	1					7800*	7900	8000	5000*

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004	** 061.72	BEFORE JCT SR 4 COKELSO*5TH AVE S	C	1					18000	16000*	16000	17000
004	061.73	AFTER JCT SR 4 COUPLET WYE CONN		1					20000	17000*	18000	18000
004	062.10	BEFORE JCT PVT RD*THREE RIVERS DR		1					17000*	17000	18000	18000
004	062.18	BEFORE JCT ALLEN DR		1					16000*	17000*	17000	17000
004	062.21	BEFORE JCT OFF RAMP WYE CONN		1					18000*	17000*	18000	18000
004	062.28	AT SR 5 NB		1					15000*	15000	16000	16000
	STATE ROUTE NO 004 COUPLET KELSO SR 4 TO 4TH AVE N											
004COKELSO	** 061.73	AFTER JCT SR 4 WYE CONN		1					8100	7100*	7200	5300
004COKELSO	061.92	BEFORE JCT 4TH AVE N*SR 4		1					11000*	11000	11000	8300*
	STATE ROUTE NO 005 MAINLINE OREGON ST LINE TO CANADA											
005	000.00	OREGON STATE LINE		5					122000*	122000*	120000*	123000*
005	001.98	BEFORE RAMP SR 500/39TH ST*ADC P5		5	04	04	01	08	113000*	113000*	113000+	116000*
005	006.99	BEFORE RAMP NE 134TH ST		5					59000	59000*	59000	61000
005	009.17	BEFORE RAMP SR 502		5					77000	87000*	90000*	92000
005	009.51	AT SR 502 BRIDGE		5							68000*	72000
005	009.94	AFTER RAMP SR 502		5					61000	72000*	71000*	74000
005	014.55	AFTER RAMP SR 501		5					56000	60000*	60000	63000
005	020.14	AT ADC LOCATION R045		5	06	10	02	17	55000*	60000*	61000*	64000+
005	022.19	AFTER RAMP SR 503		5					46000*	46000	46000	49000*
005	023.18	AFTER RAMP DIKE RD		5					54000*	54000	54000	58000*
005	028.22	AFTER RAMP TODD RD		5					53000*	53000	53000	55000*
005	031.91	BEFORE RAMP KALAMA RIVER RD		5					58000	56000*	56000	59000
005	036.30	BEFORE RAMP SR 432		5						55000*	55000	58000
005	036.97	AT SR 432		5						37000*	37000	39000
005	037.48	AFTER RAMP SBCD LANE		5					46000	48000*	49000	51000
005	039.44	BEFORE RAMP SR 4		5					46000	48000*	49000	51000

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005	039.90	AT SR 4 BRIDGE		5						42000*	43000	46000
005	040.19	AFTER RAMP ALLEN ST*SR 4		5						48000*	49000	52000
005	042.10	BEFORE RAMP OSTRANDER RD		5					45000*	45000	46000	48000
005	044.30	AT ADC LOCATION P8		5	06	12	03	21	43000	43000	44000	51000+
005	049.35	BEFORE RAMP SR 411		5					38000*	38000	39000	41000*
005	050.41	AFTER RAMP SR 504		5					35000*	36000	36000	38000*
005	053.00	AFTER RAMP TOUTLE PARK RD		5					43000	46000	43000*	45000
005	059.21	BEFORE RAMP SR 506		5					43000	46000*	47000	49000
005	060.42	BEFORE RAMP SR 506		5					41000	42000*	40000*	42000
005	061.40	AFTER RAMP CO RD		5					41000	41000	41000*	43000
005	068.09	BEFORE RAMP SR 12		5					40000	40000	44000	45000*
005	068.94	AFTER RAMP SR 12		5					45000*	45000	43000*	48000*
005	071.51	AFTER RAMP SR 508		5					50000	50000	46000*	49000
005	073.21	AFTER RAMP RUSH RD		5						52000*	53000	56000
005	081.21	BEFORE RAMP SR 507		5					54000	55000	56000	62000*
005	082.08	AFTER RAMP SR 507		5					59000	59000	60000	64000*
005	086.32	AT ADC LOCATION R019		5	05	11	02	18	53000	55000+	56000*	58000*
005	088.67	AFTER RAMP OLD SR 99		5					47000	47000	47000*	48000
005	098.68	BEFORE RAMP 93RD AVE SW		5					52000	53000	51000*	53000
005	106.70	AT ADC LOCATION P4		5	05	05	01	10	127000*	130000	133000*	135000+
005	110.84	BEFORE RAMP SR 510*ADC SITE R060		5							99000*	103000*
005	126.20	AFTER RAMP BRIDGEPORT WAY		5								141000*
005	131.22	AFTER RAMP NBCD LANE/ADC SITE R034		5	04	03	01	08	183000*	187000	177000*	187000+
005	136.80	AT ADC LOCATION S837		5	04	04	01	08	171000	178000*	177000*	180000+
005	155.38	AT ADC LOCATION S201		5								244000*
005	155.94	AT SR 599 NB		5					189000	194000	181000*	183000
005	156.29	AFTER RAMP INTERURBAN AVE		5					201000	206000	202000*	205000
005	157.67	BEFORE RAMP SR 900		5							178000*	180000

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005	157.70	AFTER RAMP NBCD LANE		5					200000	204000	196000*	199000
005	158.32	AFTER RAMP BOEING ACCESS/NBCD LANE		5					212000	217000	211000*	214000
005	161.21	AT ALBRO PL		5							200000*	203000
005	164.80	AT S KING ST BRIDGE		5					159000	154000*	156000	158000
005	** 165.29	AFTER JCT EXPRESS LANES		5					133000	131000*	133000	135000
005	** 165.30	BEFORE RAMP SENECA ST		5					133000	131000*	133000	135000
005	** 165.67	AFTER RAMP CHERRY ST		5					203000	198000*	193000*	196000
005	** 165.91	AFTER RAMP UNION ST-7TH AV		5					233000	225000*	224000*	227000
005	** 166.20	AT OLIVE WAY		5					212000	200000	200000*	203000
005	** 166.66	AFTER RAMP STEWART ST*DENNY WAY		5					216000	198000*	199000*	202000
005	** 167.35	AFTER RAMP MERCER ST		5					252000	233000*	236000	240000
005	** 167.39	AFTER RAMP BOYLSTON AVE E		5					242000	223000*	223000*	226000
005	** 168.06	AT SR 520 WB		5					179000	164000*	164000*	166000
005	** 168.84	AT ADC LOCATION R046		5							215000*	217000*
005	** 169.18	AT LK WA SHIP CANAL BRIDGE		5					200000	183000	184000*	185000
005	** 169.71	AFTER RAMP NE 45TH ST		5							177000*	179000
005	** 170.04	AFTER RAMP NE 45TH ST*NE 50TH ST		5					215000	197000	193000*	195000
005	** 170.64	AT NE 70TH ST		5					169000	166000*	163000*	164000
005	** 170.91	AFTER RAMP SR 522		5					181000	176000*	175000*	176000
005	** 171.50	AT N 85TH ST		5						157000*	156000	156000
005	172.52	AFTER SB EXPRESS LANES		5					194000	188000*	191000	192000
005	173.10	AFTER RAMP NE NORTHGATE WAY		5					208000	215000*	218000	219000
005	173.51	AFTER RAMP NE 130TH ST*NE 5TH AVE		5					199000	199000*	202000*	203000
005	174.58	AT SR 523-NE 145TH ST		5					173000	173000*	175000	175000*
005	175.00	AFTER RAMP SR 523-NE 145TH ST		5					191000	195000	193000*	193000*
005	175.52	AT METRO TRANSIT		5								192000*
005	175.74	AFTER RAMP METRO TRANSIT		5					190000	189000*	192000	193000*
005	176.13	AT NE 175TH ST BRIDGE		5					168000	168000*	171000	172000

** REVERSIBLE TRAFFIC NOT INCLUDED

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005	176.72	AT ADC LOCATION P3		5	03	02		05	183000*	187000	187000+	186000*
005	177.76	LEAVING CITY OF SHORELINE		5					159000*	163000	160000*	162000
005	178.61	AFTER RAMP SR 104 NBCD LANE		5					180000*	184000*	183000*	185000
005	179.29	AT 220TH ST		5					160000*	167000*	163000*	166000
005	179.88	AFTER RAMP 220TH ST SW/ADC S189		5					185000*	193000*	193000*	201000*
005	180.75	AT SR 524 SPCEDRWY BRIDGE		5					149000*	167000*	164000*	163000
005	181.53	AT SR 524		5							146000*	145000
005	182.00	AFTER RAMP SR 524		5					178000*	184000*	190000	188000
005	182.57	SR 405		5					127000*	138000*	142000	131000*
005	183.12	AFTER RAMP SB SR 405		5					169000	183000*	189000	181000*
005	183.90	AT 164TH ST SW		5					137000	148000	153000	152000*
005	184.48	AT ADC LOCATION P1		5	04	03		07	158000*	170000*	175000*	174000+
005	186.43	AT SR 96/128TH ST SW		5					121000	134000*	137000*	136000
005	186.87	AFTER RAMP SR 96		5					147000	159000*	165000*	164000
005	189.31	AT SR 527		5					99000	106000*	109000*	108000
005	190.19	AFTER RAMP SBCD LANE		5					160000	172000	172000	165000*
005	192.31	AT BROADWAY AVE		5					127000	137000	137000	136000*
005	193.29	AT ADC LOCATION R082		5					153000	158000*	158000*	158000*
005	193.60	BEFORE RAMP SR 2 WB		5					135000	145000	145000	147000*
005	193.81	AT HEWITT AVE BRIDGE		5					101000	109000	109000	111000*
005	194.32	AFTER RAMP SR 2*EVERETT AVE		5					126000	135000	135000	136000*
005	198.27	AT SR 529 BRIDGE		5					105000	113000	113000	117000*
005	198.56	AFTER RAMP SR 529 SB		5					119000	127000	127000	135000*
005	199.11	AT SR 528 BRIDGE		5					89000	93000	94000	104000*
005	199.58	AFTER RAMP SR 528		5								114000*
005	200.78	AT 88TH ST NE		5								97000*
005	201.19	AFTER RAMP 88TH ST NE		5								106000*
005	202.29	AT TULALIP RR		5					77000	81000	81000	85000*

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005	202.87	AFTER RAMP 116TH ST NE		5					85000	89000	90000	91000*
005	206.08	AT SR 531		5								67000*
005	207.76	AT ADC LOCATION R001		5	06	05	01	11	73000*	77000*	77000*	79000+
005	208.67	AT SR 530		5					57000	59000	60000	65000*
005	208.99	AFTER RAMP SR 530		5					67000	70000	71000	74000*
005	210.31	AT 236TH ST NE		5					63000	66000	67000	70000*
005	215.51	AFTER RAMP 300TH ST NW		5					57000*	54000*	54000	56000
005	230.79	BEFORE RAMP SR 11		5					52000*	52000	53000	50000*
005	231.21	AT SR 11		5								45000*
005	231.50	AFTER RAMP SR 11		5					50000*	50000	51000	48000*
005	232.83	AT COOK RD		5								39000*
005	233.26	AFTER RAMP COOK RD		5					44000*	45000	45000	43000*
005	236.85	AFTER RAMP BOW HILL RD		5					38000	43000*	44000	44000
005	242.54	BEFORE RAMP NULLE RD		5					36000	37000	40000*	40000
005	242.63	ENTERING WHATCOM COUNTY		5					39000*	39000	40000	41000*
005	243.30	AFTER RAMP NULLE RD		5					44000*	44000	45000	42000*
005	252.64	BEFORE RAMP LAKEWAY DR		5					47000*	47000	48000	48000
005	253.62	BEFORE RAMP IOWA ST		5					48000*	48000	49000	49000
005	253.96	AFTER RAMP IOWA ST		5					53000*	53000	54000	55000
005	255.25	AFTER RAMP SR 542		5					54000*	55000	56000	56000
005	256.67	AFTER RAMP SR 539		5					42000*	42000	43000	43000
005	257.37	AFTER RAMP NORTHWEST AVE		5					42000	47000*	48000	49000
005	258.30	AFTER RAMP BAKERVIEW RD		5					44000	44000	43000*	43000
005	261.33	AT ADC LOCATION P04		5	04	04	01	09	39000	39000	39000*	40000+
005	263.02	AFTER RAMP MAIN ST		5						38000*	39000	40000
005	265.39	BEFORE RAMP SR 548		5					28000	33000*	34000	34000
005	269.41	AT ADC LOCATION S803		5	04	07	01	12	25000*	25000*	25000*	24000+
005	274.56	BEFORE RAMP SR 543		5					20000	20000*	20000	20000

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
005	275.82	BEFORE RAMP SR 548		5					8500	8000*	7900	5800*
005	276.23	AT SR 548 BRIDGE		5								3700*
005	276.43	AFTER RAMP BLAINE		5								5600*
	STATE ROUTE NO 005 HOV LANE SEPARATION-DEC		15463									
005HD15463	000.00	AFTER JCT SR 5 SB*BEG ROUTE		5								5400*
	STATE ROUTE NO 005 HOV LANE SEPARATION-DEC		15602									
005HD15602	000.00	AFTER JCT SR 5 SB*BEG ROUTE		5							10000*	8800*
	STATE ROUTE NO 005 HOV LANE SEPARATION-INC		15420									
005HI15420	000.00	AFTER JCT SR 5 NB*BEG ROUTE		5							6900*	6200*
	STATE ROUTE NO 005 REVERSIBLE LANE 005EXP DNTWN SEATTLE TO 1ST AV											
005RL005EXP	165.62	AFTER RAMP 5TH*COLUMBIA ST		5					28000	29000	29000*	29000
005RL005EXP	166.63	AFTER RAMP STEWART ST*ADC SITE R49R		5					40000	41000	39000*	39000
005RL005EXP	167.26	AFTER RAMP MERCER ST		5					53000	55000	54000*	54000*
005RL005EXP	168.96	AFTER RAMP NE 42ND*77TH AVE		5					50000	51000	50000*	51000*
005RL005EXP	169.66	AFTER RAMP RAVENNA BLVD		5								50000*
005RL005EXP	170.54	AFTER RAMP SR 522		5					41000	42000	41000	42000*
005RL005EXP	172.43	AT JCT SR 5		5					37000	38000*	39000	37000*
	STATE ROUTE NO 006 MAINLINE SR 101/RAYMOND TO SR 5											
006	000.00	AFTER JCT SR 101*BEG ROUTE		2					5900	5900	7200*	7400
006	001.45	AFTER JCT CROSSING ST*WILLAPA RD		2							3900*	4000
006	003.11	BEFORE JCT LIGNOSKI RD		2							3200*	3300
006	003.26	AFTER JCT MALLIS LANDING RD		2							3000*	3100
006	013.34	AFTER JCT LEBAM RD*SKEES RD		2							1700*	1800

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
006	014.62	AFTER JCT HALF MOON CREEK RD		2							1700*	1700
006	025.27	AFTER JCT COLE RD		2								1300*
006	028.31	BEFORE JCT MAIN ST*FOURTH AVE		2								2100*
006	028.31	AFTER JCT MAIN ST*FOURTH AVE		2								2800*
006	028.56	AFTER JCT PE ELL AVE		2							2600*	2700
006	030.34	AFTER JCT KATULA RD		2					2400	2400	2400	2400*
006	045.77	BEFORE JCT CURTIS HILL RD		2							3500*	3600
006	045.77	AFTER JCT CURTIS HILL RD		2							5000*	5100
006	046.96	AFTER JCT BUNKER CREEK RD		2					6900	7000	6700*	6900
006	049.21	BEFORE JCT CHILVERS RD		2								8000*
006	049.21	AFTER JCT CHILVERS RD		2					9200	9400	9500	10000*
006	050.55	BEFORE JCT DONAHOE RD S		2					9200	9100*	9200	9500
006	051.22	BEFORE JCT NW LOUISIANA AVE WYE CON		2					9100	9300*	9400	9600
	STATE ROUTE NO 007 MAINLINE SR 12/MORTON TO SR 5/TAC											
007	000.00	AFTER JCT SR 12*BEG ROUTE		2					5700	5300*	5400	5500
007	000.45	BEFORE JCT SR 508*MAIN AVE		2					5000*	5500*	5600	5700
007	000.45	AFTER JCT SR 508*MAIN AVE		2					3300*	3300*	3400	3500
007	004.52	AT TILTON RIVER BRIDGE		2					2200	2000*	2000	2200*
007	014.60	AFTER JCT PLEASANT VALLEY RD		2						2200*	2200	2300
007	016.82	BEFORE JCT SR 706		2					2400	2400*	2500	2700*
007	016.82	AFTER JCT SR 706		2					4400	5000*	5000	5300*
007	021.69	AFTER JCT ALDER CUTOFF RD E		2					2200	2400*	2400	2500
007	026.99	BEFORE JCT SR 161*WEYERHAEUSER RD		2					1800	1800	1900*	2000
007	026.99	AFTER JCT SR 161*WEYERHAEUSER RD		2					1400	1400	1500*	2200
007	028.52	BEFORE JCT EATONVILLE HWY WYE CONN		2								2200*
007	036.08	BEFORE JCT SR 702*EATONVILLE CUTOFF		2							2500*	2500
007	036.08	AFTER JCT SR 702*EATONVILLE CUTOFF		2							5600*	5700

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
007	039.09	AFTER JCT KAPOWSIN HWY*304TH ST E		2				6500*	6700
007	042.01	AFTER JCT 260TH ST E		2			13000*	13000	14000
007	044.64	BEFORE JCT 224TH ST E		2					18000*
007	045.92	BEFORE JCT 208TH ST E		2				22000*	23000
007	047.38	BEFORE JCT SR 507		1		27000	25000*	26000	26000
007	047.42	AFTER JCT SR 507 WYE CONN		1		36000	38000*	38000	39000
007	048.48	BEFORE JCT 174TH ST S		1			41000*	41000	42000
007	048.48	AFTER JCT 174TH ST S		1			31000*	31000	32000
007	049.88	BEFORE JCT MILITARY RD		1		45000	43000*	44000	45000
007	049.88	AFTER JCT MILITARY RD		1		36000	37000*	37000	38000
007	051.19	AFTER JCT 131ST ST S		1		42000	39000*	39000	40000
007	052.52	BEFORE RAMP SR 512		1			46000*	47000	48000
007	052.63	AFTER JCT 108TH ST S		1			24000*	25000	25000
007	055.88	BEFORE JCT S 56TH ST		1			23000*	23000	24000
007	055.88	AFTER JCT S 56TH ST		1			22000*	22000	23000
007	057.03	BEFORE JCT S 38TH ST*PACIFIC AVE		1			21000*	21000	21000
007	057.03	AFTER JCT S 38TH ST*PACIFIC AVE		1			19000*	19000	20000
007	057.20	BEFORE RAMP SR 7 SB		1				20000*	20000
007	057.20	AFTER RAMP SR 7 SB		1				15000*	15000
007	058.18	AFTER RAMP S 38TH ST		1				21000*	22000
	STATE ROUTE NO 008 MAINLINE SR 12/ELMA TO SR 101/OLY								
008	000.00	AT SR 12 BRIDGE*BEG ROUTE		1		14000*	14000	15000	15000*
008	000.29	AFTER RAMP SR 12		1		16000*	16000	17000	17000
008	006.03	BEFORE JCT SR 108		1		14000	15000*	16000	17000
008	006.03	AFTER JCT SR 108		1			13000*	14000	14000
008	007.51	BEFORE JCT MOX CHEHALIS RD		1			13000*	14000	14000
008	007.53	AFTER JCT MOX CHEHALIS RD WYE CONN		1			15000*	15000	16000

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
008	010.54	ENTERING THURSTON COUNTY		1							15000*	16000
008	016.12	BEFORE JCT SUMMIT LK*RCK CNDY MT RD		1						14000*	15000	15000
008	016.12	AFTER JCT SUMMIT LK*RCK CNDY MT RD		1					14000	15000*	15000	16000
008	020.67	AT ADC LOCATION R003 WEST		1	06	03		09	16000*	16000*	16000*	17000+
	STATE ROUTE NO 009 MAINLINE SR 522 TO CANADA											
009	000.00	AT SR 522 BRIDGE*BEG ROUTE		2					18000	18000	19000	19000*
009	000.09	AFTER RAMP SR 522		2								25000*
009	000.57	BEFORE JCT 228TH ST SE		2							22000*	23000
009	000.57	AFTER JCT 228TH ST SE		2					22000	22000	22000*	22000
009	001.57	BEFORE JCT SR 524-MALTBY RD		2						20000*	20000	21000*
009	001.57	AFTER JCT SR 524-MALTBY RD		2					18000*	18000*	18000*	18000*
009	003.76	BEFORE JCT 180TH ST SE		2							17000*	18000
009	003.76	AFTER JCT 180TH ST SE		2							20000*	21000
009	004.83	BEFORE JCT 164TH ST SE		2					19000	22000*	22000	23000
009	004.83	AFTER JCT 164TH ST SE		2					18000	21000*	21000	22000
009	006.96	BEFORE JCT BROADWAY AVE WYE CONN		2					19000*	20000	18000*	20000*
009	006.97	AFTER JCT SR 96-LOWELL LARIMER RD		2					19000*	19000	18000*	20000*
009	009.41	BEFORE RAMP SECOND ST		2					22000*	22000	22000	24000*
009	009.86	AFTER RAMP SECOND ST		2					17000	16000	17000*	17000
009	010.96	AFTER JCT OLD HWY 2		2					18000	18000*	19000*	20000
009	012.14	BEFORE RAMP SR 2		2					23000	20000*	22000*	22000*
009	012.14	AFTER RAMP SR 2		2								22000*
009	012.30	AFTER RAMP SR 2		2					24000	21000*	22000*	23000*
009	013.78	BEFORE JCT 23RD ST SE WYE CONN		2					18000	18000*	18000	19000
009	013.80	AFTER JCT 23RD ST SE WYE CONN		2					18000	17000*	18000	18000
009	014.03	AFTER JCT HEWITT AVE-20TH ST SE		2							18000*	18000
009	015.75	BEFORE JCT SR 204 WYE CONN		2					19000*	19000	21000*	21000*

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009	015.77	AFTER JCT SR 204 WYE CONN		2					30000*	31000	32000*	33000*
009	016.48	BEFORE JCT LUNDEEN PARKWAY		2							33000*	34000
009	016.48	AFTER JCT LUNDEEN PARKWAY		2							25000*	26000
009	017.49	BEFORE JCT SR 92		2					24000	22000*	22000	23000
009	017.49	AFTER JCT SR 92		2					15000	15000*	15000	16000
009	017.92	BEFORE JCT 42ND ST NE		2						15000*	15000	16000
009	017.92	AFTER JCT 42ND ST NE		2					14000	14000*	14000	15000
009	019.26	BEFORE JCT SR 528		2					14000*	15000*	16000*	16000
009	019.26	AFTER JCT SR 528		2					11000*	12000*	12000*	12000
009	020.55	AFTER JCT 84TH ST NE		2						11000*	11000	11000
009	021.92	AFTER JCT 108TH ST NE		2					9800	9600*	9800	10000
009	026.05	BEFORE JCT SR 531*172ND ST NE		2						9000*	9900*	10000
009	026.05	AFTER JCT SR 531*172ND ST NE		2						8500*	9000*	9300
009	026.97	AFTER JCT EAGLEFIELD*CROWN RIDGE		2						9400*	9600	9900
009	028.21	BEFORE JCT 204TH ST NE		2					9500	9300*	9500	9800
009	028.21	AFTER JCT 204TH ST NE		2					11000	10000*	11000*	11000
009	028.70	BEFORE JCT HIGHLAND DR		2					11000	10000	10000*	11000*
009	028.75	AT ADC LOCATION P21		2	07	01		09	9200*	9800*	10000+	10000
009	029.46	BEFORE JCT SR 530*DIVISION ST		3					8100*	8600	10000*	11000*
009	029.46	AFTER JCT SR 530*DIVISION ST		3					11000*	11000	13000*	14000*
009	029.57	AFTER JCT SR 530		3					7300*	7400	7500	7400*
009	029.95	AFTER JCT SCHLOMAN RD		3					6100*	6200	6200	7300*
009	030.88	AFTER JCT LAKE ARMSTRONG RD		3								6300*
009	032.88	BEFORE JCT STANWOOD-BRYANT RD		3					4300	4000*	4000	4200*
009	032.88	AFTER JCT STANWOOD-BRYANT RD		3					1800	2200*	2200	2400*
009	032.98	AT ADC LOCATION R083		3	09	01		10	1700*	1700*	1700*	1800+
009	035.18	AFTER JCT FINN SETTLEMENT RD		3					730*	740	740	830*
009	040.03	BEFORE JCT SR 534		3					1100	1200*	1200	1200*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
009	040.03	AFTER JCT SR 534		3		1300	1300*	1300	1300*
009	044.32	BEFORE JCT LAKE CAVANAUGH RD		3		1000	1100*	1100	1100*
009	044.32	AFTER JCT LAKE CAVANAUGH RD		3		1400	1500*	1500	1500*
009	047.42	BEFORE JCT LAKEVIEW BLVD		3			3000*	3000	3100
009	047.42	AFTER JCT LAKEVIEW BLVD		3			2900*	2900	3100
009	047.50	AFTER JCT W BIG LAKE BLVD		3		4000*	4100*	4100	4200
009	049.75	BEFORE JCT SR 538 WYE CONN		3		4600	4800*	5000*	5200
009	049.80	AFTER JCT SR 538		3		5900	5600*	5400*	5600
009	053.26	BEFORE JCT FRANCIS*OLD DAY CRK RDS		3		6200*	6300	6300	6500
009	053.26	AFTER JCT FRANCIS*OLD DAY CRK RDS		3		9400*	9600	9300*	9600
009	055.89	BEFORE JCT SR 20		3		6100	6200	6100*	6200
009	057.17	AFTER JCT SR 20		3		9900	10000	11000*	10000*
009	057.43	AFTER JCT JOHN LINER*MCGARIGLE RDS		3		8600	8600	8800*	9000
009	060.98	AFTER JCT FRUITDALE RD		3		3200*	3200	3900*	3600*
009	067.38	AFTER JCT WICKERSHAM ST		3		1800	1800	1900*	2000
009	079.40	BEFORE JCT SR 542 WYE CONN		3		4300	4400	4000*	3900*
009	084.02	AFTER JCT SR 542 WYE CONN		3		4200	4200	4100*	4000*
009	085.10	AFTER JCT SIPER RD*LIND RD		3					1600*
009	087.29	BEFORE JCT LAWRENCE RD		3					1500*
009	087.82	AFTER JCT NOOKSACK RD		3					1800*
009	090.31	BEFORE JCT SOUTH PASS RD		3		1900*	1900	2000	2000*
009	090.31	AFTER JCT SOUTH PASS RD		3		4300*	4300	4400	5500
009	090.36	BEFORE JCT SR 544		3		4300*	4300	4400	5500*
009	090.36	AFTER JCT SR 544		3		4600*	4700	4700	5100*
009	093.61	BEFORE JCT SR 546*NOOKSACK RD		1					2600*
009	093.61	AFTER JCT SR 546*NOOKSACK RD		1					5800*
009	094.58	BEFORE JCT E BADGER RD		1		4900*	4900	5000	5200
009	094.62	AFTER JCT GARRISON RD		1		4200*	4200	4300	4400

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\+ SOURCE OF TRUCK PERCENTAGES

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009	096.60	AFTER JCT BARBO RD		1						5200*	5200	5400
009	097.48	BEFORE JCT SR 9 WYE CONN		1					4200*	4900*	5000	5100
009	097.52	AFTER JCT SR 9 WYE CONN		1					5200	6000*	6100	6300
009	098.00	BEFORE JCT SR 9 SPSUMAS*GARFIELD ST		1					5300	5700*	5800	6000
009	098.00	AFTER JCT SR 9 SPSUMAS*GARFIELD ST		1					4700	4600*	4700	4800
	STATE ROUTE NO 009 SPUR SUMAS SR 9 TO INTERNTL BNDRY											
009SPSUMAS	098.00	AFTER JCT SR 9-CHERRY ST*BEG ROUTE		2					1400	1400*	1500	1500
009SPSUMAS	098.24	BEFORE JCT BOUNDARY AVE*END ROUTE		2					790	1200*	1200	1300
	STATE ROUTE NO 010 MAINLINE SR 970/TEANAWAY TO SR 97											
010	088.29	AFTER JCT SR 970*BEG ROUTE		3					1300	1300	1200*	1200
010	104.45	BEFORE JCT SR 97		3					1200*	1200	1200	1200*
	STATE ROUTE NO 011 MAINLINE SR 5/BURLINGTON TO SR 5											
011	000.00	AT SR 5 BRIDGE*BEG ROUTE		3					11000*	11000	12000	10000*
011	000.11	AFTER JCT JOSH WILSON RD		3					5400*	5500	5500	5700
011	002.18	BEFORE JCT COOK RD		3					4800*	4800	4300*	4400
011	002.18	AFTER JCT COOK RD		3					5300*	5400	4700*	4900
011	002.96	AFTER JCT ERSHIG RD		3						3100*	3200	3300
011	006.88	BEFORE JCT W BOW HILL (OLD SR 237)		3					2000*	1700*	1800	1800
011	006.88	AFTER JCT W BOW HILL (OLD SR 237)		3					1800*	1500	1600	1600
011	014.11	ENTERING WHATCOM COUNTY		3					1600*	1600	1600	1700
011	016.01	AFTER JCT HIGH LINE RD		3					3100	3100	2200*	2200
011	018.50	BEFORE JCT CALIFORNIA ST		2					4100	3200*	3300	3400
011	019.93	BEFORE JCT 12TH ST*DONOVAN AVE		2					16000	12000*	13000	13000
011	019.93	AFTER JCT 12TH ST*DONOVAN AVE		2					12000	14000*	14000	14000
011	021.21	BEFORE JCT 32ND ST		2					15000*	16000	16000	16000

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
011	021.28	AT SR 5 NB		2		9700*	9900	10000	10000
	STATE ROUTE NO 012 MAINLINE SR 101/ABERDEEN TO IDAHO								
012	** 000.00	AFTER JCT SR 101 NB*BEG ROUTE	C	1		15000	15000*	15000*	15000
012	000.30	BEFORE JCT E WISHKAH ST WYE CONN	C	1			12000*	13000	13000
012	000.33	AFTER JCT S NEWELL ST		1			25000*	26000	26000
012	000.54	AFTER JCT S TYLER ST		1		22000*	22000	22000	21000*
012	001.74	BEFORE JCT SARGENT BLVD		1				22000*	23000
012	001.74	AFTER JCT SARGENT BLVD		1				22000*	22000
012	003.49	BEFORE JCT CENTRAL PARK DR		1		21000	21000*	21000	22000
012	003.49	AFTER JCT CENTRAL PARK DR		1		20000	19000*	20000	20000
012	006.38	BEFORE JCT DEER PARK DR		1		18000	18000*	18000	19000
012	008.93	BEFORE RAMP DEVONSHIRE RD		1		16000	18000*	18000	18000
012	009.88	BEFORE RAMP SR 107		1		17000	18000*	19000	20000
012	012.30	AT ADC LOCATION B02		1		19000*	19000	20000*	21000*
012	018.11	BEFORE JCT SCHOUWEILER RD		1		19000*	19000	20000	20000*
012	020.65	BEFORE RAMP SR 12		1		20000*	20000	21000	20000*
012	020.99	AT SR 12 BRIDGE		1		14000*	14000	15000	15000*
012	021.34	BEFORE RAMP SR 12*SR 8		1		5700*	5800	5900	6300*
012	021.34	AFTER RAMP SR 12*SR 8		1		7200*	7200	7300	7900*
012	025.53	AFTER JCT MOX CHEHALIS RD		1		4700	4100*	4200	4300
012	027.22	BEFORE JCT PORTER CRK RD W WYE CONN		1		4400*	4500	4500	4600*
012	034.92	ENTERING CITY OF OAKVILLE		1		4500	4200*	4200	4400
012	038.84	BEFORE JCT ANDERSON RD SW		1		6200*	6300	6300	6000*
012	038.84	AFTER JCT ANDERSON RD SW		1		7200*	7300	7400	8600*
012	041.88	AFTER JCT ALBANY ST (OLD SR 121)		1		11000	10000*	11000	11000
012	042.85	BEFORE JCT 183RD AVE SW		1		11000	11000	12000*	12000
012	042.89	AFTER JCT ROSEBURG ST SW		1		9900	10000	11000*	11000

** COUPLET SKETCH IN BACK OF BOOK

* BASED ON ACTUAL COUNT
+ SOURCE OF TRUCK PERCENTAGES

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
T R I P S S Y S T E M
ANNUAL TRAFFIC REPORT

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
012	045.20	BEFORE JCT PECAN ST SW		1						9000*	9100	9400
012	045.20	AFTER JCT PECAN ST SW		1						9300*	9400	9700
012	046.37	BEFORE JCT ELDERBERRY ST*OLD HWY 99		1					9400	9300*	9400	9700
012	046.37	AFTER JCT ELDERBERRY ST*OLD HWY 99		1					18000	16000*	16000	17000
012	046.56	AFTER RAMP SR 5		1					13000	11000	11000*	11000
012	066.54	AT SR 5 BRIDGE		1					6900*	6900	7000	7100
012	066.63	AFTER RAMP SR 5		1					9800*	9900	10000	10000
012	069.16	AFTER JCT JACKSON HWY		1					7400*	7400	7500	7000*
012	073.20	BEFORE JCT TUCKER RD		1					7000*	7000	7100	7200
012	073.20	AFTER JCT TUCKER RD		1					7600*	7600	7700	7800
012	077.78	AFTER ADC LOCATION R075		1	10	04	01	15			6600*	6600+
012	078.42	BEFORE JCT FULLER RD*SALKUM RD		1					6800*	6900	7000	7000
012	078.42	AFTER JCT FULLER RD*SALKUM RD		1					6600*	6600	6700	6800
012	080.28	BEFORE JCT SR 122-SILVER CREEK RD		1					6800*	6300*	6400	6500
012	080.28	AFTER JCT SR 122-SILVER CREEK RD		1					6400*	5900	6000	6100
012	083.66	BEFORE JCT BEACH RD		1					5700	5400*	5500	5500
012	083.66	AFTER JCT BEACH RD		1					5700	5600*	5700	5700
012	084.62	BEFORE JCT WILSON RD		1					5700	5600*	5700	5700
012	086.88	BEFORE JCT SR 122*WILLIAMS ST		1					5400	4600*	4700	4700
012	086.88	AFTER JCT SR 122*WILLIAMS ST		1					4900	4500*	4600	4600
012	097.69	BEFORE JCT SR 7		1					5100	4400*	4500	4500
012	097.69	AFTER JCT SR 7		1					5400	4800*	4900	4900
012	104.80	AFTER JCT GLENOMA*FROST CREEK RDS		1					5100	4600*	4600	4700
012	115.01	BEFORE JCT SR 131*CHILCOAT AVE		1					5200	5300	5400	5600*
012	115.01	AFTER JCT SR 131*CHILCOAT AVE		1					5100	5200	5200	5400*
012	116.13	BEFORE JCT KEHOE RD		1					5000*	5200	5200	5300
012	116.13	AFTER JCT KEHOE RD		1					4700*	4800	4800	5000
012	126.05	AFTER JCT BEVIN LAKE RD		1					3000*	3100	3100	2800*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
012	130.72	AFTER JCT RIFFE RD		1						3500*	3600	3700
012	131.35	BEFORE JCT SNYDER RD*SKATE CREEK RD		1					4100	4200	3600*	3700
012	131.35	AFTER JCT SNYDER RD*SKATE CREEK RD		1					2600	2600	2800*	2900
012	135.10	AT ADC LOCATION R040 WEST		1	09	05	02	16	1700*	1800*	1800*	1900+
012	138.59	BEFORE JCT SR 123 WYE CONN		1					2000	2200*	2100	2200
012	138.61	AFTER JCT SR 123 WYE CONN		1					1700	2200*	2100	2200
012	140.38	AT CORTWRIGHT CREEK BRIDGE		1					1900*	2000	2000	2000
012	141.23	AFTER JCT FS RD #1276		1						1800*	1700	1800
012	165.95	AT WILDCAT CREEK BRIDGE		1					2100*	2100	2100	2200
012	177.43	BEFORE WINDY POINT CAMPGROUND		1					2100	2200	2000*	2100
012	177.43	AFTER WINDY POINT CAMPGROUND		1					2100	2100	2300*	2300
012	185.25	AT ADC LOCATION S818 SOUTH		1	09	04	01	14	2200*	2300*	2300*	2300+
012	185.62	AT ADC LOCATION S818 EAST		1	09	03	01	12	4300*	4400*	4300*	4500+
012	189.87	BEFORE JCT CANAL AVE*S NACHES RD		1					5200	5700*	5900*	6100
012	189.87	AFTER JCT CANAL AVE*S NACHES RD		1					9700	9900*	9700*	10000
012	196.67	BEFORE JCT MCCORMICK RD		1					10000	10000	12000*	10000*
012	196.67	AFTER JCT MCCORMICK RD		1					13000	14000	13000*	11000*
012	198.08	BEFORE JCT OLD NACHES HWY		1						12000*	12000*	12000
012	198.09	AFTER JCT OLD NACHES HWY WYE CONN		1					14000*	15000*	15000*	16000
012	198.98	AFTER JCT ACKLEY RD WYE CONN		1					17000*	18000	18000	19000
012	199.37	BEFORE RAMP FRUITVALE BLVD		1								19000*
012	199.92	AT W-W RAMP/BN RR BRIDGE		1					12000	11000*	11000	11000
012	200.55	AFTER RAMP FRUITVALE BLVD		1					21000	22000	23000*	24000
012	202.15	BEFORE RAMP SR 82		1					30000	31000	30000*	31000
012	202.44	BEFORE RAMP SR 82		1							23000*	24000
012	202.54	AFTER RAMP N 1ST ST		1							15000*	16000
012	291.67	ENTERING CITY OF PASCO		1					13000	16000*	16000	17000
012	295.30	BEFORE JCT SR 124*CARGIL RD		1								18000*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
012	295.30	AFTER JCT SR 124*CARGIL RD		1					11000*	12000	12000	12000*
012	301.11	BEFORE JCT IVARSON RD		1						9500*	9700	9900
012	301.11	AFTER JCT IVARSON RD		1						9400*	9600	9800
012	301.61	BEFORE JCT DODD-IOWA BEEF RD		1					8700	9300*	9900*	10000
012	301.61	AFTER JCT DODD-IOWA BEEF RD		1					6800	7500*	7700	7800
012	303.54	BEFORE JCT ATTALIA RD		1						7500*	7700	7800
012	303.54	AFTER JCT ATTALIA RD		1						7600*	7800	7900
012	304.55	BEFORE JCT WALLULA DEPOT RD		1						7500*	7700	7800
012	304.55	AFTER JCT WALLULA DEPOT RD		1						7200*	7400	7500
012	305.48	BEFORE JCT COLUMBIA WAY		1						6800*	7000	7100
012	305.88	BEFORE JCT COLUMBIA WAY		1						6500*	6600	6800
012	305.88	AFTER JCT COLUMBIA WAY		1						6500*	6600	6700
012	307.41	BEFORE JCT SR 730 WYE CONN		1					5500	5500	6300*	6400
012	307.66	BEFORE JCT SR 730 SPWALULA (SPUR)		1							3900*	4000
012	307.90	AT ADC LOCATION R008		1	07	06	02	15	5500*	5700*	6100*	6200+
012	319.10	BEFORE JCT BYRNES RD		1					5800	5600*	6000	6100
012	320.60	BEFORE JCT MCKAY RD*LARRABEE RD		1					5400	5600	6900*	7000
012	320.60	AFTER JCT MCKAY RD*LARRABEE RD		1					5500	5600	6800*	6900
012	324.15	AFTER JCT LOWDEN RD		1					6400	6300*	6800	6900
012	331.95	BEFORE JCT WALLULA RD		1						7100*	7500	7700
012	334.36	BEFORE JCT GOSE RD		1					5600	5700	6600*	6700
012	334.36	AFTER JCT GOSE RD		1					8200	8300	8900*	9200
012	335.30	AFTER JCT SR 125 SP125SP*PINE ST		1					7200	7800*	7900	8100
012	336.85	BEFORE JCT E REES AVE WYE CONN		1					9900*	10000	10000	11000*
012	338.73	AFTER JCT WILBUR AVE WYE CONN		1					7900	7800*	7900	8100
012	340.53	BEFORE JCT G ST WYE CONN		1					4900	5000*	5100	5200
012	340.57	AFTER JCT G ST WYE CONN		1					3400	4000*	4200	4300
012	341.78	AFTER RAMP ISAACS AVE		1					4500*	4500	4700	4700*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
012	342.84	BEFORE JCT HARBERT RD		1					4400	4600*	4800	4900
012	342.84	AFTER JCT HARBERT RD		1					4400	4700*	4900	5000
012	348.49	BEFORE JCT MUD CREEK RD		1					4200*	4200	4400	4000*
012	350.05	AFTER JCT LEWIS PEAK RD		1							3400*	3500
012	354.26	BEFORE JCT MCCOWAN RD*LONDAGIN RD		1					4000	3400*	3500	3800
012	354.26	AFTER JCT MCCOWAN RD*LONDAGIN RD		1					4100	3400*	3600	3800*
012	356.84	BEFORE JCT MIDDLE WAITSBURG RD		1						3500*	3600	3700
012	356.84	AFTER JCT MIDDLE WAITSBURG RD		1						3700*	3900	4000
012	357.59	BEFORE JCT SR 124*COPPEI AVE		1					4200	3800*	4000	4100
012	357.59	AFTER JCT SR 124*COPPEI AVE		1					5400	5200*	5500	5600
012	359.55	ENTERING COLUMBIA COUNTY		1					4100	4400*	4600	4700
012	366.57	BEFORE JCT CITY ST		1					4400	5200*	5500	5600
012	366.57	AFTER JCT CITY ST		1					5000	5900*	6100	6300
012	367.57	BEFORE JCT SEVENTH ST		1						4100*	4200	4300
012	367.63	AFTER JCT PATIT RD		1					2900	3200*	3300	3400
012	372.67	BEFORE JCT TURNER*UPPER WHETSTONE		1					2400	2400*	2400	2500
012	372.67	AFTER JCT TURNER*UPPER WHETSTONE		1					2300	2300*	2300	2300
012	376.98	AT ADC LOCATION P05		1	10	10	02	22	2200	2200*	2200*	2200+
012	382.26	BEFORE JCT SR 261		1					2100	2000	2000*	2100
012	382.28	AFTER JCT SR 261 WYE CONN		1					1800	1800	2000*	2100
012	390.66	AT ADC LOCATION R067		1	08	10	02	20	2100*	2100*	2100+	2100
012	390.84	AFTER JCT OWENS RD*SR 12 ON RAMP		1					1900	1900	1900	1700*
012	398.10	AFTER JCT CO RD (OLD SR 126)		1					1500	1500	1800*	1800
012	403.96	BEFORE JCT 15TH ST (OLD SR 128)		1							4200*	4300
012	403.96	AFTER JCT 15TH ST (OLD SR 128)		1							4100*	4200
012	405.20	AFTER JCT MAYVIEW RD		1					3500	3400	3400*	3500
012	412.77	BEFORE JCT SWEENEY GULCH*LEDGRWOOD		1					2300*	2200	2300	2500*
012	414.70	AFTER JCT CO RD		1					2400*	2300	2400	2600*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
012	422.01	ENTERING ASOTIN COUNTY		1					2100	2000	2400*	2400
012	432.62	BEFORE JCT SR 128*15TH ST		1					2600	2600	3000*	3000
012	432.62	AFTER JCT SR 128*15TH ST		1					6900	7000	6000*	6200
012	433.12	BEFORE JCT 13TH ST		1					8200	8400	8500	8100*
012	433.12	AFTER JCT 13TH ST		1					11000	11000	11000	12000*
012	433.74	BEFORE JCT SR 129 SP6THST*6TH ST		1					12000	13000	11000*	11000
012	433.74	AFTER JCT SR 129 SP6THST*6TH ST		1					14000	14000	11000*	11000*
012	433.99	BEFORE JCT 2ND ST		1					11000	12000	9500*	9800
012	434.00	AFTER JCT SR 129		1					19000	19000	19000*	20000
012	434.19	IDAHO STATE LINE		1					22000*	21000*	21000*	19000*
	STATE ROUTE NO 012 COUPLET ABERDN S NEWELL ST TO S G ST											
012COABERDN	** 000.33	AFTER JCT S NEWELL-SR 12*BEG ROUTE		1					15000	16000*	16000	16000
012COABERDN	000.68	BEFORE JCT SR 101 NB*SOUTH G STREET		1					15000	16000*	15000*	16000
	STATE ROUTE NO 014 MAINLINE SR 5/VANCOUVER TO SR 82											
014	001.92	AFTER RAMP COLUMBIA HOUSE BLVD		1						49000*	50000	51000
014	002.23	AFTER CITY ST		1						50000*	51000	52000
014	002.63	BEFORE RAMP EVERGREEN BLVD		1					49000	51000	53000*	55000
014	003.69	AFTER RAMP EVERGREEN BLVD		1					45000	52000*	52000	54000
014	009.02	AFTER RAMP SE 164TH AVE		1					39000	40000	40000*	41000
014	011.90	AT ADC LOCATION P06		1					30000*	31000*	31000	32000
014	014.62	BEFORE JCT SR 500 WYE CONN		1					20000	20000	21000*	22000
014	014.63	AFTER JCT SR 500*SE UNION ST		1					19000	20000	21000*	22000
014	016.08	BEFORE JCT 15TH ST WYE CONN		1					16000	17000	19000*	18000*
014	016.12	AFTER JCT 15TH ST WYE CONN		1					12000	11000	14000*	14000*
014	017.70	AT ADC LOCATION P07		1	06	04	01	11	6200*	6100*	6200*	6200+
014	017.84	AFTER JCT 45TH ST		1					4900	4800	5000*	5000

** COUPLET SKETCH IN BACK OF BOOK

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
014	021.77	ENTERING SKAMANIA COUNTY		1		3900	3900	3900	4000*
014	027.72	BEFORE JCT RIVERSIDE DR		1		3800	3800	3900*	3900
014	027.87	AFTER JCT PRINDLE RD		1		3700	3700	4000*	4000
014	041.55	BEFORE JCT BRIDGE OF THE GODS RD		1		4200	4100	4400*	4400
014	041.55	AFTER JCT BRIDGE OF THE GODS RD		1		5700	5600	5900*	5900
014	044.13	BEFORE JCT ROCK CREEK DR		1				5400*	5400
014	044.26	BEFORE JCT RUSSELL AVE		1				7200*	7300
014	044.26	AFTER JCT RUSSELL AVE		1				6800*	6800
014	047.44	BEFORE JCT WIND RIVER RD WYE CONN		1		6300	6200	6100*	6100
014	047.47	AFTER JCT WIND RIVER RD		1		2700	2600	2400*	2400
014	049.33	BEFORE JCT HOT SPRINGS AVE		1		2400	2300	2300*	2300
014	049.33	AFTER JCT HOT SPRINGS AVE		1		3500	3400	3500*	3500
014	056.28	BEFORE JCT COOK-UNDERWOOD RD		1		2700	2600	2600*	2600
014	056.28	AFTER JCT COOK-UNDERWOOD RD		1		2500	2500	2800*	2800
014	061.44	BEFORE FISH HATCHERY		1		2500	2500	2900*	2900
014	063.32	BEFORE JCT COOK-UNDERWOOD RD		1		2700	2700	3200*	3200
014	063.52	BEFORE JCT SR 141 SPUNDRWD (SPUR)		1		4500	4400	4600*	4700
014	065.08	BEFORE JCT HOOD RIVER BRIDGE RD		1		7600*	7500	9100	9100
014	065.08	AFTER JCT HOOD RIVER BRIDGE RD		1		6700*	6600	8000*	8000
014	066.41	BEFORE JCT SR 141*OAK ST		1		6400*	6400	7500*	7600
014	066.41	AFTER JCT SR 141*OAK ST		1		5900*	5800	5900	5900
014	066.66	AFTER JCT ELM ST		1		4100	4100	4000*	3900
014	073.94	BEFORE REST AREA		1				3200*	3200
014	073.94	AFTER REST AREA		1				3100*	3000
014	073.96	AFTER REST AREA		1				3100*	3000
014	074.02	AFTER REST AREA		1				3200*	3200
014	075.87	BEFORE JCT SR 142		1				3100*	3000
014	075.87	AFTER JCT SR 142		1		3500	3400	3200*	3200

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014	083.50	BEFORE JCT SR 197 WYE CONN		1					3200	2900*	3000	2900
014	089.56	AFTER JCT AVERY RD		1					2000	2000	2100*	2100
014	100.64	AT ADC LOCATION R076		1	09	12	04	25	1900*	1900	2000*	1900+
014	100.66	AFTER JCT SR 14 SPMARYHL (SPUR)		1					600	590	890*	860
014	102.27	AT ADC LOCATION R077		3	08	22	04	33	2300*	2300*	2000+	1900*
014	121.15	BEFORE JCT ROCK CREEK RD		3					1200*	1200	1200	1400*
014	121.15	AFTER JCT ROCK CREEK RD		3					1600*	1600	1600	1400*
014	131.07	AFTER JCT OLD HWY 8		3					830*	810	840	1400*
014	148.95	BEFORE JCT ALDERDALE BOAT LAUNCH RD		3					1500*	1500	1600	1400*
014	155.00	AFTER JCT BUTTE RD		3					1000	1000	1300*	1200
014	167.25	BEFORE JCT SR 221*KENT RD		2					2500*	2500	2600	2000*
014	167.25	AFTER JCT SR 221*KENT RD		2					3200	3100	3300	2600*
014	178.90	AFTER JCT PLYMOUTH INDUSTRIAL RD		2							2900*	2800
014	180.71	BEFORE RAMP SR 82		2							3800*	3700
	STATE ROUTE NO 014 SPUR MARYHL SR 14 TO SR 97											
014SPMARYHL	100.66	AFTER JCT SR 14*BEG ROUTE		1					1400	1400	1600*	1500
	STATE ROUTE NO 016 MAINLINE SR 5/TACOMA TO SR 3											
016	001.10	AT ADC LOCATION D11		1	03	01		05	95000*	96000+	97000	100000
016	001.90	AFTER RAMP CENTER ST		1					90000	91000	93000	92000*
016	008.43	AT ADC LOCATION R044		1					86000	88000	89000	86000*
016	008.79	AFTER JCT 24TH ST NW WYE CONN		1					74000	69000*	70000	72000
016	011.71	BEFORE RAMP WOLLOCHET DR NW		1					63000*	64000	65000	67000
016	014.36	BEFORE RAMP BURNHAM DR		1					60000	59000*	60000	62000
016	015.39	BEFORE RAMP SR 302		1					56000	58000*	59000	61000
016	015.75	AT SR 302 BRIDGE		1						34000*	34000	35000
016	018.65	AT ADC LOCATION R088		1	05	02		08				42000+

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016	020.11	AFTER JCT BURLEY-OLALLA RD		1						34000*	34000	39000
016	024.68	BEFORE RAMP SR 160(SEDGWICK RD)		1					38000	39000	38000*	39000
016	025.14	AT SR 160(SEDGWICK RD)		1							30000*	31000
016	025.65	AFTER RAMP SR 160(SEDGWICK RD)		1							40000*	42000
016	028.16	BEFORE JCT SR 166		1					49000	49000*	49000	51000
016	028.16	AFTER JCT SR 166		1					64000	61000*	61000	63000
	STATE ROUTE NO 017 MAINLINE SR 395/MESA TO SR 97											
017	007.55	AFTER RAMP SR 395		1					3500	3500	3600*	3600
017	008.25	AFTER JCT PEPIOT RD		1					2800	2800	3200*	3100
017	010.02	AFTER JCT R 170		1					3400	3400	3500*	3500
017	014.69	BEFORE JCT SR 260*HENDRICKS RD		1					3700*	3700	3800	4000*
017	014.69	AFTER JCT SR 260*HENDRICKS RD		1					3900*	3900	4100	3900*
017	021.81	AFTER JCT MUSE RD		1					3000	3100	2900*	2900
017	022.11	AFTER JCT SCOOTENEY RD		1					3100*	3200	3100	3000
017	029.38	BEFORE JCT CUNNINGHAM RD		1					3800	3900	4000	4500*
017	030.37	AT ADC LOCATION R020		1	07	10	03	20	5000*	5000*	5200*	5100+
017	035.58	BEFORE JCT PROVIDENCE RD*12 SE		1					5000*	5100	5200	5100
017	035.58	AFTER JCT PROVIDENCE RD*12 SE		1					6000	6100*	6300	6100
017	036.61	AFTER JCT 11 SE		1							5600*	5400
017	039.77	BEFORE JCT SR 170*8 SE		1					5800	6200*	6400	6300
017	040.78	BEFORE JCT SR 262-O'SULLIVAN DAM RD		1					6700	6500*	6700	6600
017	040.78	AFTER JCT SR 262-O'SULLIVAN DAM RD		1						6300*	6500	6400
017	041.89	AFTER JCT 6 SE		1					6200	6400	6000*	5900
017	048.64	BEFORE JCT M SE		1					6300*	6400	6400*	6400
017	048.64	AFTER JCT M SE		1					7500*	7600	7800*	7900
017	050.67	BEFORE RAMP S FRONTAGE RD		1					8500	8600	8700*	8900*
017	050.67	AFTER RAMP S FRONTAGE RD		1					13000	14000	13000*	14000*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
017	050.97	BEFORE JCT KITTELSON RD WYE CONN		1		18000	18000	17000*	17000
017	051.00	AFTER JCT KITTELSON RD WYE CONN		1				13000*	13000
017	051.40	BEFORE JCT YONEZAWA BLVD		1					13000*
017	051.40	AFTER JCT YONEZAWA BLVD		1					13000*
017	051.93	AFTER JCT SB SR 17		1		7200*	7300	8000*	8600*
017	052.20	AFTER JCT NELSON RD		1		8400*	8600	9400*	10000
017	053.22	BEFORE JCT WHEELER RD		1					10000*
017	053.22	AFTER JCT WHEELER RD		1		11000*	11000	11000	13000*
017	053.91	AFTER JCT SR 171*BROADWAY AVE		1		13000*	13000	13000	16000*
017	054.73	AT STRATFORD RD UXING		1		7500*	7600	7700	7900
017	055.60	BEFORE JCT MEDIAN XROAD*GRAPE DR		2		19000	17000	17000*	18000*
017	055.60	AFTER JCT MEDIAN XROAD*GRAPE DR		2		19000	17000	17000*	19000*
017	056.56	AFTER JCT PATTON BLVD		2		7900	8400*	8500	8700
017	057.23	AFTER JCT AIRWAY DR		2		7300*	7300	7400	9500*
017	060.54	BEFORE JCT NEPPEL RD		2		6500	7100*	7200	7400
017	060.54	AFTER JCT NEPPEL RD		2		6200	6700*	6800	7000
017	065.44	BEFORE JCT NEPPEL RD		2		6200	6800*	6800	7000
017	065.44	AFTER JCT NEPPEL RD		2		6200	6900*	6900	7200
017	067.64	BEFORE JCT SR 282		2		6500*	6600	6600	7300*
017	067.73	AFTER JCT SR 17 S BND		2		1500*	1500	1500	1600*
017	074.40	BEFORE JCT 19 NE		2		1600	1600	1500*	1500
017	075.24	BEFORE JCT SR 28 WYE CONN		2		1400*	1300	1300*	1400*
017	075.29	AFTER JCT SR 28 WYE CONN		2					3200*
017	075.42	AFTER RAMP SR 28 WB		2		4300*	4300	4300	4500
017	075.83	AFTER JCT MAIN AVE E		2		3000*	3000	3000	3200*
017	076.12	AFTER SOAP LAKE CITY PARK		2		2300*	2300	2300	2200*
017	090.19	BEFORE JCT PARK LAKE RD		2		1800*	1800	1800	1900*
017	090.19	AFTER JCT PARK LAKE RD		2		1800*	1800	1800	1900

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
017	092.64	BEFORE SUN LAKE STATE PARK		2					1800*	1800	1800	1900
017	092.64	AFTER SUN LAKE STATE PARK		2					2000*	1900	2000	2000
017	096.57	BEFORE JCT SR 2		2					1900	1900	1800*	1900
017	098.30	AFTER JCT SR 2		2					630	630	580*	590
017	112.22	BEFORE JCT SR 172*14 NE		1					570	560	620*	620
017	112.22	AFTER JCT SR 172*14 NE		1					540	530	490*	500
017	119.69	BEFORE JCT SR 174 WYE CONN		2					570	570	570*	570
017	119.86	AFTER JCT SR 174		2					860	850	910*	920
017	135.84	BEFORE JCT SR 173		2					1200*	1200	1200	1300*
017	135.86	AFTER JCT SR 173 WYE CONN		2					2000*	2000	2000	2000*
017	144.24	BEFORE WEIGH STATION		2						2000*	2000	2000
	STATE ROUTE NO 018 MAINLINE SR 99 TO SR 90											
018	005.26	AT ADC LOCATION P20		1	06	04	01	11	44000*	44000*	45000*	48000+
018	006.06	AFTER RAMP AUBURN BLK DIAMOND RD		1								38000*
018	006.61	AFTER RAMP AUBURN BLK DIAMOND RD		1								39000*
018	010.91	BEFORE RAMP SR 516		1						31000*	32000	33000
018	011.39	AT SR 516 BRIDGE		1						18000*	18000	18000
018	012.55	AT ADC LOCATION D12		1	06	07	01	14	22000*	23000+	23000	24000
018	013.69	AFTER RAMP SE 256TH ST		1						20000*	20000	21000
018	016.09	AFTER RAMP SE 231ST ST*SE 231ST ST		1					20000	22000*	22000	23000
018	019.84	BEFORE RAMP ISSAQUAH HOBART RD		1					19000	19000	18000*	18000
018	027.62	AT ADC LOCATION S838		1	07	08	02	17	17000*	17000	17000	18000+
018	027.91	AT SR 90 WB		1						13000*	13000	14000
	STATE ROUTE NO 019 MAINLINE SR 104 TO SR 20											
019	000.00	AFTER JCT SR 104*BEG ROUTE		2					5700*	5800	6000*	6200*
019	009.09	BEFORE JCT CHIMACUM RD*CENTER RD		2					6800*	6800	6900	6600*

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
019	010.68	BEFORE JCT SR 116-NESS CORNER RD		2					8500*	8800*	9000	9800*
019	010.68	AFTER JCT SR 116-NESS CORNER RD		2					12000*	12000	13000	12000*
019	014.09	BEFORE JCT SR 20		2					12000*	12000	12000	14000*
	STATE ROUTE NO 020 MAINLINE SR 101 TO SR 2/NEWPORT											
020	007.79	BEFORE JCT SR 19-AIRPORT CUTOFF RD		1					4100*	4100	4200	4400*
020	007.79	AFTER JCT SR 19-AIRPORT CUTOFF RD		1					16000*	16000	16000	16000*
020	009.78	ENTERING CITY OF PORT TOWNSEND		1								15000*
020	009.81	AFTER JCT DISCOVERY RD-MILL RD		1					16000*	16000	16000	16000
020	011.51	BEFORE JCT HAINES PL		1					14000	14000*	14000	14000
020	011.51	AFTER JCT HAINES PL		1					14000	14000*	15000	15000
020	012.01	BEFORE JCT KEARNEY ST		1					12000	13000*	13000	13000
020	012.01	AFTER JCT KEARNEY ST		1					13000	13000*	13000	13000
020	012.50	BEFORE JCT SR 20 WYE CONN		1					9000	9700*	9800	10000
020	012.56	LEAVING CITY OF PORT TOWNSEND		1					1100*	1000*	1000*	1000*
020	012.88	KEYSTONE FERRY LANDING		1					1100*	1000*	1000*	1000*
020	014.99	BEFORE JCT WANAMAKER RD		1					870*	880	890	920
020	016.32	BEFORE JCT SR 525*RACE RD		1					980*	990	1200*	940*
020	016.32	AFTER JCT SR 525*RACE RD		1					5900*	6200*	6300*	6900*
020	020.02	AT ADC LOCATION S706		1	07	01		08	7600*	7600*	7700*	8000+
020	021.83	BEFORE JCT MAIN ST		1					7600	7600	7500*	7700
020	021.83	AFTER JCT MAIN ST		1					9100*	9100	10000*	10000
020	022.15	AFTER JCT BROADWAY ST*EBEY RD		1					10000	10000	11000*	11000
020	025.31	BEFORE JCT LIBBEY RD		1					10000	10000	11000*	11000
020	027.61	AFTER JCT SIDNEY ST		1					11000*	11000	12000	12000*
020	030.00	BEFORE JCT WATERLOO RD		1					12000*	12000	13000	13000
020	030.00	AFTER JCT WATERLOO RD		1					13000*	12000	13000	13000
020	030.85	BEFORE JCT SWANTOWN RD		1					15000*	15000	15000	15000*

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\+ SOURCE OF TRUCK PERCENTAGES

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020	030.86	AFTER JCT SWANTOWN RD WYE CONN		1		20000*	21000	21000	20000*
020	031.30	BEFORE JCT SW BARLOW ST		1		23000	20000*	20000	20000
020	031.30	AFTER JCT SW BARLOW ST		1			19000*	20000	20000
020	031.39	BEFORE JCT W PIONEER WAY*BEEKSMA DR		1		20000	19000*	20000	20000
020	031.41	AFTER JCT W PIONEER WAY WYE CONN		1		17000	15000*	15000	16000
020	031.49	AFTER JCT BARRINGTON DR		1		23000	18000*	19000	19000
020	031.80	BEFORE JCT SW 6TH AVE WYE CONN		1		25000	25000	22000*	22000
020	031.82	AFTER JCT SW 6TH AVE		1		24000	24000	21000*	21000
020	032.92	BEFORE JCT NE MIDWAY BLVD WYE CONN		1		16000	15000*	15000	16000
020	032.95	AFTER JCT NE GOLDIE RD WYE CONN		1		14000	13000*	13000	13000
020	033.98	BEFORE JCT CASE RD		1				11000*	11000
020	034.46	BEFORE JCT FAKKEMA RD		1		18000	16000*	16000	16000
020	034.49	AFTER JCT FAKKEMA RD WYE CONN		1		19000	17000*	17000	17000
020	036.42	BEFORE JCT FROSTAD RD		1		18000	18000	17000*	17000
020	036.42	AFTER JCT FROSTAD RD		1		18000	18000	16000*	16000
020	039.21	BEFORE JCT NORTHGATE DR		1		14000	16000*	16000	16000
020	039.21	AFTER JCT NORTHGATE DR		1		14000	15000*	15000	15000
020	039.80	BEFORE JCT TROXELL RD*SOUNDVIEW LN		1		14000*	14000	14000	15000*
020	042.14	AT CANOE PASS BRIDGE		1		14000	16000*	17000	17000
020	042.77	AFTER JCT ROSARIO RD		1		14000	14000	13000*	14000
020	044.79	BEFORE JCT LUNZ RD		1		11000*	11000	12000	12000
020	044.79	AFTER JCT LUNZ RD		1		11000*	11000	11000	12000
020	046.07	BEFORE JCT CAMPBELL LAKE RD		1		13000*	13000	13000	14000
020	046.07	AFTER JCT CAMPBELL LAKE RD		1		14000*	14000	15000	15000
020	047.24	BEFORE JCT MILLER RD*GIBRALTER RD		1		14000	14000	14000	14000*
020	047.24	AFTER JCT MILLER RD*GIBRALTER RD		1		15000*	15000	15000	16000*
020	047.85	BEFORE JCT FRONTAGE RD		1			15000*	15000	15000
020	048.34	BEFORE JCT MARCH PT RD WYE CONN		1				28000*	29000

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020	048.40	AFTER JCT MARCH PT*CHRISTIANSEN RD		1						27000*	27000*	27000
020	050.61	BEFORE JCT MARCH PT*PADILLA HTS RDS		1					26000	25000*	25000	26000
020	053.24	BEFORE JCT BAYVIEW*LACONNER RDS		1					32000	23000*	21000*	22000
020	053.26	AFTER JCT LACONNER-WHITNEY RD		1					25000	23000*	22000*	23000
020	054.93	BEFORE RAMP SR 536 EB		1					25000	26000	27000*	28000*
020	055.06	AFTER JCT SR 536		1					18000	17000*	18000*	19000*
020	057.52	BEFORE JCT AVON ALLEN RD		1					20000	17000*	17000*	18000
020	057.52	AFTER JCT AVON ALLEN RD		1					19000	18000*	19000*	20000
020	058.77	BEFORE JCT PULVER RD		1					19000*	18000	19000	20000
020	058.77	AFTER JCT PULVER RD		1					19000*	18000	19000*	20000
020	059.48	BEFORE JCT GOLDENROD RD WYE CONN		1					25000	25000	21000*	21000
020	059.49	AFTER JCT PETERSON RD*GOLDENROD RD		1					25000	25000	22000*	22000
020	059.61	AFTER JCT ON RAMP WYE CONN		1					20000	17000	18000*	18000
020	059.85	AFTER JCT S BURLINGTON*RIO VISTA		1					22000	20000*	20000	21000
020	060.26	BEFORE JCT SR 20 WYE CONN		1					18000	19000	17000*	18000
020	060.28	AFTER JCT SR 20 WYE CONN		1					17000	17000	13000*	14000
020	060.48	BEFORE JCT SPRUCE ST		1					15000*	15000	16000	16000
020	060.48	AFTER JCT SPRUCE ST		1					15000*	15000	15000	16000
020	060.76	BEFORE JCT N ANACORTES ST		1					16000*	16000	16000	17000
020	060.76	AFTER JCT N ANACORTES ST		1					15000*	16000	16000	16000
020	060.85	AFTER JCT CASCADE HWY		1						18000*	19000	19000
020	061.04	BEFORE JCT N SKAGIT ST		1					19000	19000	18000*	18000
020	061.04	AFTER JCT N SKAGIT ST		1					19000	19000	18000*	18000
020	061.31	AFTER JCT SECTION ST*PEACOCK LN		1					18000	19000	18000*	19000
020	061.58	AFTER JCT GARDNER RD		2					18000	19000	18000*	19000
020	061.86	AFTER JCT PETER ANDERSON RD		2					18000	18000	18000*	19000
020	062.48	BEFORE JCT DIST LINE RD*LAFAYETT RD		2							17000*	17000
020	062.48	AFTER JCT DIST LINE RD*LAFAYETT RD		2							17000*	17000

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020	063.06	BEFORE JCT COLLINS RD		2		16000*	16000	17000*	17000
020	063.06	AFTER JCT COLLINS RD		2		16000*	16000	16000*	16000
020	063.33	BEFORE JCT STERLING RD WYE CONN		2		16000	16000*	16000*	16000
020	063.36	AFTER JCT STERLING RD WYE CONN		2		16000*	16000*	16000	17000
020	063.64	AFTER JCT HOLT CAMP RD		2		17000	18000	16000*	16000
020	064.51	BEFORE JCT TRAIL RD*W STATE ST		2				16000*	16000
020	064.81	BEFORE JCT SR 9*CITY ST		2				13000*	13000
020	064.81	AFTER JCT SR 9*CITY ST		2		18000	19000	16000*	16000
020	064.91	AFTER JCT FERRY ST WYE CONN		2		20000	21000	18000*	19000
020	065.71	BEFORE JCT REED ST		2		18000	18000	17000*	18000
020	065.71	AFTER JCT REED ST		2		17000	17000	16000*	17000
020	066.08	BEFORE JCT SR 9*TOWNSHIP ST		2		16000*	17000	16000*	16000
020	066.08	AFTER JCT SR 9*TOWNSHIP ST		2		11000*	11000	10000*	10000*
020	066.89	AFTER JCT FRUITDALE RD		2		8100	8100*	8500*	8800
020	072.04	BEFORE JCT LYMAN HAMILTON WYE CONN		2			6200*	6200	6400
020	072.06	AFTER JCT LYMAN HAMILTON WYE CONN		2			6600*	6700	6900
020	078.65	AFTER JCT LYMAN HAMILTON RD		2			4400*	4500	4600
020	080.78	BEFORE JCT LUSK RD		2		4800*	4900	5000	5100
020	088.07	BEFORE JCT CONCRETE RD		2			5300*	5400	5500
020	088.21	BEFORE JCT CONCRETE SAUK VALLEY RD		2					5300*
020	088.21	AFTER JCT CONCRETE SAUK VALLEY RD		2					5000*
020	091.16	BEFORE JCT VAN HORN RD		2			2300*	2400	2400
020	097.65	BEFORE JCT SR 530 WYE CONN		2		2400	2400	2100*	2200
020	097.69	AFTER JCT SR 530-E SAUK RD		2		1800	1900	1800*	1900
020	106.11	BEFORE JCT CASCADE RD		2		2200	1700*	1700	1800
020	117.29	BEFORE JCT THORNTON CREEK RD		2		1700	1700	1200	1300*
020	117.29	AFTER JCT THORNTON CREEK RD		2		1700	1700	1200*	1400*
020	136.24	AT LILLIAN CREEK		2					930*

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020	145.46	ENTERING SKAGIT COUNTY		2					1100	1100	700*	720
020	157.40	ENTERING CHELAN COUNTY		2					1000	610*	640	650
020	166.99	BEFORE JCT CUTTHROAT CR RD		2					1200*	1200	1300	1000*
020	184.17	BEFORE JCT WOLF CREEK RD		2					1200	1200	1500*	1600
020	191.90	AT ADC LOCATION R037		2	10	02		11	1600	1700*	1700*	1800+
020	192.74	AFTER JCT W CHEWUCH RD		2							3400*	3500
020	193.45	BEFORE JCT TWIN LAKES RD WYE CONN		2					5200*	5200	5200	5300
020	193.47	AFTER JCT TWIN LAKES RD WYE CONN		2					4200*	4200	5000*	5000
020	204.09	BEFORE JCT SR 153		2					3900*	2900*	2900	3000
020	204.09	AFTER JCT SR 153		2					1500*	1400*	1400	1400
020	230.60	BEFORE JCT OLD 97		2					1600*	1600	1600	1700*
020	230.60	AFTER JCT OLD 97		2					3800*	3800	3900	3600*
020	232.81	BEFORE JCT SR 215		2					5900	6000	5500*	5700
020	232.81	AFTER JCT SR 215		2					3000	3100	2600*	2700*
020	233.31	BEFORE JCT SR 97		2					2500*	2600	2600	2600*
020	261.97	AFTER JCT SR 97 WYE CONN		2					2700*	2800	2700	3300*
020	274.72	BEFORE JCT AENEAS VALLEY RD		2					1500*	1500	1500	1200*
020	274.72	AFTER JCT AENEAS VALLEY RD		2					1100*	1100	1000	1100*
020	299.72	AFTER JCT TROUT CRK*SWAN LAKE RDS		2					1000	1000	950*	960
020	302.08	BEFORE JCT CLARK AVE*6TH ST		2					1600*	1600	1600	1600*
020	302.64	BEFORE JCT SR 21 WYE CONN		2					3100*	3200	3100	3200*
020	302.65	AFTER JCT SR 21*CITY ST		2					3100*	3200	3100	3000*
020	304.60	AT ADC LOCATION S820		2	09	01		11	2600	2600*	2600*	2600+
020	305.24	BEFORE JCT SR 21		2					2500*	2600	2500	3000*
020	305.24	AFTER JCT SR 21		2								1100*
020	307.77	AFTER JCT YENTER RD		2					880	900	850*	860
020	342.08	BEFORE JCT SR 395		2					1300	1300	1300	1800*
020	360.21	AFTER JCT ARTMAN-GIBSON RD		2					1500*	1500	1500	1500

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020	372.98	AFTER JCT SPRUCE CANYON RD		2		770	760	760*	770
020	390.41	BEFORE JCT SR 31*TIGER E RD		2		550	550	430*	440
020	390.41	AFTER JCT SR 31*TIGER E RD		2		1400	1400	1200*	1200
020	400.13	AFTER JCT RUBY CREEK RD		2		830	820	950*	960
020	415.00	AFTER JCT TACOMA CREEK RD		2				1100*	1100
020	421.42	BEFORE JCT TRIANGLE RD		2				1700*	1700
020	421.48	BEFORE JCT SR 211		2			1600*	1600	1600
020	421.48	AFTER JCT SR 211		2			1500*	1500	1500
020	436.84	BEFORE JCT SPOKANE AVE		2		3400*	3400	3400	3100
020	436.91	BEFORE JCT SR 2 CONEWPRT (COUPLET)		2		3500*	3500	3500	3200*
	STATE ROUTE NO 020 SPUR ANACRT SR 20 TO FERRY LANDING								
020SPANACRT	048.13	BEFORE JCT FIDALGO BAY RD WYE CONN		1				22000*	22000
020SPANACRT	050.59	BEFORE JCT SR 20 SPUR WYE CONN		1		17000	14000*	14000	15000
020SPANACRT	050.64	AFTER JCT SR 20 SPUR WYE CONN		1		19000	16000*	16000	16000
020SPANACRT	050.97	BEFORE JCT 29TH ST		1		16000	16000	16000*	17000
020SPANACRT	050.97	AFTER JCT 29TH ST		1		16000	17000	17000*	17000
020SPANACRT	051.81	BEFORE JCT 14TH ST		1			18000*	18000	19000
020SPANACRT	051.81	AFTER JCT 14TH ST		1		17000	18000*	18000	19000
020SPANACRT	051.92	BEFORE JCT COMMERCIAL AVE		1		17000	17000*	16000*	17000
020SPANACRT	051.92	AFTER JCT COMMERCIAL AVE		1		12000	11000*	11000*	12000
020SPANACRT	052.07	AFTER JCT N AVE		1		14000	14000*	14000	15000
020SPANACRT	052.79	BEFORE JCT D AVE		1		13000	14000	14000*	15000
020SPANACRT	052.79	AFTER JCT D AVE		1		13000	13000	14000*	14000
020SPANACRT	055.01	BEFORE JCT SUNSET AVE		1		7900	8400*	9700*	10000
020SPANACRT	055.08	AFTER JCT SUNSET AVE WYE CONN		1				4700*	4900
020SPANACRT	055.67	ANACORTES FERRY LANDING		1		2100*	2200*	2200*	2200*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
		STATE ROUTE NO 021 MAINLINE SR 260/KAHLOTUS TO CAN.										
021	000.00	AFTER JCT SR 260*BEG ROUTE		3					150	280*	290	300
021	024.59	AFTER RAMP SR 395 SOUTHBOUND		3					770	860*	890	920
021	037.74	BEFORE RAMP SR 90		3					260	260	260*	270
021	037.93	AFTER JCT N FRONTAGE RD		3					210	210	180*	170
021	045.54	BEFORE JCT SEIDL RD		3					230	260*	240	230
021	050.58	AFTER JCT DAVIS RD WYE CONN		3					300*	300	280	270*
021	055.83	BEFORE JCT SR 28		3					860*	860	810	950
021	055.90	AFTER JCT SR 28		3					640*	640	600	710*
021	056.22	AFTER JCT FIRST ST*MAY AVE		3					570*	570	540	510
021	068.89	BEFORE JCT WEISHAAR RD		3							210*	200
021	078.15	AFTER JCT CRICK RD		3							180*	170
021	091.55	AT ADC LOCATION P25		3					420*	420*	390*	370*
021	092.45	AFTER JCT SR 2 WYE CONN		3					1900	1500*	1400	1400
021	092.95	BEFORE JCT SR 174		3							1800*	1800
021	092.95	AFTER JCT SR 174		3							380*	400
021	094.88	AFTER JCT DOUGLAS RD		3					300	260*	240	260
021	106.65	KELLER FERRY LANDING		3					180*	190*	180*	190*
021	117.13	AFTER JCT SILVER CREEK RD		3						620*	580	620
021	160.09	BEFORE JCT SR 20 WYE CONN		3					670*	690	650	700*
021	162.66	AFTER JCT SR 20		3								1900*
021	162.68	AFTER JCT CO RD		3					1900*	1900	1900	2000
021	163.93	AFTER JCT LUMBERMILL RD		3						1700*	1800	1800
021	191.34	INTERNATIONAL BDRY		3					450*	440	440	370*
		STATE ROUTE NO 022 MAINLINE SR 82 TO SR 82/PROSSER										
022	000.70	AT SR 82*BEG ROUTE		1					6100	6200	5800*	5900

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
022	000.87	AFTER RAMP SR 82		1					7500	7400*	7100*	7300
022	001.59	AFTER JCT E BRANCH RD		1					7400	7400*	7200	7400
022	002.32	BEFORE JCT FRALEY RD		1					7500	7500	7200*	7400
022	002.32	AFTER JCT FRALEY RD		1					9700	9900	8900*	9200
022	003.16	BEFORE JCT ASOTIN AVE		1							9200*	9500
022	003.17	AFTER JCT ASOTIN AVE		1							11000*	11000
022	003.48	BEFORE JCT MADISON AVE		1							9300*	9600
022	003.48	AFTER JCT MADISON AVE		1							9700*	10000
022	003.97	BEFORE JCT FRONTAGE RD		1					5400*	5500	5600	6000*
022	004.00	AFTER JCT SR 97		2					4300*	4400	4500	4300*
022	004.29	AFTER JCT CASEY RD		2					3700	3300*	3400	3500
022	008.60	BEFORE JCT SR 223*CHAMBERS RD		3							4500*	4700
022	008.60	AFTER JCT SR 223*CHAMBERS RD		3					1300	1400	1400*	1400
022	022.96	BEFORE JCT SR 241*RESERVATION RD		3							1600*	1700
022	022.96	AFTER JCT SR 241*RESERVATION RD		3							2100*	2200
022	027.30	AFTER JCT BUS RD		3					1000	1100*	1200	1200
022	035.74	BEFORE JCT SR 221*PATTERSON RD		3					1900	1100*	1100	1100
022	035.74	AFTER JCT SR 221*PATTERSON RD		3					4700	3500*	3700	3700
022	036.30	AFTER JCT OLD SR 12-LEE RD		3					6000*	6000	6200	6100*
	STATE ROUTE NO 023 MAINLINE SR 195/STEPTOE TO SR 28											
023	000.01	AFTER JCT INLAND RD*BLACKWELL RD		3								740*
023	005.61	AFTER JCT CASHUP FLAT RD		3					650	650	660	620*
023	014.97	BEFORE JCT PINE CITY RD		3					1100	1100*	1100	1100
023	014.97	AFTER JCT PINE CITY RD		3					610	550*	560	580
023	027.73	AT IMBLER CREEK BRIDGE		3					220	220	340*	350
023	035.48	BEFORE JCT LAMONT RD		3					300	300	250*	260
023	035.48	AFTER JCT LAMONT RD		3					440	440	420*	430

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
023	042.98	BEFORE JCT 4TH ST		3					420	450*	460	480
023	043.62	BEFORE RAMP SR 90		3					1300	1700*	1700	1700
023	043.77	AFTER RAMP SR 90		3						910*	930	960
023	062.63	AFTER JCT STAR BARN RD		3					290	290	340*	350
023	066.01	BEFORE JCT SR 28		3						1000*	1000	1100
	STATE ROUTE NO 024 MAINLINE SR 82 TO SR 26/OTHELLO											
024	000.08	AFTER RAMP SR 82		1								18000*
024	000.21	AFTER JCT W BIRCHFIELD RD WYE CONN		1					18000	16000*	16000	16000
024	004.47	AFTER JCT BELL RD WYE CONN		2							4800*	5000
024	008.68	BEFORE JCT BEANE RD		2					3400	2500*	2500	2600
024	009.82	AFTER JCT DEN BESTE RD		2					2300	2200*	2200	2300
024	030.45	AFTER JCT SR 241*CO RD		2					2900	2800	2900*	3000
024	038.45	BEFORE JCT SR 240		2					2500*	2500	2500	2900*
024	038.74	AFTER JCT SR 240		2					3200*	3200	3200	3500*
024	043.50	AT ADC LOCATION S612		2	06	09	06	20	3200*	3200*	3200*	3400+
024	044.15	AFTER JCT SR 243 WYE CONN		3					760	760	830*	870
024	052.94	AFTER JCT 24 SW RD		3							1200*	1200
024	054.20	AFTER JCT E SW RD		3						1100*	1100	1200
024	073.92	BEFORE JCT SAGEHILL RD		3					1800*	1800	1800	1900*
024	073.92	AFTER JCT SAGEHILL RD		3					4000*	4000	3500*	3600*
024	074.60	AFTER JCT MUSE RD		3					3000	3000	3600*	3800
024	078.45	BEFORE JCT BENCH RD		3					5700*	5400*	5500	5800
024	078.45	AFTER JCT BENCH RD		3					7500*	7600*	7700	8100
	STATE ROUTE NO 025 MAINLINE SR 2/DAVENPORT TO CANADA											
025	000.00	AFTER JCT SR 2*BEG ROUTE		2					1200	1800*	1800	1900
025	000.68	BEFORE JCT MCINNIS RD		2					1300	1500*	1500	1500

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
025	006.64	AFTER JCT LARENE RD*HANSEN RD		2					1000	1000	1300*	1300
025	023.44	ENTERING STEVENS COUNTY		2							1100*	1100
025	032.17	AFTER JCT ENTERPRISE RD		2					540	610*	620	630
025	057.73	BEFORE JCT ADDY-GIFFORD RD		2					730*	730	730	670*
025	057.73	AFTER JCT ADDY-GIFFORD RD		2					700*	700	700	590*
025	066.34	AFTER JCT ORIN-RICE RD		2					880*	880	880	750*
025	081.04	BEFORE JCT SR 395 WYE CONN		2					2200*	2200	2200	2300*
025	081.11	AFTER JCT SR 395 WYE CONN		2					980*	880	880	970*
025	089.68	BEFORE JCT ORCHARD DR		2					690	690*	690	700
025	097.00	AT ADC LOCATION P27		2	07	13	05	25	410*	370+	370	380
025	098.66	AFTER JCT WILLIAMS LAKE RD		2					810*	730	730	800*
025	109.08	AFTER JCT JOHNSON GRADE RD		2					640	580	740*	750
025	113.74	AFTER JCT NORTHPORT-BOUNDARY RD		2					610	540	710*	720
025	121.23	INTERNATIONAL BDRY		2					530	410*	410	410
	STATE ROUTE NO 026 MAINLINE SR 90/VANTAGE TO SR 195											
026	000.00	AT SR 90*BEG ROUTE		1					1800*	1900	1900	2000
026	001.01	BEFORE JCT SR 243 WYE CONN		1					3800*	3900	3500*	3600
026	001.02	AFTER JCT SR 243		1					2000	2000	1700	1800*
026	006.99	AFTER JCT BEVERLY-BURKE RD		1					2200	2200	1900*	1900
026	012.03	BEFORE JCT L SW*ADAMS RD		1					2400	2100*	2200*	2200
026	012.03	AFTER JCT L SW*ADAMS RD		1					2800	2500*	2600	2700
026	017.49	AFTER JCT G SW TO ROYAL CITY		1					3000	2700	2700*	2700
026	018.21	AFTER JCT F SW		1						3200*	3200	3300
026	019.01	AFTER JCT E SW		1					3300	3400	2800*	2900
026	025.32	BEFORE JCT SR 262-A SE*A SE		1					2500	2600	2300*	2300
026	025.32	AFTER JCT SR 262-A SE*A SE		1					2400	2500	2200*	2300
026	038.56	BEFORE JCT THACKER RD		1					2800*	2900	3000	3200*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
026	038.56	AFTER JCT THACKER RD		1					3300*	3400	3500	4300*
026	039.58	AFTER JCT TAYLOR*SUNSET ACRES RDS		1					4900	5000	4500*	4700
026	040.69	BEFORE JCT FIRST ST		1					5200	4800*	5000	5200
026	040.69	AFTER JCT FIRST ST		1					4000	4000*	4100	4300
026	043.06	AT ADC LOCATION R066		1	07	06	03	16	2100*	2100*	2200	2300+
026	046.75	AFTER JCT BOOKER RD		1							1700*	1800
026	050.83	BEFORE JCT IRBY RD		1					1500	1600	1500*	1600
026	060.81	BEFORE RAMP SR 395		1					1500	1500	1800*	1900
026	061.10	AFTER SR 395		1								1700*
026	070.59	AFTER JCT SR 21		1					930	960	900*	930
026	082.99	BEFORE JCT SR 260*SR 261		1					1100	980*	1000	1100
026	082.99	AFTER JCT SR 260*SR 261		1					1100	1100*	1100	1200
026	091.45	BEFORE JCT GRAY RD		1					940	940*	980	1000
026	091.45	AFTER JCT GRAY RD		1					940	900*	930	950
026	102.00	BEFORE JCT FLEMING RD		1					1200*	1200	1200	1400*
026	102.71	AFTER JCT LACROSSE AIRPORT RD		1							1200*	1300
026	116.92	BEFORE JCT SR 127*DUSTY RD		1					1200	1300*	1300	1400
026	116.92	AFTER JCT SR 127*DUSTY RD		1					1800	1800*	1900	1900
026	118.16	AFTER JCT BRINK RD		1					2000	2000	2000*	2100
026	125.16	BEFORE JCT UNION FLAT CR*SOMMERS RD		1					1900	1900	2000*	2100
026	125.16	AFTER JCT UNION FLAT CR*SOMMERS RD		1					2400	2400	2500	2500*
026	133.43	BEFORE JCT HARRIS GRADE*GRN HOLLOW		1							2900*	3000
026	133.51	BEFORE JCT SR 195 WYE CONN		1							1200*	1200
	STATE ROUTE NO 026 SPUR COLFAX SR 26 TO SR 195											
026SPCOLFAX	133.44	AFTER JCT SR 26*BEG ROUTE		1					2600	2600	2500*	2600

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
	STATE ROUTE NO 027 MAINLINE SR 195/PULLMAN TO SR 290											
027	000.00B	AFTER JCT SR 195*BEG ROUTE		2					4200*	4300	4300	4400*
027	000.55B	AFTER JCT BALDWIN DR		2							4900*	5300*
027	002.27B	BEFORE JCT SR 270-PARADISE ST		1					14000*	14000	14000	15000*
027	000.01	AFTER JCT SR 270-DAVIS WAY WYE CONN		1					14000*	14000	15000	16000*
027	000.74	BEFORE JCT STADIUM WAY		2					15000	16000	14000*	14000
027	000.74	AFTER JCT STADIUM WAY		2					12000	12000	11000*	12000
027	001.31	BEFORE JCT LARRY ST		2					11000	10000*	11000	11000
027	001.31	AFTER JCT LARRY ST		2					8900	8400*	8500	8800
027	002.20	AFTER JCT PULLMAN ALBION*WHELAN RD		3					3000*	2400*	2400	2500
027	015.08	BEFORE JCT SR 272*MAIN ST		3					3900*	3700	3800	3000*
027	015.08	AFTER JCT SR 272*MAIN ST		3					3100*	2900	3000	2400*
027	015.33	BEFORE JCT SR 272*CHURCH ST		3					2500*	2300	2400	1700*
027	015.33	AFTER JCT SR 272*CHURCH ST		3					2300*	2200	2200	1400*
027	020.21	AFTER JCT ALTERGOTT RD		3					1900*	1700	1800	1200*
027	026.95	AFTER JCT WALTERS RD		3					1700*	1600	1600	900*
027	035.68	BEFORE JCT HUME RD		3					1700*	1600	1600	790*
027	035.68	AFTER JCT HUME RD		3					1900*	1800	1900	1100*
027	036.87	BEFORE JCT SR 271		3					1200*	1200	1200	1200*
027	036.87	AFTER JCT SR 271		3					640*	600	620	520*
027	040.62	AFTER JCT SEABURY RD		3					410*	380	390	400*
027	048.11	BEFORE JCT MAIN ST*RAMSEY ST		3					750*	710	730	800*
027	048.11	AFTER JCT MAIN ST*RAMSEY ST		3					740*	700	710	780*
027	048.50	BEFORE JCT SR 274*CROSBY ST		3					2000*	1900	1900	1900*
027	048.50	AFTER JCT SR 274*CROSBY ST		3					1400*	1300	1400	1700*
027	051.73	AFTER JCT FAIRBANKS RD		3					800	750	840*	880
027	063.99	BEFORE JCT W BRADSHAW RD		3							1800*	1900

* BASED ON ACTUAL COUNT
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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
027	068.95	BEFORE JCT SR 278-EMMA ST		3							1900*	2000
027	068.95	AFTER JCT SR 278-EMMA ST		3							4600*	4800
027	077.30	AT ADC LOCATION P30		3	07	01		09	5600*	5300*	5400*	5700+
027	083.15	BEFORE JCT 32ND AVE		2					6500	6600	6700*	7100
027	083.15	AFTER JCT 32ND AVE		2							7300*	7700
027	083.72	BEFORE JCT 25TH AVE*24TH AVE		2						7300*	7500	7900
027	084.43	BEFORE JCT 16TH AVE		1					5800	7300*	7700*	8100
027	084.49	BEFORE JCT PINES RD SB		1							9400*	9700
027	084.56	AFTER JCT 14TH AVE		1							15000*	15000
027	084.94	BEFORE JCT 8TH AVE		1					14000	17000*	18000*	18000
027	084.94	AFTER JCT 8TH AVE		1						18000*	19000	19000
027	085.19	AFTER JCT 4TH AVE		1						19000*	19000	19000
027	085.44	BEFORE JCT SPRAGUE AVE		1								20000*
027	085.44	AFTER JCT SPRAGUE AVE		1							24000*	25000
027	086.45	BEFORE JCT MISSION AVE		1					24000	24000	27000*	28000
027	086.69	BEFORE RAMP SR 90		1					28000	29000	31000*	31000
027	086.73	AFTER JCT MONTGOMERY DR WYE CONN		1					17000	16000	17000*	17000
027	086.85	AFTER JCT MANSFIELD AVE		1						14000*	15000	15000
027	087.68	BEFORE JCT SR 290 WYE CONN		1					11000	12000	13000*	13000
	STATE ROUTE NO 028 MAINLINE SR 2 TO SR 2/DAVENPORT											
028	000.00B	AFTER JCT SR 2*BEG ROUTE		1					17000	15000*	15000	15000
028	000.76B	BEFORE JCT 31ST ST NW*31ST ST NE		1						14000*	14000	14000
028	000.76B	AFTER JCT 31ST ST NW*31ST ST NE		1						14000*	14000	15000
028	001.01B	BEFORE JCT 29TH ST NW		1						14000*	14000	15000
028	001.01B	AFTER JCT 29TH ST NW		1						14000*	14000	14000
028	001.46B	BEFORE JCT HADLEY ST NE*HADLEY NW		1						14000*	14000	15000
028	001.46B	AFTER JCT HADLEY ST NE*HADLEY NW		1						14000*	14000	15000

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
028	002.28B	BEFORE JCT 19TH ST NE*19TH ST NW		1		13000	13000*	14000	14000
028	002.28B	AFTER JCT 19TH ST NE*19TH ST NW		1		15000	15000*	15000	16000
028	002.78B	BEFORE JCT 15TH ST NE*15TH ST NW		1				16000*	16000
028	002.78B	AFTER JCT 15TH ST NE*15TH ST NW		1				16000*	16000
028	003.28B	BEFORE JCT MAIN ST		1		16000	16000*	16000*	16000
028	003.28B	AFTER JCT MAIN ST		1		12000	13000*	13000*	13000
028	003.67B	AFTER JCT 9TH ST		1		19000	20000*	20000	20000
028	** 003.84B	AFTER JCT SR 28 COWENTCH (COUPLET)	C	1		3300	3500*	3600*	3700
028	004.44B	BEFORE JCT GRANT RD WYE CONN		1		34000	33000*	33000*	34000*
028	000.31	AFTER JCT GRANT RD		1		11000	12000*	13000*	12000*
028	002.30	BEFORE ROCK ISLAND HYDRO PARK		1					9600*
028	002.30	AFTER ROCK ISLAND HYDRO PARK		1					9600*
028	003.35	BEFORE JCT S NILE AVE		1		8600	9500*	9600	9900
028	003.35	AFTER JCT S NILE AVE		1		8700	9000*	8700*	8900
028	006.92	BEFORE JCT S RIVERSIDE PL		1			7600*	7700	7900
028	006.92	AFTER JCT S RIVERSIDE PL		1			7500*	7500	7800
028	008.08	BEFORE JCT ROCK ISLAND AVE WYE CONN		1		7400	7400	7200*	7500
028	009.18	BEFORE JCT BATTERMAN RD		1				6300*	6500
028	009.18	AFTER JCT BATTERMAN RD		1				6700*	6900
028	010.55	BEFORE JCT ROCK ISLAND GRADE		1				6500*	6700
028	010.55	AFTER JCT ROCK ISLAND GRADE		1				6600*	6800
028	014.44	BEFORE JCT COLUMBIA RIVER SIDING RD		1				6300*	6500
028	014.44	AFTER JCT COLUMBIA RIVER SIDING RD		1				6100*	6300
028	021.87	BEFORE JCT STUHLMILLER RD		1					5800*
028	022.03	ENTERING GRANT COUNTY		1		5500	5600	5900*	6000
028	025.73	BEFORE JCT U NW*WHITE TR RD		1		6000*	5400*	5400	5600
028	025.73	AFTER JCT U NW*WHITE TR RD		1		5400*	4800	4800	5000
028	028.73	BEFORE JCT 13TH AVE SW*R NW		1		6700*	6800	6800	7000

** COUPLET SKETCH IN BACK OF BOOK

* BASED ON ACTUAL COUNT
+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
028	028.73	AFTER JCT 13TH AVE SW*R NW		1		7700*	7700	7800	8000
028	029.23	BEFORE JCT 7TH AVE SW		1				7900*	8200
028	029.26	AFTER JCT 7TH AVE SW		1				9900*	10000
028	029.77	BEFORE JCT SR 281*CENTRAL AVE S		2			14000*	14000	14000
028	029.77	AFTER JCT SR 281*CENTRAL AVE S		2		12000	12000*	12000	13000
028	029.85	AFTER JCT 1ST AVE SE		2		11000*	11000	11000	12000
028	030.01	BEFORE JCT THIRD AVE SE		2		11000*	11000	11000	12000*
028	030.01	AFTER JCT THIRD AVE SE		2		11000*	11000	11000	11000*
028	030.60	AFTER JCT COLUMBIA WAY-P NW		2			6400*	6400	6600
028	031.79	BEFORE JCT O NW		2			6000*	6000	6200
028	031.79	AFTER JCT O NW		2			5700*	5800	5900
028	033.79	BEFORE JCT ADAMS RD		2		5000	5500*	5600	5700
028	033.79	AFTER JCT ADAMS RD		2		3900	4300*	4400	4500
028	041.25	BEFORE JCT F NW		2		4500*	4500	4500	4700
028	042.00	BEFORE JCT SR 28 WYE CONN		2			3400*	3400	3500
028	042.20	AFTER JCT SR 28 WYE CONN		2			5400*	5500	5600
028	044.57	AFTER JCT MARTIN RD		2		6300	6300	6000*	6200
028	046.61	BEFORE JCT SR 282 WYE CONN		2		10000*	10000	10000	9300*
028	046.63	AFTER JCT SR 282		2		12000*	12000	12000	11000*
028	047.34	BEFORE JCT 3RD AVE SW		2			13000*	14000	12000*
028	047.34	AFTER JCT 3RD AVE SW		2			13000*	13000	13000*
028	047.58	BEFORE JCT W DIVISION ST		2			13000*	13000	13000*
028	047.58	AFTER JCT W DIVISION ST		2			12000*	12000	13000*
028	047.65	AFTER JCT FIRST AVE NW		2			9700*	9800	11000*
028	049.13	AFTER JCT B NW		2		7100	6500*	6600	6800
028	052.07	BEFORE JCT GRANT ST		2		5200*	5200	5300	5400
028	052.07	AFTER JCT GRANT ST		2		5800*	5800	5900	6000
028	052.67	BEFORE RAMP SR 17 SB		2		4200*	4200	4300	4300*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
028	052.85	BEFORE JCT SR 17 WYE CONN		2					2900*
028	052.92	AFTER JCT SR 17 WYE CONN		2		1300*	1200	1200	1600*
028	053.62	AFTER JCT A NE		2		1000	790*	790	820
028	062.12	AFTER JCT 23 NE		2			520*	520	540
028	070.33	AFTER JCT O NE RD		2		440*	430	440	470*
028	077.93	BEFORE JCT MARLIN RD*W NE		2		300*	290	300	290*
028	077.93	AFTER JCT MARLIN RD*W NE		2		270*	270	270	330*
028	079.04	AFTER JCT OLD HWY LOOP RD		2		320*	320	320	390*
028	090.54	AFTER JCT KELLUM RD		2		660*	660	660	740*
028	093.72	BEFORE JCT SR 21*ALDER ST		2		2300*	2200	2300	2600*
028	093.72	AFTER JCT SR 21*ALDER ST		2		2600*	2500	2600	2800*
028	093.79	AFTER JCT SR 21*DIVISION ST		2		2400*	2400	2400	2600*
028	094.38	AFTER JCT DOBSON RD WYE CONN		2		800*	790	800	910*
028	095.40	AFTER JCT LANEY BROTHERS RD		2		530*	530	530	600*
028	106.59	BEFORE JCT CO RD		2		490	500*	500	510
028	118.12	AFTER JCT SR 23		2		1200	1400*	1400	1400
028	130.37	BEFORE JCT MT VIEW CMTRY*FITNESS LN		2				1200*	1200
028	131.18	BEFORE JCT SR 2		2		2500	2300*	2300	2400
	STATE ROUTE NO 028 COUPLET WENTCH SRMP 4.25B TO SRMP 3.84B								
028COWENTCH	** 004.33	BEFORE JCT 5TH ST NE WYE CONN		1			3800*	3900*	4000
028COWENTCH	004.35	AFTER JCT 5TH ST NE*SR 285 OFF RMP		1		3800	3800*	4000*	4100
	STATE ROUTE NO 031 MAINLINE SR 20/TIGER TO CANADA								
031	000.00	AFTER JCT SR 20*TIGER RD*BEG ROUTE		2		1400	1300	1100*	1100*
031	003.10	BEFORE JCT SULLIVAN LAKE RD		2		1800*	1800	1800	1700*
031	003.10	AFTER JCT SULLIVAN LAKE RD		2		2100*	2100	2100	2000*
031	006.91	BEFORE BOX CANYON DAM VIEWPOINT		2		1300*	1300	1300	1200*

** COUPLET SKETCH IN BACK OF BOOK

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
031	006.91	AFTER BOX CANYON DAM VIEWPOINT		2					1300*	1300	1300	1200*
031	013.13	AFTER JCT BOUNDARY RD		2					1500	1300*	1300	1300
031	014.82	AT SULLIVAN CREEK		2							820*	830
031	016.37	BEFORE JCT SULLIVAN LAKE RD		2						420*	420	430
031	016.43	BEFORE JCT PEND OREILLE MINE RD		2							450*	460
031	016.43	AFTER JCT PEND OREILLE MINE RD		2					430*	300*	400*	400
031	026.79	INTERNATIONAL BOUNDARY		2						220*	220*	230
	STATE ROUTE NO 041 MAINLINE SR 2 TO IDAHO STATE LINE											
041	000.00	AFTER JCT SR 2*BEG ROUTE		2					4700	4700	4700	4700*
041	000.41	BEFORE JCT 4TH ST*E 4TH S		2							4500*	4500*
	STATE ROUTE NO 082 MAINLINE SR 90 TO OREGON ST LINE											
082	000.87	AFTER RAMP SR 90		5					13000	13000*	14000*	15000
082	003.46	AFTER RAMP SR 821		5					13000	14000*	14000	15000
082	024.86	AFTER ADC LOCATION R048		5	06	13	03	21	14000*	14000*	14000*	15000+
082	027.12	AFTER RAMP SR 821		5					18000	16000*	17000	17000
082	030.26	BEFORE RAMP REST HAVEN RD		5					21000	19000*	20000	20000
082	030.79	AFTER RAMP REST HAVEN RD		5					44000	40000*	40000	42000
082	031.78	AFTER RAMP SR 12-N 1ST ST		5					35000	35000	37000*	39000
082	034.02	AT ADC LOCATION P29		5	05	06	01	13	41000	41000*	41000*	43000+
082	035.13	AFTER RAMP NOB HILL BLVD		5					38000	39000	40000	37000*
082	037.24	BEFORE RAMP SR 97		5					32000	33000*	33000	35000
082	038.48	AFTER RAMP SR 97		5					21000	26000*	26000	28000
082	043.81	BEFORE RAMP WAPATO		5							21000*	22000
082	048.50	AT ADC LOCATION P08		5	05	08	02	15	22000*	22000*	22000*	23000+
082	050.63	AFTER RAMP SR 22 WB		5							17000*	18000
082	052.60	AFTER RAMP ZILLAH		5					18000*	18000	19000	18000*

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082	058.02	BEFORE RAMP VANBELLE RD		5							16000*	17000
082	059.05	AFTER RAMP SR 223		5					16000	16000	17000*	17000
082	064.17	AFTER RAMP CEMETERY RD		5					18000*	18000	18000	18000*
082	067.21	AT UP RR BRIDGE		5					13000	13000	13000*	14000
082	068.40	BEFORE RAMP SR 241		5					14000	14000	14000*	15000
082	069.49	AFTER RAMP SR 241		5					16000	16000*	17000*	17000
082	073.29	AFTER RAMP STOVER RD		5					14000	13000*	13000	14000
082	079.42	BEFORE RAMP GAP RD		5					16000*	16000	16000	17000*
082	082.14	BEFORE RAMP SR 22		5					13000	13000	13000	14000*
082	082.89	AFTER RAMP SR 22		5					14000*	13000	14000	14000*
082	089.03	AFTER RAMP GIBBON RD		5					12000	12000*	13000	13000
082	096.08	BEFORE RAMP SR 224		5							13000*	14000
082	097.16	AFTER RAMP SR 224-JACOBS RD		5							16000*	17000
082	102.87	AFTER RAMP SR 182		5					6300	6200	6300*	6700
082	105.15	AFTER RAMP GOOSE GAP RD		5					5900	5800	6300*	6700
082	112.27	BEFORE RAMP SR 395		5					7300*	7100	7200	8400*
082	113.71	AFTER RAMP SR 395		5					15000*	14000	14000	15000*
082	121.20	AT ADC LOCATION P09		5	07	14	02	23	14000*	14000	14000	15000+
082	131.08	BEFORE RAMP SR 14-MCNARY RD		5					13000	13000	14000*	14000
082	132.03	AFTER RAMP SR 14*ADC R086		5	06	14	02	23	15000*	15000*	15000+	16000*
082	132.60	AT COLUMBIA RIVER BRIDGE		5					15000*	15000	15000*	16000*
	STATE ROUTE NO 090 MAINLINE SR 5/SEATTLE TO IDAHO											
090	** 001.94	AFTER JCT SR 519*4TH AVE*BEG ROUTE		5					37000	42000*	43000	43000
090	** 002.54	CENTERLINE SR 5 (ON BR)		5						23000*	23000	23000
090	** 003.52	AFTER RAINIER AVE (OLD SR 900)		5					127000	121000*	123000	125000
090	** 003.94	AFTER RAMP RAINIER AVE		5					132000	129000*	131000	129000*
090	** 005.82	AFTER RAMP W MERCER WAY		5					124000	123000*	125000	123000*

** REVERSIBLE TRAFFIC NOT INCLUDED

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
090	** 006.85	BEFORE RAMP ISLAND CREST WAY		5					121000	116000*	118000	117000*
090	** 007.52	AFTER RAMP ISLAND CREST WAY		5					135000	134000*	136000	135000*
090	** 008.59	AFTER RAMP E MERCER WAY		5					152000	150000*	152000	148000*
090	** 008.88	AFTER RAMP BELLEVUE WAY SE		5					129000	131000*	132000	132000*
090	010.82	AT ADC LOCATION S203		5							141000*	145000*
090	011.57	AT 150TH AVE SE		5					82000	85000*	88000	90000
090	012.41	AFTER RAMP WBCD LANE		5					109000	112000*	116000	122000*
090	013.69	AT W LK SAMMAMISH PRKWY		5					98000	96000*	99000	105000*
090	014.65	AT ADC LOCATION S825		5	03	03		06	101000*	104000*	108000+	110000*
090	015.82	AT SR 900		5					65000	67000*	70000	72000*
090	016.31	AFTER RAMP SR 900		5					71000	73000*	77000	78000*
090	017.12	AT 228TH AVE SE BRIDGE		5					35000	36000	38000	39000*
090	017.69	AFTER RAMP 228TH AVE SE		5					43000	45000	47000	49000*
090	018.38	AFTER RAMP E SUNSET WAY		5					46000	48000	50000	52000*
090	020.25	AT HIGH POINT RD BRIDGE		5					45000	47000	49000	50000*
090	020.75	AFTER RAMP HIGH POINT RD		5					45000	47000	49000	50000*
090	022.52	AT JONES RD		5					34000	35000	37000	40000*
090	023.54	AT ADC LOCATION S826		5	05	05	01	10	44000*	46000*	48000*	47000+
090	026.21	AFTER RAMP SR 18		5					48000*	50000	50000	51000
090	030.23	BEFORE RAMP SR 202		5					39000*	41000	41000	42000
090	031.00	AFTER RAMP SR 202		5					33000*	34000	35000	35000
090	033.56	AT ADC LOCATION R039		5	06	11	02	18	31000*	32000	31000*	32000+
090	037.37	BEFORE RAMP HOMESTEAD VALLEY RD		5					26000*	27000	27000	29000*
090	039.57	AT GARCIA RD BRIDGE		5							24000*	25000
090	041.75	BEFORE RAMP TINKHAM RD		5					26000	25000*	25000	26000
090	042.29	AT TINKHAM RD		5						24000*	24000	25000
090	046.02	AFTER RAMP FS RD #9030		5					25000*	26000	27000	29000*
090	047.71	AT ADC LOCATION S901		5					26000	27000	27000	29000*

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090	052.24	AT ADC LOCATION S902		5					23000	26000*	26000*	27000*
090	053.40	AFTER RAMP E SUMMIT RD		5					23000	21000*	21000	23000
090	054.72	AT SR 906 BRIDGE		5						24000*	24000	25000
090	055.12	AFTER RAMP SR 906		5						24000*	24000	26000
090	063.31	AFTER RAMP STAMPEDE RD		5					24000	25000	25000	28000*
090	063.98	AT ADC LOCATION S903		5	05	11	02	18	24000*	25000*	26000+	27000*
090	064.23	AFTER RAMP CABIN CREEK RD		5					23000	24000	27000*	28000
090	070.80	AFTER RAMP W EASTON RD		5					31000*	33000	24000*	27000*
090	072.03	AFTER RAMP E EASTON RD		5					21000	22000	23000*	25000
090	078.46	AFTER RAMP GOLF COURSE RD		5					24000	23000*	24000	25000
090	082.70	AT ADC LOCATION B04		5	06	12	02	21	24000*	25000*	26000*	27000+
090	082.75	AFTER RAMP W CLE ELUM		5					21000	22000	23000	22000*
090	086.18	AFTER RAMP SR 970		5					21000	18000*	19000	20000
090	094.02	AFTER RAMP ELK HEIGHTS RD		5					19000	20000	22000*	23000
090	105.56	BEFORE RAMP SR 97		5							22000*	23000
090	106.33	AFTER RAMP SR 97		5					21000	22000	21000*	22000
090	109.50	AFTER RAMP S MAIN ST		5							17000*	18000
090	109.89	AFTER RAMP S MAIN ST		5					23000	25000	24000*	25000
090	111.44	AFTER RAMP SR 82		5					11000	11000	14000*	15000
090	115.97	AFTER RAMP KITTITAS RD		5					10000	11000	11000*	11000
090	136.62	AFTER RAMP WANAPUM RD*ADC SITE R042		5	06	14	03	23	13000*	13000*	13000*	14000+
090	138.28	AFTER RAMP SR 26		5					9500*	9800	13000*	13000
090	149.41	BEFORE RAMP SR 281		5					12000*	12000	12000	13000*
090	149.78	AT SR 281		5					8900*	9200	9400	10000
090	150.07	AFTER RAMP SR 281		5					9800*	10000	10000	11000*
090	152.02	AFTER RAMP SR 281 SPBURKE (SPUR)		5					11000*	11000	11000	11000*
090	155.05	AFTER RAMP ADAMS RD		5					10000*	11000	11000	11000*
090	170.12	AFTER RAMP HIAWATHA VALLEY RD		5					12000	13000	13000*	13000

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090	174.61	BEFORE RAMP PRICHARD RD		5					13000	13000	13000	14000*
090	175.67	BEFORE RAMP SR 171*BROADWAY AVE		5					16000	16000	17000	19000*
090	175.99	AT SR 171		5								12000*
090	176.47	AFTER RAMP BROADWAY AVE		5					12000	12000	14000*	14000*
090	180.33	AT ADC LOCATION R055		5	05	14	02	21	9700*	9600*	9900+	10000*
090	183.28	AFTER RAMP WHEELER RD		5							9600*	10000
090	185.28	AFTER RAMP Q RD SE		5					10000	10000	9100*	9400
090	189.34	AFTER RAMP U RD SE		5					8200	8600*	8800	9200
090	206.36	BEFORE RAMP SR 21		5					9400	9300	9600	9300*
090	207.39	AFTER RAMP SR 21		5					8800	8700	8900	9800*
090	218.83	AT ADC LOCATION P10		5	06	15	02	23	9100*	9100*	9200*	9700+
090	221.59	AFTER RAMP SR 395 SB-DANEKAS RD		5					15000	14000*	15000	16000*
090	222.27	AFTER RAMP SR 261		5					15000*	16000	16000	16000*
090	226.91	AFTER RAMP COKER RD		5								16000*
090	244.86	BEFORE RAMP SR 23		5					16000	15000*	15000	16000
090	245.75	AFTER RAMP SR 23		5					14000	15000*	15000	16000
090	254.50	AFTER RAMP FISHTRAP RD*ADC R014		5	06	15	03	24	15000*	15000*	16000*	16000+
090	258.19	AFTER RAMP SR 904		5					15000	15000*	16000	15000*
090	270.29	BEFORE RAMP SR 904		5					15000	16000*	15000*	15000
090	272.48	BEFORE RAMP SR 902		5					31000	29000*	30000	31000
090	284.60	AFTER RAMP HAVANA ST		5								107000*
090	289.11	BEFORE RAMP SR 27		5					68000	70000	73000*	74000
090	290.21	AFTER RAMP SR 27		5					60000	61000	64000*	65000
090	292.73	AFTER RAMP SULLIVAN RD		5					55000	56000	60000*	62000
090	294.45	AFTER RAMP BARKER RD		5					45000	56000*	57000	59000
090	295.29	AFTER RAMP GREENACRES RD		5					55000	62000*	63000	65000
090	298.40	AT ADC LOCATION P24		5	05	04	01	10	42000*	42000	43000*	44000+
090	299.82	IDAHO RD RAMP*STATE LINE		5					38000*	39000*	40000*	41000*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
		STATE ROUTE NO 090 REVERSIBLE LANE 090EXP AIRPORT WAY S TO SR 90										
090RL090EXP	003.87	AFTER RAMP SR 90 EB		5								14000*
090RL090EXP	006.74	BEFORE RAMP ISLAND CREST WAY		5					12000	12000	12000	11000*
090RL090EXP	007.45	AFTER RAMP 80TH AVE SE (REVERSIBLE)		5					8300	8000*	8100	8200*
090RL090EXP	008.39	BEFORE RAMP SR 90 EB		5					6000	6000*	6100	5700*
090RL090EXP	008.39	AFTER RAMP SR 90 EB		5					3200	2800*	2800	2600*
090RL090EXP	008.90	AFTER RAMP SR 405		5					930	1000*	1100	1100
		STATE ROUTE NO 092 MAINLINE SR 9 TO GRANITE FALLS										
092	000.00	AFTER JCT SR 9*BEG ROUTE		3					14000	15000*	15000	15000
092	001.46	BEFORE JCT 113TH AVE NE		3					14000*	14000	14000	15000
092	001.46	AFTER JCT 113TH AVE NE		3					14000*	14000	14000	15000
092	002.68	BEFORE JCT MACHIAS RD		3					11000*	12000	12000	12000
092	002.68	AFTER JCT MACHIAS RD		3					12000*	12000	12000	13000
092	002.91	BEFORE JCT 44TH ST NE		3					13000*	13000	13000	14000
092	002.91	AFTER JCT 44TH ST NE		3					12000*	12000	12000	13000
092	004.33	AFTER JCT 147TH AVE NE		3					10000*	11000	11000	11000
092	005.26	AFTER JCT 75TH ST NE		3					9600*	9800	9900	10000
092	006.02	BEFORE JCT 84TH ST NE		3								11000*
092	006.02	AFTER JCT 84TH ST NE		3								15000*
092	007.87	BEFORE JCT JORDAN RD		3						13000*	13000	14000
092	007.87	AFTER JCT JORDAN RD		3						14000*	14000	14000
092	008.26	BEFORE JCT GRANITE AVE		3					11000	12000*	12000	13000
		STATE ROUTE NO 096 MAINLINE SR 5 TO SR 9										
096	000.00	AT SR 5 BRIDGE*BEG ROUTE		2					41000	42000*	43000	44000
096	000.13	AFTER JCT OFF RAMP WYE CONN		2						39000*	40000	41000

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096	001.37	BEFORE JCT SR 527*BOTHELL-EVRET HWY		2					25000*	25000	24000*	27000*
096	001.38	AFTER JCT SR 527 WYE CONN		2					28000*	29000	29000*	31000*
096	002.38	AFTER JCT 35TH DR SE		2					24000	24000	25000	29000*
096	003.28	BEFORE JCT SEATTLE HILL RD*132ND ST		2					25000	23000*	23000	23000
096	003.28	AFTER JCT SEATTLE HILL RD*132ND ST		2					13000	13000*	13000	13000
096	004.81	BEFORE JCT E LOWELL-LARIMER RD		2					11000	10000*	10000	11000
096	004.81	AFTER JCT E LOWELL-LARIMER RD		2					3300	3400*	3400	3500
096	006.75	BEFORE JCT SR 9		2					3300	3300	3400*	3400*
	STATE ROUTE NO 097 MAINLINE OREGON ST. LN TO CANADA											
097	000.00B	OREGON ST LINE*BEG ROUTE		1					5100*	5100*	4900*	5000*
097	000.28	BEFORE MARYHILL STATE PARK		1							4900*	4900
097	001.89	BEFORE JCT SR 14		1					4400	4400	4800*	4900
097	001.89	AFTER JCT SR 14		1							4700*	4800
097	002.50	BEFORE JCT SR 97 COMARYHL (COUPLET)		1					4100	4100	4100*	4200
097	** 002.50	AFTER JCT SR 97 COMARYHL (COUPLET)	C	1					2000	2100	2100*	2100
097	002.59	AFTER JCT SR 97 COMARYHL (COUPLET)		1					4700	4800	6000*	6100
097	009.08	BEFORE JCT HOCTOR RD*S COLUMBUS AVE		1					4900*	5000	5100	6000*
097	012.67	BEFORE JCT SR 142*STATE FRONTAGE RD		1					3900	4000	4300*	4400
097	012.67	AFTER JCT SR 142*STATE FRONTAGE RD		1					4300	4500	5000*	5200
097	013.41	AT ADC LOCATION R041		1	08	12	03	23		4500*	4600*	4800+
097	021.99	AFTER JCT BOX CANYON RD		1						3100*	3200	3200
097	027.16	AFTER JCT SKI LODGE RD		1					3400*	3500	3600	4000*
097	033.52	ENTERING YAKIMA COUNTY		1					2500	2600	2700	3500*
097	050.38	BEFORE JCT CO RD		1					3000	3000	3100*	3200
097	050.38	AFTER JCT CO RD		1					3000	3100	3100*	3200
097	058.76	BEFORE JCT JENSEN RD		1					3800*	3900	4000	4100*
097	058.76	AFTER JCT JENSEN RD		1					4000*	4100	4200	4300*

** COUPLET SKETCH IN BACK OF BOOK

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
097	061.19	BEFORE RAMP SR 97 SB		1					5100*	5200	5400	5200*
097	061.62	AFTER RAMP SR 97 SB		2					5900*	6100	6300	6600*
097	062.00	AFTER JCT W 1ST AVE*FORT RD WYE CON		2					9500*	9500	9800	9600*
097	066.30	AT ADC LOCATION P03		2	04	04	01	09	10000*	10000*	11000*	11000+
097	074.45	BEFORE JCT LATERAL A RD		2					14000	14000*	15000	15000
097	074.72	BEFORE JCT COUNTY RD		2					19000	18000*	19000	19000
097	075.63	BEFORE RAMP UNION GAP-OLD SR 97		2					19000*	18000*	19000	18000*
097	075.92	AT ATHANUM CREEK		2							16000*	16000
097	134.14	BEFORE JCT DOLARWAY*FAUST RDS		1					12000*	12000	13000*	13000*
097	134.18	AFTER JCT DOLARWAY*FAUST RDS		1					2800*	2800	2800	3200*
097	136.61	BEFORE JCT SR 10		1								3300*
097	136.61	AFTER JCT SR 10		1					2300*	2300	2300	2200*
097	144.73	BEFORE JCT BETTAS RD		1					2200*	2200	2200	2200*
097	149.69	BEFORE JCT SR 970		1					2400*	2400	2400	2200*
097	149.69	AFTER JCT SR 970		1					5500*	5600	5600	4700*
097	157.21	AFTER JCT DURST CR RD-FS RD #9705		1					3800	3800	4000*	4200
097	158.28	AFTER JCT IRON CR RD-FS RD #9714		1					4700*	4700	4700	5000
097	163.72	ENTERING CHELAN COUNTY		1					4900*	4900	4900	4700*
097	172.50	BEFORE SCOTTY CREEK CAMPGROUND		1					3700	3800	4500*	4300*
097	177.99	BEFORE JCT INGALLS CREEK RD		1					4900*	5000	5000	5200
097	178.19	AT ADC LOCATION R047 SOUTH		1	07	08	01	16	4800*	4800*	4800*	5100+
097	180.99	AT PESHASTIN CREEK		1					5600	5700	5600	5800*
097	181.07	AFTER JCT MOUNTAIN HOME RANCH RD		1					5800*	5900	5900	6100
097	184.56	AFTER JCT BLEWETT CUTOFF WYE CONN		1							5100*	5400
097	185.00	BEFORE JCT SR 2 WYE CONN		1					4600	4900*	5100*	5400
097	213.11	BEFORE JCT SR 2 WYE CONN		1						5600*	6000	5800
097	213.36	BEFORE JCT SR 97 SPORONDO (SPUR)		1						5000*	5400	5100
097	213.36	AFTER JCT SR 97 SPORONDO (SPUR)		1					4100	5000*	5500	5200

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
097	214.42	BEFORE JCT ORONDO SCHOOL RD		1					5800*	5600	6000	5800
097	214.42	AFTER JCT ORONDO SCHOOL RD		1					5600*	5400	5800	5600
097	215.53	AFTER JCT ORONDO RIV PK*FISHER LN		1					4600	4400	4500*	4400
097	218.90	AFTER DAROGA STATE PARK		1					4300	4100	4200*	4100
097	220.50	BEFORE JCT BRAYS RD		1					4300	4300*	4600	4400
097	220.55	AT ADC LOCATION R084		1	07	05	02	14	3800*	3700*	4000*	3800+
097	224.08	BEFORE JCT BRAYS RD		1					4100*	3900	4200	4000
097	224.08	AFTER JCT BRAYS RD		1					4200*	4000	4300	4100
097	224.47	AFTER JCT SUN COVE RD		1					3300	3100	3600*	3500
097	229.93	BEFORE JCT GREENS CANYON RD		1					3700*	3500	3800	3700
097	229.93	AFTER JCT GREENS CANYON RD		1					3800*	3700	4000	3800
097	235.10	BEFORE JCT SR 150		1					4300*	4100	4400	4000*
097	235.10	AFTER JCT SR 150		1					2400*	2300	2500	2100*
097	240.15	BEFORE JCT SR 97 ALT*CO ROAD #506		1								2200*
097	246.97	ENTERING OKANOGAN COUNTY		1					4000	3900	3700*	3800
097	250.35	AT ADC LOCATION P11		1	09	05	01	15	3800*	3700*	3800*	3900+
097	253.38	BEFORE JCT SR 153		1							3900*	4100*
097	253.38	AFTER JCT SR 153		1							4500*	4600*
097	253.67	AFTER JCT WARREN AVE		1					3900*	3800	3800	4200*
097	257.92	BEFORE JCT INDIAN DAN CANYON RD		1					5000	5200*	5300	5400
097	259.67	BEFORE JCT W INDIAN AVE		1					5000*	4800	4900	5100*
097	259.69	AFTER JCT W INDIAN AVE		1					4700*	4600	4700	4900*
097	260.10	BEFORE JCT N 7TH ST		1					4500*	4400	4400	4500
097	260.42	BEFORE JCT SR 173		1					5900*	5700	5800	5900*
097	260.42	AFTER JCT SR 173		1					6700*	6500	6600	6700*
097	260.85	AFTER JCT OLD HWY 97*PLAZA WAY		1					3300*	3200	3300	3500
097	265.12	BEFORE WEIGH STATION		1					2800*	3300*	3400	3600
097	265.21	AFTER JCT SR 17		1					3100*	3200*	3300	3500

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
097	267.75	AFTER JCT CAMERON LK*MONSE BR RDS		1					2600*	2500	2600	2700*
097	286.16	AT ADC LOCATION P23		1	08	06	02	16	3800*	3700*	3800*	4000+
097	286.18	AFTER JCT SR 20*CO RD		1					4100*	3900	4100	4300
097	291.24	BEFORE JCT SR 155		1					6300	6100*	6100	6300
097	291.25	AFTER JCT SR 155 WYE CONN		1					8100	6500*	6600	6800
097	292.77	BEFORE JCT SHUMWAY RD		1							5400*	5600
097	293.30	BEFORE JCT COPPLE RD*SANDFLAT RD		1							5400*	5600
097	293.42	AT ADC LOCATION R068		1	08	04	01	13	5700	5700	4700*	4900+
097	298.71	BEFORE JCT OLD RIVERSIDE HWY*KENDAL		1					5300*	5300	5300	4500*
097	298.71	AFTER JCT OLD RIVERSIDE HWY*KENDAL		1					4700*	4700	4700	4000*
097	304.68	BEFORE JCT PINE CREEK RD		1							4600*	4700
097	304.68	AFTER JCT PINE CREEK RD		1					4300	4400*	4600*	4700
097	310.82	BEFORE JCT JANIS RD		1					4100*	4100	4100	3800*
097	314.75	BEFORE JCT SEVENTH ST		1					5500*	5400	5400	5600*
097	314.83	BEFORE JCT SR 20*SIXTH ST		1								7200*
097	314.85	AFTER JCT SR 20 WYE CONN		1					6900*	6900	6900	8000*
097	315.42	BEFORE JCT WESTERN AVE		1					4600*	4500	4600	4700
097	315.44	AFTER JCT WINESAP RD		1					4700*	4700	4700	4300*
097	321.45	AFTER JCT ELLISFORDE RD		1					3500	3200*	3200	3300
097	330.38	BEFORE JCT EAST OROVILLE RD		1					3400*	3400	3400	3500*
097	330.38	AFTER JCT EAST OROVILLE RD		1					3500*	3500	3500	3400*
097	331.72	BEFORE JCT 11TH AVE		1								5400*
097	331.72	AFTER JCT 11TH AVE		1					5600*	5600	5600	5600*
097	332.02	AFTER JCT CENTRAL AVE		1					6200*	6200	6200	6400
097	332.70	BEFORE JCT 23RD AVE		1					4100*	4100	4100	3900*
097	332.70	AFTER JCT 23RD AVE		1					3000*	3000	2900	2900
097	332.73	AFTER JCT WESTSIDE OSOYOOS RD		1								2600*
097	335.30	AT ADC LOCATION P22		1	07	07	01	15	2400	2200*	2100*	2100+

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
097	336.13	AFTER JCT BOUNDARY POINT RD		1					2300*	2300	2200	1800*
	STATE ROUTE NO 097 ALTERNATE ROUTE											
097AR	201.53	AT ADC LOCATION R059		2	06	01		08	6600*	6400*	6100*	6600+
097AR	205.19	AFTER JCT SWAKANE CANYON RD		2					5600	5400	5500*	5900
097AR	214.29	AFTER JCT ENTIAT RIVER RD		2							5100*	5400
097AR	214.79	BEFORE JCT SHEARSON ST		2					5400*	5200	5000	5300
097AR	214.79	AFTER JCT SHEARSON ST		2					5400*	5200	5000	5400
097AR	223.18	BEFORE JCT SR 971-NAVARRE COULEE RD		2					3900	4300*	4000	4300
097AR	223.20	AFTER JCT SR 971-NAVARRE COULEE RD		2					3700	4200*	3900*	4200
097AR	230.43	BEFORE JCT SR 971-SO LK SHORE RD		2					3800	4300*	4200	4500
097AR	230.46	AFTER JCT SR 971-SO LK SHORE RD WYE		2					5100	5500*	5300	5700
097AR	232.15	BEFORE JCT N JOHNSON PL		2						5700*	5400	5800
097AR	232.15	AFTER JCT N JOHNSON PL		2						5800*	5600	6000
097AR	233.60	BEFORE JCT WOODIN AVE		2					7300*	7100	6800	7200*
097AR	233.61	AFTER JCT PETERSON PL		2					3800*	3700	3500	3300*
097AR	234.20	BEFORE JCT SR 150*WOODIN AVE		2					5800*	5600	5400	5300*
097AR	234.20	AFTER JCT SR 150*WOODIN AVE		2					9100*	8300*	7900	7500*
097AR	234.98	BEFORE JCT SR 150 WYE CONN		2					8000*	7700	7400	7100*
097AR	235.04	AFTER JCT SR 150 WYE CONN		2					3300	3200	2900	3100*
097AR	235.44	AFTER JCT ISENHART RD		2							2800*	3000
097AR	235.60	BEFORE TRANSFER STATION		2							2800*	3100
097AR	235.65	AFTER CHELAN CO SHOP		2							2600*	2800
097AR	236.28	BEFORE JCT WILLMORTH DR		2							2600*	2800
097AR	236.28	AFTER JCT WILLMORTH DR		2					3800*	3700	3000*	2800*
097AR	239.60	BEFORE JCT SR 97 WYE CONN		2					2000*	1900	1900	1600*

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		STATE ROUTE NO 097 COUPLET MARYHL MARYHILL S BND COUPLET										
097COMARYHL **	002.59	AFTER JCT SR 97 N BND*BEG ROUTE		1					3400	3400	3900*	4000
097COMARYHL	002.68	BEFORE JCT SR 97 N BND*END ROUTE		1					2100	2100	2000*	2100
		STATE ROUTE NO 097 SPUR ORONDO SR 97/ORONDO TO SR 2										
097SPORONDO	213.36	AFTER JCT SR 97*BEG ROUTE		1					290	250*	270	250*
		STATE ROUTE NO 099 MAINLINE SR 5/FIFE TO SR 5/EVERTT										
099	000.19	AFTER JCT SR 99 WYE CONN		1					23000*	23000	24000	24000
099	012.46	BEFORE JCT 16TH AVE S (OLD SR 509)		1					38000	37000*	38000	39000
099	012.49	AFTER JCT 16TH AVE S (OLD SR 509)		1					33000	34000*	34000	35000
099	012.92	AFTER JCT S 272ND ST		1						30000*	30000	31000
099	014.21	BEFORE JCT S 252ND ST WYE CONN		1						31000*	31000	32000
099	022.02	AFTER JCT S 132ND ST		1					18000	17000*	18000	18000
099	022.54	BEFORE RAMP SR 99 NB		1							16000*	16000
099	026.01	BEFORE JCT HOLDEN ST WYE CONN		1							33000*	34000
099	026.07	AFTER JCT ON/OFF RAMP WYE CONN		1							28000*	28000
099	035.67	AFTER JCT N 50TH ST		1							45000*	46000
099	037.46	BEFORE JCT N 85TH ST		1							37000*	38000
099	037.46	AFTER JCT N 85TH ST		1							37000*	38000
099	038.47	BEFORE JCT N NORTHGATE WAY*105TH ST		1					33000	34000	34000*	35000
099	038.47	AFTER JCT N NORTHGATE WAY*105TH ST		1					32000	33000	34000*	35000
099	040.47	BEFORE JCT SR 523*N 145TH ST		1							32000*	33000
099	040.48	AFTER JCT SR 523 WYE CONN		1							34000*	35000
099	040.98	AFTER JCT N 155TH ST WYE CONN		1							34000*	35000
099	041.74	AFTER JCT N 170TH ST		1							37000*	38000
099	041.98	AFTER JCT N 175TH ST		1							33000*	34000

** COUPLET SKETCH IN BACK OF BOOK

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
099	043.24	BEFORE JCT N 200TH ST		1							30000*	31000
099	043.24	AFTER JCT N 200TH ST		1							29000*	30000
099	043.48	BEFORE JCT N 205TH ST WYE CONN		1					38000	31000*	31000	32000
099	043.52	AFTER JCT N 205TH ST WYE CONN		1					38000	31000*	32000	33000
099	050.56	BEFORE RAMP SR 525 SB		1							37000*	39000
099	050.68	AFTER RAMP SR 525 NB		1					37000	38000	37000*	38000
099	052.27	BEFORE JCT AIRPORT RD WYE CONN		1							34000*	35000
099	052.29	AFTER JCT AIRPORT RD WYE CONN		1							28000*	29000
099	054.55	BEFORE JCT 7TH AVE SE		1							29000*	30000
099	054.55	AFTER JCT 7TH AVE SE		1							32000*	33000
	STATE ROUTE NO 100 MAINLINE SR 101 TO SR 100											
100	000.00	AFTER JCT SR 101*1ST ST*BEG ROUTE		3					2600*	2600	2200*	2500*
100	000.06	AFTER JCT SR 100 (2ND AVE SW)		3					1100*	1100	1100	1100
100	002.95	BEFORE JCT SR 100 SPCANBY (SPUR)		3					850*	860	870	910
100	004.68	BEFORE JCT SR 100		3					1200*	1200	1200	1200*
	STATE ROUTE NO 100 SPUR CANBY SR 100 TO US CG STATION											
100SPCANBY	002.97	AFTER JCT SR 100 WYE CONN		3					1400*	1500	1500	1500
100SPCANBY	003.43	AFTER FORT CANBY STATE PARK		3					640*	640	650	690*
	STATE ROUTE NO 101 MAINLINE OREGON ST LN TO SR 5/OLY											
101	000.00	OREGON ST LINE*BEG ROUTE		1					6500	6200	6600	6800*
101	000.46	BEFORE JCT SR 401*ADC S841 SOUTH		1	05	01		06	6500*	6200*	6600+	6800*
101	000.47	AT ADC LOCATION S841 NORTH		1						5100*	5500	5600*
101	009.39	BEFORE JCT SR 101 AR (ALTERNATE) WY		1					5400	5500	5200*	5300
101	009.41	AFTER JCT SR 101 AR (ALTERNATE)		1					2900	2900	2600*	2700
101	011.57	BEFORE JCT SR 100*FIRST ST SE		1					3800*	3800	4000	4100*

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101	011.57	AFTER JCT SR 100*FIRST ST SE		1					5900*	6000	6300	5700*
101	013.37	BEFORE JCT 39TH PL		1					6300*	6300	6700	7000
101	013.38	BEFORE JCT SR 103		1								5900*
101	013.38	AFTER JCT SR 103		1					3400*	3400	3600	3300*
101	013.86	BEFORE JCT SANDRIDGE RD		1					3500*	3500	3700	3800
101	013.86	AFTER JCT SANDRIDGE RD		1					4900*	4900	5300	5400
101	015.72	BEFORE JCT JOHNSON RD		1					5000	5000	4600*	4800
101	015.76	AFTER JCT SR 101 AR (ALTERNATE) WYE		1					1900	1900	1800*	1900
101	028.89	BEFORE JCT SR 4		1					2100	2400*	2400	2200*
101	028.95	AT ADC LOCATION R074		1	08	04	01	13	2500	2300*	2300+	2400*
101	035.68	AFTER JCT NORTH NEMAH RD		1					2500	2600	2400*	2500
101	045.21	AT BONE RIVER		1					3200	3200	3000	3000*
101	050.43	BEFORE JCT CARRUTHERS RD		1					2900*	3000	3000	3100*
101	053.96	BEFORE JCT WILLAPA AVE		1					4600*	4600	4700	4800
101	053.96	AFTER JCT WILLAPA AVE		1					6500*	6600	6600	6900
101	054.09	AFTER JCT MEMORIAL DR		1					7900	8000	7900*	8100
101	054.63	BEFORE JCT KENDRICK ST		1					7200*	7300	7400	7600
101	054.63	AFTER JCT KENDRICK ST		1					7500*	7600	7700	7900
101	054.72	AFTER JCT WASHINGTON ST		1					7600*	7700	7800	8500*
101	057.12	BEFORE JCT CITY ST*PORT OF WILLAPA		1					8300*	8400	8500	9100*
101	057.12	AFTER JCT CITY ST*PORT OF WILLAPA		1					8400*	8500	8600	9100*
101	058.79	BEFORE JCT DURYEA ST		1					9300*	9400	9600	11000*
101	058.79	AFTER JCT DURYEA ST		1					8400*	8600	8700	9400*
101	059.38	BEFORE JCT SR 105*MONOHAN WYE CONN		1					8800*	9000	9100	9200*
101	059.69	AFTER JCT SR 105 WYE CONN		1					5300*	5300	5400	5600*
101	059.88	AFTER JCT WATER ST		1					5400*	5400	5500	5400*
101	063.12	BEFORE JCT SMITH CREEK RD		1					4900*	4900	5000	5100*
101	067.18	ENTERING GRAYS HARBOR COUNTY		1					4700*	4800	4800	4800*

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101	074.37	BEFORE JCT NORTH RIVER RD		1		5000*	5000	5100	4800*
101	074.37	AFTER JCT NORTH RIVER RD		1		5600*	5600	5700	5300*
101	076.94	BEFORE JCT SR 107 WYE CONN		1		5600	5700	5900*	6100
101	076.99	AFTER JCT SR 107 WYE CONN		1		4000	4000	4200*	4300
101	080.60	BEFORE JCT CITY ST*E SECOND ST		1		4000	4000	4400*	4500
101	080.60	AFTER JCT CITY ST*E SECOND ST		1		5900	6000	6100*	6300
101	081.10	BEFORE JCT E ST		1		6700	6400*	6500	6700
101	083.02	BEFORE JCT SR 105 SPBOONE (SPUR)		1		10000*	11000	11000	11000*
101	083.02	AFTER JCT SR 105 SPBOONE (SPUR)		1		11000*	11000	12000	11000*
101	083.17	AFTER JCT SR 105		1		30000*	34000*	31000*	31000*
101	** 083.72B	AFTER JCT SR 101 COHERON (COUPLET)	C	1		8100	8300	7400*	7600
101	083.75	BEFORE JCT SR 101 COHERON (COUPLET)	C	1		20000	19000*	19000*	19000*
101	083.75	AFTER JCT SR 101 COHERON (COUPLET)	C	1		16000	14000*	14000*	14000
101	084.37	BEFORE JCT W MARKET ST	C	1		9000	9200	10000*	10000
101	084.37	AFTER JCT W MARKET ST	C	1		13000	13000	12000*	12000
101	085.78	AFTER JCT MYRTLE ST	C	1		12000	13000	12000*	12000
101	086.49	BEFORE JCT 25TH ST	C	1				12000*	12000
101	087.40	AT HOQUIAM RIVER BRIDGE	C	1		16000	16000	15000*	15000
101	087.66	BEFORE JCT SR 109		1				16000*	16000*
101	087.66	AFTER JCT SR 109		1				12000*	12000
101	088.23	AFTER JCT SMITH AVE		1		10000	11000	8100*	9400
101	089.02	BEFORE JCT SR 109 SPLONNGR (SPUR)		1		6400	6500	4700*	5400*
101	089.02	AFTER JCT SR 109 SPLONNGR (SPUR)		1		6000	6100	4900*	5300*
101	091.92	BEFORE JCT OCEAN BEACH RD		1		5300	5400	4800*	5000
101	091.92	AFTER JCT OCEAN BEACH RD		1		3100	3100	2800*	2900
101	094.11	AFTER JCT CO RD #44130		1		2800	2800	2500*	2500
101	101.94	BEFORE JCT YOUMANS RD		1		2400	2400	2400*	2500
101	101.94	AFTER JCT YOUMANS RD		1		2700	2700	2700*	2800

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101	104.55	AT ADC LOCATION R054		1	13	04	01	18	2500*	2500*	2400*	2500+
101	109.28	BEFORE JCT CO RD #36620*KIRKPATRICK		1					2300	2300	2300*	2400
101	112.58	BEFORE JCT DONKEY CREEK RD		1							2100*	2100
101	112.58	AFTER JCT DONKEY CREEK RD		1					1900	1900	1900*	1900
101	118.19	BEFORE JCT QUINAULT RIDGE RD		1					1800	1800	2000*	2000
101	126.43	BEFORE JCT OLD STATE 9		1					1800	1800	1900*	2000
101	126.43	AFTER JCT OLD STATE 9		1					2300	2300	2500*	2500
101	128.63	AFTER JCT NORTH SHORE RD		1					2100	2100	2000	2000*
101	137.53	BEFORE JCT W BOUNDARY RD		1					1200	1200	1200*	1300
101	137.53	AFTER JCT W BOUNDARY RD		1					1200	1200	1300*	1300
101	146.98	BEFORE JCT CLEARWATER RD		1					1200	1100	1300*	1300
101	146.98	AFTER JCT CLEARWATER RD		1					1100	1100	1400*	1400
101	162.24	BEFORE JCT BIG CEDAR RD		1					1100	1100	1100*	1100
101	167.59	BEFORE JCT LOWER HOH RD		1					1100	1100	1100*	1100
101	167.59	AFTER JCT LOWER HOH RD		1					1200	1200	1200*	1200
101	176.01	BEFORE JCT CLEARWATER HONOR CAMP RD		1					940	930	1100*	1100
101	176.01	AFTER JCT CLEARWATER HONOR CAMP RD		1					1200	1200	1200*	1200
101	176.67	AT HOH RIVER BRIDGE		1					1500	1500	1500*	1500
101	178.49	BEFORE JCT UPPER HOH RD		1					1300	1300	1300*	1300
101	178.49	AFTER JCT UPPER HOH RD		1					1400	1400	1400*	1400
101	185.97	AFTER JCT UNDI RD		1					1700	1700	1700*	1700
101	191.26	BEFORE JCT EAST E ST*E ST W		1					7300	7200	7500*	7400
101	191.26	AFTER JCT EAST E ST*E ST W		1					7100	7000	7400*	7300
101	191.64	BEFORE JCT CALAWAH WAY		1					11000	11000	9500*	9400
101	191.73	AFTER JCT CAMPBELL ST NW		1					7600	7500	7500*	7400
101	193.12	BEFORE JCT SR 110-LA PUSH RD		1					6100	6000	5900*	5800
101	193.12	AFTER JCT SR 110-LA PUSH RD		1					4900	4900	4300*	4300
101	199.86	BEFORE JCT LAKE CREEK RD		1					3900	3900	3700*	3700

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101	203.86	BEFORE JCT SR 113-BURNT MTN RD		1					3500	3400	3100*	3000
101	203.93	AT ADC LOCATION R073		1	12	05	01	17	2600*	2500*	2600*	2500+
101	216.37	BEFORE JCT FS RD #2918		1					2200	2200	2200*	2200
101	216.37	AFTER JCT FS RD #2918		1					2200	2200	2000*	2000
101	227.88	BEFORE RD TO BARNES PT		1					2200	2200	2500*	2500
101	232.57	BEFORE JCT LK SUTHERLAND RD		1					3000*	3000	3000	2400*
101	232.57	AFTER JCT LK SUTHERLAND RD		1					3200*	3200	3200	2400*
101	242.61	BEFORE JCT SR 112		1					3700	3800	4500*	4300
101	242.62	AFTER JCT SR 112 WYE CONN		1					8600	8700	8600*	8300*
101	242.83	AFTER JCT LAIRD RD		1					9100	9200	9300*	9400
101	243.81	BEFORE JCT DRY CREEK RD		1					9500*	9600	9800	9500*
101	243.81	AFTER JCT DRY CREEK RD		1					9200*	9400	9500	9900*
101	246.07	BEFORE RAMP SR 117-TUMWATER TRUCK R		1							14000*	14000
101	246.25	AT SR 117		1					10000	10000	12000*	12000
101	247.17	BEFORE JCT S LINCOLN ST		1						11000*	11000	12000
101	247.20	AFTER JCT E LAURIDSEN BLVD WYE CONN		1					7900	7400*	7500	7700
101	248.06	BEFORE JCT SR 101 COPRTANG (COUPLT)		1					11000	11000	13000*	13000
101	** 248.06	AFTER JCT SR 101 COPRTANG (COUPLT)	C	1					12000	12000	13000*	13000
101	249.61	BEFORE JCT SR 101 COUPLET WYE CONN	C	1					20000	20000	20000*	20000
101	249.65	AFTER JCT SR 101 COPRTANG (COUPLT)		1					30000	31000	32000	36000*
101	251.06	BEFORE JCT MT PLEASANT RD*LARCH AVE		1							30000*	30000
101	251.06	AFTER JCT MT PLEASANT RD*LARCH AVE		1							27000*	28000
101	251.53	AFTER JCT MASTERS RD		1					22000	22000	27000*	28000
101	252.93	BEFORE JCT BUCHANAN RD		1							25000*	25000
101	254.35	AT ADC LOCATION R069		1	06	02		08	21000*	21000+	22000*	23000*
101	255.13	AFTER JCT OLD OLYMPIC HWY WYE CONN		1					16000	17000	18000*	19000
101	256.40	AFTER JCT BLUE MOUNTAIN*LEWIS RDS		1							18000*	18000
101	259.95	BEFORE JCT KITCHEN-DICK RD*KIRK RD		1					15000	15000	18000*	19000

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101	259.95	AFTER JCT KITCHEN-DICK RD*KIRK RD		1					16000	16000	19000*	20000
101	262.02	AFTER JCT MEDIAN XROAD*GILBERT RD		1					23000	23000	24000	23000*
101	264.19	BEFORE RAMP SEQUIM AVE		1							13000*	14000
101	265.00	AFTER RAMP SEQUIM AVE		1							11000*	12000*
101	267.21	BEFORE JCT WHITEFEATHER WAY		1							13000*	13000
101	267.21	AFTER JCT WHITEFEATHER WAY		1					13000	13000	13000*	13000
101	268.63	AFTER JCT BARKER RD		1							12000*	13000
101	274.65	ENTERING JEFFERSON COUNTY		1					10000*	10000	11000	11000*
101	278.26	AFTER JCT OLD GARDINER RD		1					10000*	11000	11000	11000*
101	281.15	AT ADC LOCATION R023		1	07	03	01	11		10000*	11000*	11000+
101	284.63	BEFORE RAMP SR 104		1					8200*	8200	8400	8200*
101	284.95	AFTER RAMP SR 104		1					2200*	2300	2300	2700*
101	287.83	AFTER JCT LELAND VALLEY*BOULTON RD		1					2100	2100	1900*	2100
101	294.59	BEFORE JCT CENTER RD		1					2600	2200*	2200	2400
101	294.62	AFTER JCT CENTER RD WYE CONN		1					4500	3800*	3800	4200
101	296.65	AT BIG QUILCENE RVR BRIDGE		1					2900	2900	2700*	3000
101	303.09	BEFORE JCT BEE MILL RD		1								3000*
101	306.41	BEFORE JCT BRINNON LN		1								3100*
101	306.41	AFTER JCT BRINNON LN		1								3400*
101	309.99	AFTER JCT DUCKABUSH RD		1					2500	2600	2200*	2400
101	314.63	ENTERING MASON COUNTY		1								2100*
101	321.42	BEFORE JCT JORSTED CR RD-FS RD #24		1								2600*
101	324.80	AT ADC LOCATION P18		1	08	04	01	13	2600	2300*	2300*	2500+
101	329.78	BEFORE JCT VIRGINIA AVE		1					3000	3000	2700*	2900
101	329.93	AT MILLER CREEK BRIDGE		1					3100	3100	3000*	3300
101	331.74	BEFORE JCT SR 119-LK CUSHMAN RD		1					3700	3700	4000*	4400
101	331.74	AFTER JCT SR 119-LK CUSHMAN RD		1					6000	6100	6600*	7100
101	337.00	BEFORE JCT SR 106		1					5800*	5800	6000	6800*

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101	337.00	AFTER JCT SR 106		1					5500*	5600	5700	6400*
101	341.43	BEFORE JCT BROCKDALE RD		1					6600*	6600	6800	7400*
101	341.43	AFTER JCT BROCKDALE RD		1					6900*	7000	7100	7800
101	343.44	BEFORE JCT SR 102		1					7100*	7200	7300	7800*
101	343.44	AFTER JCT SR 102		1					9600*	9600	9800	11000*
101	344.72	AFTER JCT FAIRGROUNDS RD		1					10000	10000	10000	11000*
101	346.47	BEFORE RAMP SHELTON-MATLOCK RD		1					13000	13000*	13000	14000
101	348.95	BEFORE RAMP SR 3		1					14000*	14000	15000	16000*
101	349.19	AT SR 3 BRIDGE		1					13000*	13000	13000	15000*
101	350.38	AFTER RAMP SR 3		1					22000*	22000	23000	25000*
101	353.05	BEFORE RAMP OLYMPIC HWY-SR 108		1					23000	23000*	24000	25000
101	353.81	AFTER RAMP OLYMPIC HWY-SR 108		1					19000	19000*	20000	20000
101	356.19	AT KENNEDY CREEK BRIDGE		1								22000*
101	359.82	BEFORE JCT STEAMBOAT ISLAND*OLD 101		1					20000	20000	22000*	23000
101	359.84	AFTER JCT STEAMBOAT ISL RD WYE CONN		1					26000	26000	28000*	29000
101	361.37	AT ADC LOCATION R003 NORTH		1	04	01		06	27000*	27000*	28000+	29000*
101	361.81	AFTER RAMP SR 101*ADC R003 EAST		1	05	02		07	42000*	42000*	44000+	46000*
101	362.59	AT 2ND AVE SW		1					33000	33000	36000*	38000
101	362.83	AFTER RAMP 2ND AVE SW		1					33000	37000*	39000	41000
101	367.41	AT SR 5 BRIDGE		1					58000*	57000	60000	63000
	STATE ROUTE NO 101 ALTERNATE ROUTE											
101AR	009.42	AFTER JCT SR 101 WYE CONN		2					4200	4300	3400*	3500*
	STATE ROUTE NO 101 COUPLET ABERDN LEVEE ST TO STATE ST RMP											
101COABERDN	** 087.60	BEFORE JCT SR 109 COHQUIAM (COUPLT)		1							6100*	6200
101COABERDN	087.60	AFTER JCT SR 109 COHQUIAM (COUPLT)		1							10000*	11000
101COABERDN	087.83	AFTER JCT 8TH ST		1							15000*	15000

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101COABERDN	** 090.71	AFTER JCT W MARKET ST		1					12000	12000	11000*	11000
101COABERDN	091.48	BEFORE JCT SR 101 COHERON (COUPLET)		1					15000	14000*	14000*	15000
	STATE ROUTE NO 101 COUPLET HERON SR 101 TO SR 101											
101COHERON	** 083.75	AFTER JCT SR 101*BEG ROUTE		1						8300	8100*	8400
101COHERON	083.88	BEFORE JCT SR 101*END ROUTE		1					13000	12000*	12000*	12000
	STATE ROUTE NO 101 COUPLET PRTANG MP 249.65 TO E FIRST ST											
101COPRTANG	** 249.68	AFTER JCT GOLF COURSE RD		1					19000	20000	20000*	20000
101COPRTANG	251.32	BEFORE JCT SR 101*1ST ST		1					9100	9300	9400*	9700
	STATE ROUTE NO 102 MAINLINE CORRECTION CTR TO SR 101											
102	000.00	AFTER WA ST CORRECTIONS CENTER		3					1700*	1700	1700	1700*
102	002.77	BEFORE JCT EXTENSION RD		3								3300*
102	002.86	BEFORE JCT SR 101		3					3100*	3200	3200	3400*
	STATE ROUTE NO 103 MAINLINE SR 101 T0 OCEAN PARK											
103	000.00	AFTER JCT SR 101*BEG ROUTE		3					7900*	8000	8100	7700*
103	001.02	BEFORE JCT 10TH ST SW*10TH ST SE		3							8100*	8300
103	001.02	AFTER JCT 10TH ST SW*10TH ST SE		3							7100*	7300
103	001.39	BEFORE JCT BOLSTAD ST		3					7400*	7400	7500	7700
103	001.39	AFTER JCT BOLSTAD ST		3					6900*	7000	7100	7900*
103	001.48	AFTER JCT 3RD ST NE*3RD ST NW		3					7400*	7500	7600	7400*
103	002.52	AFTER JCT PIONEER RD		3					6300*	6300	6400	7100*
103	004.41	BEFORE JCT CRANBERRY RD		3							4900*	5000
103	004.41	AFTER JCT CRANBERRY RD		3							4700*	4800
103	009.35	BEFORE JCT 227 PL		3							4700*	4800
103	009.35	AFTER JCT 227 PL		3							4400*	4500

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103	011.09	BEFORE JCT VERNON AVE*BAY ST		3					4500*	4500	4500	4700*
103	011.09	AFTER JCT VERNON AVE*BAY ST		3								4300*
103	011.86	AFTER JCT SANDRIDGE RD		3					2100*	2100	2100	2100*
103	013.34	AFTER JCT JOE JOHNS RD		3					870	880	890	980*
103	015.92	BEFORE JCT OYSTERVILLE RD		3					570*	570	580	510*
103	016.25	BEFORE JCT OYSTERVILLE RD		3					620*	630	640	550*
103	016.25	AFTER JCT OYSTERVILLE RD		3					330*	330	330	340
	STATE ROUTE NO 104 MAINLINE SR 101 TO SR 522/L F PRK											
104	000.41	AFTER JCT SR 104 W BND		1					6500*	6500	6600	6500*
104	008.87	BEFORE JCT SR 19-BEAVER VALLEY RD		1					7000*	6900	7200*	7700*
104	008.87	AFTER JCT SR 19-BEAVER VALLEY RD		1					12000*	12000	13000*	13000*
104	013.76	BEFORE JCT PARADISE BAY RD*SHINE RD		1					13000*	13000	13000	13000
104	013.92	AT ADC LOCATION R085		1	06	03	01	09	16000*	16000*	16000*	17000+
104	015.59	AFTER JCT SR 104 WYE CONN		1					4700*	5600*	5600	5800
104	016.51	BEFORE JCT GAMBLE WAY		1						5300*	5400	5600
104	020.58	BEFORE JCT SR 307		1					6300*	6300	6400	6800*
104	020.58	AFTER JCT SR 307		1					14000*	14000	14000	15000*
104	022.00	BEFORE JCT MILLER BAY RD*HANSVILLE		1							14000*	14000
104	022.00	AFTER JCT MILLER BAY RD*HANSVILLE		1							14000*	14000
104	023.06	BEFORE JCT PARCELL RD WYE CONN		1					12000*	12000	12000	13000
104	023.12	AFTER JCT BARBER CUTOFF RD WYE CONN		1					11000*	11000	11000	11000
104	024.10	BEFORE JCT W 1ST ST NE		1							11000*	11000
104	024.23	BEFORE JCT ILLINOIS AVE NE		1					8300*	8500	8600	9400*
104	** 024.23	AFTER JCT ILLINOIS AVE NE	C	1					4000*	4000	4100	4100*
104	024.32	BEFORE JCT KINGSTON RD*IOWA AVE	C	1					3900*	4000	4100	4000*
104	024.32	AFTER JCT KINGSTON RD*IOWA AVE	C	1					4400*	4400	4500	4700*
104	024.45B	KINGSTON FERRY LANDING	C	1					3300*	3400*	3300*	3200*

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104	024.45	BEFORE EDMONDS FERRY LANDING		1		6500*	6700*	6600*	6400*
104	024.50	BEFORE JCT SR 104 E BND WYE CONN		1		6400*	7200*	7300	7400*
104	024.51	AFTER JCT SR 524*SUNSET AVE		1		4400*	5500*	5500	4200*
104	025.13	BEFORE JCT SR 524 SP3RDAVE*PINE ST		1		10000*	11000	11000	10000*
104	025.15	AFTER JCT SR 524 SPUR WYE CONN		1		11000*	11000	11000	9800*
104	025.55	AFTER JCT FIFTH ST		1		19000	19000	17000*	18000
104	026.43	BEFORE JCT 100TH AVE W		1		21000	21000	18000*	19000
104	026.43	AFTER JCT 100TH AVE W		1		23000	24000	20000*	21000
104	026.80	BEFORE JCT 95TH PL W		1		21000*	22000	22000	21000*
104	027.52	BEFORE JCT 238TH ST SW WYE CONN		1		26000	26000	22000*	22000
104	027.58	AFTER JCT 238TH ST SW WYE CONN		1		23000	23000	20000*	21000
104	027.90	AT SR 99		1				21000*	22000
104	028.83	AFTER JCT 76TH AVE NE*MERIDIAN AVE		1		44000	45000	42000*	44000
104	029.41	AFTER JCT 6TH AVE NE		1		48000	49000	48000*	49000
104	030.14	BEFORE JCT 19TH AVE NE		1		22000	23000	20000*	21000
104	030.14	AFTER JCT 19TH AVE NE		1		23000	24000	20000*	20000
104	030.55	BEFORE JCT NE 195TH ST*25TH AVE NE		1		22000	22000	19000*	19000
104	030.57	AFTER JCT NE 195TH ST WYE CONN		1		19000	19000	17000*	17000
104	032.15	BEFORE JCT NE 175TH ST		1		24000	24000	21000*	20000*
104	032.25	BEFORE JCT SR 522 WYE CONN		1				20000*	21000
	STATE ROUTE NO 104 COUPLET KNGSTN FERRY LND TO ILLINOIS AV								
104COKNGSTN	** 024.53	AFTER KINGSTON FERRY LANDING		1		3300*	3400*	3300*	3200*
104COKNGSTN	024.79	BEFORE JCT IOWA AVE		1		4900*	5000	5000	4500*
104COKNGSTN	024.79	AFTER JCT IOWA AVE		1		3800*	3900	4000	4100*
	STATE ROUTE NO 105 MAINLINE SR 101/RAYMOND TO SR 101								
105	000.02	AFTER JCT SR 101 WYE CONN		2		4400	4400	4500	4100*

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105	000.04	AFTER JCT MILL ST		2					3900*	4000	4000	4100
105	000.56	AFTER JCT LOMBARD ST		2							1900*	2000
105	002.38	AFTER JCT POLLARI RD*AIRPORT RD		2							1300*	1300
105	004.52	AFTER JCT AIRPORT RD		2					1000	1000*	1100	1100
105	018.60	BEFORE JCT TOKELAND RD		2					1000*	1000	1100	1100*
105	018.60	AFTER JCT TOKELAND RD		2					1700*	1700	1800	1800*
105	021.65	AFTER JCT OLD SR 105*LARKIN RD		2					1900	1900*	1900	1900
105	025.71	AFTER JCT CRANBERRY BCH*CO LINE RD		2					3500	3000*	3100	3200
105	030.21	BEFORE JCT SR 105 WYE CONN		2					5400	4500*	4500	4700
105	030.29	AFTER JCT SR 105 WYE CONN		2					3700	3000*	3000	3100
105	031.92	AT ADC LOCATION R043		2	07	01		08				5600+
105	047.39	BEFORE JCT TAFT RD		2					7000	7100	6800*	7000
105	047.88	BEFORE JCT W HUNTLEY ST		2						9400*	10000	10000
105	047.88	AFTER JCT W HUNTLEY ST		2					12000	10000*	11000*	11000
105	048.66	BEFORE JCT SR 105 SPBOONE (SPUR)		2							18000*	19000
105	048.76	BEFORE JCT SR 101		2					18000*	18000	18000*	19000*
	STATE ROUTE NO 105 SPUR BOONE SR 105 TO SR 101											
105SPBOONE	048.68	AFTER JCT SCOTT ST		2					3400	3500	2500*	2600
105SPBOONE	048.81	BEFORE JCT SR 101-CURTIS ST		2					2500*	2600	1900	1800*
	STATE ROUTE NO 105 SPUR WESTPT SR 105 TO WESTPORT											
105SPWESTPT	030.29	AFTER JCT SR 105 WYE CONN		3					3500	2900*	3000	3100
105SPWESTPT	032.29	BEFORE JCT W OCEAN AVE*N FORREST ST		3					3500	3000*	3100	3200
105SPWESTPT	032.29	AFTER JCT W OCEAN AVE*N FORREST ST		3					3000	2500*	2500	2600
105SPWESTPT	033.75	BEFORE JCT W WILSON*E WILSON AVE		3					5100	4800*	4800	5000
105SPWESTPT	033.75	AFTER JCT W WILSON*E WILSON AVE		3					4000	3600*	3700	3800
105SPWESTPT	034.34	BEFORE JCT WESTHAVEN DR*END ROUTE		3					1900	1400*	1400	1500

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
		STATE ROUTE NO 106 MAINLINE SR 101 TO SR 3/BELFAIR							
106	000.00	AFTER JCT SR 101*BEG ROUTE		3		1600*	1600	1600	1700*
106	001.78	AFTER JCT PURDY CUTOFF RD		3		1400	1400	1400*	1400
106	006.88	AFTER JCT E DALBY RD		3		2000	2000	2000*	2100
106	012.39	AFTER TWANOH STATE PARK		3		1700	1700	1900*	1900
106	020.05	BEFORE JCT SR 3 WYE CONN		3		5900	5900	4500*	4600
		STATE ROUTE NO 107 MAINLINE SR 101 TO SR 12/MONTE							
107	000.02	AFTER JCT SR 101 WYE CONN		2		2100	2200	2200*	2300
107	002.99	AFTER JCT BLUE SLOUGH RD WYE CONN		2		3400	3400	3600*	3700
107	007.91	BEFORE RAMP SR 12		2		5300	4800*	4800	5000
		STATE ROUTE NO 108 MAINLINE SR 8/MCLEARY TO SR 101							
108	000.00	AFTER JCT SR 8*BEG ROUTE		2		3800	3500*	3600	3700
108	000.11	AFTER JCT ELMA-MCCLEARY RD		2		5100	5200*	5200	4800*
108	001.11	BEFORE JCT SUMMIT RD*CURRAN ST		2		5100*	5000*	5100	5600*
108	001.11	AFTER JCT SUMMIT RD*CURRAN ST		2		4200*	4100*	4100	4800*
108	001.98	AFTER JCT SUMMIT RD		2		2700*	2700	2800	2900
108	011.11	AT SKOOKUM CREEK BRIDGE		2		2900*	3000	3000	3300*
108	011.90	BEFORE JCT KAMILCHE LN		2		6800	7500*	7500	7800
		STATE ROUTE NO 109 MAINLINE SR 101/HOQ TO TAHOLAH							
109	** 000.00	AFTER JCT SR 101*BEG ROUTE	C	2		5900	6000	5300*	5500*
109	000.14	BEFORE JCT SR 109 COHQUIAM(COUPLT)	C	2					5400*
109	000.17	AFTER JCT GARFIELD ST		2		8300*	8400	8500	8800
109	000.44	AFTER JCT SPRUCE ST		2		9900	10000	10000*	10000
109	000.93	BEFORE JCT SPENCER ST		2		6900	7000*	7300*	7600

** COUPLET SKETCH IN BACK OF BOOK

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+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
109	000.93	AFTER JCT SPENCER ST		2							5000*	5100
109	001.79	BEFORE JCT SR 109 SPLONNGR (SPUR)		2					6800*	7000	7000	6300*
109	001.79	AFTER JCT SR 109 SPLONNGR (SPUR)		2					7800*	7800	7900	5800*
109	010.24	AT HUMPTULIPS RIVER BRIDGE		2					4400	5200*	5200	5400
109	016.11	BEFORE JCT SR 115		3					5600*	5600	5700	5700*
109	016.11	AFTER JCT SR 115		3					3300*	3300	3400	2900*
109	021.39	AT COPALIS RIVER BRIDGE		3					1400*	1400	1400	1300*
109	029.41	BEFORE JCT OCEAN BEACH RD*MAIN ST		3					1100*	1100	1100	1100
109	029.41	AFTER JCT OCEAN BEACH RD*MAIN ST		3					1900*	2000	2000	1700*
109	031.50	AT MOCLIPS RIVER BRIDGE		3					1600	1600*	1700	1700
109	032.41	AFTER JCT MOCLIPS-OLYMPIC HWY		3					1200	1200*	1200	1200
109	040.41	BEFORE JCT CUITAN ST		3						1100*	1200	1200
	STATE ROUTE NO 109 COUPLET HQUIAM EMERSON AVE TO 5TH ST											
109COHQUIAM	** 000.14	AFTER JCT SR 109-EMERSON AV*3RD ST		2					3100*	3200	3200	4200*
109COHQUIAM	000.29	BEFORE JCT SR 101 SB COUPLET*5TH ST		2							4200*	4400
	STATE ROUTE NO 109 SPUR LONNGR SR 109 TO SR 101											
109SPLONNGR	001.79	AFTER JCT SR 109*BEG ROUTE		2					380*	390	390	410*
109SPLONNGR	003.61	BEFORE JCT SR 101*END ROUTE		2					440	440	480*	490
	STATE ROUTE NO 110 MAINLINE 101 TO OLYMPIC PK BNDRY											
110	000.00	AFTER JCT SR 101*BEG ROUTE		3					2400	2400	2100*	2200
110	007.80	BEFORE JCT SR 110 SPMORA (SPUR)		3							1200*	1300
110	007.80	AFTER JCT SR 110 SPMORA (SPUR)		3							1000*	1000
110	011.10	OLYMPIC NATL PARK BNDRY		3							940*	970

** COUPLET SKETCH IN BACK OF BOOK

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
		STATE ROUTE NO 110 SPUR MORA 110 TO OLYMPIC PARK BDRY										
110SPMORA	007.80	AFTER JCT SR 110*BEG ROUTE		3					680	680	580*	600
110SPMORA	010.47	OLYMPIC NATL PARK BNDRY		3							230*	240
		STATE ROUTE NO 112 MAINLINE RES. E. BDRY TO SR 101										
112	000.00	MAKAH RES BDRY*BEG ROUTE		3					1000	1000	940*	960
112	012.53	BEFORE JCT HOKO-OZETTE RD		3							1500*	1500
112	012.53	AFTER JCT HOKO-OZETTE RD		3							1800*	1900
112	016.69	BEFORE JCT BOGACHIEL ST		3							2800*	2900
112	017.16	BEFORE JCT CHARLIE CRK-WEEL RD		3							3200*	3300
112	023.12	BEFORE JCT SR 113-BURNT MTN RD		3					1900	1900	1900*	1600*
112	023.12	AFTER JCT SR 113-BURNT MTN RD		3					1200	1200	1100*	960*
112	038.96	AT EAST TWIN RIVER BRIDGE		3					1400*	1500	1500	920*
112	049.27	AFTER JCT WYE RD		3					2100*	2100	2100	1800*
112	050.98	AFTER JCT CRESCENT BEACH RD		3					3100*	3100	3100	2400*
112	058.90	BEFORE JCT PLACE RD*DAN KELLY RD		3					4700*	4800	4800	4200*
112	058.90	AFTER JCT PLACE RD*DAN KELLY RD		3					5900*	6000	6000	5400*
112	061.07	BEFORE JCT SR 101 WYE CONN		3					4800	4800	4900	5400*
		STATE ROUTE NO 113 MAINLINE SR 101 TO SR 112										
113	000.00	AFTER JCT SR 101*BEG ROUTE		3					1600	1600	1200*	1200
113	009.98	BEFORE JCT SR 112		3							1300*	1200
		STATE ROUTE NO 115 MAINLINE OCEAN SHORES TO SR 109										
115	000.03	AFTER JCT OYHUT RD		3					6600*	6600	6700	7800*
115	002.28	BEFORE JCT SR 109		3					6700*	6800	6900	7100

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
		STATE ROUTE NO 116 MAINLINE SR 19 TO FORT FLAGLER PK										
116	000.00	AFTER JCT SR 19*BEG ROUTE		3					5600*	6200*	6300	7100*
116	001.99	BEFORE JCT OAK BAY RD		3						5300*	5400	5500
116	002.01	AFTER JCT OAK BAY RD WYE CONN		3					3000	2800*	2800	2900
116	005.50	BEFORE JCT GARDEN CLUB RD		3					1400	1600*	1600	1600
116	009.82	BEFORE JCT FORTGATE RD		3						450*	460	470
		STATE ROUTE NO 117 MAINLINE SR 101 TO PORT DOCKS										
117	000.09	AFTER RAMP SR 101		2					3700	3800	3800	3600*
117	001.40	BEFORE JCT MARINE DR		2							6500*	6700
		STATE ROUTE NO 119 MAINLINE SR 101 TO LAKE CUSHMAN										
119	000.00	AFTER JCT SR 101*BEG ROUTE		3					2800	2900	3000*	3200
119	002.95	AFTER LAKE CUSHMAN GOLF COURSE		3					1900	1900	1900*	2000
119	006.57	AFTER JCT LK CUSHMAN PIONEER VLLGE		3					1000	1000	1000*	1100
119	010.89	AFTER JCT MT ROSE VILLAGE		3					320	320	220*	230
		STATE ROUTE NO 121 MAINLINE SR 5/MAYTOWN TO SR 5										
121	000.07	AFTER RAMP SR 5 NB		3					1800	1800	1700*	1800
121	002.51	BEFORE JCT TILLEY RD SW		3					980	990	920*	940
121	002.51	AFTER JCT TILLEY RD SW		3					1900	1900	2100*	2200
121	006.24	BEFORE JCT 93RD AVE SE*TILLEY RD S		3					3500	3500	3300*	3400
121	006.24	AFTER JCT 93RD AVE SE*TILLEY RD S		3					3700	3700	3900*	4000
121	006.54	AFTER JCT CASE RD SW		3					6900	7000	6800*	7000
121	007.56	BEFORE RAMP SR 5 NB		3					8200	8200	8600*	8800

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
	STATE ROUTE NO 122 MAINLINE SR 12 TO SR 12/MOSSYROCK											
122	000.00	AFTER JCT SR 12*BEG ROUTE		3					880	900*	910	940
122	001.94	AFTER JCT CINEBAR RD WYE CONN		3						670*	680	700
122	007.88	BEFORE JCT SR 12		3					960	950*	960	980
	STATE ROUTE NO 123 MAINLINE SR 12 TO SR 410											
123	000.01B	AFTER JCT SR 12 WYE CONN		2					1400	930*	940	980
123	003.88	AT ADC LOCATION R040 NORTH		2					920	940	940	900*
123	016.28	BEFORE JCT SR 410 WYE CONN		2						1100*	1100	1100
	STATE ROUTE NO 124 MAINLINE SR 12 TO SR 12/WAITSBURG											
124	000.00	AFTER JCT SR 12*BEG ROUTE		2					4200*	4200	4400	5400*
124	005.23	BEFORE JCT ICE HARBOR RD		2					3300	3100*	3200	3300
124	005.23	AFTER JCT ICE HARBOR RD		2					2700	2800*	3000	3000
124	009.66	AFTER JCT ADKINS RD		2					1900	2000*	2000	2100
124	022.58	AFTER JCT W LAMAR RD		2						1400*	1400	1500
124	040.87	AFTER JCT BOLLES RD		2					1300*	1300	1400	1400*
	STATE ROUTE NO 125 MAINLINE OREGON ST. LN TO SR 124											
125	000.00	OREGON ST LINE*BEG ROUTE		1					15000*	14000*	14000*	14000*
125	000.01	BEFORE JCT STATE LINE RD		1					14000*	15000	15000	15000
125	001.88	BEFORE JCT COLLEGE AVE		1					16000*	16000	16000	16000*
125	001.88	AFTER JCT COLLEGE AVE		1					14000*	14000	14000	13000*
125	004.45	BEFORE JCT PLAZA WAY*MILITARY RD		1					11000*	12000	12000	12000*
125	004.47	AFTER JCT MILITARY RD WYE CONN		1					18000*	18000	19000	19000*
125	005.21	BEFORE JCT W POPLAR ST		1					19000*	20000	20000	18000*
125	005.21	AFTER JCT W POPLAR ST		1					15000*	15000	15000	15000*

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
125	005.41	BEFORE JCT W ROSE ST		1					13000*	13000	13000	13000*
125	005.41	AFTER JCT W ROSE ST		1					7500*	7500	7800	7500*
125	006.09	BEFORE JCT SR 125 SP125SP*13TH AVE		2						5000*	5200	5300
125	006.09	AFTER JCT SR 125 SP125SP*13TH AVE		2						3700*	3800	3900
125	006.51	AFTER JCT REES AVE		2						3300*	3500	3500
125	006.76	LEAVING CITY OF WALLA WALLA		2					1100	1100	1100*	1100
125	012.56	AFTER JCT VALLEY GROVE RD WYE CONN		3							440*	530*
125	023.67	BEFORE JCT SR 124		3					360	550*	570	580
	STATE ROUTE NO 125 SPUR 125SP SR 125 TO SR 12											
125SP125SP	006.09	AFTER JCT SR 125*13TH AV*BEG ROUTE		1					2600	2200*	2200	2300
125SP125SP	006.75	BEFORE JCT SR 12 WYE CONN		1						1700*	1700	1800
	STATE ROUTE NO 127 MAINLINE SR 12/DODGE TO SR 26											
127	000.03	AFTER JCT SR 12*BEG ROUTE		1					430*	430	450	660*
127	010.15	BEFORE JCT HOPKINS RD*CO RD		1							740*	760
127	010.15	AFTER JCT HOPKINS RD*CO RD		1							680*	700
127	019.53	BEFORE JCT BIG ALKALI RD		1					740*	740	770	980*
127	027.05	BEFORE JCT SR 26		1					1000	780*	810	840
	STATE ROUTE NO 128 MAINLINE SR 12 TO IDAHO ST LINE											
128	000.51	BEFORE JCT SR 193		3					3800*	3800	3900	4500*
128	000.51	AFTER JCT SR 193		3					3900*	3900	4000	4200*
128	002.24	IDAHO ST LINE		3					4700	4800	5100*	4400*
	STATE ROUTE NO 129 MAINLINE OREGON TO SR 12/CLARKSTN											
129	000.00	OREGON ST LINE*BEG ROUTE		2					410*	410*	340*	330*
129	004.41	BEFORE JCT GRANDE RONDE RD		2								330*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
129	004.42	AFTER PUBLIC FISHING		2								330*
129	022.82	AFTER JCT ONSTOT RD		2							530*	720*
129	035.73	BEFORE JCT FAIRGROUNDS RD		2					640	650*	670	680
129	036.27	BEFORE JCT 1ST ST WYE CONN		2						1500*	1600	1600
129	036.29	AFTER JCT WASHINGTON ST WYE CONN		2						3000*	3100	3100
129	039.57	AFTER JCT POST LN		2					5800	5700*	5800	5900
129	040.81	BEFORE SOUTHWAY BRIDGE RAMPS		2					7300*	7400	7600	7900*
129	041.41	BEFORE JCT 6TH ST WYE CONN		2							6900*	7100
129	041.44	AFTER JCT 6TH ST		2							9200*	9400
129	042.16	BEFORE JCT SR 129 WYE CONN		2							6200*	6400
129	042.19	AFTER JCT SR 129 WYE CONN		2							7800*	8000
129	042.51	BEFORE JCT 2ND ST		2								8600*
	STATE ROUTE NO 129 SPUR 6THST SR 129 TO SR 12											
129SP6THST	042.17	AFTER JCT SR 129*DIAGONAL*MAPLE ST		2					2400	2500	2300*	2300
129SP6THST	042.42	BEFORE JCT SR 12-BRIDGE ST		2					1800	1800	1800*	1900
	STATE ROUTE NO 131 MAINLINE NAT FOREST BDRY TO SR 12											
131	000.00	SGN GIF PINC NT FOR BDRY		3					1400	1400	1300*	1400
131	001.02	BEFORE JCT WOODS WAY		3								680*
131	002.07	BEFORE JCT SR 12		3					2300	2300	1700*	1500*
	STATE ROUTE NO 141 MAINLINE SR 14/BINGEN TO CO. LINE											
141	000.00	AFTER JCT SR 14*BEG ROUTE		3					4300*	4400	4400	4600
141	001.48	AFTER JCT N MAIN AVE		3							3300*	3400
141	004.69	BEFORE JCT SR 141 SPUNDRWD (SPUR)		3							2100*	2200
141	004.69	AFTER JCT SR 141 SPUNDRWD (SPUR)		3							3900*	4000
141	012.55	BEFORE JCT BZ-GLENWOOD HWY		3					2300	2400	2300*	2400

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
141	012.56	AFTER JCT BZ-GLENWOOD HWY WYE CONN		3							1600*	1700
141	023.71	AFTER JCT GLENWOOD*TROUT LAKE RDS		3							1300*	1400
141	029.30	SIGN ENTER SKAMANIA CO		3							50*	50
	STATE ROUTE NO 141 SPUR UNDRWD SR 141 TO SR 14											
141SPUNDRWD	004.69	AFTER JCT SR 141*BEG ROUTE		3					2000	2000	2300*	2300
141SPUNDRWD	006.85	BEFORE JCT SR 14*END ROUTE		3					2400	2400	2600*	2700
	STATE ROUTE NO 142 MAINLINE SR 14/LYLE TO SR 97											
142	000.14	AFTER JCT TACOMA AVE		3							830*	860
142	010.00	AT KLICKITAT RIVER BRIDGE		3						640*	670	690
142	013.26	AFTER JCT DURKEE RD		3						540*	560	580
142	023.61	BEFORE JCT GLENWOOD RD		3					420	350*	370	380
142	023.69	AFTER JCT GLENWOOD RD WYE CONN		3					650	680*	710	730
142	030.32	AFTER JCT ESTEB RD WYE CONN		3						1100*	1200	1200
142	034.29	BEFORE JCT N COLUMBUS AVE		3					4400	3900*	4000	4100
142	034.29	AFTER JCT N COLUMBUS AVE		3					5700	5400*	5500	5700
142	034.79	AFTER JCT N ROOSEVELT ST		3						4300*	4300	4500
142	035.29	BEFORE JCT SR 97		3					3200	3300	3500*	3600
	STATE ROUTE NO 150 MAINLINE MANSON TO SR 97/CHELAN											
150	000.30	BEGIN ROUTE		3					4800*	4700	4700	4900
150	000.51	AFTER JCT QUETILQUASOON RD		3					4800*	4800	4800	5100*
150	001.54	AFTER JCT WAPATO LAKE RD		3					5900*	5900	5900	5900*
150	006.16	AFTER JCT BOYD RD		3								7600*
150	006.26	AFTER JCT DIETRICH RD		3					8000*	7900	7800	8000
150	006.95	BEFORE JCT NO SEEUM RD		3					8200*	8200	8000*	8200
150	006.95	AFTER JCT NO SEEUM RD		3					9100*	9100	8900	9100

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
150	007.97	BEFORE JCT COLUMBIA ST		3					11000	9500*	9600	9200
150	007.97	AFTER JCT COLUMBIA ST		3					8700	7000*	7100	6800
150	008.25	BEFORE JCT SR 97AR (ALT)*WOODIN AVE		3					8200*	6900*	6900	6700
150	009.15	AFTER JCT SR 97AR (ALT) WYE CONN		3					4200*	4300	4300	3800*
150	010.20	AFTER JCT WILLMORTH DR		3					2700*	2700	2700	2600*
150	012.06	BEFORE JCT SR 97		3					2200*	2200	2200	2000*
	STATE ROUTE NO 153 MAINLINE SR 97/PATEROS TO SR 20											
153	000.00	AFTER JCT SR 97*BEG ROUTE		2					2300	2300	2300*	2400*
153	001.68	AFTER JCT ALTA LAKE RD		2					2000*	2000	2000	2100
153	016.82	AFTER JCT GOLD CREEK LOOP RD		2						1200*	1200	1200
153	023.26	AFTER JCT OLD CARLTON RD		2						1400*	1400	1500
153	030.74	BEFORE JCT SR 20		2					2200*	1800*	1800	1900
	STATE ROUTE NO 155 MAINLINE SR 2 TO SR 97/OMAK											
155	000.00	AFTER JCT SR 2*BEG ROUTE		2								1700*
155	000.07	AFTER JCT PODEY RD		2					740	1200*	1200	1300
155	022.79	BEFORE JCT AIRPORT RD		2						1500*	1500	1500*
155	022.79	AFTER JCT AIRPORT RD		2					1500	1700*	1700	1700
155	024.24	AFTER JCT WESTERN AVE WYE CONN		2						3500*	3500	3700
155	025.68	BEFORE JCT SR 174 WYE CONN		2						5000*	5000	5100
155	025.73	AFTER JCT SR 174 WYE CONN		2						5900*	5900	6100
155	028.04	ENTERING CITY OF COULEE DAM		2						5800*	5800	5900
155	028.49	BEFORE JCT ROOSEVELT WAY		2					5700*	5600	5700	5700
155	028.49	AFTER JCT ROOSEVELT WAY		2					3100*	2900*	2900	3000
155	042.39	BEFORE JCT MCGINNIS LAKE RD		2					2700	2700	2400*	2400
155	042.39	AFTER JCT MCGINNIS LAKE RD		2					3100	3100	2900*	3000
155	044.59	AFTER JCT CO RD		2						1500*	1500	1500

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155	075.77	BEFORE JCT OMAK LAKE RD		2							1700*	1700
155	079.17	BEFORE JCT CO RD #3735		2							2300*	2400
155	079.17	AFTER JCT CO RD #3735		2							4200*	4300
155	080.15	BEFORE JCT SR 155 SPOMAK*2ND AVE E		2								7100*
155	080.17	AFTER JCT SR 155 SPUR WYE CONN		2								3100*
155	080.43	BEFORE JCT FIFTH AVE E		2						4100*	4100	4200
	STATE ROUTE NO 155 SPUR OMAK SR 155 TO SR 215											
155SPOMAK	080.17	AFTER JCT SR 155 WYE CONN		2							6700*	6700
155SPOMAK	080.52	BEFORE JCT SR 215*END ROUTE		2					7400*	7500	7900*	7900*
	STATE ROUTE NO 160 MAINLINE SR 16 TO FERRY DOCK											
160	000.00	AT SR 16 BRIDGE*BEGIN ROUTE		2					16000	16000	15000*	16000
160	000.09	AFTER RAMP SR 16*SR 16		2					20000	20000	20000*	20000
160	000.82	BEFORE JCT BETHEL RD SE		2							18000*	18000
160	000.82	AFTER JCT BETHEL RD SE		2							13000*	13000
160	001.82	AFTER JCT JACKSON AVE SE		2					11000	12000	12000*	12000
160	002.54	BEFORE JCT LONG LAKE RD SE		2							11000*	11000
160	002.54	AFTER JCT LONG LAKE RD SE		2							6700*	6900
160	007.30	BEFORE JCT OLD SR 160		2					2200	2200	2300*	2300
160	007.47	SOUTHWORTH FERRY LANDING		2					1900*	1900*	1900*	1800*
	STATE ROUTE NO 161 MAINLINE SR 7 TO SR 18/FEDRL WAY											
161	000.00	AFTER JCT SR 7*BEG ROUTE		2					590	590	480*	500
161	002.89	BEFORE JCT MASHELL AVE S		2						1100*	1100	1200
161	003.04	BEFORE JCT CENTER ST E		2						800*	810	840
161	003.04	AFTER JCT CENTER ST E		2						5800*	5900	6100
161	006.12	BEFORE JCT EATONVILLE CUTOFF RD		2						6700*	6800	7000

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
161	006.12	AFTER JCT EATONVILLE CUTOFF RD		2			4600*	4600	4800
161	009.80	BEFORE JCT 352ND ST E		2		5500*	5500	5600	5800
161	009.80	AFTER JCT 352ND ST E		2		5700*	5800	5800	6000
161	013.17	AFTER JCT 304TH ST E*KAPOWSIN HWY		2			7400*	7500	7700
161	017.32	AFTER JCT PVT RD*238TH ST E		2				12000*	12000
161	018.21	BEFORE JCT 224TH ST E		2		10000	13000*	12000*	13000*
161	018.21	AFTER JCT 224TH ST E		2		20000	19000*	19000	20000
161	020.08	BEFORE JCT 194TH ST E		2				25000*	26000
161	020.08	AFTER JCT 194TH ST E		2		24000	25000	26000*	27000
161	021.37	AFTER JCT 176TH ST E WYE CONN		2		27000	31000*	31000	32000
161	023.23	BEFORE JCT 144TH ST E		2					37000*
161	024.24	BEFORE JCT 128TH ST E		2			40000*	41000	42000
161	024.24	AFTER JCT 128TH ST E		2			42000*	42000	43000
161	024.73	BEFORE JCT 47TH AVE SE*120TH ST E		2					44000*
161	025.22	BEFORE JCT 39TH AVE SW WYE CONN		2		41000*	42000	43000	44000
161	025.65	BEFORE JCT MERIDIAN ST WYE CONN		2			47000*	48000	49000
161	028.82	AFTER JCT VALLEY AVE E WYE CONN		2		15000	15000*	16000	16000
161	030.34	BEFORE CHRISELLA RD E		2		16000	16000*	16000	16000
161	032.09	BEFORE JCT MILTON WAY (OLD SR 514)		2			19000*	19000	20000
161	032.13	AFTER JCT JOVITA BLVD E		2			23000*	24000	24000
161	032.58	BEFORE JCT MILITARY RD S		2		21000	22000*	22000*	23000
161	032.58	AFTER JCT MILITARY RD S		2		19000	19000	19000*	19000
161	032.93	AFTER JCT 28TH AVE S		2		18000	19000	18000*	18000
161	033.54	BEFORE JCT S 370TH ST		2		18000	18000	17000*	18000
161	033.54	AFTER JCT S 370TH ST		2		19000	19000	18000*	19000
161	034.50	BEFORE JCT S 356TH ST		2		24000	25000	25000*	26000
161	034.50	AFTER JCT S 356TH ST		2		24000	24000	26000*	27000

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
		STATE ROUTE NO 162 MAINLINE SR 410/SUMNER TO SR 165										
162	000.08	AFTER RAMP SR 410		3					21000*	21000	21000	22000
162	003.21	AFTER JCT BOWMAN HILTON*PIONEER WY		3					18000*	18000	18000	19000*
162	008.77	AFTER JCT OLD PIONEER WAY E		3					14000*	14000	14000	14000*
162	010.97	AFTER JCT ORVILLE RD E		3					6800*	6800	6900	5800*
162	019.73	BEFORE JCT SR 165 WYE CONN		3					5400*	5500	5500	4900*
		STATE ROUTE NO 163 MAINLINE SR 16 UX TO FERRY TERM.										
163	000.00	AT SR 16*BEG ROUTE		1					29000	30000	30000	29000*
163	000.69	AFTER JCT N 21ST ST*WESTGATE BLVD		1					21000	21000*	21000	21000
163	001.70	BEFORE JCT N 37TH STREET		1					14000*	14000	15000	15000*
163	001.70	AFTER JCT N 37TH STREET		1					9600*	9800	9900	10000*
163	002.33	AFTER JCT N 46TH ST		1					7100*	7200	7300	7600*
163	002.83	AFTER JCT N 51ST ST		1					4100	5600*	5700	5800
163	003.06	BEFORE JCT PARK WAY		1					3400*	3400	3500	3600
163	003.08	BEFORE JCT N PARK AVE*N 54TH ST		1								4000*
163	003.09	AFTER POINT DEFIANCE PARK		1					2800*	2900	2900	2900*
163	003.34	BEFORE JCT WATERFRONT DR		1								2600*
163	003.37	PT DEFIANCE FERRY LANDNG		1					1400*	1300*	1200*	1200*
		STATE ROUTE NO 164 MAINLINE SR 18 TO SR 410/ENUMCLAW										
164	000.41	AFTER JCT OFF RAMP WYE CONN		2					22000*	22000	22000	23000
164	000.91	BEFORE JCT 12TH ST SE		2					33000*	34000	34000	35000
164	000.91	AFTER JCT 12TH ST SE		2					32000*	33000	33000	34000
164	002.07	BEFORE JCT RIVERWALK DR SE		2					24000*	28000*	28000	29000
164	002.07	AFTER JCT RIVERWALK DR SE		2						28000*	29000	29000
164	007.51	BEFORE JCT SE 400TH ST		2						13000*	13000*	13000

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
164	007.51	AFTER JCT SE 400TH ST		2				9900*	10000
164	012.75	BEFORE JCT 236TH AVE SE		2				11000*	12000
164	012.75	AFTER JCT 236TH AVE SE		2				11000*	12000
164	014.11	BEFORE JCT HARDING ST		2		12000*	12000	12000	12000
164	014.11	AFTER JCT HARDING ST		2		11000*	11000	11000	11000
164	014.52	BEFORE JCT SR 169*PORTER ST		2		10000*	10000	9900*	10000
164	014.52	AFTER JCT SR 169*PORTER ST		2		11000*	11000	9800*	10000
164	014.63	BEFORE JCT COLE ST		2		11000*	11000	11000	11000
164	014.63	AFTER JCT COLE ST		2		11000*	11000	11000	11000
164	014.75	BEFORE JCT FIRST ST		2		9900*	10000	10000	10000
164	014.75	AFTER JCT FIRST ST		2		9600*	9900	10000	10000
164	014.83	BEFORE JCT SECOND ST		2			9900*	10000	10000
164	014.83	AFTER JCT SECOND ST		2		10000*	10000*	10000	11000
164	015.13	BEFORE JCT SR 410		2				7400*	7600
	STATE ROUTE NO 165 MAINLINE MT RAINIER BRY TO SR 410								
165	010.91	BEFORE JCT FAIRFAX FOREST PRESERVE		3		240*	240	240	280*
165	010.91	AFTER JCT FAIRFAX FOREST PRESERVE		3		330*	330	330	450*
165	015.41	BEFORE JCT WILKESON-CARBONADO RD		3					1300*
165	019.55	BEFORE JCT SR 162 WYE CONN		3		6000*	6000	6100	5000*
165	019.60	AFTER JCT SR 162		3		6400*	6400	6500	6700*
165	021.22	BEFORE JCT 112TH ST E		3			7200*	7300	7500
	STATE ROUTE NO 166 MAINLINE SR 16 TO PRT ORCHARD ECL								
166	000.02	AFTER JCT SR 16*BEG ROUTE		2		15000	13000*	13000	13000
166	003.38	BEFORE JCT BAY ST WYE CONN		2					19000*
166	003.41	AFTER JCT MAPLE AVE		2		15000	14000	14000	15000*
166	003.94	AFTER JCT SR 166 COORCHRD (CPLT)		2		18000	15000*	15000	15000

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
166	004.73	BEFORE JCT JACKSON AVE*OLNEY RD		2								16000*
166	004.73	AFTER JCT JACKSON AVE*OLNEY RD		2								18000*
	STATE ROUTE NO 167 MAINLINE SR 5/TACOMA TO SR 900											
167	000.00	AT SR 5 UXING*BEGIN ROUTE		1					3700	3700	3800	4000*
167	000.02	AFTER JCT FRONTAGE RD-E 28TH ST		1					7300*	7400	7500	8300*
167	000.57	BEFORE JCT GRANDVIEW ST		1					36000*	36000	37000	40000*
167	000.61	AFTER JCT PIONEER WAY		1					23000	24000	24000	26000*
167	003.66	BEFORE JCT 48TH ST E*66TH AVE E		1					24000	27000*	28000	28000
167	003.66	AFTER JCT 48TH ST E*66TH AVE E		1					23000	27000*	27000	28000
167	005.16	AFTER JCT 15TH ST NW*87TH AVE E		1					25000*	25000	25000	27000*
167	005.46B	AFTER JCT 11TH ST NW		1					25000*	26000	26000	27000
167	005.60B	AFTER JCT 9TH ST NW		1					27000*	27000	28000	29000*
167	005.96B	AFTER JCT 4TH ST NW		1					30000*	31000	31000	31000*
167	006.16B	BEFORE JCT SR 167 WYE CONN		1					28000*	29000	29000	29000
167	006.19B	AFTER JCT CITY ST		1					30000*	30000	31000	30000*
167	** 005.26	AFTER JCT SR 167 COUPLET	C	1					18000*	20000*	20000	21000
167	005.98	AT SR 512		1					32000*	32000	33000	35000
167	006.68	BEFORE RAMP SR 410		1					88000*	89000	90000	93000
167	007.03	AT SR 410 BRIDGE		1					51000*	52000	52000	54000
167	014.94	AFTER RAMP SR 18 WB		1					96000	101000*	103000	105000
167	015.77	AT 15TH ST NW		1						85000*	86000	89000
167	016.20	AFTER RAMP 15TH ST NW		1						104000*	105000	108000
167	017.93	AT S 277TH ST		1						93000*	95000	97000
167	018.24	AFTER RAMP S 277TH ST		1					94000	108000*	110000	113000
167	019.60	AT SR 516 BRIDGE		1						83000*	84000	87000
167	019.93	AFTER RAMP SR 516		1					83000	95000*	96000	99000
167	021.31	AT 84TH AVE SE BRIDGE		1						81000*	83000	83000

** COUPLET SKETCH IN BACK OF BOOK

* BASED ON ACTUAL COUNT
+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
167	021.78	AFTER RAMP N CENTRAL AVE		1					92000	107000*	109000	109000
167	022.40	AT S 212 ST		1						91000*	92000	92000
167	023.70	AT ADC LOCATION P6		1	04	03	01	08	106000*	109000*	111000+	111000*
167	024.77	AFTER RAMP SW 43RD ST		1					105000	115000*	117000	117000
167	026.20	BEFORE RAMP SR 405		1						71000*	72000	72000
	STATE ROUTE NO 167 COUPLET PUYALP MILWAUKEE AVE TO SR 167											
167COPUYALP	** 006.18	BEFORE JCT SR 161		2						20000*	20000	21000
	STATE ROUTE NO 169 MAINLINE SR 164 TO SR 405/RENTON											
169	000.00	AFTER JCT SR 164*BEG ROUTE		2					8000*	8100	7500*	7700
169	000.17	BEFORE JCT WASHINGTON AVE		2					7500*	7600	7700	7900
169	000.17	AFTER JCT WASHINGTON AVE		2					7700*	7800	7900	8200
169	000.67	BEFORE JCT MCHUGH AVE*SE 432ND ST		2					8900*	9100	9200	9500
169	000.67	AFTER JCT MCHUGH AVE*SE 432ND ST		2					8000*	8100	8200	8500
169	000.98	AFTER JCT SE 427TH ST		2					8600	7700*	7800	8000
169	007.63	AFTER JCT LAWSON ST		2					10000*	10000	10000	11000
169	010.02	AFTER JCT SE 288TH ST		2						10000*	10000	11000
169	011.44	BEFORE JCT SR 516*KENT KANGLEY RD		2						12000*	12000	12000
169	011.44	AFTER JCT SR 516*KENT KANGLEY RD		2					15000	16000*	16000	17000
169	012.38	BEFORE JCT SE 253RD PL		2					17000*	17000	17000	18000
169	012.38	AFTER JCT SE 253RD PL		2					15000*	16000	16000	16000
169	012.53	AFTER JCT SE 251ST ST		2					17000*	17000	17000	18000
169	013.86	AFTER JCT WITTE RD		2					28000	29000	25000*	26000
169	014.17	AFTER JCT SE 231ST ST		2					19000	19000	20000*	21000
169	017.68	AFTER JCT CEDAR GROVE RD		1					19000	19000	18000*	19000
169	019.22	AFTER JCT SE JONES RD*196TH AVE SE		1						22000*	22000	23000
169	022.08	BEFORE JCT 152ND AVE SE		1					22000*	23000	23000	24000

** COUPLET SKETCH IN BACK OF BOOK

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+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
169	022.32	AFTER JCT 149TH AVE SE		1					29000*	29000	29000	30000
169	023.00	AFTER JCT 140TH WAY SE WYE CONN		1					34000	34000	33000*	34000
169	023.34	AFTER JCT 131ST AVE SE		1					34000*	34000	33000	34000
	STATE ROUTE NO 170 MAINLINE SR 17 TO WARDEN											
170	000.00	AFTER JCT SR 17*BEG ROUTE		3					2900	2500*	2600	2700
170	003.68	BEFORE JCT S MAIN ST		3						2700*	2800	2900
	STATE ROUTE NO 171 MAINLINE SR 90 TO SR 17/MOSES LK											
171	000.00	AT SR 90 BRIDGE*BEGIN ROUTE		1								5700*
171	000.08	AFTER JCT SR 90 WB OFF RAMP WYE CON		1								9600*
171	000.21	AFTER JCT MELVA LN WYE CONN		1					8300*	8500	8600	10000*
171	000.75	BEFORE JCT BURRESS AVE		1					11000*	11000	11000	11000*
171	000.79	AFTER JCT BURRESS AVE		1					14000	14000	15000	13000*
171	002.02	BEFORE JCT 3RD AVE		1					18000*	18000	19000	18000*
171	002.06	AFTER JCT 3RD AVE WYE CONN		1					13000*	13000	13000	13000*
171	002.89	BEFORE JCT STRATFORD RD*ALDER ST		1					21000*	21000	21000	22000*
171	003.02	BEFORE JCT PIONEER WAY		2								17000*
171	003.02	AFTER JCT PIONEER WAY		2					3900*	3900	4000	4600*
171	003.82	BEFORE JCT SR 17		2					5100*	5200	5200	5400
	STATE ROUTE NO 172 MAINLINE SR 2/FARMER TO SR 17											
172	000.00	AFTER JCT SR 2*BEG ROUTE		3					120*	120	120	160*
172	014.04	BEFORE JCT MCNEIL CANYON RD		3							280*	290
172	014.04	AFTER JCT MCNEIL CANYON RD		3							440*	450
172	019.87	AFTER JCT C NE RD		3							610*	620
172	021.88	AFTER JCT 14 NE RD		3							550*	560
172	022.24	BEFORE JCT RAILROAD AVE*MAIN ST		3							780*	800

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
172	022.26	AFTER JCT MAIN ST WYE CONN		3							240*	250
172	035.08	BEFORE JCT SR 17		3					150	150	180*	190
	STATE ROUTE NO 173 MAINLINE SR 17 TO SR 97/BREWSTER											
173	000.02	AFTER JCT SR 17 WYE CONN		3					1800*	1800	1800	2400*
173	001.34	BEFORE JCT 10TH ST*COLUMBIA AVE		3					2000*	1900	2000	1900*
173	001.34	AFTER JCT 10TH ST*COLUMBIA AVE		3					1200*	1200	1200	1100*
173	002.48	BEFORE JCT DEZELLEM HILL RD		3					1500*	1500	1500	1500*
173	002.52	AFTER JCT CO RD		3					2200*	2200	2200	2000*
173	010.62	BEFORE JCT CO RD		3					2500*	2500	2500	2800*
173	010.62	AFTER JCT CO RD		3					4100*	4100	4100	4100
173	011.99	BEFORE JCT SR 97		3					3000*	3000	3000	2800*
	STATE ROUTE NO 174 MAINLINE SR 17/LEAHY TO SR 21											
174	000.00	AFTER JCT SR 17*BEG ROUTE		2					500	500	550*	490*
174	000.14	AFTER JCT P NE		2					500	500	570*	580
174	019.55	BEFORE JCT SR 174 SPCRWNPT (SPUR)		2					780*	770	780	750*
174	019.55	AFTER JCT SR 174 SPCRWNPT (SPUR)		2					880*	880	880	830*
174	020.81	AFTER JCT E ST		2					1500*	1500	1500	1300*
174	021.43	BEFORE JCT SR 155 WYE CONN		2						1900*	1900	1900
174	021.51	AFTER JCT SR 155 WYE CONN		3					3500	3100*	3100	3100
174	024.32	AFTER JCT PARK SERVICE RD		3					1700	1700	1600*	1600
174	040.66	BEFORE JCT SR 21		3							1700*	1700
	STATE ROUTE NO 174 SPUR CRWNPT SR 174 TO CROWN PT VISTA											
174SPCRWNPT	019.55	AFTER JCT SR 174*BEG ROUTE		3					150*	150	150	120*
174SPCRWNPT	020.92	CROWN POINT VISTA*END ROUTE		3								110*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
		STATE ROUTE NO 181 MAINLINE SR 516/KENT TO SR 405										
181	005.56	BEFORE JCT MEEKER ST		1						25000*	26000	26000
181	005.56	AFTER JCT MEEKER ST		1						25000*	26000	26000
181	006.70	BEFORE JCT S 228TH ST		1					31000	32000	26000*	27000
181	006.70	AFTER JCT S 228TH ST		1					34000	34000	29000*	30000
181	007.71	AFTER JCT S 212TH ST		1					30000	31000	31000*	31000
181	009.75	BEFORE JCT S 180TH ST WYE CONN		1					35000	36000	32000*	33000
181	009.76	AFTER JCT S 180TH ST		1					30000	31000	26000*	27000
		STATE ROUTE NO 182 MAINLINE SR 82 TO SR 395/PASCO										
182	000.00	AT SR 82*BEG ROUTE		5					7000	6100*	7800*	7700*
182	000.44	AFTER RAMP SR 82		5					12000	12000	15000*	16000*
182	003.37	BEFORE RAMP SR 240*WELLSIAN WAY		5					23000	24000*	26000	28000
182	003.89	AFTER RAMP SR 240		5						13000*	14000	15000
182	004.40	AFTER SR 240*GEORGE WA WAY		5					35000	36000*	39000	43000
182	006.34	AT ADC LOCATION R081		5	05	03	01	09	30000*	30000*	32000+	35000*
182	008.36	BEFORE RAMP RD 68		5					25000	27000*	29000	32000
182	011.40	BEFORE RAMP SR 395		5					25000	25000	28000*	30000
182	013.00	AFTER RAMP EBCD LANE		5					32000	32000	35000*	38000
182	013.93	BEFORE RAMP SR 395 EBCD/WBCD LANES		5					31000	32000	32000*	35000
182	014.37	AT SR 395-SR 397 UXING		5					13000	14000	13000*	14000
182	014.92	AFTER RAMP SR 395 EBCD LANE		5					15000	16000*	16000*	18000
		STATE ROUTE NO 193 MAINLINE SR 128 TO PORT OF WILMA										
193	000.51	AFTER JCT SR 128*BEG ROUTE		3					1700*	1700	1700	1600*

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	STATE ROUTE NO 194 MAINLINE ALMOTA TO SR 195/PULLMAN											
194	000.08	BEFORE JCT ALMOTA RD		3								420*
194	000.08	AFTER JCT ALMOTA RD		3					200*	200	210	370*
194	018.32	BEFORE JCT WAWAWAI-PULLMAN RD		3					380*	390	400	500*
194	021.01	BEFORE JCT SR 195		3					810*	810	840	1100*
	STATE ROUTE NO 195 MAINLINE IDAHO ST LN TO SR 90											
195	000.00B	IDAHO ST LINE*BEG ROUTE		1					3600*	3700*	3900*	4100*
195	000.12B	BEFORE JCT SHOEMAKER RD		1					3800	3800	3800*	4000
195	000.02	BEFORE JCT SR 195 SPUR WYE CONN		1					3700*	3700	3800	4400*
195	000.06	AFTER JCT SR 195 SPGNESSE (SPUR)		1					3800*	3800	3900	4500*
195	006.01	AT ADC LOCATION P13		1	08	06	01	15	4400	4300*	4400*	4600+
195	008.76	BEFORE JCT CHURCH RD #9400		1						4400*	4500	4700
195	019.94	BEFORE JCT SR 195 WYE CONN		1					4700*	4700	4800	5400*
195	019.99	AFTER JCT SR 195 WYE CONN		1								3500*
195	021.64	BEFORE JCT SR 194*OLD WAWAWAI RD		1					3000*	3100	3100	3500*
195	022.20	AT ADC LOCATION P14		1	08	09	02	19	2700*	2800*	2900*	3000+
195	022.83	AFTER RAMP SR 270		1					7100	7100	6500*	6600
195	028.49	AFTER JCT FULFS RD #5410		1					7200	7200	6600*	6700
195	037.44	BEFORE JCT MAIN ST		1							7500*	7600
195	037.46	AFTER JCT MAIN ST WYE CONN		1					9100	9100	9300*	9400
195	037.55	AT S FORK PALOUSE RV BRIDGE		1					12000	12000	12000*	12000
195	037.81	BEFORE JCT SR 272*CANYON ST		1					12000	12000	11000*	11000*
195	037.81	AFTER JCT SR 272*CANYON ST		1							10000*	10000
195	037.89	AFTER JCT SPRING ST		1								11000*
195	037.95	AFTER JCT WALL ST		1								11000*
195	038.47	BEFORE JCT FIRST ST		1							9000*	9200

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
195	038.58	BEFORE JCT SR 26		1							6200*	6300
195	038.60	AFTER JCT SR 26 WYE CONN		1							6800*	6900
195	039.08	AFTER JCT CEDAR ST		1					5900	5900*	6100	6200
195	042.81	BEFORE JCT BILL WILSON RD		1							5600*	5700
195	042.81	AFTER JCT BILL WILSON RD		1					5800	5800	5600*	5700
195	047.99	BEFORE JCT SR 23*ROBERT SCHOLZ RD		1					4200	4300	4400	5400*
195	047.99	AFTER JCT SR 23*ROBERT SCHOLZ RD		1					3700	3700	3800	4600*
195	059.96	AFTER JCT CACHE CREEK RD*BAIRD RD		1					3800	3800	4000*	4100
195	062.30	BEFORE RAMP SR 271		1					4200	4300	4300*	4300
195	062.94	AFTER RAMP SR 271		1					4600	4600	4200*	4300
195	066.22	ENTERING SPOKANE COUNTY		1							4700*	4800
195	078.93	BEFORE JCT CHENEY SPANGLE RD		1					5300	5400	5100*	5200
195	078.94	AFTER JCT CHENEY SPANGLE WYE CONN		1					5700	5800	5500*	5600
195	082.05	BEFORE JCT SPANGLE CRK*CAMERON RDS		1					6900*	7000	7300	7600*
195	087.70	AT ADC LOCATION P15		1	07	04	01	12	8400*	8500	8600*	8800+
195	090.28	BEFORE JCT MEDIAN XROAD*MULLEN HILL		1							8800*	9100
195	090.28	AFTER JCT MEDIAN XROAD*MULLEN HILL		1					9100	9200	9400*	9700
195	093.83	AFTER JCT CHENEY-SPOKANE RD		1							16000*	16000
195	094.94	BEFORE JCT CHESTNUT ST*THORP RD		1					14000	14000	14000*	14000
	STATE ROUTE NO 195 SPUR GNESSE SR 195 TO IDAHO ST LINE											
195SPGNESSE	000.10	AFTER JCT SR 195 WYE CONN		1					100*	100	100	90*
195SPGNESSE	000.60	IDAHO STATE LINE		1					110*	80*	70*	90*
	STATE ROUTE NO 197 MAINLINE OREGON ST LINE TO SR 14											
197	000.00	OREGON ST LINE*BEG ROUTE		2					5000*	5100*	6300*	5300*
197	000.80	BEFORE JCT DALLESPORT RD		2						6000*	6300	6400
197	001.15	AFTER JCT DOCK RD		2						3600*	3800	3800

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
197	003.14	BEFORE JCT SR 14 WYE CONN		2		3400	3800*	4000	4000
	STATE ROUTE NO 202 MAINLINE SR 522 TO SR 90/N. BEND								
202	000.51	BEFORE JCT 128TH PL NE		2					16000*
202	000.55	BEFORE JCT WOODINVILLE-REDMND RD NE		2		16000	16000	17000	16000*
202	000.56	AFTER JCT WOODINVILLE-REDMND RD NE		2		10000	10000	11000	10000*
202	002.19	BEFORE JCT NE 145TH ST WYE CONN		2		6100	6300	6300	6100*
202	002.22	AFTER JCT NE 145TH ST WYE CONN		2		8300	8400	8500	8000*
202	002.67	BEFORE JCT 148TH AVE NE*NE 145TH ST		2				8900*	9000*
202	002.68	AFTER JCT NE 145TH ST WYE CONN		2		18000	18000	17000*	17000*
202	004.77	BEFORE JCT NE 116TH ST		2		16000	17000	17000*	18000
202	004.77	AFTER JCT NE 116TH ST		2		15000	15000	15000*	16000
202	005.95	AFTER JCT NE 98TH ST		2		19000	19000	19000*	19000
202	** 007.03	BEFORE JCT SR 908*164TH AVE NE	C	2			5900*	5900	6100
202	007.03	AFTER JCT SR 908*164TH AVE NE	C	2		20000	18000*	18000	19000
202	007.69	BEFORE JCT MEDIAN XROAD*NE 76TH ST		2			33000*	33000	35000*
202	007.69	AFTER JCT MEDIAN XROAD*NE 76TH ST		2			38000*	38000	39000
202	007.80	AFTER JCT ON RAMP WYE CONN		2			46000*	47000	47000*
202	008.02	AFTER JCT NE 70TH ST		2			26000*	26000	27000
202	010.27	BEFORE JCT 208TH AVE NE*SAHALEE WAY		2		26000*	27000	27000	26000*
202	010.28	AFTER JCT SAHALEE WAY WYE CONN		2		13000*	14000	14000	12000*
202	013.83	BEFORE JCT NE AMES LAKE RD		2			11000*	11000	11000
202	013.83	AFTER JCT NE AMES LAKE RD		2		7700	9100*	9200	9400
202	015.60	AFTER JCT TOLT HILL RD		2			5700*	5800	5900
202	018.25	BEFORE JCT 292ND AVE SE		2		6800*	7000	7100	7300
202	018.25	AFTER JCT 292ND AVE SE		2		6900*	7000	7100	6700*
202	021.70	BEFORE JCT PRSTN-FALL CITY WYE CONN		2		7600	7800	7900	9700*
202	021.83	BEFORE JCT SR 203		2		12000*	13000	12000*	12000*

** COUPLET SKETCH IN BACK OF BOOK

* BASED ON ACTUAL COUNT
+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
202	021.84	AFTER JCT SR 203 WYE CONN		2		9000*	9200	9300	9200*
202	022.63	BEFORE JCT SE FISH HATCHERY RD		2					9400*
202	022.63	AFTER JCT SE FISH HATCHERY RD		2					8800*
202	023.02	BEFORE JCT 356TH DR SE*356TH AVE SE		2		8000*	8200	8300	8800
202	023.02	AFTER JCT 356TH DR SE*356TH AVE SE		2		6900*	7000	7100	7300
202	026.95	AFTER JCT RIVER ST		2		8900	9100	7600*	7900
202	030.54	BEFORE RAMP SR 90		2		11000	14000*	14000	15000
	STATE ROUTE NO 202 COUPLET REDMND AVONDALE WAY TO MP 6.97								
202COREDMND	** 007.65	BEFORE JCT NE 79TH ST		2			17000*	17000	18000
	STATE ROUTE NO 203 MAINLINE SR 202/FALL CITY TO SR 2								
203	000.01	AFTER JCT SR 202 WYE CONN		2		8200*	8400	8600*	7700*
203	005.97	BEFORE JCT ENTWISTLE ST		2				9600*	9900
203	008.82	BEFORE JCT LAKE JOY RD		2		7200	8000*	8100	8300
203	008.82	AFTER JCT LAKE JOY RD		2		5500	6500*	6600	6800
203	012.62	BEFORE JCT NE 124TH ST*NOVELTY RD		2		7900	8000	7300*	7600
203	012.65	AFTER JCT NOVELTY RD WYE CONN		2		10000	11000	10000*	11000
203	014.99	BEFORE JCT WOODINVILLE-DUVALL RD		2				12000*	12000
203	014.99	AFTER JCT WOODINVILLE-DUVALL RD		2				12000*	12000
203	015.11	AFTER JCT NE CHERRY VALLEY RD		2				9000*	9200
203	020.74	AFTER JCT HIGHROCK RD*203RD ST SE		2				11000*	11000
203	024.17	BEFORE JCT SR 2		2		13000*	13000*	13000	13000
	STATE ROUTE NO 204 MAINLINE SR 2 TO SR 9								
204	000.00B	AT SR 2 UXING*BEGIN ROUTE		2					2200*
204	000.00	AFTER JCT HEWITT AVE		2					2200*
204	000.20	AFTER RAMP SR 2 EB		2		24000	24000	25000	26000*

** COUPLET SKETCH IN BACK OF BOOK

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
204	002.25	BEFORE JCT 91ST AVE NE		2					22000*	22000	23000	23000
204	002.33	BEFORE JCT SR 9 WYE CONN		2							19000*	21000*
	STATE ROUTE NO 205 MAINLINE OREGON ST LINE TO SR 5											
205	026.59	OREGON ST LINE*BEG ROUTE		5					124000*	127000*	132000*	136000*
205	029.09	AT ADC LOCATION R051		5	04	03	01	08	97000*	99000	103000*	104000+
205	036.27	BEFORE RAMP NE 134TH ST		5					46000	49000*	50000	50000
	STATE ROUTE NO 206 MAINLINE SR 2 TO MT SPOKANE ST PK											
206	000.04	AFTER JCT MARKET ST		2						8700*	11000*	11000
206	002.37	BEFORE JCT BRUCE RD		3						3100*	3100	3200
206	002.37	AFTER JCT BRUCE RD		3						1800*	1800	1800
206	015.39	BEFORE SGN MT SPOKANE STATE PRK		3						280*	290	290
	STATE ROUTE NO 207 MAINLINE SR 2/COLE TO TELMA											
207	000.01	AFTER JCT SR 2 WYE CONN		3					1900*	2000	2000	1800*
207	004.34	BEFORE JCT CHIWAWA LP RD WYE CONN		3					1800*	1800	1800	1500*
	STATE ROUTE NO 211 MAINLINE SR 2 TO SR 20/USK											
211	000.07	AFTER JCT SR 2 WYE CONN		2					2000	1900*	1900	2000*
211	005.76	AFTER JCT BUCK CREEK RD		2					1700	1700	1700*	1800
211	015.19	BEFORE JCT SR 20		2						1200*	1200	1200
	STATE ROUTE NO 215 MAINLINE SR 20 TO SR 97/OMAK											
215	000.00	AFTER JCT SR 20*BEG ROUTE		2					6600	6600	5300*	5000*
215	000.12	BEFORE JCT GORDON ST		2								5300*
215	000.12	AFTER JCT GORDON ST		2								5200*
215	000.88	BEFORE JCT PINE ST		2								8200*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
215	000.94	AFTER JCT OAK ST		2					7300*	7300	7400	7600*
215	005.05	BEFORE JCT SR 155 SPOMAK*CENTRL AVE		2					13000*	14000	11000*	10000*
215	005.05	AFTER JCT SR 155 SPOMAK*CENTRL AVE		2							12000*	11000*
215	006.22	BEFORE JCT SR 97 WYE CONN		2					10000	10000	9700*	9900
	STATE ROUTE NO 221 MAINLINE SR 14/PATTERSON TO SR 22											
221	000.00	AFTER JCT SR 14*BEG ROUTE		2					1900*	1900	1900	2400*
221	013.10	AT ADC LOCATION P17		2	06	27	09	41	1800*	1800*	1800*	1800+
	STATE ROUTE NO 223 MAINLINE SR 22 TO SR 82/GRANGER											
223	000.00	AFTER JCT SR 22*BEG ROUTE		3					2600	2600	3200*	3300
223	002.27	AFTER JCT INDIAN CHURCH RD		3							4700*	4400*
223	003.74	BEFORE RAMP SR 82		3							7100*	7300
	STATE ROUTE NO 224 MAINLINE SR 82/KIONA TO SR 240											
224	000.06B	BEFORE JCT SR 225		3							8200*	8500
224	000.07B	AFTER PARK AND RIDE LOT		3							3600*	3700
224	004.24	AFTER JCT RED MOUNTAIN RD		3					2300	2500*	2500	2600
224	006.00	AFTER JCT RUPPERT RD		2					3600	3900*	4000	4100
224	008.00	BEFORE JCT S 41ST AVE		2							13000*	14000
224	009.86	BEFORE JCT TERMINAL DR		2						17000*	17000	18000
	STATE ROUTE NO 225 MAINLINE SR 224 TO SR 240											
225	000.00	AFTER JCT SR 224*BEG ROUTE		3					6800	6900	7400*	7600
225	000.91	AFTER JCT BABS ST		3								9000*
225	001.94	AFTER JCT OLD INLD EMP HWY-HAZL AV		3							4600*	4800
225	004.01	AFTER JCT ACORD RD		3								1500*
225	011.32	BEFORE JCT SR 240		3					1100	1200	1500*	1600

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
	STATE ROUTE NO 231 MAINLINE SR 23 TO SR 395/VALLEY											
231	028.11	BEFORE JCT SR 2		3					420	420	430*	440
231	031.08	AFTER JCT SR 2		3					1700	1700	1500*	1600
231	035.51	AFTER JCT CO RD		3						1100*	1100	1100
231	045.42	BEFORE JCT SR 291		3					750	750	820*	830
231	045.42	AFTER JCT SR 291		3					710	700	700*	710
231	050.39	AFTER JCT FORD-WELLPINIT RD		3						780*	780	790
231	062.11	BEFORE JCT SR 292 WYE CONN		3						2000*	2000	2000
231	062.16	AFTER JCT CITY ST		3						1900*	1900	2000
231	070.43	BEFORE JCT BULLDOG RD		3						930*	940	950
231	070.43	AFTER JCT BULLDOG RD		3					1700	1200*	1200	1300
231	075.14	BEFORE JCT NEWTON LN		3					1200*	1200	1200	1400*
	STATE ROUTE NO 240 MAINLINE SR 24 TO SR 395/KENNEWCK											
240	000.00	AFTER JCT SR 24*BEG ROUTE		2					1400*	1400	1400	1500*
240	020.48	BEFORE JCT SR 225*CO RD #10-HORN RD		2					2500	2600	2800	3200*
240	020.49	AFTER JCT HORN RD WYE CONN		2					3100	3200	3500*	3600
240	030.63	BEFORE JCT COAST ST*BYPASS HWY		1					6800	6900	7100	7600*
240	030.63	AFTER JCT COAST ST*BYPASS HWY		1					17000	17000	18000*	19000
240	031.99	BEFORE JCT VAN GIESEN ST WYE CONN		1					17000	19000*	19000	20000
240	032.04	AFTER JCT SR 224 WYE CONN		1					23000	26000*	26000	27000
240	034.57	BEFORE RAMP SR 182		1					23000	27000*	28000	29000
240	034.87	AT SR 182 BRIDGE		1						20000*	20000	21000
240	036.05	AT SR 182 BRIDGE		1					28000*	28000	30000	31000
240	037.52	BEFORE RAMP OLD SR 12*ADC R062		1	04	01		05	54000*	52000*	54000*	56000+
240	037.74	AT OLD SR 12 BRIDGE		1							37000*	39000
240	038.58	AFTER RAMP COLUMBIA PARK TRAIL		1					38000	39000	41000*	43000

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
		STATE ROUTE NO 241 MAINLINE SR 22/MABTON TO SR 24										
241	000.00	AFTER JCT SR 22*BEG ROUTE		3					2500	2500	2900*	3000
241	006.25	BEFORE JCT MABTON-SUNNYSIDE RD		3						4400*	4600	4800
241	006.25	AFTER JCT MABTON-SUNNYSIDE RD		3						1400*	1400	1500
241	007.46	BEFORE RAMP SR 82		3					3300	3300	3600*	3700
241	007.61	AFTER RAMP SR 82		3					8500	8500	12000*	12000
241	008.00	AFTER JCT ALLEN RD		2					3400*	3500	3600	3900*
241	012.43	AFTER JCT INDEPENDENCE RD		3							1700*	1800
241	025.21	BEFORE JCT SR 24		3					1600	1600	1300*	1200*
		STATE ROUTE NO 243 MAINLINE SR 24/VERNITA TO SR 26										
243	000.02	AFTER JCT SR 24 WYE CONN		2					2300	2300	2500*	2600
243	011.90	BEFORE JCT 26 SW		2						2900*	3000	3100
243	011.90	AFTER JCT 26 SW		2						2900*	3000	3100
243	013.94	BEFORE JCT 24 SW		2					3300*	3300	3500	3900*
243	021.04	BEFORE JCT LOWER CRAB CREEK RD		2						2300*	2900*	3000
243	021.04	AFTER JCT LOWER CRAB CREEK RD		2						2400*	2900*	3000
243	021.79	AFTER JCT BEVERLY-BURKE RD		2					2100*	2100	2200	3100*
243	028.23	BEFORE JCT SR 26 WYE CONN		2					2100	2100	2300*	2300
		STATE ROUTE NO 260 MAINLINE SR 17 TO SR 26/WASHTUCNA										
260	000.00	AFTER JCT SR 17*BEG ROUTE		3					1700*	1700	1800	1500*
260	005.82	BEFORE JCT W CLARK ST		3					2500*	2500	2600	2100*
260	005.82	AFTER JCT W CLARK ST		3					2100*	2100	2200	1800*
260	007.69	AFTER JCT BLANTON RD*GARFIELD RD		3					750	720*	750	770
260	011.76	AFTER JCT HOON RD		3					620	630	720*	750
260	024.73	BEFORE JCT SR 21		3						560*	590	600

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260	024.73	AFTER JCT SR 21		3			800*	830	860
260	025.01	BEFORE JCT SR 263*SPOKANE AVE		3		920*	920	960	840*
260	025.01	AFTER JCT SR 263*SPOKANE AVE		3		600*	610	630	700*
260	033.06	BEFORE JCT SR 261		3		590*	590	610	600*
260	033.06	AFTER JCT SR 261		3		660*	670	690	610*
	STATE ROUTE NO 261 MAINLINE SR 12 TO SR 90								
261	000.01	AFTER JCT SR 12 WYE CONN		3		430	430	450	480*
261	020.68	AFTER JCT PALOUSE FALLS RD		3		300	300	220*	220
261	029.39	BEFORE JCT SR 260		3		440*	440	460	300*
261	035.83	AFTER JCT SR 26		3		640	400*	410	430
261	041.79	BEFORE JCT RAY RD		3		490	320*	330	340
261	062.69	BEFORE RAMP SR 90*SR 90-WEBER RD		3		580*	580	610	530*
	STATE ROUTE NO 262 MAINLINE SR 26 TO SR 17								
262	000.00	AFTER JCT SR 26*BEG ROUTE		3		390	390	420*	440
262	003.47	BEFORE JCT 12 SE RD		3		490	490	530*	550
262	003.47	AFTER JCT 12 SE RD		3		560	560	670*	690
262	020.05	BEFORE JCT M SE RD		3				1100*	1200
262	020.05	AFTER JCT M SE RD		3				490*	510
262	024.22	BEFORE JCT SR 17		3		660	680*	700	730
	STATE ROUTE NO 263 MAINLINE PRT OF WINDUST TO SR 260								
263	000.02	AFTER JCT PORT OF WINDUST		3			140*	140	150
263	000.43	AFTER JCT WALLACE WALKER RD		3		210	180*	180	190
263	009.24	BEFORE JCT SR 260		3		770*	780	810	610*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
		STATE ROUTE NO 270 MAINLINE SR 195/PULLMAN TO IDAHO							
270	000.06	AFTER RAMP SR 195 NB		1		4500	4500	4000*	4100
270	001.22	BEFORE JCT CORY LN		1		5000*	5100	5200	6000*
270	001.22	AFTER JCT CORY LN		1		5500*	5500	5700	6500*
270	001.57	AFTER JCT WAWAWAI RD		1		6200	6300	6200*	6300
270	002.25	BEFORE JCT SR 27 WYE CONN		1		7500*	7700	7800	8800*
270	002.27	AFTER JCT SR 27*OLSON ST		1		19000*	19000	20000	19000*
270	** 002.43	AFTER JCT HIGH ST	C	1		7200*	7300	7400	7900*
270	002.66	BEFORE JCT SR 270 COUPLET WYE CONN	C	1		7100*	7300	7400	7000*
270	003.02	AFTER JCT LATAH ST		1		11000*	12000	12000	12000*
270	003.19	AFTER JCT STADIUM WAY WYE CONN		1		16000*	17000	17000	16000*
270	004.50	BEFORE JCT AIRPORT RD		1		12000*	12000	12000	11000*
270	004.50	AFTER JCT AIRPORT RD		1		13000*	13000	13000	13000*
270	009.07	BEFORE JCT AIRPORT RD		1		13000*	13000	13000	13000*
270	009.07	AFTER JCT AIRPORT RD		1		14000*	14000	14000	14000*
270	009.89	IDAHO STATE LINE		1		14000*	13000*	13000*	14000*
		STATE ROUTE NO 270 COUPLET PULLMN MAIN ST TO GRAND							
270COPULLMN	** 002.69	AFTER JCT SR 270 WYE CONN		1		8000*	8200	8300	8100*
270COPULLMN	002.88	BEFORE JCT SR 270 WYE CONN		1		7700*	7800	7900	8100*
		STATE ROUTE NO 271 MAINLINE SR 27/OAKESDLE TO SR 195							
271	000.00	AFTER JCT SR 27*BEG ROUTE		3		820*	820	860	810*
271	008.38	BEFORE RAMP SR 195		3		910	910	710*	750*
		STATE ROUTE NO 272 MAINLINE SR 195/COLFAX TO IDAHO							
272	000.00	AFTER JCT SR 195*BEG ROUTE		3		1900	1900	1700*	1800*

** COUPLET SKETCH IN BACK OF BOOK

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
272	000.05	AFTER JCT MILL ST		3		830*	840	870	980*
272	001.17	AFTER JCT HILTY RD #25200		3		560*	570	590	580*
272	005.38	BEFORE JCT CLEAR CREEK RD		3		640*	640	660	560*
272	005.40	AFTER JCT CLEAR CRK RD WYE CONN		3		420*	420	430	430*
272	011.68	AFTER JCT ALTERGOTT RD		3		310*	310	320	360*
272	016.52	BEFORE JCT SR 27		3		600*	600	620	610*
272	016.78	AFTER JCT SR 27		3					2000*
272	019.23	IDAHO STATE LINE		3		860*	860	800*	870*
	STATE ROUTE NO 274 MAINLINE SR 27/TEKOA TO IDAHO								
274	000.00	AFTER JCT SR 27*N CROSBY*BEG ROUTE		3		1300*	1300	1400	1400*
274	001.88	BEFORE JCT CO RD		3		970*	970	1000	970*
	STATE ROUTE NO 278 MAINLINE SR 27 TO IDAHO ST LINE								
278	000.00	AFTER JCT SR 27*BEG ROUTE		3		2700	2700	3600*	3700
278	001.08	AFTER JCT FIRST ST		3		2700*	2700	2800	2600*
278	002.76	AT MURPHY CREEK BRIDGE		3			2500*	2600	2600
278	005.50	IDAHO STATE LINE		3		2400*	2400	2200*	2600*
	STATE ROUTE NO 281 MAINLINE SR 90 TO SR 28/QUINCY								
281	000.00	AT SR 90 BRIDGE*BEG ROUTE		1		3100*	3100	3100	3200*
281	000.12	AFTER RAMP SR 90		1		3300*	3300	3300	3300*
281	000.92	AFTER JCT OLD ALIGNMENT		1		*			3400*
281	001.57	BEFORE JCT 1 NW		1			3300*	3300	3400
281	001.57	AFTER JCT 1 NW		1			3700*	3800	3900
281	002.65	BEFORE JCT SR 281 SPBURKE (SPUR)		1		3500*	3400	3400	3900*
281	002.65	AFTER JCT SR 281 SPBURKE (SPUR)		1		5100*	5000	5100	5800*
281	005.56	BEFORE JCT 5 NW		1		5600*	5600	5600	5800

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
281	005.56	AFTER JCT 5 NW		1					5200*	5200	5200	5300
281	007.56	BEFORE JCT 7 NW		1						5600*	5600	5800
281	007.56	AFTER JCT 7 NW		1						4900*	4900	5100
281	009.58	BEFORE JCT 9 NW		1					5400*	5400	5400	5400*
281	009.58	AFTER JCT 9 NW		1					5300*	5200	5200	6300*
281	010.55	BEFORE JCT SR 28		1					7200	6800*	6800	7000
	STATE ROUTE NO 281 SPUR BURKE SR 281 TO SR 90 EB UX											
281SPBURKE	002.65	AFTER JCT SR 281*BEG ROUTE		1					1900*	1900	1900	2300*
281SPBURKE	004.20	BEFORE JCT SR 90 WB OFF RAMP WYE CO		1					3100*	3000	3000	3500*
281SPBURKE	004.21	AFTER JCT SR 283		1					3200*	3200	3200	3500*
281SPBURKE	004.29	AFTER RAMP SR 90 WB		1					2100*	2100	2100	2100
	STATE ROUTE NO 282 MAINLINE SR 28/EPHRATA TO SR 17											
282	000.01	AFTER JCT SR 28 WYE CONN		2					5800*	5800	5800	7700*
282	000.29	AFTER JCT DODSON RD*A ST SE		2						4900*	4900	5100
282	001.08	AFTER JCT SOUTHEAST BLVD WYE CONN		2							6100*	6300
282	002.68	BEFORE JCT A NW RD		2						6100*	6100	6300
282	004.85	BEFORE JCT SR 17 WYE CONN		2					5300*	5300	5300	6100*
	STATE ROUTE NO 283 MAINLINE SR 281 TO SR 28											
283	000.00	AFTER JCT SR 281 SPBURKE*BEG ROUTE		2					1800	1800	1800	2000*
283	000.25	AFTER JCT N FRONTAGE RD		2					1800*	1800	1800	1900
283	004.00	BEFORE JCT ADAMS RD		2					1400	1500*	1600	1600
283	004.00	AFTER JCT ADAMS RD		2					1300	1500*	1500	1600
283	005.96	BEFORE JCT 5 NW		2						1500*	1600	1600
283	005.96	AFTER JCT 5 NW		2					1300	1500*	1500	1500
283	014.86	BEFORE JCT SR 28		2						2000*	2000	2100

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
		STATE ROUTE NO 285 MAINLINE SR 28 TO SR 2										
285	000.00	AFTER JCT SR 28 COWENTCH (COUPLET)		1					25000	25000*	27000	27000
285	000.21	AT ADC LOCATION S103		1	03	01		04	47000	46000*	48000+	49000*
285	000.61	BEFORE JCT MISSION ST*STEVENS ST		1						33000*	33000	34000
285	000.61	AFTER JCT MISSION ST*STEVENS ST		1					29000	30000*	30000	31000
285	000.71	BEFORE JCT FERRY ST		1					29000*	29000*	29000	30000
285	000.71	AFTER JCT FERRY ST		1					23000	24000*	24000	27000*
285	001.11	BEFORE JCT SR 285 COWENTCH (COUPLT)		1					25000*	26000	26000	27000*
285	** 001.11	AFTER JCT SR 285 COWENTCH (COUPLT)	C	1					14000	14000	14000	15000*
285	002.21	BEFORE JCT FIFTH ST	C	1					16000*	16000	16000	18000*
285	002.86	BEFORE JCT SR 285 COWENTCH (COUPLT)	C	1					11000*	11000*	11000	11000*
285	002.86	AFTER JCT SR 285 COWENTCH (COUPLT)		1					26000	26000*	27000	27000*
285	003.01	BEFORE JCT WENATCHEE AVE WYE CONN		1					28000	29000*	29000	30000
285	003.05	AFTER JCT WENATCHEE AVE*MILLER ST		1						32000*	32000	32000
285	003.17	AFTER JCT MAPLE ST WYE CONN		1					34000*	35000*	35000	34000*
285	004.03	BEFORE JCT MAIDEN LN		1								37000*
285	004.03	AFTER JCT MAIDEN LN		1								35000*
285	004.17	AFTER JCT HORSE LAKE RD		1								35000*
285	004.36	AT WENATCHEE RIVER BRIDGE		1					36000*	34000*	35000	35000*
		STATE ROUTE NO 285 COUPLET WENTCH MISSION ST TO MISSION ST										
285COWENTCH	** 002.96	BEFORE JCT SPRINGWATER AV*MILLER ST		1					20000	20000*	20000	20000*
285COWENTCH	002.98	AFTER JCT MILLER ST WYE CONN		1					11000*	11000*	11000	11000*
285COWENTCH	003.52	BEFORE JCT FIFTH ST		1					15000*	16000	16000	16000
285COWENTCH	004.64	BEFORE JCT SR 285*END ROUTE		1					12000*	12000	12000	13000*

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	STATE ROUTE NO 290 MAINLINE	SR 2/SPOKANE TO IDAHO										
290	000.09	AFTER JCT RIVERPOINT BLVD*PINE ST		1					11000*	11000	11000	11000
290	000.66	BEFORE JCT BUSINESS*CINCINNATI ST		1					12000*	12000	13000	13000
290	000.74	AFTER JCT SR 290 SPHAMLTN (SPUR)		1					15000*	16000	14000	15000
290	001.51	AFTER JCT CRESTLINE ST		1						10000*	10000	10000
290	002.26	BEFORE JCT FISKE ST		1							11000*	11000
290	002.48	BEFORE JCT DESMET ST		1					13000*	14000	9500	7500*
290	002.48	AFTER JCT DESMET ST		1					11000*	11000	7900	6700*
290	002.60	BEFORE JCT FREYA WAY		1							8100*	8300
290	002.60	AFTER JCT FREYA WAY		1							8400*	8600
290	002.69	BEFORE JCT FREYA ST		1							9000*	9300
290	002.69	AFTER JCT FREYA ST		1							9300*	9600
290	003.22	BEFORE JCT HAVANA ST		1					11000*	11000	8100	6700*
290	003.34	BEFORE JCT MISSION AVE		1					11000*	11000	8600	7100*
290	003.35	AFTER JCT MISSION AVE WYE CONN		1					29000*	30000	25000	24000*
290	004.27	BEFORE JCT FANCHER WAY WYE CONN		1					28000*	28000	24000	22000*
290	004.31	AFTER JCT FANCHER WAY WYE CONN		1					24000*	25000	20000	19000*
290	006.31	BEFORE JCT ARGONNE RD WYE CONN		1						22000*	22000	23000
290	006.33	AFTER JCT ARGONNE RD		1					21000*	21000	17000	17000*
290	007.38	BEFORE JCT UNIVERSITY RD		1						20000*	20000	21000
290	007.38	AFTER JCT UNIVERSITY RD		1						20000*	20000	20000
290	008.42	BEFORE JCT SR 27 WYE CONN		1					19000	19000	19000*	19000
290	008.43	AFTER JCT SR 27-PINES RD*PINES RD		1					20000	20000*	20000*	21000
290	009.02	BEFORE JCT MCDONALD RD		1						20000*	20000	21000
290	009.02	AFTER JCT MCDONALD RD		1						18000*	19000	19000
290	009.51	BEFORE JCT EVERGREEN RD		1							17000*	17000
290	009.51	AFTER JCT EVERGREEN RD		1					18000*	18000	16000*	16000

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290	010.27	BEFORE JCT PROGRESS RD		1			18000*	15000	16000
290	010.27	AFTER JCT PROGRESS RD		1			19000*	16000	17000
290	011.54	BEFORE JCT FLORA RD		1			16000*	16000	14000
290	011.54	AFTER JCT FLORA RD		1			17000*	17000	15000
290	012.50	BEFORE JCT BARKER RD		2		16000*	17000*	17000	15000*
290	012.50	AFTER JCT BARKER RD		2		11000*	17000*	17000	15000
290	012.53	AFTER JCT OLD SR 290		2		9800	12000*	12000	11000*
290	016.89	BEFORE JCT STARR RD		2			11000*	11000	11000
290	016.89	AFTER JCT STARR RD		2			7500*	7600	7700
290	018.07	AFTER JCT IDAHO RD		2		6300*	6300	6400	6500
290	018.38	IDAHO STATE LINE		2		5800*	5800*	5800*	6300*
	STATE ROUTE NO 290 SPUR HAMLTN SR 290 TO SR 90 UX WB								
290SPHAMLTN	000.74	AFTER JCT SR 290*BEG ROUTE		1		33000*	32000*	32000	33000
	STATE ROUTE NO 291 MAINLINE SR 2/SPOKANE TO SR 231								
291	000.00	AFTER JCT SR 2*BEG ROUTE		1					27000*
291	000.07	AFTER JCT ATLANTIC ST		1		27000*	27000	27000	28000
291	001.18	BEFORE JCT ASH ST		1		28000*	28000	29000	29000*
291	001.18	AFTER JCT ASH ST		1		32000	29000*	30000	31000
291	002.21	BEFORE JCT INDIAN TRAIL RD		1		26000*	26000	27000	28000*
291	002.21	AFTER JCT INDIAN TRAIL RD		1		14000*	14000	15000	14000*
291	003.06	BEFORE JCT NINE MILE RD WYE CONN		1		11000*	11000	11000	13000*
291	003.10	AFTER JCT NINE MILE RD WYE CONN		1		18000*	18000	18000	20000*
291	005.22	BEFORE JCT SEVEN MILE RD*LOWELL RD		2		12000*	11000*	12000	12000*
291	005.22	AFTER JCT SEVEN MILE RD*LOWELL RD		2		9300*	9200*	9300	9600*
291	006.16	AFTER JCT KENDICK RD		2		7900	8000	8100*	8400
291	009.11	BEFORE JCT RUTTER PKWY		3			7800*	7900	8400

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291	009.20	BEFORE JCT CHARLES RD		3						8900*	9000	9600*
291	009.20	AFTER JCT CHARLES RD		3						7100*	7200	7500*
291	012.98	BEFORE JCT SWENSON RD		3								7400*
291	012.98	AFTER JCT SWENSON RD		3								7100*
291	013.82	BEFORE JCT SUNCREST DR		3							6900*	7100
291	013.82	AFTER JCT SUNCREST DR		3							4700*	4800
291	016.05	AFTER JCT WHITMORE HILL RD		3							3100*	3100
291	021.36	AFTER JCT MCALASTER RD		3							990*	1000
291	028.38	BEFORE JCT CORKSCREW CANYON RD		3							700*	710
291	028.38	AFTER JCT CORKSCREW CANYON RD		3							410*	410
291	033.09	BEFORE JCT SR 231		3					270	270	300*	300
	STATE ROUTE NO 292 MAINLINE SR 231 TO SR 395/LOON LK											
292	000.00	AFTER JCT SR 231*BEG ROUTE		3					1600	1800*	1800	1800
292	005.91	BEFORE JCT SR 395		3					4300*	4300	4300	4700*
	STATE ROUTE NO 300 MAINLINE BELFAIR ST PK TO SR 3											
300	000.00	AT BELFAIR STATE PK BNDRY		3					6100	5800*	5900	6000
300	002.27	AFTER JCT SAND HILL RD		3					11000	10000*	11000	11000
300	003.35	BEFORE JCT SR 3		3					6100	5200*	5300	5400
	STATE ROUTE NO 302 MAINLINE SR 3 TO SR 16/PURDY											
302	000.00	AFTER JCT SR 3*BEG ROUTE		2					2000	1900*	2000	2000
302	001.26	BEFORE JCT N BAY RD (OLD SR 302)		2						1400*	1500	1500
302	001.26	AFTER JCT N BAY RD (OLD SR 302)		2						3400*	3400	3500
302	007.69	AFTER JCT WRIGHT BLISS RD(OLD 302)		2					5500	4700*	4800	4900
302	010.55	BEFORE JCT SR 302 WYE CONN		2					7600	7000*	7100	7300
302	010.60	AFTER JCT SR 302 WYE CONN		2					15000	14000*	14000	15000

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302	011.58	AFTER JCT 118TH AVE NW		2			14000*	14000	15000
302	015.83	BEFORE JCT SR 302 WYE CONN		2			21000*	21000	22000
302	016.60	AFTER JCT BURNHAM*GOODNOUGH DRS		2		24000	24000*	24000	25000
302	016.87	AT SR 16 WB UXING		2		12000	11000*	12000	12000
	STATE ROUTE NO 302 SPUR PURDY SR 302 TO SR 16 OXING								
302SPPURDY	015.93	AFTER JCT PURDY LN NW		2			12000*	12000	13000
302SPPURDY	016.91	BEFORE RAMP SR 16 SB		2		3100	3100*	3200	3300
302SPPURDY	017.13	AT SR 16 BRIDGE		2		1600	1600*	1600	1600
	STATE ROUTE NO 303 MAINLINE SR 304 BREMERTON TO SR 3								
303	000.00B	AFTER JCT SR 304*BEG ROUTE		1		7300*	7400	7500	10000*
303	000.00	BEFORE JCT 6TH ST		1		8400*	8500	8600	12000*
303	000.26	BEFORE JCT 11TH ST		1		15000*	15000	16000	17000*
303	000.26	AFTER JCT 11TH ST		1		34000*	34000	35000	34000*
303	001.06	AT PORT WA NARROWS BRIDGE		1		39000*	40000	41000	39000*
303	001.46	BEFORE JCT OLD SR 303 SPUR MANETT		1				37000*	38000
303	001.97	BEFORE JCT SYLVAN WAY (OLD SR 306)		1		33000*	33000	34000	31000*
303	002.75	BEFORE JCT RIDDELL RD		1		33000	34000	33000*	34000
303	002.75	AFTER JCT RIDDELL RD		1		32000	32000	38000*	39000
303	003.75	BEFORE JCT MC WILLIAMS RD		1		30000*	31000	31000	34000*
303	003.75	AFTER JCT MC WILLIAMS RD		1		32000*	33000	33000	34000*
303	005.38	BEFORE JCT BROWNSVILLE HWY NE		1		28000*	28000	28000	29000
303	005.43	AFTER JCT BROWNSVILLE HWY WYE CONN		1		24000*	25000	25000	26000
303	008.25	BEFORE RAMP SILVERDALE WAY		1		28000*	28000	28000	30000*
303	008.49	BEFORE RAMP SR 3		1		19000	21000*	22000	22000
303	008.69	AT SR 3 BRIDGE		1			15000*	15000	16000
303	008.94	BEFORE JCT CLEAR CREEK RD		1		8700	8800*	8900	9200

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303	008.94	AFTER JCT CLEAR CREEK RD		1		12000	12000*	12000	12000
	STATE ROUTE NO 304 MAINLINE SR 3/BREM TO FERRY DOCK								
304	001.66	BEFORE JCT SR 304 WYE CONN		1					27000*
304	001.68	AFTER JCT SR 304 WYE CONN		1		19000	19000	19000	21000*
304	002.00	BEFORE JCT NAVAL AVE		1		14000*	14000	14000	16000
304	002.00	AFTER JCT NAVAL AVE		1		15000*	15000	15000	17000*
304	002.63	BEFORE JCT SR 303*WARREN AVE		1		14000*	15000	15000	17000*
304	002.63	AFTER JCT SR 303*WARREN AVE		1		9900*	10000	10000	11000
304	002.91	BEFORE JCT SR 304 COBRMRTN (COUPLT)		1		8600*	8800	8900	9700*
304	** 002.91	AFTER JCT SR 304 COBRMRTN (COUPLT)	C	1					3600*
304	003.06	BEFORE JCT SR 304 COBRMRTN (COUPLT)	C	1					2500*
304	003.51	BREMERTON FERRY LANDING	C	1		2000*	1100*	1000*	980*
	STATE ROUTE NO 304 COUPLET BRMRTN FERRY LANDING TO SR 304								
304COBRMRTN	** 003.51	BREMERTON FERRY LANDING		1			1100*	1000*	980*
304COBRMRTN	003.61	AFTER SR 304*1ST ST		1					2400*
304COBRMRTN	003.72	BEFORE JCT WASHINGTON AV*BURWELL ST		1					4000*
304COBRMRTN	003.83	BEFORE JCT SR 304*PACIFIC AVE		1					7300*
	STATE ROUTE NO 305 MAINLINE WINSLOW FERRY DK TO SR 3								
305	000.02	WINSLOW FERRY LANDING		1		6600*	6400*	6200*	6000*
305	000.21	BEFORE JCT WINSLOW WAY WYE CONN		1		8000*	8100	8200	7200*
305	000.98	BEFORE JCT HIGH SCHOOL RD		1		12000*	12000	12000	11000*
305	000.98	AFTER JCT HIGH SCHOOL RD		1		17000*	17000	17000	17000*
305	001.64	AFTER JCT MADISON AVE		1		19000*	20000	20000	19000*
305	004.27	BEFORE JCT E DAY RD WYE CONN		1		18000*	18000	18000*	17000*
305	004.29	AFTER JCT W DAY RD WYE CONN		1		21000*	21000	21000*	21000*

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305	005.22	AFTER JCT HIDDEN COVE RD		1					20000*	20000	20000	21000
305	007.19	BEFORE JCT PVT RD*SUQUAMISH WAY NE		1					21000*	21000	21000	21000*
305	007.19	AFTER JCT PVT RD*SUQUAMISH WAY NE		1					18000*	18000	19000	19000*
305	009.64	AFTER JCT DELATE RD		1					18000*	19000	19000	20000*
305	011.43	BEFORE JCT HOSTMARK ST		1								20000*
305	011.43	AFTER JCT HOSTMARK ST		1					17000*	18000	18000	19000*
305	012.82	BEFORE JCT SR 307-BOND RD*BOND RD		1					23000*	24000	24000	24000*
305	012.82	AFTER JCT SR 307-BOND RD*BOND RD		1					26000*	26000	26000	28000*
305	013.43	BEFORE JCT SR 3 NB RAMP WYE CONNS		1					23000	25000*	26000	26000
	STATE ROUTE NO 307 MAINLINE SR 305 TO SR 104											
307	000.00	AFTER JCT SR 305*BEG ROUTE		1					14000	14000	15000	15000*
307	005.25	BEFORE JCT SR 104		1					11000*	11000	11000	13000*
	STATE ROUTE NO 308 MAINLINE SR 3 TO NAVAL RES BDRY											
308	000.09	AFTER RAMP SR 3		3					7700	6900*	7100	7500
308	001.24	AFTER JCT VIKING WY*SILVERDALE WY		3								9600*
	STATE ROUTE NO 310 MAINLINE SR 3 TO SR 304											
310	000.05	AFTER JCT SR 3 NB RAMP WYE CONNS		1					30000	31000*	32000	33000
310	000.54	BEFORE JCT OYSTER BAY AVE		1					34000*	35000	35000	29000*
310	000.54	AFTER JCT OYSTER BAY AVE		1					34000*	34000	35000	31000*
310	000.78	BEFORE JCT NATIONAL AVE WYE CONN		1					36000*	37000	38000	32000*
310	000.80	AFTER JCT NATIONAL AVE		1					41000*	42000	42000	36000*
310	001.84	BEFORE JCT SR 304*BURWELL STREET		1					11000*	11000	11000	8900*
	STATE ROUTE NO 395 MAINLINE OREGON ST LINE TO CANADA											
395	013.05	AT SR 82 BRIDGE		1					5900	6000	6100	6000*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
395	013.42	AFTER RAMP SR 82		1					12000*	12000	12000	12000*
395	014.88	BEFORE JCT W 27TH AVE WYE CONN		1					13000	12000*	12000	13000
395	014.92	AFTER JCT W 27TH AVE WYE CONN		1					14000	12000*	13000	13000
395	016.17	BEFORE JCT W 10TH AVENUE		1					16000	15000*	15000	16000
395	016.17	AFTER JCT W 10TH AVENUE		1					23000	21000*	22000	22000
395	016.92	BEFORE JCT W KENNEWICK AVENUE		1								24000*
395	016.92	AFTER JCT W KENNEWICK AVENUE		1					22000*	22000	22000	25000*
395	017.11	AFTER JCT VISTA WAY*CLEARWATER AVE		1					26000*	26000	27000	29000*
395	018.00	BEFORE RAMP SR 240		1					40000	41000	41000	46000*
395	018.08	BEFORE RAMP COLUMBIA DR		1							37000*	38000
395	018.37	AT S-W RAMP BRIDGE		1							33000*	33000
395	019.44	AFTER RAMP SYLVESTER ST		1					32000	36000*	36000	37000
395	020.28	BEFORE RAMP SR 182 EB		1					33000	33000	32000*	33000
395	022.72	AFTER RAMP SR 182*SR 182		1							14000*	14000
395	023.30	AFTER RAMP SR 12-SR 182		1					19000	19000	19000*	19000
395	023.55	AFTER JCT HILLSBORO ST WYE CONN		1					14000*	14000	14000	13000*
395	027.20	AT ADC LOCATION B03		1	07	13	04	24	12000*	12000*	12000+	12000*
395	030.18	AFTER JCT SELPH LANDING*CREST LOCH		1					9800	11000*	11000	12000
395	036.24	AT ADC LOCATION R061		1	06	15	04	25	11000	11000*	11000*	12000+
395	045.33	BEFORE RAMP SR 17		1							11000*	11000
395	054.21	BEFORE RAMP SR 260		1					6500	8100*	8200	8600
395	055.73	AFTER RAMP SR 260		1					5400	6500*	6600	6900
395	065.69	BEFORE RAMP SR 26		1							5000*	5200
395	066.90	AFTER RAMP SR 26		1					5900	6000	6000*	6400
395	081.59	BEFORE RAMP SR 21		1					5200	6600*	6700	7000
395	082.77	AFTER RAMP SR 21		1					5800	7000*	7100	7400
395	093.01	AT ADC LOCATION P7C		1	07	17	04	28	6200*	6300*	6400*	6700+
395	164.51	AFTER JCT SR 2 WYE CONN		1					21000	20000*	20000	21000

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
395	165.07	AFTER JCT GRAVES RD		1						24000*	25000	27000
395	165.32	BEFORE JCT HAWTHORNE RD		1					*			27000*
395	165.32	AFTER JCT HAWTHORNE RD		1					24000*	24000	24000	27000*
395	166.60	AFTER JCT HASTINGS RD		1					20000*	20000	21000	25000*
395	168.59	BEFORE RAMP HATCH RD		1					14000*	14000	14000	19000*
395	169.66	AFTER RAMP HATCH RD		1					14000*	14000	14000	17000*
395	171.57	AFTER JCT FENDER RD		1								13000*
395	179.46	BEFORE JCT SHORT RD WYE CONN		1					11000*	11000*	11000	12000*
395	179.53	AFTER JCT SHORT RD		1					8100*	7300*	7500	8000*
395	182.82	AFTER JCT SPOTTED RD		1					8300*	8300	8400	9500*
395	190.29	AT ADC LOCATION R063		1	06	03	01	10	8200*	8200*	8300+	8800*
395	190.58	AFTER JCT SR 292*GARDEN SPOT RD		1					6600*	6600	6700	6600*
395	202.43	BEFORE JCT SR 231		1					5800*	5800	5900	5500*
395	202.43	AFTER JCT SR 231		1					7200*	7100	7200	7000*
395	206.69	AFTER JCT SOUTH AVE		1							9400*	8800*
395	207.12	BEFORE JCT MAIN AVE		1								9600*
395	207.12	AFTER JCT MAIN AVE		1								10000*
395	207.45	BEFORE JCT LINCOLN AVE		1						9200*	9200	9300
395	207.45	AFTER JCT LINCOLN AVE		1						8300*	8400	8400
395	207.81	BEFORE JCT 2ND ST*SAND CANYON RD		1					7200*	7100	7200	7100*
395	207.81	AFTER JCT 2ND ST*SAND CANYON RD		1					6600*	6600	6600	6500*
395	213.10	BEFORE JCT BLUE CREEK RD		1					6700	7100*	7200	7200
395	215.54	BEFORE JCT ADDY-GIFFORD RD		1						6600*	6600	6700
395	225.77	BEFORE JCT ORIN RICE RD		1					7600*	7500	7600	7600
395	225.77	AFTER JCT ORIN RICE RD		1					8300*	8200	8200	8300
395	230.30	AFTER JCT 8TH AVE W		1					13000*	13000	13000	13000*
395	231.72	BEFORE JCT WILLIAMS LAKE RD		1					11000*	9900*	10000	10000*
395	231.72	AFTER JCT WILLIAMS LAKE RD		1					8700*	8700*	8700	8600*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
395	234.57	AT ADC LOCATION R070		1	08	02	01	11			7800+	7900*
395	239.13	BEFORE JCT SR 25 WYE CONN		1					7300*	7200	7200	8000*
395	239.15	AFTER JCT SR 25 WYE CONN		1					5600*	5600	5600	5600*
395	241.89	BEFORE JCT SR 20		1								4300*
395	241.89	AFTER JCT SR 20		1					2200	2100	2100	2400*
395	247.27	BEFORE JCT COUNTY SHOP RD		1					1500	1500*	1500	1500
395	252.92	BEFORE JCT BARSTOW BR RD*CO RD		1					1200*	1100	1100	1100*
395	252.92	AFTER JCT BARSTOW BR RD*CO RD		1					1000*	970	940	900*
395	260.00	AT ADC LOCATION P26		1	08	05	02	14	730*	690*	670*	660+
395	270.26	INTERNATIONAL BOUNDARY		1					370	350	300*	300
	STATE ROUTE NO 397 MAINLINE PIERT ROAD TO SR 182											
397	000.04	AFTER JCT PIERT RD WYE CONN		3					1400	1400*	1500	1300*
397	001.27	AFTER JCT FINLEY RD WYE CONN		3					4100	3900*	4000	4100
397	003.17	AFTER JCT PERKINS RD WYE CONN		3					8300	8500*	8700	9000
397	006.15	BEFORE JCT E 3RD AVE		1					9400	11000*	12000	12000
397	006.15	AFTER JCT E 3RD AVE		1					11000	12000*	12000	13000
397	006.40	AFTER JCT E GUM ST-E 3RD AVE		1					16000*	17000	17000	16000*
397	007.71	BEFORE JCT W AINSWORTH ST*S 10TH AV		1					18000*	18000	18000	19000*
397	007.71	AFTER JCT W AINSWORTH ST*S 10TH AV		1					7000*	7100	7200	6300*
397	008.78	BEFORE JCT SR 397 WYE CONN		1					4600*	4700	4800	4700
397	008.80	AFTER JCT SR 397*E AINSWORTH ST WYE		1					4300*	4400	4400	4300*
397	011.05	BEFORE RAMP SR 182		1					11000	11000	9700*	11000*
397	011.05	AFTER RAMP SR 182		1							5500*	5600*
397	011.23	AT SR 182 RAMPS		1							14000*	14000
	STATE ROUTE NO 401 MAINLINE SR 101/MEGLER TO SR 4											
401	000.01	AT ADC LOCATION S841		1	10	03		13	2300	2300*	2400*	2400+

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
401	011.27	AFTER JCT S VALLEY RD*PARPALA RD		1					3100	3100	2900*	3000
401	012.13	BEFORE JCT SR 4		1					3600*	3600	3000*	3000*
	STATE ROUTE NO 405 MAINLINE SR 5/TUKWILA TO SR 5											
405	000.45	AFTER RAMP SR 5 NB		5					135000	139000	141000	133000*
405	000.54	AFTER RAMP TUKWILA PKWY		5					142000	146000	148000	140000*
405	000.77	AT CHRISTENSEN RD UXING		5								122000*
405	001.22	AFTER RAMP SR 181		5					135000	138000	140000	134000*
405	002.30	AT SR 167 BRIDGE		5					75000	76000	78000	73000*
405	005.40	AT SR 900 BRIDGE		5					118000	121000	123000	119000*
405	005.89	AFTER RAMP SR 900		5					132000	135000	137000	135000*
405	006.51	AT NE 30TH ST UXING		5					128000	131000	133000	130000*
405	006.95	BEFORE NE 44TH ST I/C*ADC S821		5					137000	140000	142000	137000*
405	007.47	AT NE 44TH ST UXING		5					129000	132000	134000	130000*
405	007.69	AFTER RAMP NE 44TH ST		5					134000	138000	140000	138000*
405	009.26	AT ADC LOCATION D1		5	04	02		07	132000	135000	139000*	137000+
405	009.61	AFTER RAMP 112TH AVE SE		5					143000	146000	149000	145000*
405	010.18	AT COAL CREEK PKWY BRIDGE		5					135000	138000	140000	132000*
405	011.16	AT SR 90 BRIDGE		5					110000	112000	114000	103000*
405	011.69	AFTER RAMP SR 90*ADC S204		5					198000	202000	205000	187000*
405	013.04	AT ADC LOCATION S204		5								201000*
405	015.94	AFTER RAMP SR 520		5					178000	183000	185000	180000*
405	017.44	AT NE 72ND PL UXING		5					164000	167000	170000	165000*
405	018.09	AT SR 908 BRIDGE		5					155000	159000	161000	150000*
405	018.71	AT ADC LOCATION S822		5					179000	183000	178000*	176000*
405	019.59	AFTER RAMP NE 116TH ST		5					153000	157000	159000	155000*
405	020.31	AT NE 124TH ST UXING		5					118000	121000	123000	121000*
405	021.95	BEFORE RAMP NE 160TH ST		5					141000	144000	146000	149000*

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
405	022.62	AT NE 160TH ST UXING		5					129000	132000	134000	136000*
405	022.92	AFTER RAMP NE 160TH ST		5					140000	143000	145000	159000*
405	023.53	AT SR 522 BRIDGE		5					83000	85000	87000	98000*
405	023.88	AFTER RAMP SR 522		5					94000	96000	97000	108000*
405	024.02	AFTER RAMP SR 522		5								101000*
405	024.48	AT NE 195TH ST UXING		5								94000*
405	025.02	AFTER RAMP NORTH BOUND CD LANE		5					101000	103000	105000	114000*
	STATE ROUTE NO 409 MAINLINE FERRY DOCK TO SR 4											
409	000.00	PUGET ISLAND FERRY		3					330	290*	310*	310*
409	000.09	BEFORE JCT SUNNY SANDS RDS		3						280*	280	290
409	000.09	AFTER JCT SUNNY SANDS RDS		3					640	660*	670	690
409	001.83	AFTER JCT LITTLE ISLAND RD		3								1600*
409	003.84	BEFORE JCT SR 4		3					2600*	2600	2700	2300*
	STATE ROUTE NO 410 MAINLINE SR 167/SUMNER TO SR 12											
410	009.02	AFTER RAMP SR 167		2					62000*	63000	64000	66000
410	010.12	BEFORE RAMP SR 162		2					52000*	53000	54000	55000
410	010.79	AFTER RAMP SR 162		2					44000*	45000	45000	47000
410	013.37	BEFORE JCT SUMNER BKLY HWY*181ST AV		2					42000	43000*	43000	46000*
410	013.37	AFTER JCT SUMNER BKLY HWY*181ST AV		2					35000	35000*	36000	37000
410	015.60	BEFORE JCT 214TH AVE E		2					22000	25000*	26000	26000
410	015.60	AFTER JCT 214TH AVE E		2					18000	20000*	20000	20000*
410	020.68	BEFORE JCT SR 165		2						16000*	16000	17000
410	020.73	AFTER JCT SR 165 WYE CONN		2						17000*	17000	18000
410	022.46	BEFORE JCT 244TH AVE SE		2					18000	20000*	20000	20000
410	022.46	AFTER JCT 244TH AVE SE		2					13000	14000*	14000	15000
410	023.68	BEFORE JCT SE 456TH ST		2					13000*	13000	13000	13000

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410	023.68	AFTER JCT SE 456TH ST		2					13000*	14000	14000	14000
410	024.12	BEFORE JCT COLE ST WYE CONN		2					13000*	14000	14000	14000
410	024.14	AFTER JCT COLE ST		2					8700*	9400*	9500	9800
410	024.92	BEFORE JCT WATSON ST		2					11000*	11000	12000	13000*
410	024.92	AFTER JCT WATSON ST		2					8000*	8200	8300	11000*
410	025.64	BEFORE JCT FARMAN ST N*284TH AVE SE		2						9300*	9400	9800*
410	025.64	AFTER JCT FARMAN ST N*284TH AVE SE		2					6500	6100*	6100	5700*
410	027.91	AT WEYERHAEUSER ROAD UXING		2					3000	3000	3100	3100*
410	029.78	AFTER JCT MUD MTN RD WYE CONN		2							2300*	2400
410	041.13	AFTER FEDERATION FOREST ST PK		2					2100	2100	2200*	2300
410	047.41	AFTER JCT CHINOOK LN E		2							1600*	1700
410	057.49	BEFORE JCT CRYSTAL MOUNTAIN BLVD		2					1700	1700	1400*	1500
410	057.49	AFTER JCT CRYSTAL MOUNTAIN BLVD		2								2000*
410	065.68	BEFORE JCT SR 123 WYE CONN		3						1500*	1500	1600
410	065.75	AFTER JCT SR 123		2					1000	970*	960	960
410	078.57	AT UNION CREEK BRIDGE		3								720*
410	088.46	BEFORE JCT BUMPING RIVER RD		3							780*	720*
410	088.46	AFTER JCT BUMPING RIVER RD		3							850*	830*
410	103.21	AFTER JCT BALD MOUNTAIN RD		3					1500	1500*	1500	1500
410	116.26	AT ADC LOCATION S818		3	08	01		10	2300*	2400*	2400+	2400*
	STATE ROUTE NO 411 MAINLINE SR 432/LONGVIEW TO SR 5											
411	000.00	AT SR 432 UXING*BEGIN ROUTE		2					16000*	17000	16000*	16000*
411	000.03	AFTER JCT CITY ST		2					9600*	9800	10000*	9900*
411	001.67	BEFORE JCT SR 411 SPKELSO*W MAIN ST		3					16000	17000*	17000	18000
411	001.68	AFTER JCT SR 411 SPUR WYE CONN		3					12000	12000*	13000	13000
411	003.07	BEFORE JCT ALPHA DR		3					14000	15000*	15000	15000
411	003.15	AFTER JCT BEACON HILL DR		3					13000	13000	12000*	12000

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411	004.77	AFTER JCT COWLITZ DR		3							11000*	11000
411	006.16	BEFORE JCT HAZEL DELL RD		3							6300*	6500
411	007.97	AT ADC LOCATION S819		3	06	01		07	4300*	4500*	4400+	4500
411	012.01	BEFORE JCT CO RD (OLD SR 411)		3					5200*	5400	5600*	5800
411	012.01	AFTER JCT CO RD (OLD SR 411)		3					6100*	6200	6900*	7100
411	013.44	BEFORE RAMP SR 5		3					5800*	5900	6000	5900*
411	013.48	SR 5 OXING WPS		3					8200*	8400	8500	8200*
	STATE ROUTE NO 411 SPUR KELSO SR 411 TO SR 4											
411SPKELSO	001.92	BEFORE JCT GRANT ST		2					4100	4800*	4800	5000
	STATE ROUTE NO 432 MAINLINE SR 4/LONGVIEW TO SR 5											
432	000.02	AFTER JCT SR 4 WYE CONN		2					3200	3500*	3600	3500*
432	000.84	AFTER JCT WILLOW GROVE RD		2					3600	3900	4000	3700*
432	003.30	BEFORE JCT 38TH AVE		2					5000	4900*	5000	5100
432	003.31	AFTER JCT 38TH AVE WYE CONN		2					9500	7300*	7400	7600
432	003.77	BEFORE JCT PRUDENTIAL BLVD WYE CONN		2					7700*	7800	7900	8200
432	003.80	AFTER JCT PRUDENTIAL BLVD WYE CONN		2					10000*	10000	10000	11000
432	004.40	BEFORE JCT WASHINGTON WAY WYE CONN		2					10000*	10000	10000	11000*
432	004.45	AFTER JCT WASHINGTON WAY WYE CONN		1					9600*	9800	9900	9700*
432	005.95	BEFORE WEYERHAEUSER CO		1								10000*
432	006.07	BEFORE JCT SR 433 WYE CONN		1					9500*	9700	9800	10000
432	006.10	AFTER JCT SR 433*OREGON WAY		1					19000	20000	20000	22000*
432	007.47	BEFORE RAMP SR 432		1					20000*	21000	21000	22000*
432	007.62	AT SR 432 WB UXING		1					16000*	17000	16000*	16000*
432	007.64	AT SR 432-3RD AVE BRIDGE		1					15000	15000	16000	18000*
432	008.17	AFTER RAMP SR 432-3RD AVE		1					33000	34000	31000*	36000*
432	009.66	AFTER RAMP DIKE ROAD		1					33000*	34000	34000	35000*

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432	010.33	AT SR 5 BRIDGE		1						26000*	26000	21000*
	STATE ROUTE NO 433 MAINLINE OREGON ST LINE TO SR 432											
433	000.70	AT ADC LOCATION S503		1	07	03	01	12	21000*	20000*	20000*	20000+
433	000.92	BEFORE JCT SR 432 WYE CONN		1					22000*	21000	21000	22000*
	STATE ROUTE NO 500 MAINLINE SR 5/VAN TO SR 14/CAMAS											
500	000.00	AFTER RAMP NE 39TH STREET*BEG ROUTE		1					25000	26000*	27000	27000
500	001.12	BEFORE JCT ST JOHNS BLVD WYE CONN		1					41000	39000*	38000*	39000
500	001.14	AFTER JCT ST JOHNS BLVD WYE CONN		1					44000	45000	40000*	41000
500	003.50	BEFORE RAMP NE THURSTON WAY		1					44000*	45000	46000	47000
500	004.22	AFTER RAMP NE THURSTON WAY		1					55000*	56000	56000	58000
500	005.94	BEFORE JCT SR 500*NE FOURTH PL BV W		1					41000*	42000	43000*	35000*
500	005.97	AFTER JCT SR 503*SR 500 WYE CONNS		1					34000*	34000	33000*	29000*
500	007.03	BEFORE JCT NE 137TH AVE		1					27000*	27000	27000	23000*
500	007.03	AFTER JCT NE 137TH AVE		1					24000*	25000	25000	19000*
500	007.55	AFTER JCT NE WARD RD WYE CONN		1					13000	16000*	16000	17000
500	008.30	BEFORE JCT NE 162ND AVE		3					14000	15000*	15000	15000
500	008.30	AFTER JCT NE 162ND AVE		3					9600	10000*	10000	11000
500	010.27	BEFORE JCT NE 199TH AVE		3					4500*	4600	4700	5000*
500	010.27	AFTER JCT NE 199TH AVE		3					2900*	2900	2900	3200*
500	013.84	BEFORE JCT NE 28TH ST		3					1900*	1900	2000	2100*
500	013.84	AFTER JCT NE 28TH ST		3					3800*	3800	3900	4200*
500	015.23	BEFORE JCT NE 19TH ST		3					3700*	3700	3700	3800
500	015.23	AFTER JCT NE 19TH ST		3					4300*	4300	4400	4900*
500	017.26	BEFORE JCT SE LEADBETTER RD		3					4700*	4700	4700	4900*
500	017.26	AFTER JCT SE LEADBETTER RD		3					5700*	5800	5900	6400*
500	018.75	BEFORE JCT NE 15TH AVE		3					8500	8600	10000*	10000

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
500	018.75	AFTER JCT NE 15TH AVE		3					6300	6400	8000*	8200
500	019.48	BEFORE JCT SE EVERETT ST		3					5500	5600*	5700	5900
500	020.36	BEFORE JCT SR 14 WYE CONN		3					4800	4800	6000*	6200
	STATE ROUTE NO 501 MAINLINE SR 5/VANCOUVER TO SR 5											
501	** 000.18	BEFORE JCT D ST	C	1							12000*	12000
501	000.45	BEFORE JCT COLUMBIA ST	C	1							7600*	7800
501	000.45	AFTER JCT COLUMBIA ST	C	1							5300*	5500
501	000.61	AFTER JCT MEDIAN XROAD*FRANKLIN ST		1							7600*	7800
501	000.91	AFTER JCT MEDIAN XROAD*LINCOLN AVE		1								6800*
501	002.24	AFTER JCT SW 26TH ST EXT		1					8800*	9000	9100	9300
501	004.10	AFTER JCT OLD LOWER RIVER RD		2					1200*	1300	1300	1500*
501	005.24	BEFORE JCT PROP ALIGNMENT SR 501		2						1500*	1500	1500
501	005.30	AFTER JCT PROP ALGN SR 501 WYE CON		2					650	1100*	1100	1200
501	019.05	BEFORE JCT N 45TH AVE*S 45TH AVE		3					4000	4000	4100	4500*
501	019.05	AFTER JCT N 45TH AVE*S 45TH AVE		3					5800	5800	5900	6300*
501	019.75	BEFORE JCT S TIMM RD		3					6300	6900*	7000	7200
	STATE ROUTE NO 501 COUPLET VANCVR SR 501/FRANKLN TO SR 501											
501COVANCVR	** 000.78	BEFORE JCT COLUMBIA ST		1							5200*	5400
501COVANCVR	000.78	AFTER JCT COLUMBIA ST		1							7100*	7300
501COVANCVR	001.05	AFTER JCT D ST		1							16000*	16000
	STATE ROUTE NO 502 MAINLINE SR 5 TO SR 503/BATTLEGD											
502	000.00B	AT SR 5 UXING*BEG ROUTE		1					13000	13000	13000*	14000
502	000.06	AFTER JCT NE 179TH ST		1					14000	14000	13000*	14000
502	000.81	AFTER JCT NE 194TH ST		1					11000*	11000	11000	11000
502	001.05	AFTER JCT NE 199TH ST		1					9900	10000	10000	11000*

** COUPLET SKETCH IN BACK OF BOOK

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
502	002.05	BEFORE JCT NE 10TH AVE		1					9200	9300	10000*	11000
502	002.05	AFTER JCT NE 10TH AVE		1					8900	9000	10000*	11000
502	005.03	AFTER JCT NE 72ND AVE		1					12000	13000	13000	12000*
502	007.04	BEFORE JCT NW 20TH AVE*SW 20TH AVE		1					11000	12000	14000*	15000
502	007.04	AFTER JCT NW 20TH AVE*SW 20TH AVE		1					13000	14000	16000*	17000
502	007.54	BEFORE JCT SR 503 WYE CONN		1					16000*	16000	16000	17000
	STATE ROUTE NO 503 MAINLINE SR 500 TO SR 5/WOODLAND											
503	000.02	AFTER JCT SR 500 WYE CONN		1					31000*	31000	30000*	30000*
503	000.73	BEFORE JCT NE 76TH ST		1					36000	35000*	35000	36000
503	000.73	AFTER JCT NE 76TH ST		1					32000	30000*	30000	31000
503	001.00	BEFORE JCT PADDEN PKWY WYE CONN		1					31000*	32000	32000	33000
503	001.04	AFTER JCT PADDEN PKWY WYE CONN		1					33000*	34000	34000	35000
503	001.60	AFTER JCT NE 95TH ST		1					27000	30000*	30000	31000
503	002.81	BEFORE JCT NE 119TH ST		1					28000*	28000	29000	30000
503	002.81	AFTER JCT NE 119TH ST		1					25000*	26000	26000	27000
503	003.43	BEFORE JCT NE 131ST ST		1					24000*	24000	25000	25000
503	003.43	AFTER JCT NE 131ST ST		1					24000*	24000	25000	25000
503	006.08	BEFORE JCT MEDIAN XROAD*NE 179TH ST		1					19000*	19000	19000	20000
503	006.10	AFTER JCT NE 179TH ST WYE CONN		1					20000*	20000	20000	19000*
503	008.07	BEFORE JCT SR 502*MAIN ST WYE CONN		1					17000*	17000	17000	17000*
503	008.11	AFTER JCT SR 502*MAIN ST WYE CONN		2					15000*	15000	15000	15000*
503	010.63	BEFORE JCT NE 269TH ST*NE POTTER RD		2					10000*	10000	10000	12000*
503	010.63	AFTER JCT NE 269TH ST*NE POTTER RD		2					9200*	9200	9400	11000*
503	014.35	BEFORE JCT NE GABRIEL RD		2					7300*	7400	7500	7900*
503	014.35	AFTER JCT NE GABRIEL RD		2					5300*	5300	5400	6100*
503	016.11	BEFORE JCT NE 156TH AVE		2					5600	5700	5100*	5300
503	016.11	AFTER JCT NE 156TH AVE		2					3200	3200	2800*	2900

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
503	020.44	BEFORE JCT NE 399TH ST		2					2500*	2500	2500	2600
503	020.44	AFTER JCT NE 399TH ST		2					3200*	3200	3200	3400*
503	020.94	BEFORE JCT NE 221ST AVE		2					3000*	3000	3100	3300*
503	020.94	AFTER JCT NE 221ST AVE		2					680*	690	700	650*
503	022.61	BEFORE JCT NE 419TH ST		2					750*	760	770	850*
503	022.61	AFTER JCT NE 419TH ST		2					2100*	2100	2100	2300*
503	024.81	AFTER JCT NE HEALY RD		2					1200*	1200	1300	1300*
503	031.31	BEFORE JCT SR 503 SPCOUGAR (SPUR)		2					950*	950	970	800*
503	031.31	AFTER JCT SR 503 SPCOUGAR (SPUR)		2					1400*	1400	1500	1400*
503	033.04	AFTER JCT BAKER RD		2					1400*	1400	1400	1400*
503	044.12	BEFORE JCT MERWIN VILLAGE RD		2					1900*	1900	1900	1900*
503	044.12	AFTER JCT MERWIN VILLAGE RD		2					2000*	2000	2100	2200*
503	046.50	AFTER JCT ENGLERT RD		2					2500*	2500	2500	2700*
503	048.52	BEFORE JCT NIEMI RD		2					3100*	3100	3100	3100*
503	048.52	AFTER JCT NIEMI RD		2					3300*	3400	3500	3400*
503	049.41	AFTER JCT LITTLE KALAMA RIVER RD		2					4600*	4700	4800	5100*
503	053.00	AFTER JCT GUN CLUB RD		2					8400*	8500	8600	9100*
503	053.95	AFTER JCT N GOERIG ST		2					9600	9500*	9600	9900
503	054.31	BEFORE JCT S LEWIS RIVER HWY		2					15000	15000	15000	16000*
	STATE ROUTE NO 503 SPUR COUGAR SR 503 TO SKAMANIA CO.											
503SPCOUGAR	031.31	AFTER JCT SR 503*BEG ROUTE		3					1700*	1700	1700	1600*
503SPCOUGAR	039.73	SGN ENT SKAMANIA COUNTY		3					820*	820	840	780*
	STATE ROUTE NO 504 MAINLINE SR 5 TO MT ST HELENS											
504	000.00	AT SR 5 BRIDGE*BEG ROUTE		3					8200*	8400	8500	8200*
504	000.10	AFTER RAMP SR 5		3								12000*
504	000.15	AFTER JCT OLD PAC HWY*DOUGHERTY DR		3					10000*	10000	12000*	12000

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
504	002.00	BEFORE JCT TOWER RD		3							8400*	8700
504	002.00	AFTER JCT TOWER RD		3							7100*	7300
504	009.09	BEFORE JCT HALL RD		3					4300*	4400	4400	4600
504	009.09	AFTER JCT HALL RD		3					3900*	4000	4000	4100
504	010.56	BEFORE JCT SIGHTLY RD		3							3900*	4000
504	010.57	AFTER JCT S TOUTLE RD		3					1400	1400	1800*	1800
504	014.72	BEFORE JCT SR 505		3					1200*	1300	1500*	1500
504	014.72	AFTER JCT SR 505		3					1300*	1300	1400*	1400
504	019.43	AT ADC LOCATION S840		3	07	01		08	1100*	1100*	990+	990*
504	033.06	BEFORE FOREST LEARNING CENTER		3					920*	930	810	810
504	033.08	AFTER FOREST LEARNING CENTER		3					910*	920	800	800
504	038.99	AT EAST FORK ELK CRK BRIDGE		3							820*	820
504	042.98	BEFORE JCT SR 504 WYE CONN		3					700*	710	610	610
504	043.07	AFTER JCT SR 504 WYE CONN		3					670*	680	590	590
504	044.99	BEFORE JCT PVT RD		3					640	650	680*	680
504	046.82	ENTERING SKAMANIA COUNTY		3					730*	740	640	640
	STATE ROUTE NO 505 MAINLINE WINLOCK TO SR 504											
505	000.00	AFTER JCT KERRON ST*BEG ROUTE		3					4300	4400	5100*	5200
505	005.46	BEFORE JCT JACKSON HWY*PLOMONDON RD		3					3100	3100	3500*	3700
505	005.46	AFTER JCT JACKSON HWY*PLOMONDON RD		3					4500	4600	5100*	5300
505	007.18	BEFORE JCT JACKSON HWY S WYE CONN		3							4100*	4200
505	007.18	AFTER JCT JACKSON HWY S WYE CONN		3							3600*	3700
505	008.32	AFTER JCT KANGAS RD		3							1700*	1800
505	019.29	BEFORE JCT SR 504		3					660*	660	580*	600
	STATE ROUTE NO 506 MAINLINE RYDERWOOD TO SR 5											
506	000.00	AFTER JCT SECOND ST*BEG ROUTE		3					330	240*	250	250

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506	000.36	AFTER JCT SIXTH ST		3		770	420*	420	440
506	001.78	AFTER JCT WILDWOOD RD		3			730*	740	770
506	005.73	BEFORE JCT WINLOCK VADER RD		3		1300*	980*	990	1000
506	005.73	AFTER JCT WINLOCK VADER RD		3		1800*	1500*	1500	1600
506	009.87	BEFORE JCT FRONTAGE RD		3			2000*	2000	2000
506	011.47	BEFORE RAMP SR 5		3		910	1000	870*	900
	STATE ROUTE NO 507 MAINLINE SR 5/CENTRALIA TO SR 7								
507	000.07	AFTER JCT ELLSBURY ST		3		13000	14000	14000	12000*
507	000.27	BEFORE JCT YEW ST		3					13000*
507	000.27	AFTER JCT YEW ST		3			9700*	9800	10000*
507	000.91	BEFORE JCT SR 507 COPEARL (COUPLET)		3		8100	8500*	8600	8800
507	** 000.95	AFTER JCT S TOWER AVE*E CHERRY ST	C	3		9500	9800*	10000	10000
507	001.31	AFTER JCT E MAIN ST*W MAIN ST	C	3		9400	7000*	7100	6600*
507	001.52	AFTER JCT E MAPLE ST	C	3		6800	6600*	6700	6900
507	002.18	BEFORE JCT E SIXTH ST WYE CONN	C	3			5200*	5200	5400
507	002.26	AFTER JCT SR 507 COPEARL (COUPLET)		3		9300	8900*	9000	9300
507	004.60	BEFORE JCT BIG HANAFORD RD		3			4700*	4800	4900
507	004.60	AFTER JCT BIG HANAFORD RD		3			2100*	2100	2200
507	013.64	BEFORE JCT OLD HWY 99		2		3100	3100	2700*	2800
507	013.64	AFTER JCT OLD HWY 99		2		7400	7400	6300*	6500
507	014.67	BEFORE JCT RAGLESS ST N*RAGLESS ST		2		9000	9000	7700*	7900
507	014.69	AFTER JCT OLD HWY 99 N		2		5300	5300	6300*	6500
507	017.85	AFTER JCT MILITARY RD SE		2		3400	3400	3000*	3100
507	022.03	AFTER JCT VAIL CUTOFF RD SE		2		4600	4600	4200*	4300
507	022.74	AFTER JCT CENTER ST		2		6000	6000	5200*	5300
507	028.24	BEFORE JCT SR 510*FIRST ST		2				6900*	7100
507	028.24	AFTER JCT SR 510*FIRST ST		2				16000*	16000

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507	029.24	BEFORE JCT CREEK ST*BALD HILLS RD		2			17000*	16000*	17000*
507	029.24	AFTER JCT CREEK ST*BALD HILLS RD		2		15000	11000	11000	12000*
507	031.10	BEFORE JCT SR 702		2		15000	15000*	15000	15000
507	031.10	AFTER JCT SR 702		2		9100	9500*	9700	9900
507	038.49	AT MUCK CREEK OVERFLOW		2			9400*	9500	9800
507	039.59	BEFORE JCT EAST GATE ROAD		2		9900	10000	10000	10000*
507	043.49	BEFORE PARK AND RIDE LOT		2			12000*	12000	13000
507	043.50	BEFORE JCT SR 7 WYE CONN		2			12000*	12000	12000
	STATE ROUTE NO 507 COUPLET PEARL SIXTH ST TO W CHERRY ST								
507COPEARL	** 002.26	AFTER JCT SR 507*6TH ST*BEG ROUTE		3		5200	5300*	5400	5600
507COPEARL	002.93	BEFORE JCT W MAPLE ST		3		6700	6600*	6700	6900
507COPEARL	003.13	BEFORE JCT W MAIN ST		3		7800	7300*	7400	7000*
507COPEARL	003.49	BEFORE JCT SR 507-W CHERRY ST		3		9900	10000*	10000	10000
	STATE ROUTE NO 508 MAINLINE SR 5 TO SR 7/MORTON								
508	000.16	AFTER RAMP SR 5		3		6200	6300	6100*	6300
508	000.25	AFTER JCT FOREST RD		3		4300*	4400	4400	4100*
508	002.44	BEFORE JCT JACKSON HWY		3		3800*	3800	3900	4000
508	002.44	AFTER JCT JACKSON HWY		3		4100*	4100	4200	4400*
508	003.18	BEFORE JCT GUERRIER RD		3		4100*	4100	4200	4300
508	003.18	AFTER JCT GUERRIER RD		3		4100*	4200	4200	4300
508	003.69	BEFORE JCT TAUSCHER RD		3		4000*	4000	4100	4200
508	003.69	AFTER JCT TAUSCHER RD		3		4100*	4200	4200	4300
508	004.70	BEFORE JCT GISH RD		3		3800*	3800	3800	3900
508	004.70	AFTER JCT GISH RD		3		3500*	3500	3600	3700
508	008.39	BEFORE JCT CARLISLE AVE*LEONARD RD		3					4100*
508	008.39	AFTER JCT CARLISLE AVE*LEONARD RD		3		3300*	3300	3300	3100*

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508	013.34	BEFORE JCT CENTRALIA ALPHA RD		3		1700*	1700	1800	2000*
508	018.02	BEFORE JCT CINEBAR RD		3		1400*	1400	1400	1800*
508	018.02	AFTER JCT CINEBAR RD		3		1300*	1300	1300	1400*
508	032.21	AFTER JCT ONEILL RD		3		2400*	2400	2500	3000*
508	032.84	BEFORE JCT SR 7		3		2500*	3100*	3200	3300
	STATE ROUTE NO 509 MAINLINE SR 705/TACOMA TO SR 99								
509	000.05	AFTER RAMP SR 705 NB*SR 705 NB		1					35000*
509	001.66	BEFORE RAMP PORT OF TACOMA RD		1		28000*	28000	29000	30000
509	002.80	AFTER RAMP PORT OF TACOMA RD		1		29000*	29000	30000	29000*
509	005.69B	BEFORE JCT NORPOINT WAY WYE CONN		1		18000*	18000	19000	19000
509	005.72B	AFTER JCT NORPOINT WAY WYE CONN		1		8800*	8900	9000	9300*
509	006.38B	BEFORE JCT OLD SR 509 WYE CONN		1		5200*	5300	5400	5200*
509	003.22	AFTER JCT OLD SR 509 WYE CONN		2		5000*	5000	5100	5000*
509	005.80	AFTER JCT SLAYDEN RD NE		2		5300	5400	5500	4700*
509	007.23	AFTER JCT WHITTIER ST NE		2		3000*	3000	3100	3200
509	009.08	BEFORE JCT 47TH AVE SW		2		4900*	5000	5000	4900*
509	009.08	AFTER JCT 47TH AVE SW		2		3000	3100	3100	3000*
509	011.24	BEFORE JCT 21ST AVE SW WYE CONN		2		4600*	4700	4800	4800*
509	011.25	AFTER JCT 21ST AVE SW		2		18000*	19000	19000	19000*
509	011.50	AFTER JCT SW 312TH ST WYE CONN		2		13000*	13000	14000	13000*
509	019.62	AFTER JCT SR 516		1		20000*	20000	20000	19000*
509	020.32	BEFORE JCT S 218TH ST		1		18000*	19000	18000	19000*
509	020.41	BEFORE JCT DES MOINES MEM DR Y CONN		1		23000*	24000	23000	24000*
509	020.47	AFTER JCT DES MOINES WY S WYE CONN		1		12000*	12000	12000	12000*
509	020.75	BEFORE JCT S 216TH ST		1		10000	11000	10000	11000*
509	020.75	AFTER JCT S 216TH ST		1		10000*	11000	10000	11000
509	021.79	BEFORE JCT SW 200TH ST		1		12000*	12000	12000	12000*

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509	022.78	BEFORE JCT SW 185TH ST		1					16000	16000	16000*	17000
509	022.78	AFTER JCT SW 185TH ST		1					16000	17000	17000*	17000
509	023.07	AFTER JCT NORMANDY ROAD		1					16000*	16000	16000	15000*
509	023.46	BEFORE JCT SR 509 WYE CONN		1					16000*	17000	16000	17000
509	023.48	AFTER JCT SR 509*1ST AVE S WYE CONN		1					3200*	3300	3200	3300
509	023.88B	AFTER JCT S NORMANDY RD WYE CONN		1					9900*	10000	9900	11000*
509	024.24B	AFTER JCT 8TH AVE S WYE CONN		1					15000*	15000	15000	16000*
509	024.35B	AT SR 509 BRIDGE		1					15000*	15000	15000	15000*
509	023.67	AFTER RAMP DES MOINES WAY S		1					28000*	29000	28000	29000*
509	025.27	BEFORE RAMP SR 518		1					34000*	35000	34000	33000*
509	026.37	AT ADC LOCATION D14		1	02			03	56000*	57000*	56000*	57000+
509	026.90	AT S 128TH ST BRIDGE		1								41000*
509	027.27	AFTER RAMP S 128TH ST		1					40000	41000	40000	48000*
509	028.31	AFTER RAMP S 112TH ST		1								53000*
	STATE ROUTE NO 510 MAINLINE SR 5 TO SR 507/YELM											
510	002.62	BEFORE JCT MARTIN WAY SE		2						15000*	16000	16000
510	002.93	BEFORE JCT SE 3RD AVE*3RD AVE SE		2							16000*	16000
510	002.93	AFTER JCT SE 3RD AVE*3RD AVE SE		2							14000*	15000
510	004.28	BEFORE JCT PACIFIC HWY*MARVIN ROAD		2					12000	11000*	11000	11000
510	004.28	AFTER JCT PACIFIC HWY*MARVIN ROAD		2					9800	9500*	9600	9900
510	006.30	BEFORE JCT OLD PACIFIC HWY WYE CONN		2					8500	7500*	7600	7800
510	006.35	AFTER JCT OLD PACIFIC HWY		2					9600	9000*	9100	9400
510	006.95	AFTER JCT MERIDIAN RD SE		2					6000	5600	6000*	6200
510	009.09	BEFORE JCT RESERVATION RD SE		2					5700	5300*	5400	5500
510	009.27	BEFORE JCT YELM HWY SE		2					8600	8500	9400*	9700
510	009.27	AFTER JCT YELM HWY SE		2					11000	11000*	12000*	12000
510	010.40	BEFORE JCT MUK-SET-WEI DR		2					10000	10000*	11000	11000

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
510	010.74	AFTER JCT CHURCH KALAMA RD		2						10000*	10000	11000
510	015.67	BEFORE JCT SR 507*FIRST ST		2							15000*	16000
	STATE ROUTE NO 512 MAINLINE SR 5 TO SR 167/PUYALLUP											
512	001.53	AT ADC LOCATION D3		1	05	03		08	82000*	83000	84000	88000+
512	012.06	AT SR 167 BRIDGE		1					37000*	38000	39000	40000
	STATE ROUTE NO 513 MAINLINE SR 520 TO MAGNUSON PK											
513	000.15	BEFORE JCT E SHELBY ST WYE CONN		1						49000*	50000	52000
513	001.29	AFTER JCT NE 45TH ST WYE CONN		1						38000*	39000	40000
513	003.35	BEFORE JCT NE 65TH ST*W G MAGNUSON		1						13000*	14000	14000
	STATE ROUTE NO 515 MAINLINE SR 516 TO SR 900/RENTON											
515	000.01	AFTER JCT SR 516 WYE CONN		2					25000*	25000	26000	26000*
515	002.20	BEFORE JCT SE 222ND PL		2					25000*	25000	27000*	28000
515	002.20	AFTER JCT SE 222ND PL		2					29000*	29000	28000*	29000
515	002.59	BEFORE JCT SE 217TH ST		2					28000*	29000	29000*	30000
515	002.59	AFTER JCT SE 217TH ST		2					27000*	28000	28000*	28000
515	005.14	BEFORE JCT SE CARR RD*SE 176TH ST		2								23000*
515	005.14	AFTER JCT SE CARR RD*SE 176TH ST		2								22000*
515	005.29	AFTER JCT BENSON RD		2								15000*
515	006.75	BEFORE JCT S PUGET DR WYE CONN		2					19000	20000	20000	20000*
515	006.76	AFTER JCT S 15TH ST*S PUGET DR		2					33000	33000	34000	31000*
515	007.68	BEFORE JCT SR 900 EAST BOUND		2						24000*	24000	25000
515	007.70	AFTER JCT SR 900 E BND		2						11000*	11000	12000
515	007.82	BEFORE JCT SR 900 CO2NDST (COUPLET)		2						12000*	12000	12000

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
	STATE ROUTE NO 516 MAINLINE SR 509 TO SR 169											
516	000.01	AFTER JCT OLD SR 509		1					11000*	11000	11000	11000*
516	000.71	BEFORE JCT 16TH PL S WYE CONN		1					12000*	12000	12000	11000*
516	000.75	AFTER JCT 16TH PL S WYE CONN		1					12000*	13000	13000	12000*
516	000.94	BEFORE JCT 20TH AVE S		1					13000	14000	12000*	12000
516	000.94	AFTER JCT 20TH AVE S		1					15000	15000	13000*	13000
516	001.48	BEFORE JCT 24TH AVE S*25TH AVE S		1					14000*	15000	13000	13000*
516	001.48	AFTER JCT 24TH AVE S*25TH AVE S		1								15000*
516	001.88	BEFORE JCT 30TH AVE S WYE CONN		1								34000*
516	001.90	AFTER JCT 30TH AVE S WYE CONN		1					38000	35000*	35000	36000
516	004.52	BEFORE JCT SR 181*68TH AVE S		1					23000	23000*	23000	24000
516	004.53	AFTER JCT SR 181 WYE CONN		1					39000	38000*	39000	40000
516	005.30	BEFORE JCT S CENTRAL AVE		1					18000*	18000	18000	19000
516	005.68	BEFORE JCT SMITH ST*N CENTRAL AVE		1					24000	19000*	20000	20000
516	005.68	AFTER JCT SMITH ST*N CENTRAL AVE		1					33000	28000*	29000	29000
516	007.34	BEFORE JCT SR 515*104TH AVE SE		1					33000*	34000	34000	31000*
516	007.35	AFTER JCT SR 515 WYE CONN		1					40000*	40000	41000	40000*
516	007.43	AFTER JCT SE 256TH ST WYE CONN		1					32000*	33000	33000	32000
516	008.73	BEFORE JCT 124TH AVE SE WYE CONN		1					32000*	33000	33000	34000*
516	008.75	AFTER JCT 124TH AVE SE		1					29000*	30000	30000	32000*
516	009.38	AFTER JCT 132ND AVE SE		1					32000*	32000	33000	31000*
516	010.61	BEFORE JCT 152ND AVE SE*152ND WY SE		1					30000*	30000	31000	29000*
516	010.61	AFTER JCT 152ND AVE SE*152ND WY SE		1					26000*	26000	27000	25000*
516	011.13	AFTER JCT 160TH AVE SE		1					23000*	23000	24000	27000*
516	011.42	BEFORE RAMP SR 18		1						26000*	26000	27000
516	011.51	AFTER RAMP SR 18		2						30000*	31000	32000
516	012.08	BEFORE JCT SE WAX RD WYE CONN		2						23000*	24000	24000

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
516	012.12	AFTER JCT SE WAX RD WYE CONN		2					24000	26000*	26000	27000
516	013.11	BEFORE JCT 192ND AVE SE		2					23000	24000	22000*	23000
516	013.11	AFTER JCT 192ND AVE SE		2					20000	21000	20000*	20000
516	014.63	BEFORE JCT 216TH AVE SE		2							17000*	17000
516	014.63	AFTER JCT 216TH AVE SE		2							13000*	14000
516	015.10	BEFORE JCT WITTE RD SE		2					15000	15000	13000*	14000
516	015.10	AFTER JCT WITTE RD SE		2					12000	12000	12000*	13000
516	015.38	BEFORE JCT 228TH AVE SE		2					12000*	12000	12000	12000
516	015.38	AFTER JCT 228TH AVE SE		2					11000*	12000	12000	12000
516	016.22	BEFORE JCT SR 169		2						12000*	12000	12000
	STATE ROUTE NO 518 MAINLINE SR 509 TO SR 5/TUKWILA											
518	000.35	AT ADC LOCATION D13		1	03	01		04	57000*	58000*	57000*	58000+
518	000.83	AFTER RAMP DES MOINES WAY S		1								69000*
	STATE ROUTE NO 519 MAINLINE SR 90 TO FERRY TERMINAL											
519	000.14	BEFORE JCT ROYAL BROUGHAM WY*4TH AV		1					34000	34000*	35000	36000
519	000.14	AFTER JCT ROYAL BROUGHAM WY*4TH AV		1						18000*	18000	18000
519	000.48	BEFORE JCT ALASKAN WAY S WYE CONN		1						9800*	10000	10000
519	000.51	AFTER JCT ROYAL BRGHM WY WYE CONN		1						14000*	14000	14000
	STATE ROUTE NO 520 MAINLINE SR 5/SEATTLE TO SR 202											
520	000.00	AFTER JCT SR 5*BEGIN ROUTE		1					50000	56000*	56000	56000
520	000.36	AFTER RAMP SR 5		1					103000	94000*	94000	95000*
520	000.94	AT SR 513 UXING		1					77000	71000*	71000	72000*
520	001.43	AFTER RAMP SR 513		1					107000	92000*	92000	91000*
520	004.00	AT ADC LOCATION D10		1	02	01		03	108000	102000*	101000*	100000+
520	004.62	AFTER RAMP 84TH AVE NE		1					102000	93000*	93000	92000*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
520	005.39	AFTER RAMP 92ND AVE NE-FLYER STOP		1					110000	101000*	101000	101000*
520	005.99	AFTER RAMP LK WA BLVD (OLD SR 908)		1					89000	83000*	83000	83000*
520	007.35	AFTER RAMP 124TH AVE NE		1					113000	102000*	102000	101000
520	009.60	AFTER RAMP 148TH AVE NE		1					87000	92000*	92000	91000
520	011.22	AFTER RAMP WBCD LANE		1					82000	82000*	81000	81000
520	012.01	AFTER RAMP W LK SAMMAMISH*ADC S547		1					57000	64000*	63000*	64000*
520	012.83	AT SR 202-BN RR BRIDGE		1						31000*	31000	32000*
	STATE ROUTE NO 522 MAINLINE SR 5/SEATTLE TO SR 2											
522	005.29	BEFORE JCT NE 165TH ST		1							40000*	39000*
522	005.63	BEFORE JCT NE 170TH ST		1							38000*	39000
522	005.82	BEFORE JCT SR 104 WYE CONN		1					43000	44000	40000*	41000
522	007.99	AFTER JCT 80TH AVE NE		1								36000*
522	009.10	BEFORE JCT 96TH AVE NE		1								33000*
522	009.10	AFTER JCT 96TH AVE NE		1								34000*
522	009.81	BEFORE JCT SR 527*MAIN ST		1								37000*
522	009.81	AFTER JCT SR 527*MAIN ST		1								27000*
522	013.30	AT ADC LOCATION P19		1	07	02		10	36000*	36000	37000*	39000+
522	014.09	AT SR 9		1							22000*	23000
522	016.60	BEFORE JCT SR 524*PARADISE LAKE RD		1								25000*
522	016.60	AFTER JCT SR 524*PARADISE LAKE RD		1								22000*
522	018.60	AFTER JCT FALES RD*ECHO LAKE RD		1								23000*
522	024.61	AT SR 2 BRIDGE		1					14000*	13000*	14000*	15000
	STATE ROUTE NO 523 MAINLINE SR 99 TO SR 522											
523	000.01	AFTER JCT SR 99 WYE CONN		1							22000*	22000
523	000.50	BEFORE JCT MERIDIAN AVE N		1							22000*	23000
523	000.50	AFTER JCT MERIDIAN AVE N		1							25000*	25000

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
523	000.75	AFTER JCT 1ST AVE NE		1							28000*	29000
523	001.00	AFTER JCT 5TH AVE NE (OLD SR 513)		1							26000*	26000
523	001.50	BEFORE JCT 15TH AVE NE		1							25000*	26000
523	001.50	AFTER JCT 15TH AVE NE		1							24000*	24000
523	002.26	BEFORE JCT 30TH AVE NE		1							23000*	23000
523	002.45	BEFORE JCT SR 522-BOTHL WY-LK CT WY		1							20000*	20000
	STATE ROUTE NO 524 MAINLINE SR 104/EDMONDS TO SR 522											
524	000.00B	AFTER JCT SR 104*SUNSET AVE		1					2900*	3300*	3300	3000*
524	000.00	BEFORE JCT SR 524 SP3RDAVE*MAIN ST		1					5000	4300*	4300	3900*
524	000.00	AFTER JCT SR 524 SP3RDAVE*MAIN ST		1					7000	7200	7300	6500*
524	000.82	BEFORE JCT 9TH AVE N WYE CONN		1					10000*	10000	11000	11000
524	000.84	AFTER JCT 9TH AVE N		1					14000*	14000	14000	14000*
524	001.11	AFTER JCT 9TH AVE N WYE CONN		1					13000*	14000	14000	14000
524	001.32	AFTER JCT OLYMPIC AVE		1					10000*	10000	10000	9700*
524	002.61	BEFORE JCT 76TH AVE W		1					17000	17000*	17000	17000
524	002.61	AFTER JCT 76TH AVE W		1					21000	20000*	21000	21000
524	004.64	BEFORE JCT SR 524 SPCEDRWY*44TH AVE		1					30000*	31000	31000	30000*
524	004.64	AFTER JCT SR 524 SPCEDRWY*44TH AVE		1					30000*	31000	31000	35000*
524	005.14	BEFORE JCT ON RAMP WYE CONN		1						42000*	43000	44000
524	005.37	AFTER RAMP SR 5 NB		2					20000	24000*	25000	26000
524	007.51	AFTER JCT NORTH RD*N DAMSON RD		2								17000*
524	010.86	BEFORE JCT YORK RD		2					11000	12000*	12000	13000
524	010.97	AFTER JCT 204TH ST SE		2					9200	8400*	8500	8800
524	012.84	BEFORE JCT SR 9		3					10000*	9000*	7900*	7600*
524	012.84	AFTER JCT SR 9		3					8400*	7600*	6400*	6400*
524	013.56	BEFORE JCT 78TH AVE SE		3							6200*	6400
524	013.56	AFTER JCT 78TH AVE SE		3							6100*	6300

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524	014.22	AFTER JCT BROADWAY AVE		3					6500	6600	6800*	7000
524	014.50	BEFORE JCT W BOSTIAN RD		3							12000*	12000
524	014.56	BEFORE JCT SR 522		3								13000*
	STATE ROUTE NO 524 SPUR CEDRWY SR 524 TO SR 5 UX NB											
524SPCEDRWY	004.64	AFTER JCT SR 524*BEG ROUTE		1					25000*	25000	25000	25000*
524SPCEDRWY	004.89	AFTER JCT 200TH ST SW		1								37000*
524SPCEDRWY	005.07	BEFORE JCT OFF RAMP WYE CONN		1					25000*	26000	26000	27000*
524SPCEDRWY	005.14	AT SR 5 NB UXING*END ROUTE		1						33000*	34000	35000
	STATE ROUTE NO 524 SPUR 3RDAVE SR 524 TO SR 104											
524SP3RDAVE	000.00	AFTER JCT SR 524*MAIN ST*BEG ROUTE		1					6300	6400	6500	6100*
524SP3RDAVE	000.69	BEFORE JCT SR 104 WYE CONN		1					1400*	1400	1500	1400*
	STATE ROUTE NO 525 MAINLINE SR 5 TO SR 20/RACE ROAD											
525	000.36	BEFORE RAMP ALDERWOOD MALL BLVD		1								45000*
525	002.65	BEFORE RAMP SR 99 SB		1							26000*	27000
525	005.59	BEFORE JCT SR 525 SPPAINE (SPUR) NB		1					28000*	28000	29000	30000
525	006.51	BEFORE JCT SR 526*84TH ST SW		1					14000*	14000	14000	15000
525	006.51	AFTER JCT SR 526*84TH ST SW		1					18000*	18000	18000	17000*
525	007.01	AFTER JCT 76TH ST SW		1					15000*	16000	16000*	15000*
525	008.18	BEFORE JCT 5TH ST		1					14000	13000*	13000	14000
525	008.18	AFTER JCT 5TH ST		1					11000	9400*	9500	9700
525	008.35	BEFORE JCT 2ND ST		1					9300*	9500	9600	9200*
525	008.35	AFTER JCT 2ND ST		1					9300*	9400	9500	8800*
525	008.47	AFTER MUKILTEO FERRY LANDING		1					6300*	6100*	6100*	6100*
525	008.79	BEFORE JCT HUMPHREY RD		1					6700*	6400*	6500	6700*
525	008.80	AFTER JCT WILSON PL		1					8100*	7900*	8000	8300*

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525	008.96	AFTER JCT DEER LAKE RD		1		9400	9200*	9300	9500
525	009.06	AFTER JCT BOB GALBREATH RD		1		8800	8800*	8900	9100
525	009.99	AFTER JCT CEDAR VISTA DR		1		9400	8800*	8900	9100
525	011.10	BEFORE JCT CULTUS BAY RD*LANGLEY RD		1		9200*	9400	9500	9800
525	012.25	BEFORE JCT MAXWELTON RD		1		9800	10000	10000*	10000
525	012.25	AFTER JCT MAXWELTON RD		1		10000	11000	11000*	11000
525	014.68	BEFORE JCT BAYVIEW RD		1		12000	12000*	12000	11000*
525	014.68	AFTER JCT BAYVIEW RD		1		11000*	11000*	11000	10000
525	016.93	BEFORE JCT DOUBLE BLUFF RD		1		12000*	12000	12000*	12000
525	016.93	AFTER JCT DOUBLE BLUFF RD		1		12000	12000	12000*	12000
525	018.08	BEFORE JCT FISH RD*MAIN ST		1		8900	9100	9800*	10000*
525	018.08	AFTER JCT FISH RD*MAIN ST		1		11000*	11000	11000	12000
525	018.92	BEFORE JCT BUSH PT RD*HONEYMOON BAY		1		9100*	9300	9400	10000*
525	018.92	AFTER JCT BUSH POINT RD*HONEYMOON		1		5400*	5500	5600	6200*
525	024.29	BEFORE JCT CHRISTENSON RD		1		5100*	5200	5300	5400
525	024.29	AFTER JCT CHRISTENSON RD		1		5300*	5400	5500	5600
525	030.52	BEFORE JCT SR 20*RACE RD		1		6300	6500	7200*	7300*
	STATE ROUTE NO 525 SPUR PAINE SR 525 TO SR 526								
525SPPAINE	006.45	BEFORE JCT SR 526*END ROUTE		1					19000*
	STATE ROUTE NO 526 MAINLINE SR 525 TO SR 5/EVERETT								
526	000.00	AFTER JCT SR 525*BEG ROUTE		1		10000*	10000	10000	10000*
526	000.79	BEFORE BOEING		1		26000*	26000	27000	27000
526	000.80	AFTER JCT MEDIAN XROAD		1		29000*	29000	30000	30000
526	001.23	BEFORE RAMP AIRPORT RD		1		37000	38000	30000	32000*
526	001.43	AT AIRPORT RD BRIDGE		1		28000	28000	23000	24000*
526	001.65	AFTER RAMP AIRPORT RD		1		47000	48000	38000*	40000*

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526	001.97	AT S-E RAMP UXING		1								31000*
526	002.31	AFTER RAMP SEAWAY BLVD		1					66000	67000	55000*	56000*
526	004.52	RTE ENDS/SR 5 OXING WPS		1							35000*	36000
	STATE ROUTE NO 527 MAINLINE SR 522/BOTHELL TO SR 5											
527	000.43	AFTER JCT NE 190TH ST*NE 191ST ST		1					16000*	16000	16000	15000*
527	001.58	BEFORE JCT 240TH ST SE		1					15000	15000	15000*	15000
527	001.58	AFTER JCT 240TH ST SE		1					20000	20000	19000*	20000
527	002.37	BEFORE JCT 228TH ST SE WYE CONN		1					25000*	25000	25000	25000*
527	002.41	AFTER JCT 228TH ST SE WYE CONN		1					38000*	38000	39000	40000*
527	002.93	AFTER JCT CANYON PRK BLVD*220TH ST		1					35000*	36000	36000	40000*
527	005.50	BEFORE JCT 180TH ST SE		1					27000*	27000	28000	32000*
527	005.50	AFTER JCT 180TH ST SE		1					30000*	31000	31000	31000*
527	006.61	BEFORE JCT MILL CREEK RD WYE CONN		1					28000*	29000	29000	33000*
527	006.63	AFTER JCT 164TH*MILL CRK WYE CONN		1					21000*	22000	22000	24000*
527	008.37	BEFORE JCT DUMAS RD*136TH ST SE		1					22000*	23000	25000*	25000*
527	008.37	AFTER JCT DUMAS RD*136TH ST SE		1					15000	15000	17000*	17000
527	008.85	BEFORE JCT SR 96-132ND ST SE		1					13000*	13000	13000*	14000*
527	008.86	AFTER JCT SR 96 WYE CONN		1					18000*	19000	18000*	19000
527	011.08	BEFORE JCT 100TH ST SE		1							27000*	27000
527	011.08	AFTER JCT 100TH ST SE		1							34000*	35000
527	011.92	AT SR 5 BRIDGE		1							35000*	36000
	STATE ROUTE NO 528 MAINLINE SR 5/MARYSVILLE TO SR 9											
528	000.36	BEFORE JCT SR 529*STATE AVE		2					20000	20000*	20000	21000
528	000.36	AFTER JCT SR 529*STATE AVE		2					17000	17000*	17000	17000
528	000.80	AFTER JCT 47TH AVE NE		2							18000*	19000
528	002.07	BEFORE JCT 67TH AVE NE		2							15000*	16000

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528	002.07	AFTER JCT 67TH AVE NE		2							11000*	11000
528	003.46	BEFORE JCT SR 9		2					7800	8000	7900*	8100
	STATE ROUTE NO 529 MAINLINE SR 5/EVERETT TO SR 528											
529	000.29	AFTER JCT SR 2 COEVRETT (COUPLET)		1						9100*	9200	9400
529	000.38	AFTER JCT SR 529 SPUR*MAPLE ST		1					15000	15000	16000*	17000
529	001.46	BEFORE JCT W MARINE VIEW DR		1					3500*	3600	3600	5500*
529	001.46	AFTER JCT W MARINE VIEW DR		1					14000*	14000	15000	16000*
529	004.92B	AT SR 529 NB UXING		1					9000*	9200	9300	9600*
529	003.82	AT SNOHOMISH RIVER BRIDGE		1					27000*	27000	28000	30000*
529	005.24	AT UNION SLOUGH BRIDGE		1					28000*	28000	29000	29000
529	005.79	BEFORE RAMP SR 5 SB*SR 5 NB		1					30000*	30000	30000	30000*
529	005.85	AT SR 5 NB UXING		1					14000	15000	14000*	14000
529	006.35	AT EBBEY SLOUGH BRIDGE		1						12000*	13000*	14000
529	006.69	BEFORE JCT SR 528		1						12000*	12000	13000
	STATE ROUTE NO 529 SPUR EVERET SR 529 TO SR 5NB UXING											
529SPEVERET	000.38	AFTER JCT SR 529*MAPLE ST		1					19000	19000	16000*	17000
	STATE ROUTE NO 530 MAINLINE SR 5 TO SR 20											
530	016.95	AT SR 5 BRIDGE*BEGIN ROUTE		2					13000*	13000	13000	13000
530	017.04	AFTER RAMP SR 5		2					20000*	18000*	18000	18000
530	017.30	BEFORE JCT OLD SR 99		2							18000*	18000
530	017.47	AFTER JCT OLD SR 99 WYE CONN		2					17000	17000	18000*	18000
530	019.39	BEFORE JCT 59TH AVE NE		2								18000*
530	019.39	AFTER JCT 59TH AVE NE		2								17000*
530	020.79	BEFORE JCT SR 9		2					13000*	13000	14000*	14000*
530	020.91	AFTER JCT SR 9 WYE CONN		2					6300*	6400	8500*	8900*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
530	022.14	BEFORE JCT ARLINGTON HEIGHTS RD		2		12000*	12000	13000	13000*
530	022.14	AFTER JCT ARLINGTON HEIGHTS RD		2		8200*	8300	8400	8800*
530	025.52	BEFORE JCT JIM CREEK RD		2		6800	6900	7400*	7600
530	025.52	AFTER JCT JIM CREEK RD		2		5300	5400	5600*	5800
530	026.77	BEFORE JCT 139TH AVE NE		2		4700	4800	5300*	5400
530	026.77	AFTER JCT 139TH AVE NE		2		5100	5100	5100*	5300
530	032.73	BEFORE JCT CO RD*LAKE CAVANAUGH RD		2		4000*	4100	3900*	3800
530	032.73	AFTER JCT CO RD*LAKE CAVANAUGH RD		2		3800*	3800	3900*	3800*
530	034.98	AFTER JCT WHITMAN RD		2		3300*	3400	3400	3200*
530	043.74	BEFORE JCT SWEDE HEAVEN*MINE ROADS		2		3800	3600*	3100*	3200
530	043.74	AFTER JCT SWEDE HEAVEN*MINE ROADS		2		3400*	3400	3100*	3300*
530	045.44	AFTER JCT SQUIRE CREEK PARK RD		2		3100*	3200	3200	3300
530	049.37	AFTER JCT SAUK PRAIRIE RD		2		1400*	1500	1500	1900*
530	053.80	AFTER JCT SAUK PRAIRIE RD		2		790*	800	810	960*
530	067.66	BEFORE JCT SR 20 WYE CONN		2		1200	1000*	1100*	1100
	STATE ROUTE NO 531 MAINLINE WENBERG STATE PK TO SR 9								
531	000.00	AFTER WENBERG ST PRK		3		960*	960	980	1000*
531	001.44	BEFORE JCT LAKEWOOD RD		3			2700*	2700	3200*
531	001.44	AFTER JCT LAKEWOOD RD		3		6300*	6900*	6900	7800*
531	002.10	BEFORE JCT FREESTAD RD		3			8200*	8300	8500
531	002.10	AFTER JCT FREESTAD RD		3			8400*	8500	8700
531	004.07	AFTER JCT FORTY FIVE RD		3		7700*	7800	7900	8100*
531	004.58	AFTER JCT 3RD AVE NE		3		8400*	8500	8600	8500*
531	005.47	BEFORE JCT 16TH DR NE		3		11000	11000	11000	11000*
531	005.47	AFTER JCT 16TH DR NE		3					12000*
531	005.50	AFTER JCT 19TH DR NE		3					12000*
531	006.27	BEFORE JCT OFF RAMP WYE CONN		3		15000*	15000	15000	16000*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
531	006.29	AFTER RAMP SR 5		3		19000	20000	20000	23000*
531	006.44	AFTER JCT OFF RAMP WYE CONN		3		32000*	33000*	33000	33000*
531	006.50	AFTER JCT SMOKEY PT DR		3			30000*	31000	31000
531	007.12	BEFORE JCT 43RD AVE NE		3		20000	21000	21000	20000*
531	007.12	AFTER JCT 43RD AVE NE		3		18000	19000	19000	20000*
531	008.59	BEFORE JCT 67TH AVE E-ARMAR RD		3		12000*	12000	12000	13000*
531	008.59	AFTER JCT 67TH AVE E-ARMAR RD		3		8100*	8200	8300	10000*
531	009.88	BEFORE JCT SR 9		3			6700*	6800*	7000
	STATE ROUTE NO 532 MAINLINE CAMANO ISLAND TO SR 5								
532	000.30	BEFORE JCT N CAMANO DR		3		13000*	13000	14000*	16000*
532	000.42	AFTER JCT N CAMANO DR WYE CONN		3		15000*	16000	16000	19000*
532	000.57	AFTER JCT HANSTAD RD		3				17000*	17000
532	001.10	BEFORE JCT FOX TROT WAY		3		16000	16000	17000*	17000
532	001.10	AFTER JCT FOX TROT WAY		3		16000	16000	16000*	17000
532	001.85	BEFORE JCT GOOD RD		3		16000	16000	18000*	18000
532	001.85	AFTER JCT GOOD RD		3		17000	17000	19000*	19000
532	002.91	ENTERING SNOHOMISH COUNTY		3		17000*	17000	17000	18000
532	004.03	BEFORE JCT 102ND AVE NW		3		15000	20000*	19000*	20000
532	004.03	AFTER JCT 102ND AVE NW		3		17000	18000*	18000*	19000
532	005.25	BEFORE JCT PIONEER HWY (OLD SR 530)		3		16000	17000	18000*	19000
532	008.74	BEFORE JCT 28TH AVE*W SUNDAY LK RD		3		13000	13000	15000*	16000
532	009.79	BEFORE JCT 12TH AVE*E SUNDAY LK RD		3		13000	13000	14000*	15000
532	009.79	AFTER JCT 12TH AVE*E SUNDAY LK RD		3		15000	15000	15000*	15000
532	010.00	BEFORE JCT OFF RAMP WYE CONN		3		15000	17000*	16000*	16000
532	010.09	AT SR 5 NB UXING		3		11000	9500*	8800*	9700*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
		STATE ROUTE NO 534 MAINLINE SR 5 TO SR 9										
534	000.00	SR 5 OXING EPS*BEG ROUTE		3					7000	7000*	7100*	7300
534	001.02	BEFORE JCT BULSON RD		3					2600	2800	2900*	3000
534	001.02	AFTER JCT BULSON RD		3					1700	1900*	2000*	2100
534	002.07	BEFORE JCT ESTATE DR		3							1500*	1600
534	002.07	AFTER JCT ESTATE DR		3						1200*	1300*	1400
534	005.08	BEFORE JCT SR 9		3					930	1100*	1200	1100*
		STATE ROUTE NO 536 MAINLINE SR 20 TO SR 5/MT VERNON										
536	000.02	AFTER RAMP SR 20 EB		2					9600	8300*	9200*	9600*
536	002.65	BEFORE JCT AVON ALLEN RD		2					8800	8900	8400*	8600
536	002.65	AFTER JCT AVON ALLEN RD		2					11000	11000	10000*	11000
536	004.55	AFTER JCT BARKER ST		2						19000*	19000	20000
536	004.87	BEFORE JCT MAIN ST		2					21000	22000	21000*	22000
536	004.87	AFTER JCT MAIN ST		2					20000	20000	20000*	21000
536	004.91	BEFORE JCT 1ST ST WYE CONN		2						19000*	19000	20000
536	004.94	AFTER JCT 1ST ST WYE CONN		2					10000	11000*	11000	11000
536	005.33	BEFORE JCT ON RAMP WYE CONN		2							17000*	18000
536	005.38	AT SR 5 UXING		2							15000*	16000
		STATE ROUTE NO 538 MAINLINE SR 5/MT VERNON TO SR 9										
538	000.00	AT SR 5 UXING*BEGIN ROUTE		3					21000	21000*	21000	22000
538	000.06	AFTER JCT SR 5 NB RAMP WYE CONNS		3					27000	25000*	26000	26000
538	000.41	BEFORE JCT URBAN AVE		3					25000	25000*	25000	26000
538	000.41	AFTER JCT URBAN AVE		3					26000	26000*	26000	27000
538	000.59	AFTER JCT LEIGH WAY		3						24000*	24000	25000
538	000.70	AFTER JCT CONTINENTAL PL		3					24000	22000*	22000	23000

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
538	001.03	BEFORE JCT N 18TH ST		3						21000*	22000	22000
538	001.03	AFTER JCT N 18TH ST		3					25000	21000*	21000	21000
538	001.27	BEFORE JCT LA VENTURE RD		3						19000*	19000	19000*
538	001.27	AFTER JCT LA VENTURE RD		3					18000	14000*	14000	15000
538	002.28	BEFORE JCT WAUGH*MARTIN ROADS		3					10000	9300	9400	10000*
538	002.28	AFTER JCT WAUGH*MARTIN ROADS		3					7600	7000*	7000	7200
538	003.62	BEFORE JCT SR 9 WYE CONN		3					6700	6100*	6300*	7400*
	STATE ROUTE NO 539 MAINLINE SR 5/BELLINGHM TO CANADA											
539	000.05	BEFORE RAMP SR 5		1					31000	34000*	33000*	34000
539	000.06	AFTER JCT SR 5 NB RAMP WYE CONNS		1					43000	44000*	45000	46000
539	000.30	BEFORE JCT E BELLIS FAIR PKWY		1								32000*
539	000.30	AFTER JCT E BELLIS FAIR PKWY		1								32000*
539	001.73	BEFORE JCT HORTON RD		1					21000*	21000	21000	22000*
539	001.73	AFTER JCT HORTON RD		1					20000*	20000	21000	22000*
539	002.48	BEFORE JCT KELLY RD		1					17000	17000	17000	20000*
539	004.50	BEFORE JCT AXTON RD		1								17000*
539	004.50	AFTER JCT AXTON RD		1								17000*
539	007.51	BEFORE JCT SR 544*W POLE RD		1					15000	16000*	16000	16000*
539	007.51	AFTER JCT SR 544*W POLE RD		1					15000	16000*	16000	16000*
539	010.79	BEFORE JCT FRONT ST WYE CONN		1								16000*
539	010.80	AFTER JCT FRONT ST		1					11000	11000	11000	12000*
539	012.54	BEFORE JCT SR 546*BADGER RD		1					8300	8000*	8100	8400
539	012.54	AFTER JCT SR 546*BADGER RD		1					5000	4400*	4500	4600
539	015.16	INTERNATIONAL BOUNDARY		1					4000	4800*	4900	5000
	STATE ROUTE NO 542 MAINLINE SR 5 TO MT BAKER											
542	000.00	AT SR 5 BRIDGE*BEG ROUTE		2					23000	25000*	25000	26000

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
542	000.06	AFTER RAMP SR 5		2		30000	33000*	33000	34000
542	000.93	BEFORE JCT WOBURN ST*HANNEGAN RD		2					21000*
542	000.93	AFTER JCT WOBURN ST*HANNEGAN RD		2					16000*
542	001.74	BEFORE JCT MCLEOD RD		2					16000*
542	001.74	AFTER JCT MCLEOD RD		2					13000*
542	003.80	BEFORE JCT NOON RD		2					11000*
542	007.13	BEFORE JCT SAND RD		2		8500	9200*	9300	9600
542	007.13	AFTER JCT SAND RD		2		7900	8200*	8300	8600
542	008.87	BEFORE JCT SMITH RD		2		7100*	7200	7300	7500
542	008.87	AFTER JCT SMITH RD		2		9100*	9300	9400	9600
542	009.96	BEFORE JCT SR 9 WYE CONN		2		10000	10000	9900*	11000*
542	009.98	AFTER JCT SR 9		2		9600	9800	9500*	9500*
542	014.57	BEFORE JCT SR 9		2		7800	7200*	7600*	7900*
542	014.58	AFTER JCT SR 9 WYE CONN		2		5400	4900*	5700*	5800*
542	022.80	BEFORE JCT SR 547 WYE CONN		2		3600	3700	3700	4000*
542	022.91	AFTER JCT SR 547		3		2600	2600	2600	2300*
542	033.40	AT GALLUP CREEK BRIDGE		3					710*
542	053.99	BEFORE JCT SR 542 COMTBAKR (COUPLT)		3					580*
542	** 054.01	AFTER JCT SR 542 COUPLET WYE CONN	C	3		300	300	300	340*
542	054.60	AFTER JCT SR 542 COMTBAKR (COUPLT)		3					450*
	STATE ROUTE NO 542 COUPLET MTBAKR SR 542 TO SR 542								
542COMTBAKR	** 054.62	AFTER JCT SR 542 WYE CONN		3		280	280	280	350*
	STATE ROUTE NO 543 MAINLINE SR 5 TO CANADA								
543	000.20	AFTER RAMP SR 5		1		8600*	9100*	9200	9400
543	000.29	AFTER JCT BOBLETT ST		1		10000*	11000	11000	11000

** COUPLET SKETCH IN BACK OF BOOK

* BASED ON ACTUAL COUNT
+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
		STATE ROUTE NO 544 MAINLINE SR 539 TO SR 9/NOOKSACK										
544	000.00	AFTER JCT SR 539*BEG ROUTE		3					5600	5500*	5600	6100*
544	005.01	BEFORE JCT EVERSON GOSHEN RD		3					5300	4800*	4900	5000
544	005.01	AFTER JCT EVERSON GOSHEN RD		3						5700*	5800	5900
544	009.01	BEFORE JCT SR 9		3					6000*	6100	6200	7000*
		STATE ROUTE NO 546 MAINLINE SR 539 TO SR 9										
546	000.00	AFTER JCT SR 539*BEG ROUTE		1					5400	6700*	6700	6900
546	001.50	BEFORE JCT DEPOT RD		1					5900	5900	6000	8500*
546	001.50	AFTER JCT DEPOT RD		1					6400	6500	6600	8700*
546	008.02	BEFORE JCT SR 9*NOOKSACK RD		1					4100	4200	4200	4500*
		STATE ROUTE NO 547 MAINLINE SR 542 TO SR 9/SUMAS										
547	000.09	AFTER JCT SR 542 WYE CONN		3					3300	3400	3400	3500*
547	003.24	BEFORE JCT LIMESTONE RD WYE CONN		3					2000	1900*	1900	2000
547	008.88	AFTER JCT HILLVIEW RD		3					1900	1900	1700*	1700
547	010.79	BEFORE JCT SR 9*CHERRY ST		3					2000*	2200*	2200	2300
		STATE ROUTE NO 548 MAINLINE SR 5 TO SR 5/BLAINE										
548	000.09	AFTER RAMP SR 5		3					7600	9100*	9200	9400
548	000.29	AFTER JCT PORTAL WAY		3					6100*	6200	6300	6500
548	000.97	BEFORE JCT VISTA DR		3					5500	5600	7500*	7700
548	000.97	AFTER JCT VISTA DR		3					3600	3700	5300*	5400
548	004.93	BEFORE JCT KICKERVILLE RD		3					2900*	2900	2700*	2700
548	004.93	AFTER JCT KICKERVILLE RD		3					3200*	3200	2900*	3000
548	005.93	AFTER JCT REFINERY*GRANDVIEW RD		3							990*	1000
548	006.98	AFTER JCT BAY RD WYE CONN		3					2000	2000	2000*	2000

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
548	008.96	BEFORE JCT BIRCH BAY LYNDEN RD		3					2100	2800*	2900	2900
548	008.96	AFTER JCT BIRCH BAY LYNDEN RD		3					2200	2600*	2600	2700
548	010.85	BEFORE JCT DRAYTON HARBOR RD		3					2700	2700	2700*	2800
548	010.85	AFTER JCT DRAYTON HARBOR RD		3					6700	6800	6300*	6500
548	012.14	BEFORE JCT HUGHES AVE		3					5900*	6000	6100	6200
548	012.14	AFTER JCT HUGHES AVE		3					6200*	6200	6300	6500
548	013.78	BEFORE JCT MARINE DR		3					8600*	8700	8800	9000
	STATE ROUTE NO 599 MAINLINE SR 5 TO SR 99											
599	000.00	AT SR 5 BRIDGE*BEG ROUTE		1					35000	36000	34000*	31000*
599	001.40	AT ADC LOCATION S839		1	06	05	01	12	36000*	37000	37000*	37000+
	STATE ROUTE NO 702 MAINLINE SR 507/MCKENNA TO SR 7											
702	000.00	AFTER JCT SR 507*BEG ROUTE		2					7400	6000*	6100	6300
702	003.32	AFTER JCT 40TH AVE S*ALLEN RD		2						3800*	3900	4000
702	009.32	BEFORE JCT SR 7		2					2800	2900	2700*	2800
	STATE ROUTE NO 705 MAINLINE SR 5 TO SCHUSTER PARKWAY											
705	000.49	BEFORE RAMP SR 509		5								67000*
705	000.72	BEFORE RAMP PACIFIC AVE*15TH ST		5								45000*
705	000.72	AFTER RAMP PACIFIC AVE*15TH ST		5								38000*
705	000.99	AFTER RAMP SR 509		5								51000*
705	001.15	AFTER RAMP PACIFIC AVE*A ST*13TH ST		5								44000*
705	001.50	BEFORE SHUSTER PARKWAY AHEAD		5								38000*
	STATE ROUTE NO 706 MAINLINE SR 7/ELBE TO MT RAINIER											
706	000.00	AFTER JCT SR 7*BEG ROUTE		2					3000	3200*	3300	3800*
706	013.44	AFTER JCT 387TH AVE CT E		2						2200*	2200	2300

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
		STATE ROUTE NO 730 MAINLINE OREGON TO SR 12/WALLULA										
730	000.00	OREGON ST LINE*BEG ROUTE		2					2400*	2500*	2500*	2500*
730	005.82	BEFORE JCT SR 730 SPWALULA (SPUR)		2					2300	2200	2900*	2900
		STATE ROUTE NO 730 SPUR WALULA SR 730 TO SR 12										
730SPWALULA	006.12	BEFORE JCT SR 12*END ROUTE		2					1600	1600	2700*	2700
		STATE ROUTE NO 821 MAINLINE SR 82/YAKIMA TO SR 82										
821	000.29	BEFORE JCT SR 823-HARRISON RD		3					6400	6300*	6500	6700
821	000.29	AFTER JCT SR 823-HARRISON RD		3					4500	3800*	4000	4100
821	002.61	AFTER JCT FRONTAGE RD		3					1300	1700*	1700	1800
821	024.64	BEFORE JCT CANYON RD		3						1300*	1400	1400
821	025.08	BEFORE RAMP SR 82		3					870	750*	780	800
		STATE ROUTE NO 823 MAINLINE SR 12 TO SR 821										
823	000.03B	AFTER RAMP SR 82 EB		1						6300*	6400	6600
823	000.08	AFTER JCT FRONTAGE RD WYE CONN		1					24000*	27000*	27000	28000
823	000.68	BEFORE JCT 11TH AVE*SOUTHERN AVE		1							26000*	26000
823	000.68	AFTER JCT 11TH AVE*SOUTHERN AVE		1							26000*	26000
823	001.43	BEFORE JCT NACHES AVE*1ST ST		1					21000*	22000	22000	23000*
823	001.43	AFTER JCT NACHES AVE*1ST ST		1					9800*	10000	10000	11000
823	001.54	AFTER JCT NACHES AVE*WENAS ST		1					9700*	9700	10000	10000
823	002.74	BEFORE JCT SR 823 WYE CONN		2					9500*	9500	9900	10000*
823	002.86	AFTER JCT N WENAS RD WYE CONN		2					4300*	4300	4500	4600*
		STATE ROUTE NO 900 MAINLINE SR 5 TO SR 90/ISSAQUAH										
900	006.66	AT SR 5 BRIDGE		1					30000	30000*	30000	31000

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
900	007.74	AFTER JCT S 129TH ST WYE CONN		1		30000	30000*	30000	31000
900	009.53	BEFORE JCT STEVENS AVE SW		1		16000	19000*	19000	20000
900	009.53	AFTER JCT STEVENS AVE SW		1		14000	17000*	18000	18000
900	009.77	BEFORE JCT HARDIE AVE SW WYE CONN		1		14000	17000*	17000	18000
900	** 010.49	BEFORE JCT SR 515-MAIN AVE S	C	1			8000*	8100	8300
900	010.71	BEFORE JCT SR 900 CO2NDST (COUPLET)	C	1			4600*	4700	4800
900	010.71	AFTER JCT SR 900 CO2NDST (COUPLET)		1		24000	23000*	23000	24000
900	015.05	BEFORE JCT 148TH AVE SE		1		9400*	9600	9200*	9500
900	015.05	AFTER JCT 148TH AVE SE		1		8500*	8700	8500*	8800
900	016.18	BEFORE JCT 164TH AVE SE		1		8000	7600*	8000*	8700*
900	016.19	AFTER JCT 164TH AVE SE WYE CONN		1		10000	11000*	11000*	12000*
900	017.41	BEFORE JCT SE MAY VALLEY RD		2		11000	11000	11000*	12000*
900	017.42	AFTER JCT SE MAY VALLEY RD WYE CONN		2			13000*	12000*	13000
900	021.08	BEFORE JCT NEWPORT WAY WYE CONN		1		14000	15000	15000	15000*
900	021.10	AFTER JCT NEWPORT WAY WYE CONN		1					16000*
900	021.42	BEFORE JCT GILMAN BLVD		1		23000	23000	23000*	24000
900	021.42	AFTER JCT GILMAN BLVD		1		30000	30000	35000*	36000
900	021.64	AT SR 90 BRIDGE		1			35000*	35000	36000
	STATE ROUTE NO 900 COUPLET 2NDST MILL AVE TO RAINIER AVE								
900CO2NDST	** 010.71	AFTER JCT SR 900-MILL AVE*BEG ROUTE		1		18000	17000*	17000	17000
	STATE ROUTE NO 902 MAINLINE SR 90 TO MEDICAL LAKE								
902	000.14	AFTER JCT CLEAR LAKE RD		3		1300	1400*	1400	1400
902	004.06	BEFORE JCT SIMPSON LOOP		3				1500*	1600
902	004.10	AFTER JCT CIRCLE DR		2				1600*	1600
902	006.09	BEFORE JCT LAKE ST		2				3000*	3100
902	006.09	AFTER JCT LAKE ST		2				3400*	3500

** COUPLET SKETCH IN BACK OF BOOK

* BASED ON ACTUAL COUNT
+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
902	006.55	BEFORE JCT SR 902 WYE CONN		2								3800*
902	012.17	AFTER RAMP SR 90		2						7400*	7500	7600
	STATE ROUTE NO 903 MAINLINE SR 970 TO FOREST BDRY											
903	000.21	AFTER JCT SR 903 WYE CONN		3					4700	5200*	5200	5400
903	001.19	AFTER JCT YAKIMA AVE		3								7000*
903	001.90	AFTER JCT PENNSYLVANIA AVE		3							8000*	8200
903	004.29	AFTER JCT CO RD #245		3							6800*	7000
903	006.06	AFTER JCT ALASKA AVE		3					2100*	2100	2100	2200
903	010.06	NATIONAL FOREST BNDRY		3					1300*	1300	1300	1200*
	STATE ROUTE NO 903 SPUR CLEELM SR 903 TO SR 970											
903SPCLEELM	000.19	AFTER JCT SR 903*BEG ROUTE		3					2700	2600*	2700*	2800
	STATE ROUTE NO 904 MAINLINE SR 90/TYLER TO SR 90/4LK											
904	000.00	AT SR 90 BRIDGE*BEGIN ROUTE		3					720	720	750	670*
904	000.12	AFTER RAMP SR 90		3					980*	990	1000	880*
904	003.77	AFTER JCT RITCHEY RD		3						970*	1000	1000
904	008.82	BEFORE JCT LANCE HILL RD		3						1500*	1500	1600
904	008.82	AFTER JCT LANCE HILL RD		3						1700*	1800	1900
904	009.10	AFTER JCT MULLENIX RD		3						2500*	2600	2600
904	009.68	AFTER JCT PRESLEY RD		3						3600*	3800	3900
904	010.93	BEFORE JCT F ST		2						8500*	8700	9500*
904	010.93	AFTER JCT F ST		2						10000*	10000	11000*
904	011.93	BEFORE JCT CHENEY-SPOKANE RD		2					12000	13000*	13000	14000*
904	011.93	AFTER JCT CHENEY-SPOKANE RD		2					11000	12000*	12000	13000*
904	012.51	BEFORE JCT BETZ RD		2								10000*
904	012.55	AFTER JCT BETZ RD WYE CONN		2								15000*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
		STATE ROUTE NO 906 MAINLINE SR 90/KING TO SR 90/HYAK										
906	000.63	BEFORE JCT E SUMMIT RD		3					2600	2400*	2400	2500
906	002.55	BEFORE JCT SR 906 SPHYAK*PAC WEST		3					480	430*	430	440
		STATE ROUTE NO 908 MAINLINE SR 405 TO SR 202/REDMOND										
908	003.52	AT SR 405 UXING*BEGIN ROUTE		1					45000	46000*	47000	48000
908	004.50	BEFORE JCT 132ND AVE NE		1						38000*	38000	39000
908	004.50	AFTER JCT 132ND AVE NE		1						38000*	39000	40000
908	006.35	BEFORE JCT CLEVELAND ST WYE CONN		1						28000*	28000	29000
908	** 006.36	AFTER JCT SR 908 COREDMND (COUPLT)	C	1					12000	12000*	12000	12000
908	006.66	BEFORE JCT SR 202*164TH AVE NE	C	1						13000*	13000	13000
		STATE ROUTE NO 908 COUPLET REDMND SR 202 TO CLEVELAND ST										
908COREDMND	** 006.66	AFTER JCT SR 202*BEG ROUTE		1						13000*	13000	13000
908COREDMND	006.94	BEFORE JCT SR 908*160TH		1						20000*	20000	21000
		STATE ROUTE NO 970 MAINLINE SR 90 TO SR 97/VIRDEN										
970	000.24	AFTER RAMP SR 90		1					5500	4900*	5000	5300
970	000.76	AFTER RAMP SR 970 EB		1					5600	5000*	5100	5300
970	002.69	BEFORE JCT SR 10		1								5300*
970	002.69	AFTER JCT SR 10		1							4700*	5000
970	006.85	AT ADC LOCATION R057		1	07	06	01	15	3700*	3800*	3800*	4000+
970	010.31	BEFORE JCT SR 97		1					3800*	3900	3900	3700*
		STATE ROUTE NO 971 MAINLINE SR 97 ALT TO SR 97 ALT										
971	000.01	AFTER JCT SR 97 ALT WYE CONN		3					540	640*	640*	650
971	007.71	AFTER JCT BEAR MTN RD		3							360*	370

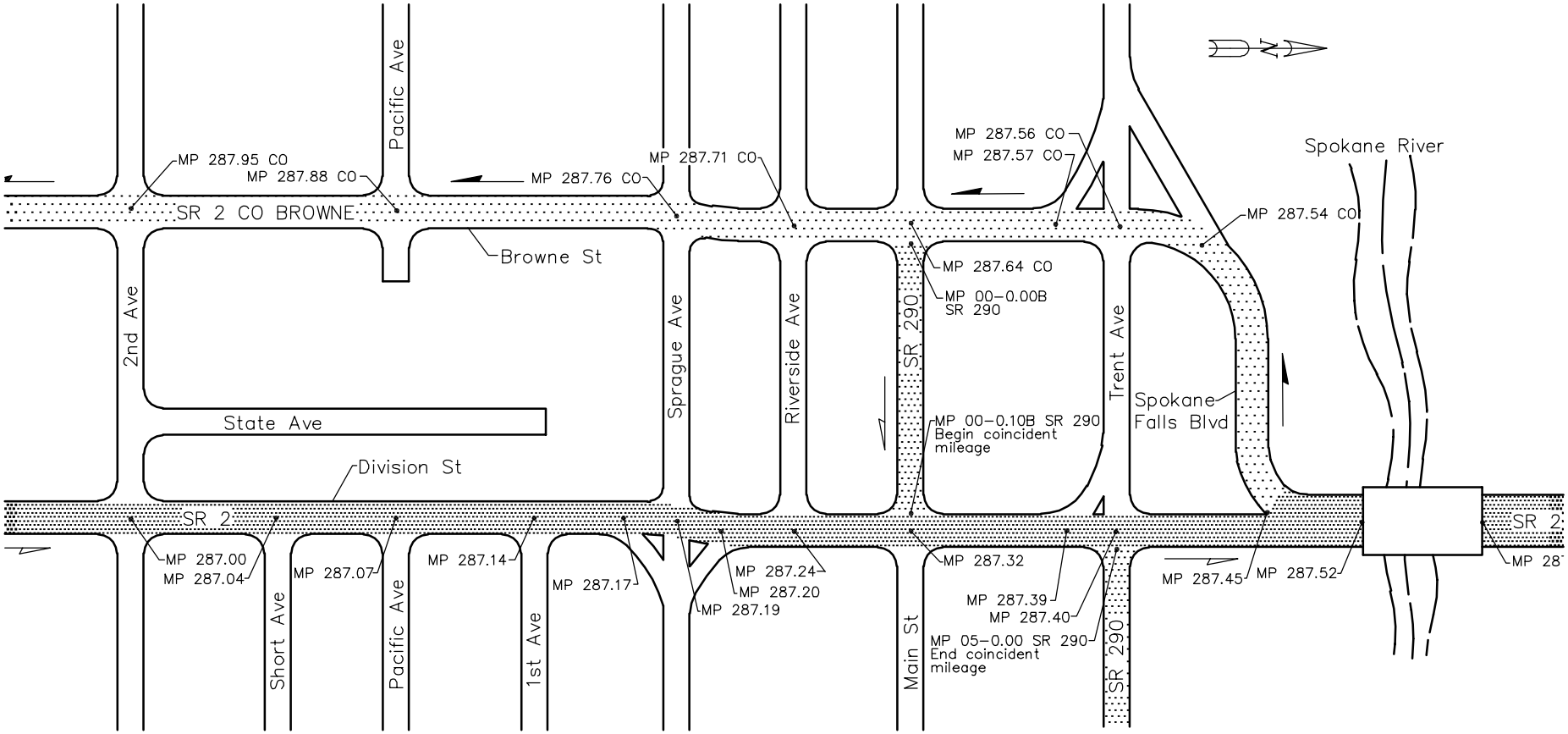
** COUPLET SKETCH IN BACK OF BOOK

* BASED ON ACTUAL COUNT
+ SOURCE OF TRUCK PERCENTAGES

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
T R I P S S Y S T E M
ANNUAL TRAFFIC REPORT

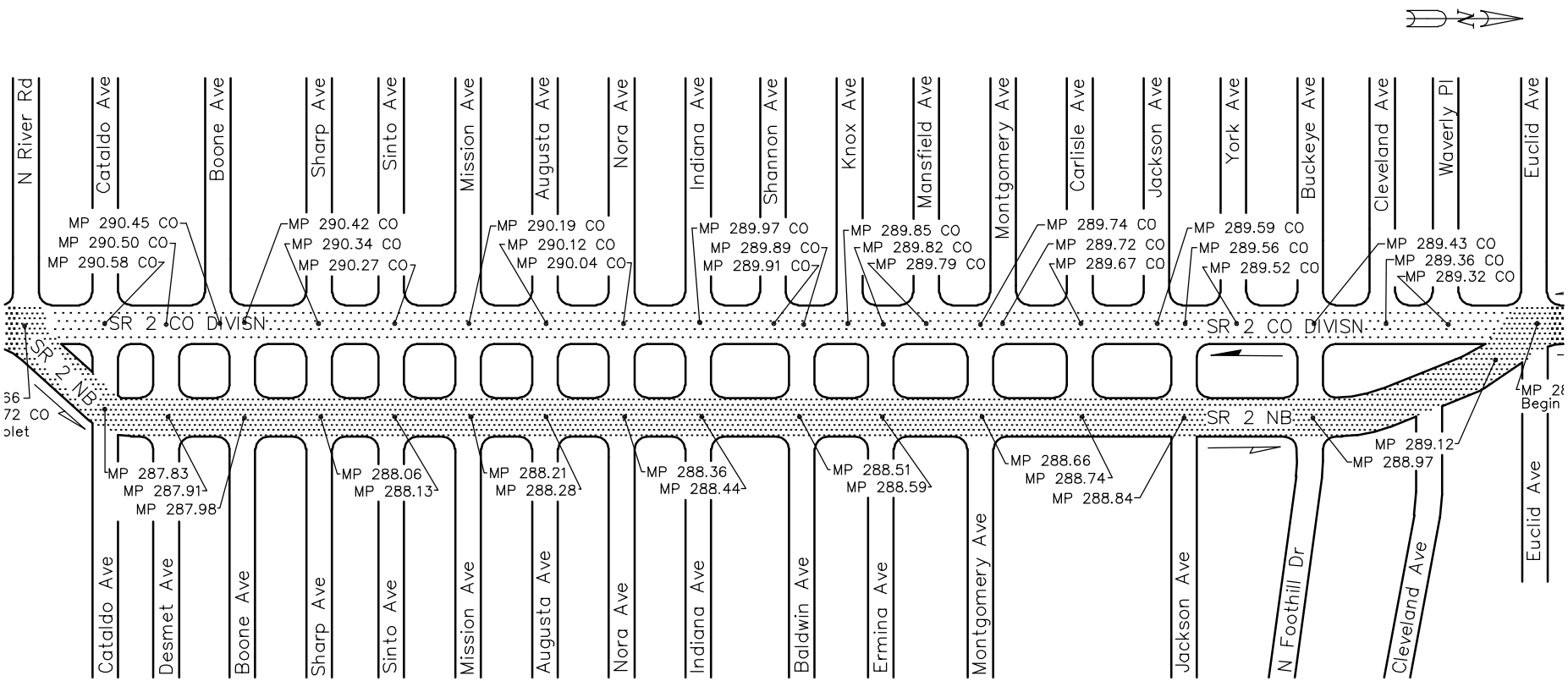
STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1999 UNITS	2000 UNITS	2001 UNITS	2002 UNITS
971	009.07	AFTER JCT S LAKESHORE RD		3							1200*	1300
971	013.73	BEFORE JCT MINNEAPOLIS BEACH RD		3							1500*	1600
971	013.73	AFTER JCT MINNEAPOLIS BEACH RD		3							1700*	1700
971	015.00	BEFORE JCT SR 97 ALT WYE CONN		3					1100	1700*	1700	1800

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES



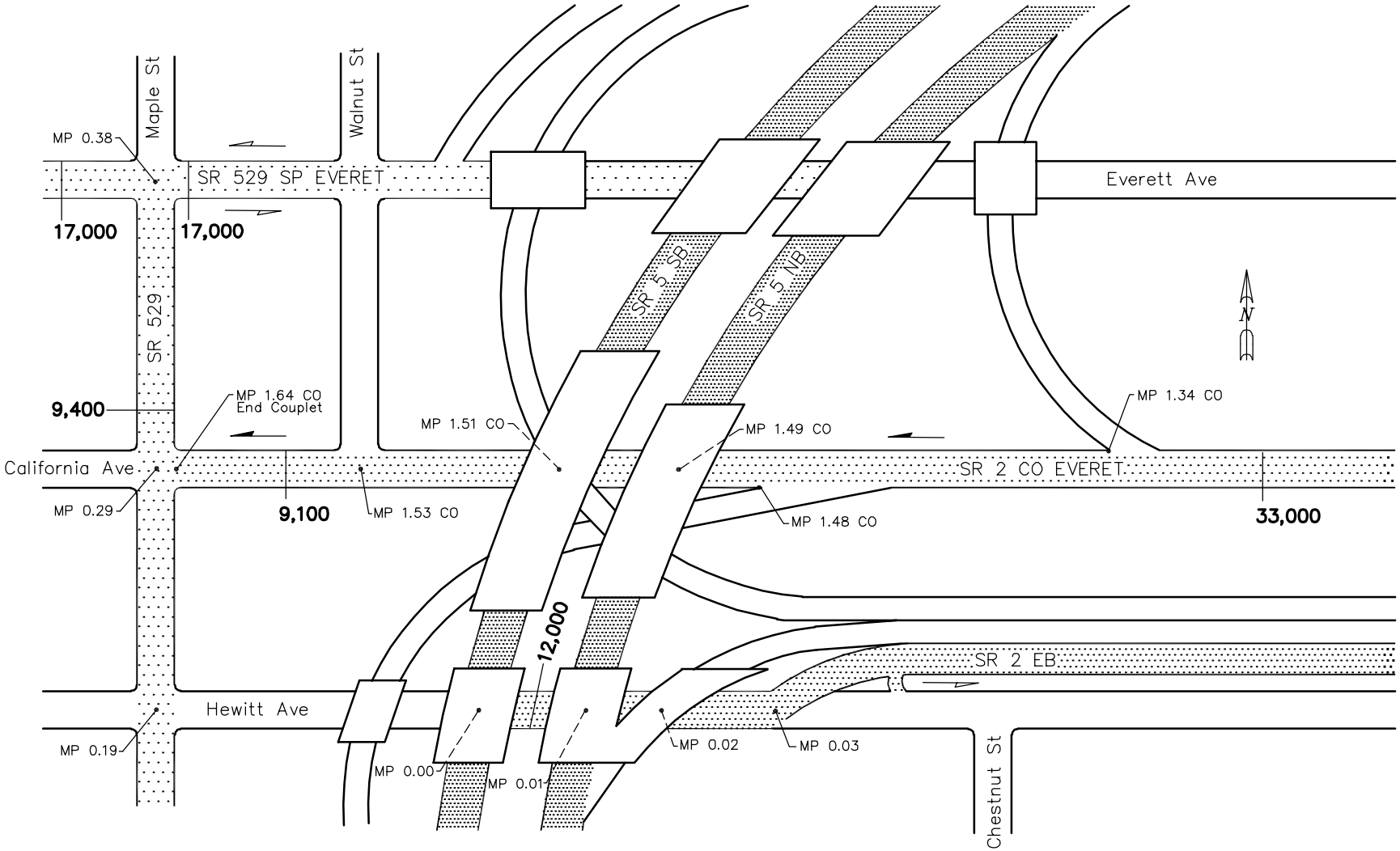
SR 2 BROWNE STREET COUPLET
SPOKANE 2002 – No Current Data Available

Direction of couplet — MP 0.00 CO Couplet milepost
Direction of mainline — MP 0.00 Mainline milepost



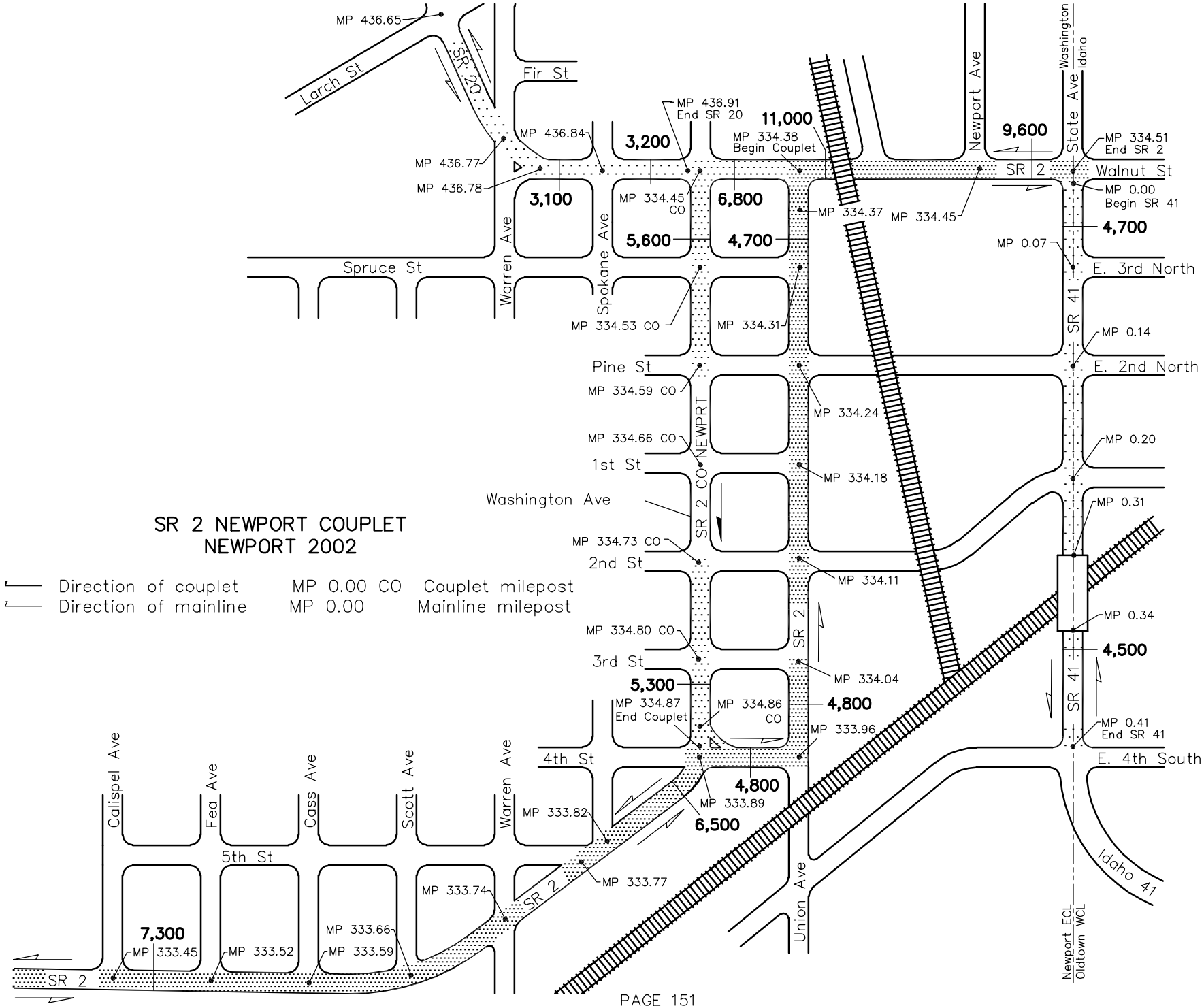
SR 2 DIVISION STREET COUPLET
SPOKANE 2002 – No Current Data Available

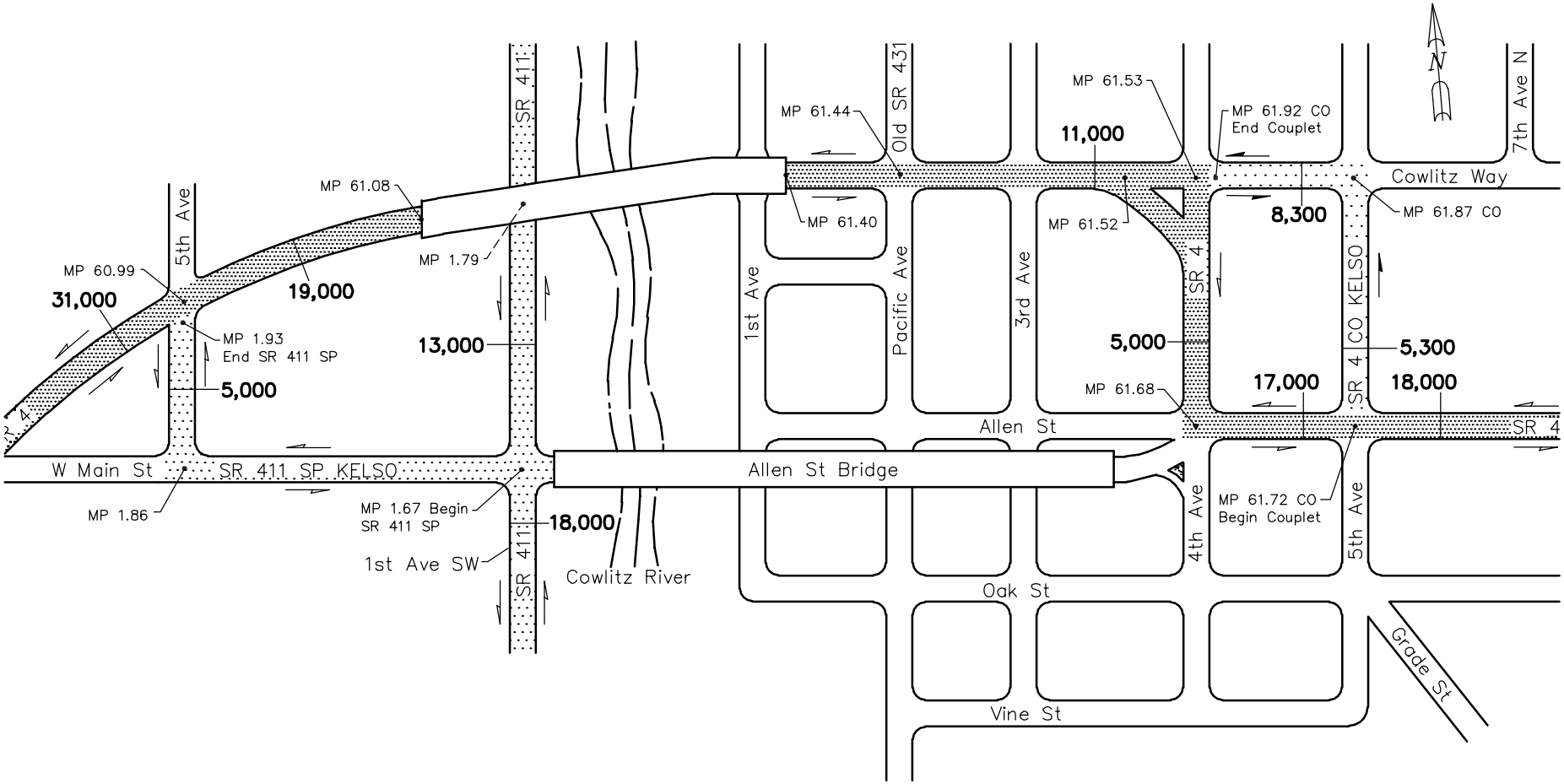
Direction of couplet — MP 0.00 CO — Couplet milepost
Direction of mainline — MP 0.00 — Mainline milepost



SR 2 EVERETT COUPLET
EVERETT 2002

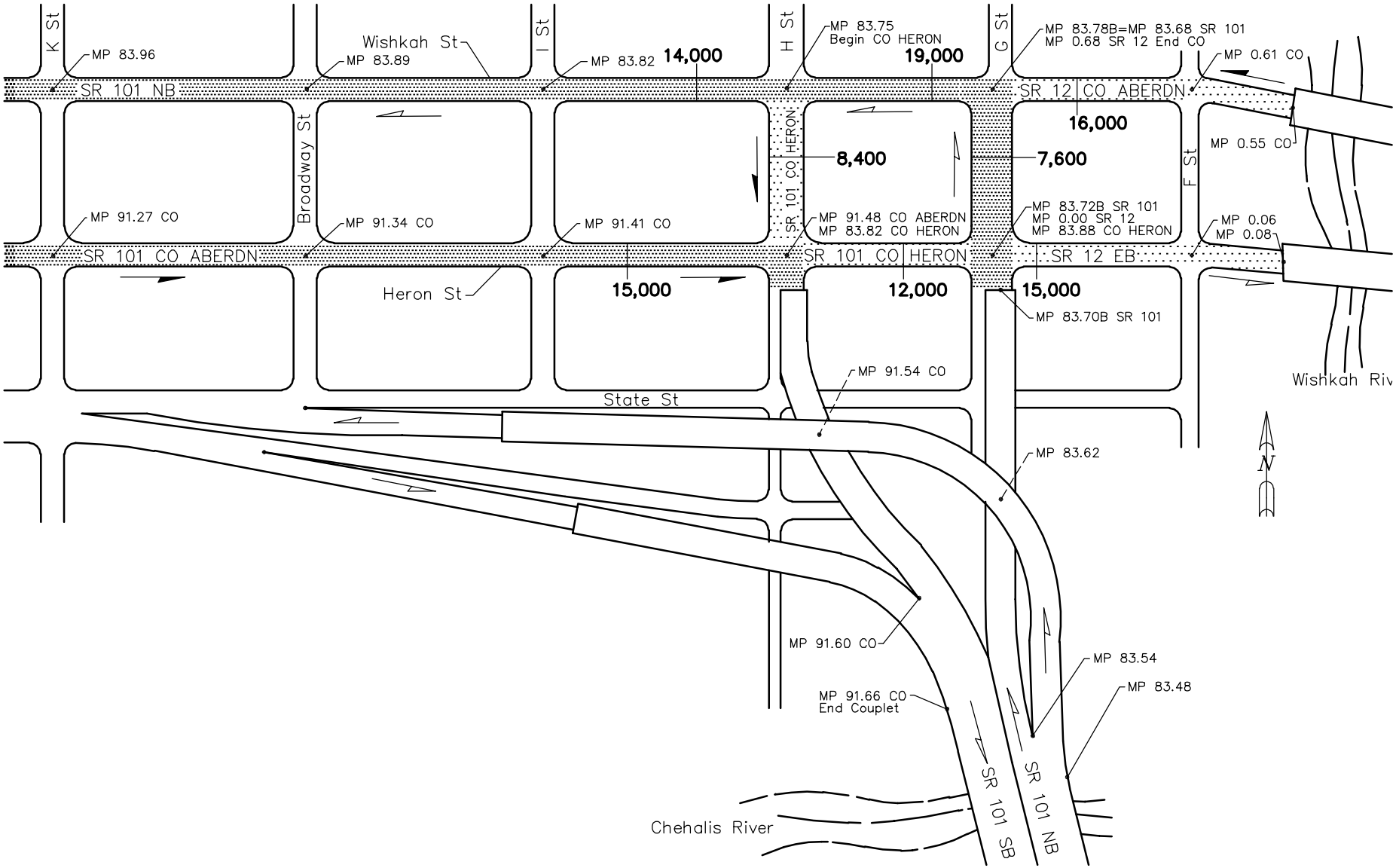
Direction of couplet — MP 0.00 CO Couplet milepost
Direction of mainline — MP 0.00 Mainline milepost


SR 2 NEWPORT COUPLET
NEWPORT 2002
Direction of couplet MP 0.00 CO Couplet milepost
Direction of mainline MP 0.00 Mainline milepost
MP 436.65
Larch St
SR 20
Fir St
MP 436.84
MP 436.77
MP 436.78
MP 436.91
End SR 20
3,200
11,000
MP 334.38
Begin Couplet
9,600
Newport Ave
State Ave
Washington
Idaho
MP 334.51
End SR 2
SR 2
Walnut St
MP 0.00
Begin SR 41
3,100
MP 334.45
CO
6,800
MP 334.37
MP 334.45
4,700
5,600
4,700
MP 0.07
Spruce St
Warren Ave
Spokane Ave
E. 3rd North
SR 41
MP 334.53 CO
MP 334.31
MP 0.14
Pine St
E. 2nd North
MP 334.59 CO
MP 334.24
NEWPRT
MP 334.66 CO
MP 0.20
1st St
MP 334.18
SR 2 CO
Washington Ave
MP 0.31
MP 334.73 CO
2nd St
MP 334.11
MP 0.34
MP 334.80 CO
SR 2
4,500
3rd St
MP 334.04
5,300
MP 334.87
End Couplet
MP 334.86
CO
4,800
MP 333.96
SR 41
MP 0.41
End SR 41
E. 4th South
4th St
4,800
MP 333.89
6,500
MP 333.82
Calispel Ave
Fea Ave
Cass Ave
Scott Ave
Warren Ave
5th St
MP 333.77
MP 333.74
SR 2
Union Ave
Idaho 41
7,300
MP 333.45
MP 333.52
MP 333.66
MP 333.59
SR 2
Newport ECL
Oldtown WCL



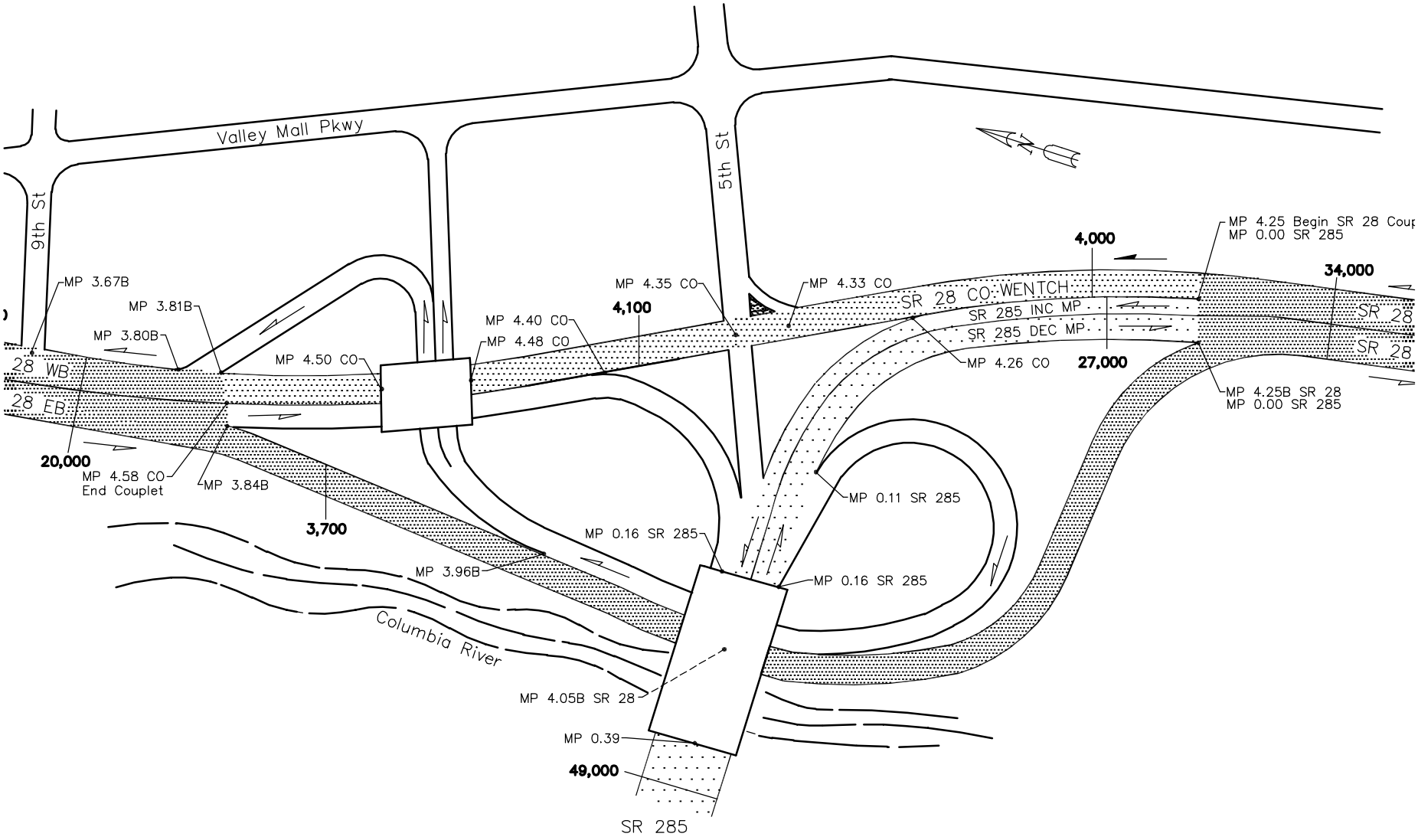
SR 4 KELSO COUPLET
KELSO 2002

Direction of couplet — MP 0.00 CO Couplet milepost
Direction of mainline — MP 0.00 Mainline milepost



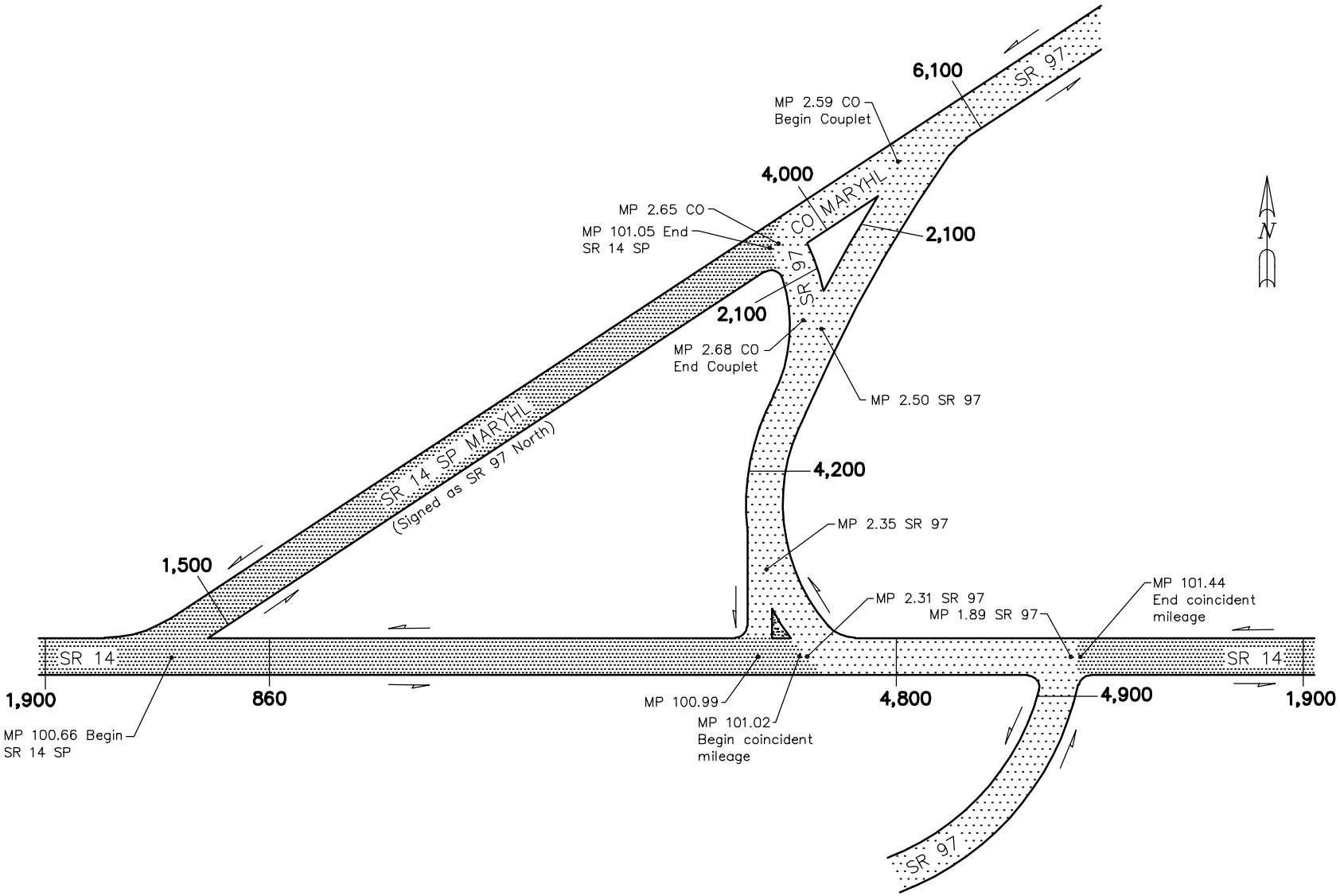
SR 12 AND SR 101 ABERDEEN COUPLETS
ABERDEEN 2002

Direction of couplet — MP 0.00 CO Couplet milepost
Direction of mainline — MP 0.00 Mainline milepost



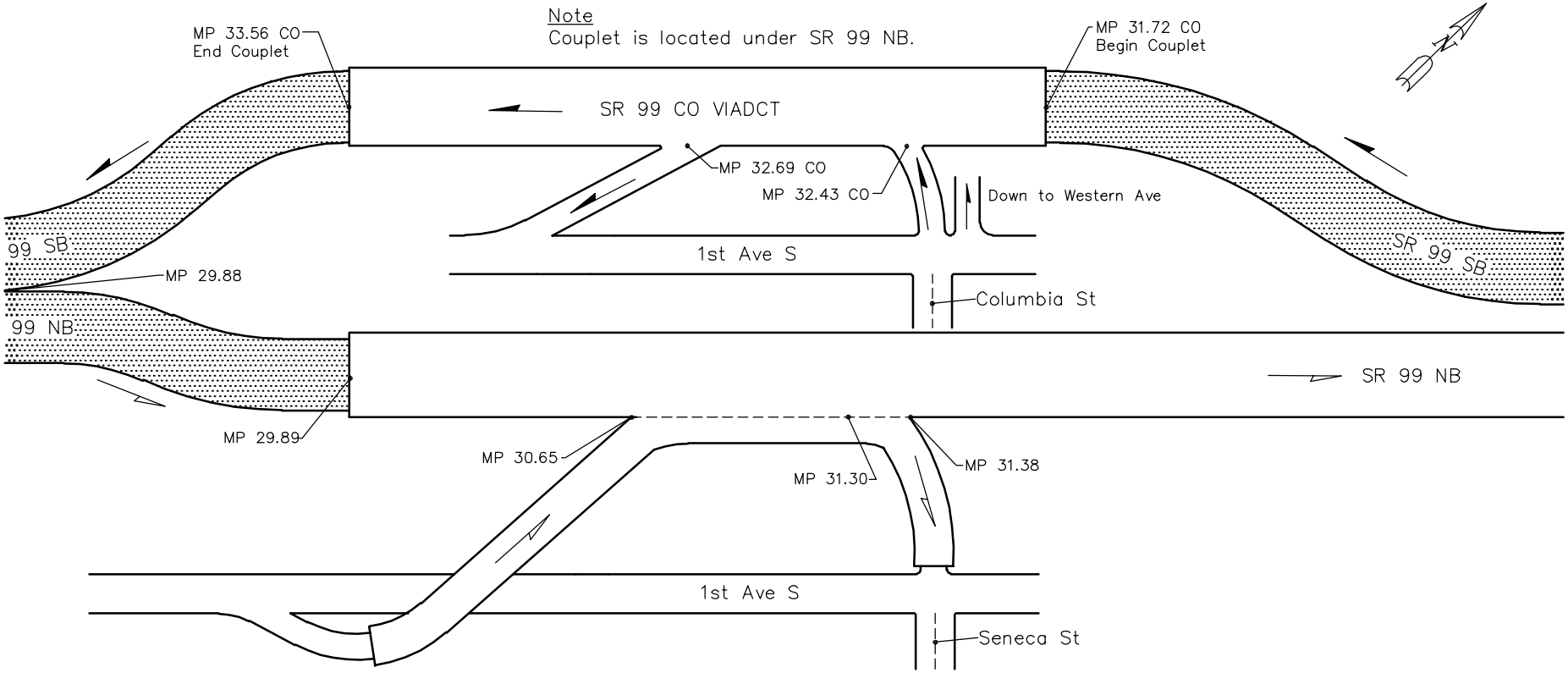
SR 28 EAST WENATCHEE COUPLET
EAST WENATCHEE 2002

Direction of couplet — MP 0.00 CO Couplet milepost
Direction of mainline — MP 0.00 Mainline milepost



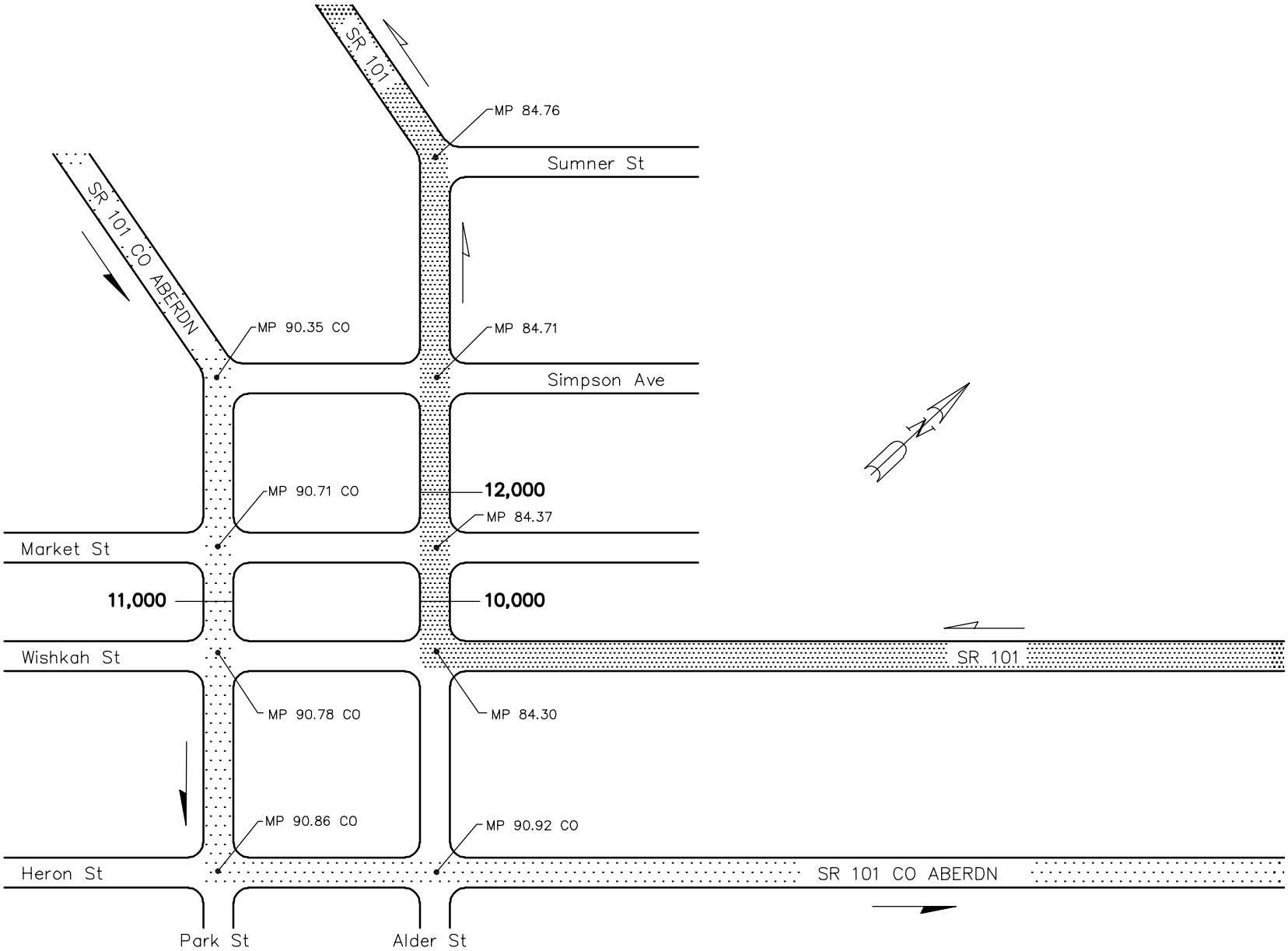
SR 97 MARYHILL COUPLET
MARYHILL 2002

Direction of couplet — MP 0.00 CO — Couplet milepost
Direction of mainline — MP 0.00 — Mainline milepost



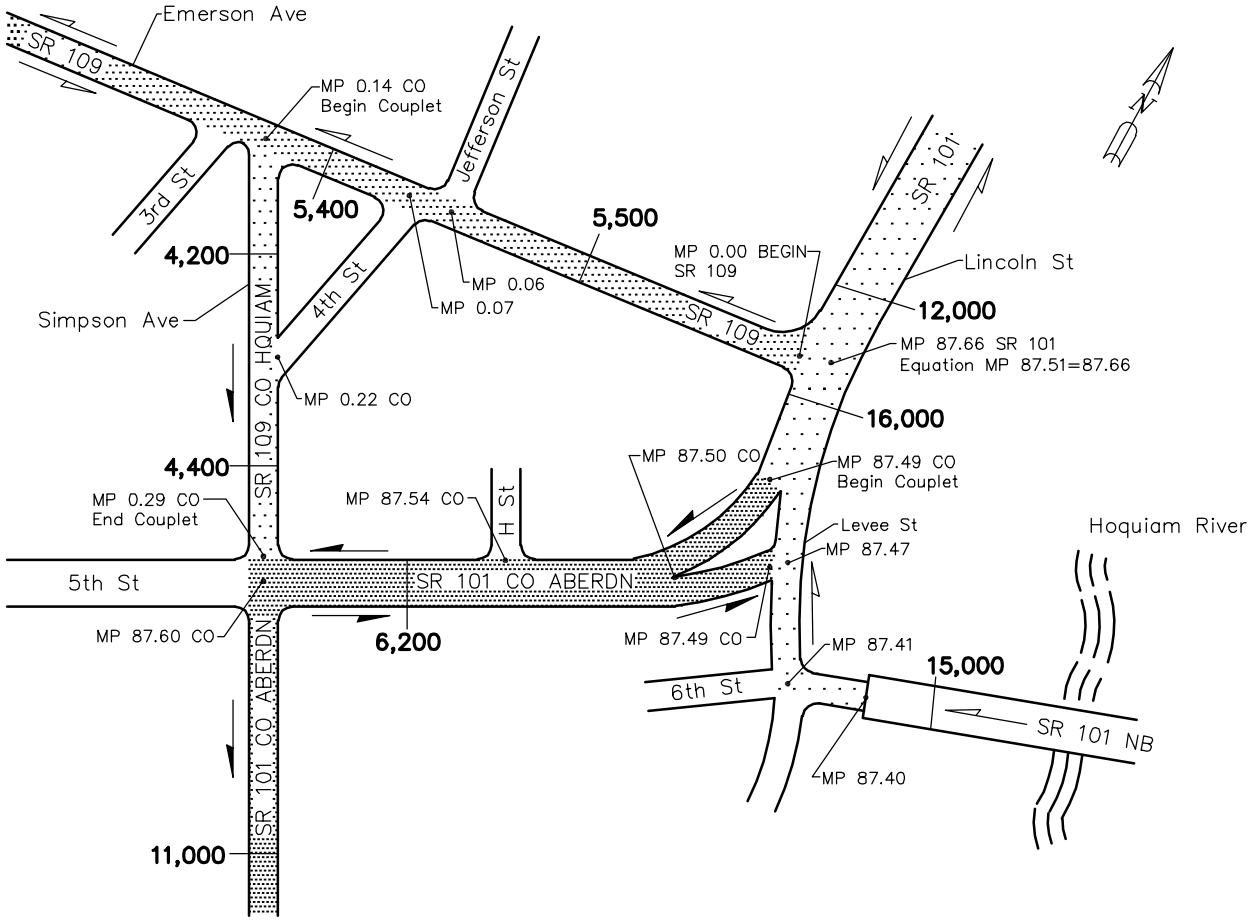
SR 99 ALASKAN WAY VIADUCT
SEATTLE 2002 – No Current Data Available

Direction of couplet — MP 0.00 CO Couplet milepost
Direction of mainline — MP 0.00 Mainline milepost



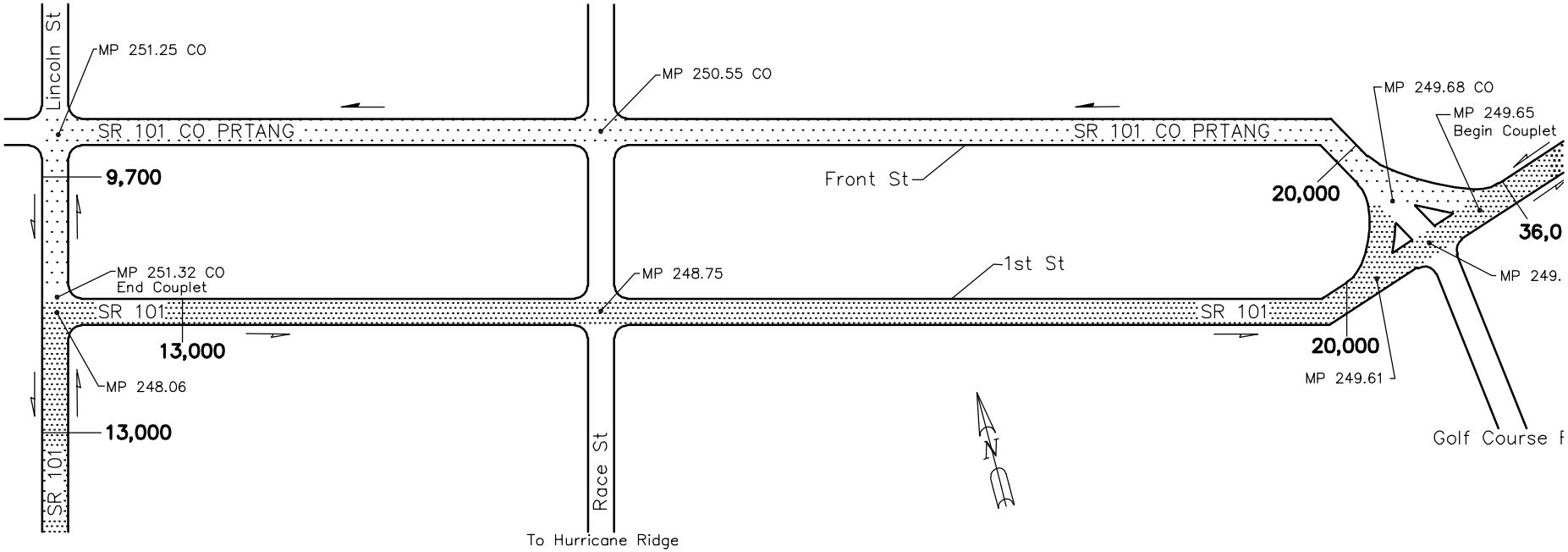
SR 101 ABERDEEN–HOQUIAM COUPLET
ABERDEEN 2002

Direction of couplet — MP 0.00 CO Couplet milepost
Direction of mainline — MP 0.00 Mainline milepost



SR 101 AND SR 109 ABERDEEN–HOQUIAM COUPLETS
HOQUIAM 2002

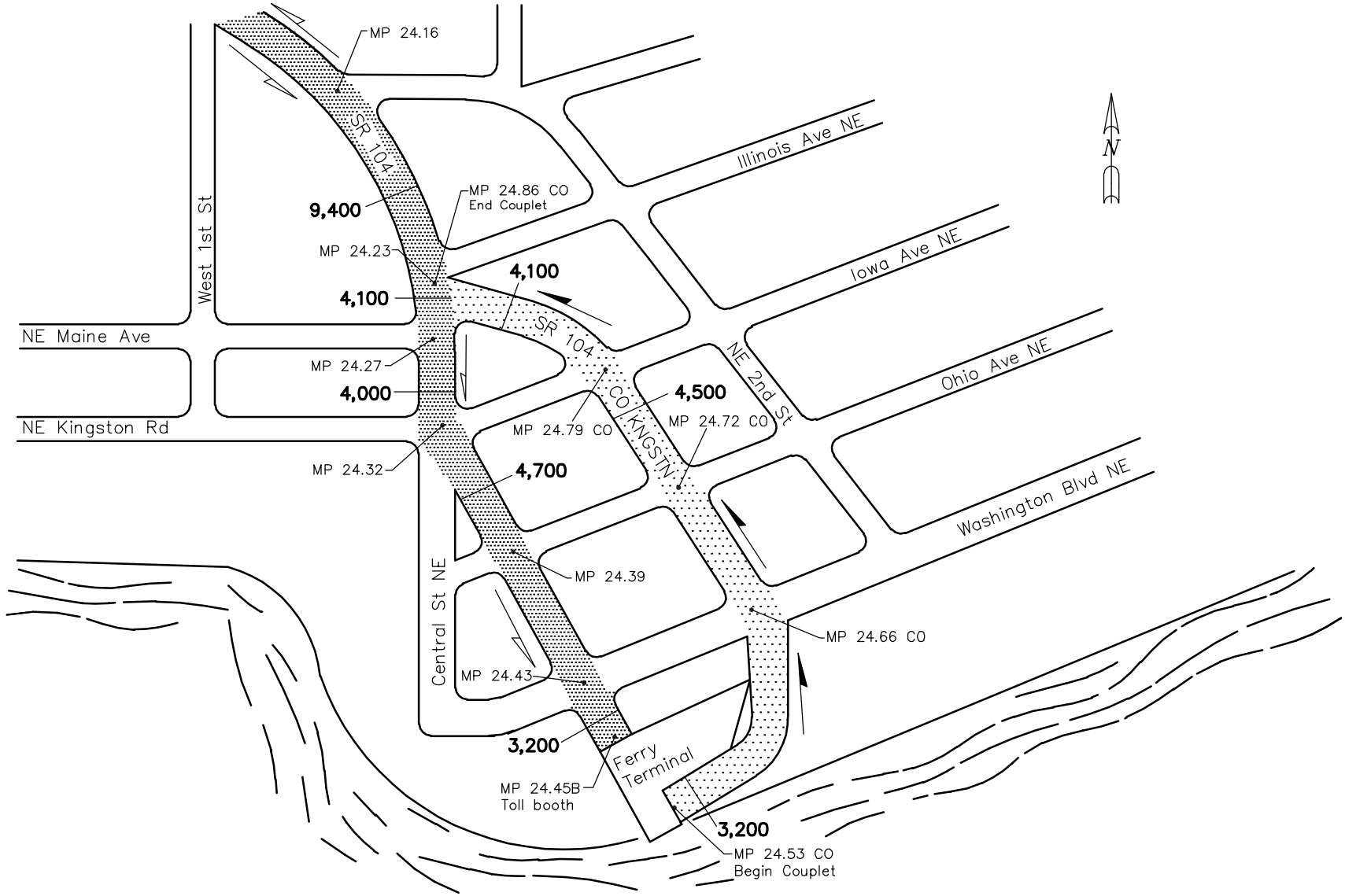
Direction of couplet — MP 0.00 CO Couplet milepost
Direction of mainline — MP 0.00 Mainline milepost



SR 101 PORT ANGELES COUPLET
PORT ANGELES 2002

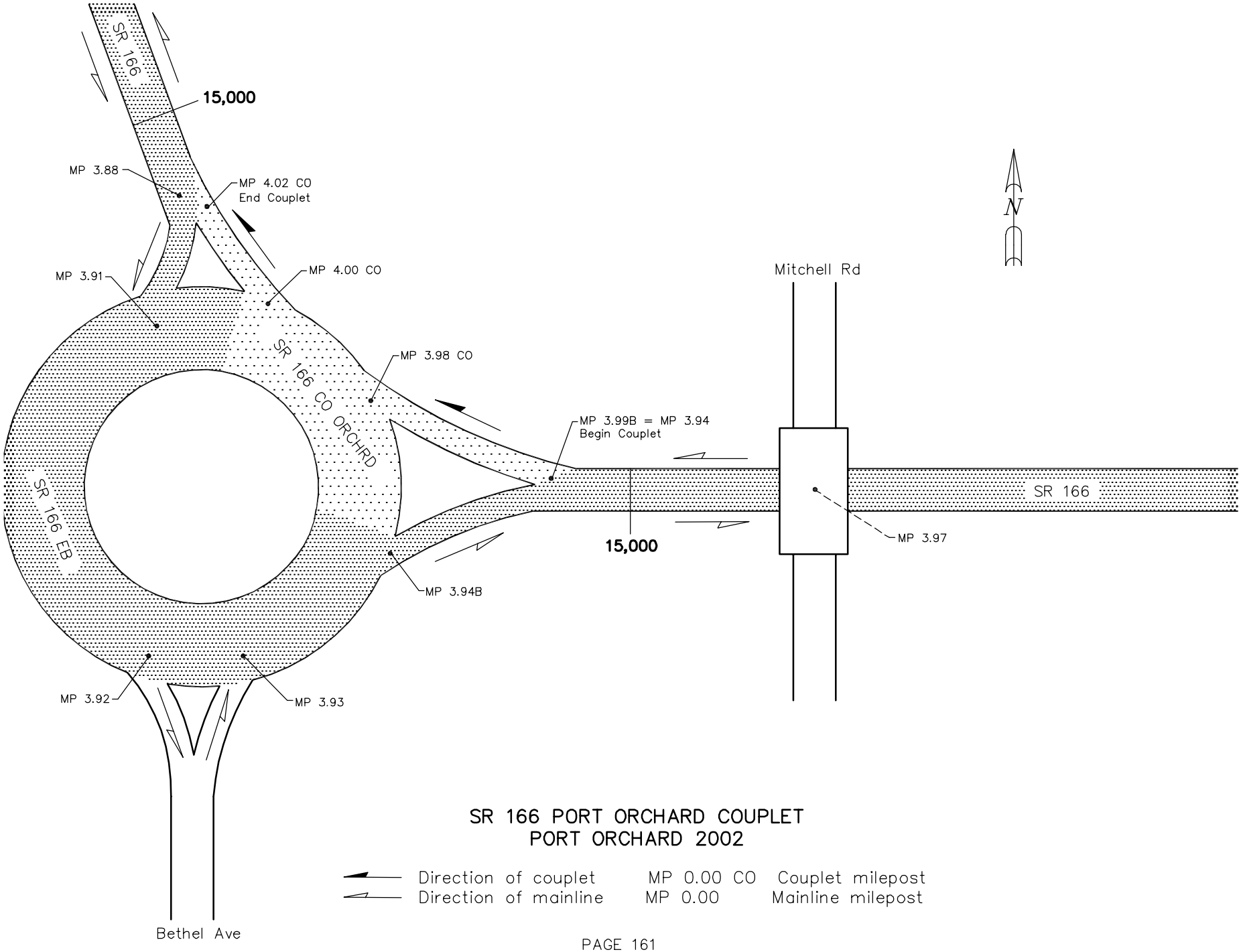
Direction of couplet — MP 0.00 CO — Couplet milepost

Direction of mainline — MP 0.00 — Mainline milepost



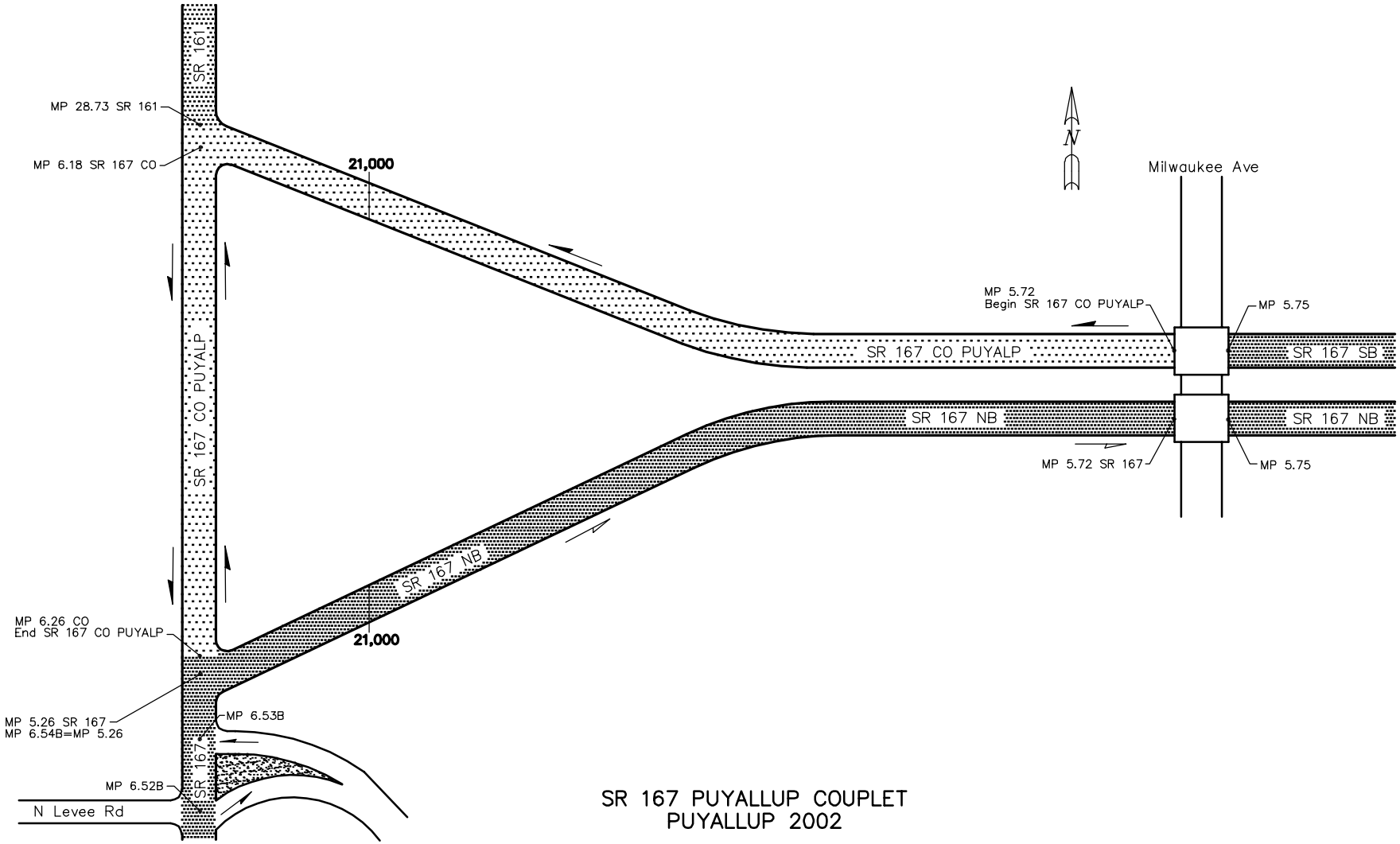
SR 104 KINGSTON COUPLET
KINGSTON 2002

Direction of couplet — MP 0.00 CO Couplet milepost
Direction of mainline — MP 0.00 Mainline milepost



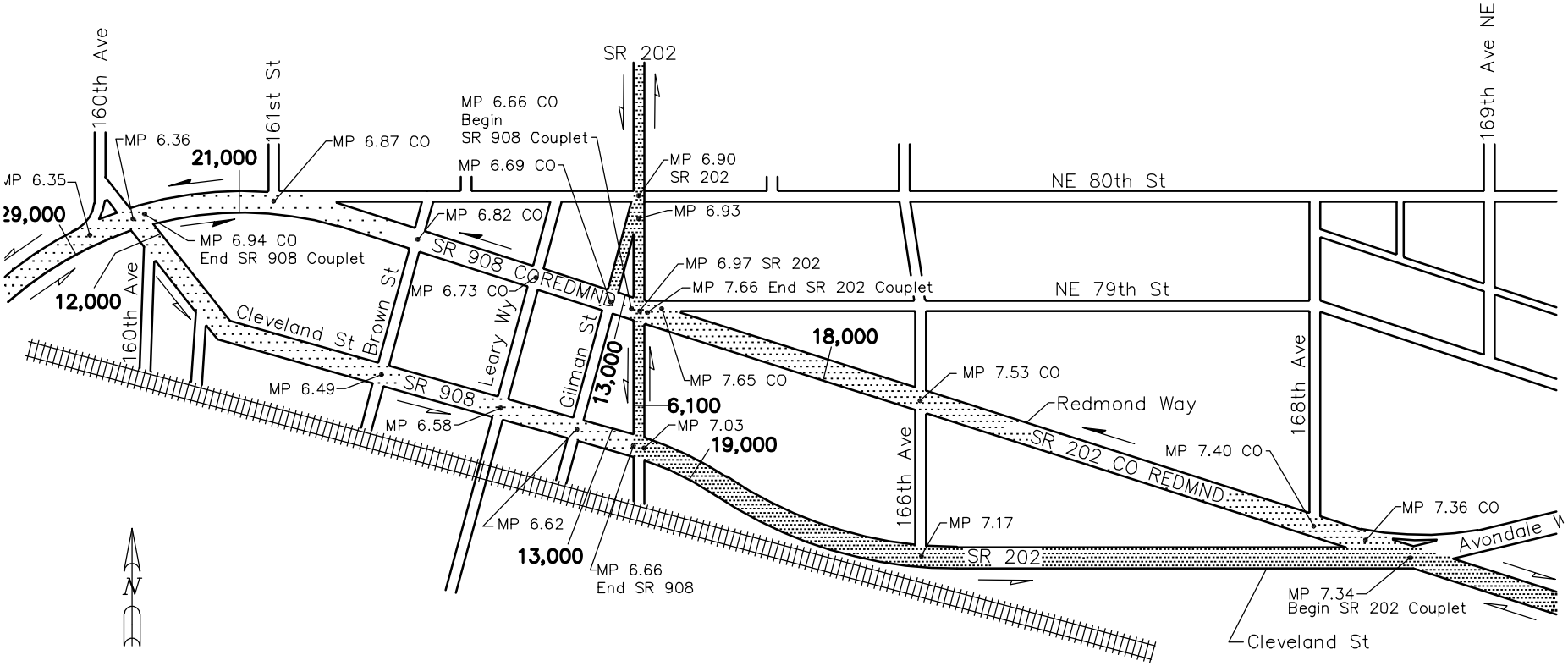
SR 166 PORT ORCHARD COUPLET
PORT ORCHARD 2002

Direction of couplet MP 0.00 CO Couplet milepost
Direction of mainline MP 0.00 Mainline milepost



SR 167 PUYALLUP COUPLET
PUYALLUP 2002

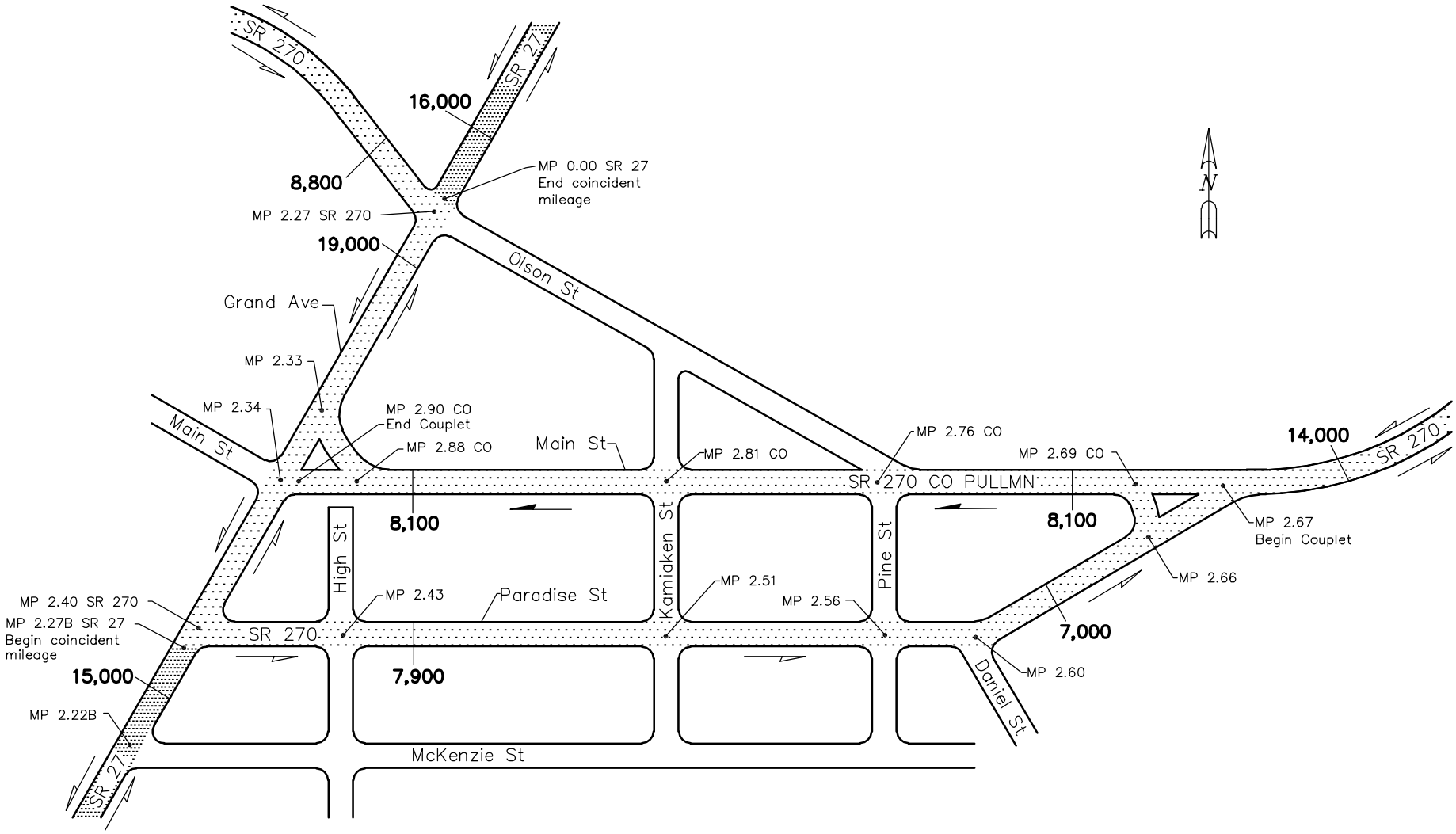
Direction of couplet MP 0.00 CO Couplet milepost
Direction of mainline MP 0.00 Mainline milepost



SR 202 AND SR 908 REDMOND COUPLETS
REDMOND 2002

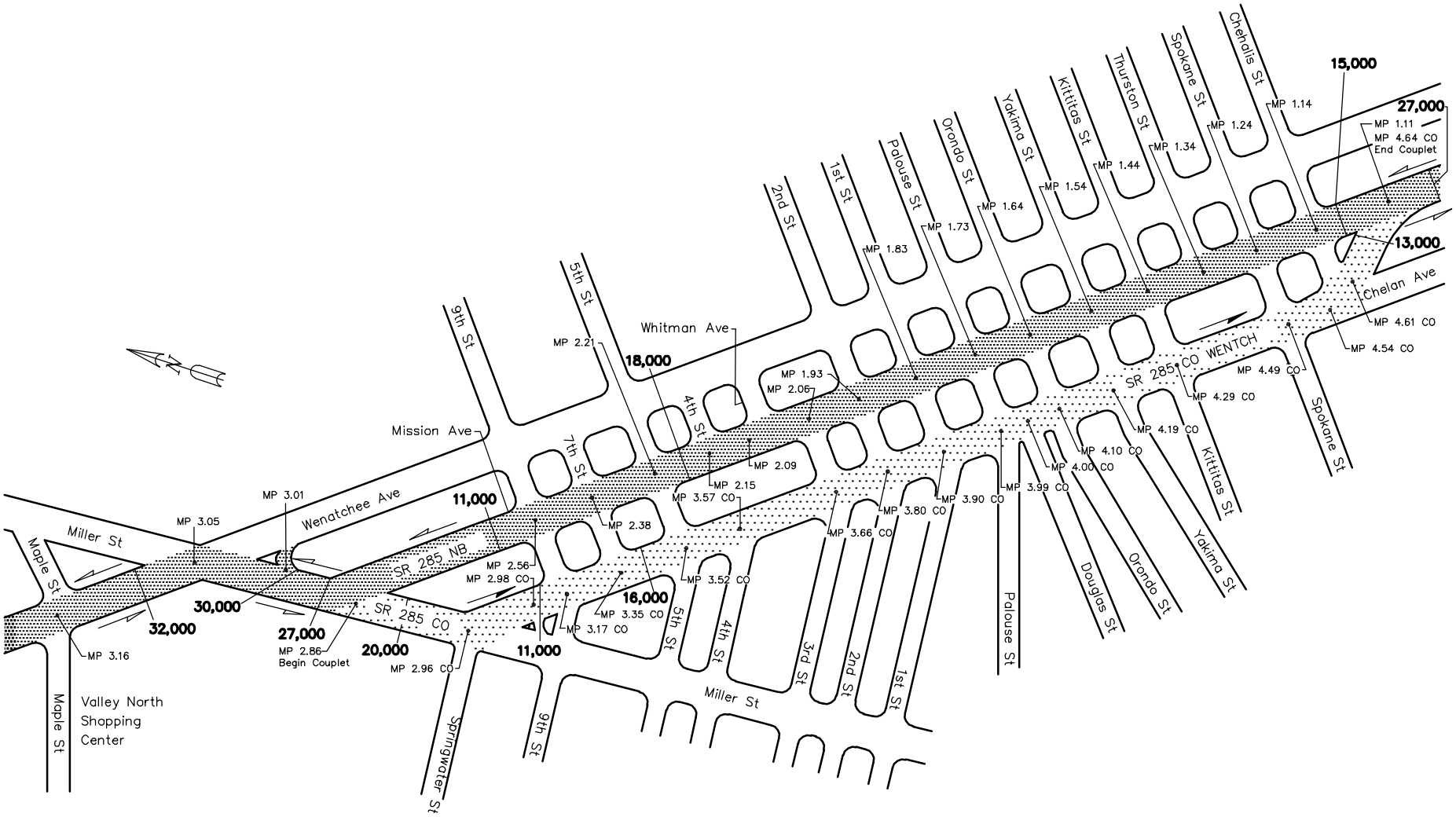
Direction of couplet — MP 0.00 CO — Couplet milepost

Direction of mainline — MP 0.00 — Mainline milepost



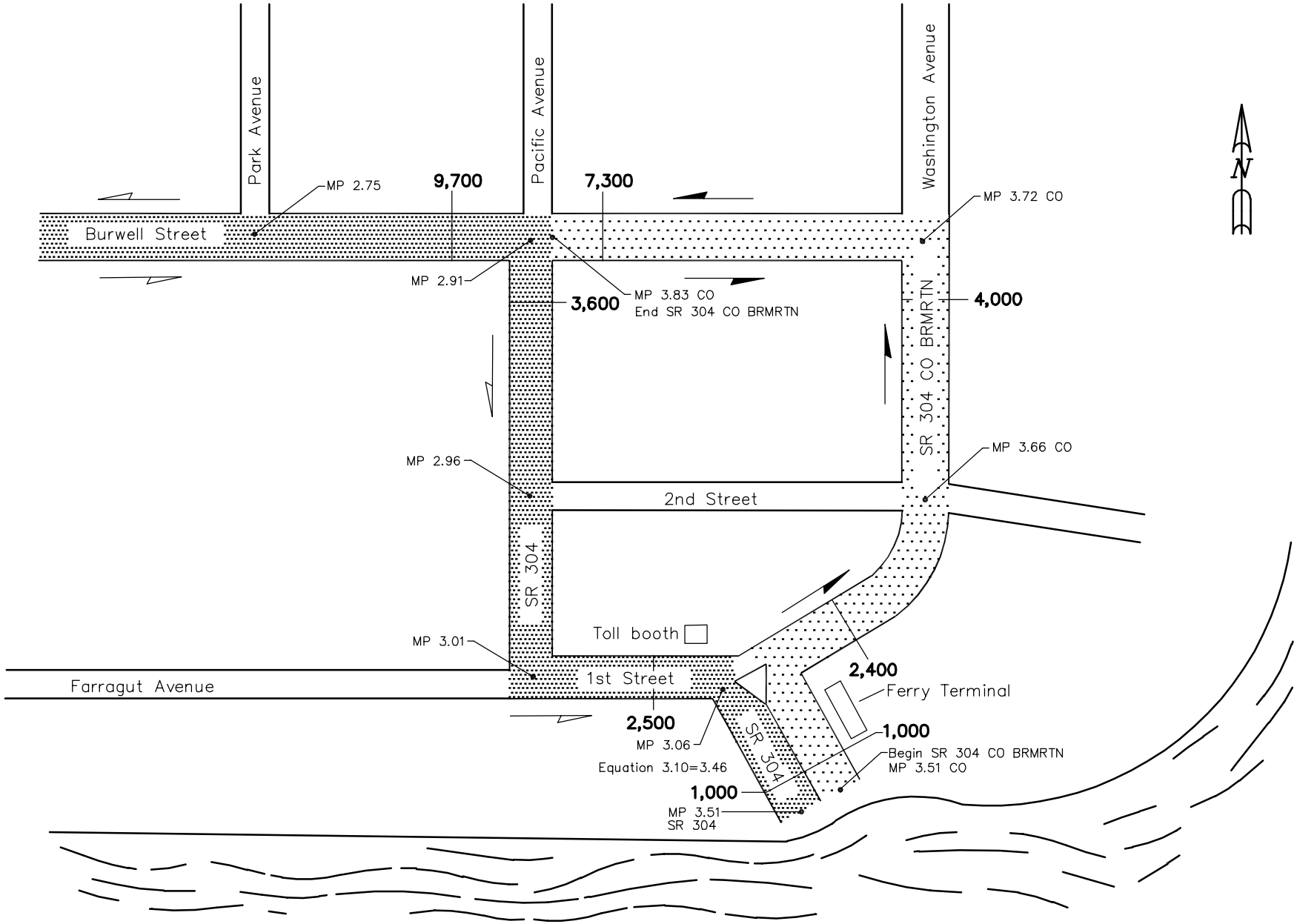
SR 270 PULLMAN COUPLET
PULLMAN 2002

Direction of couplet — MP 0.00 CO — Couplet milepost
Direction of mainline — MP 0.00 — Mainline milepost



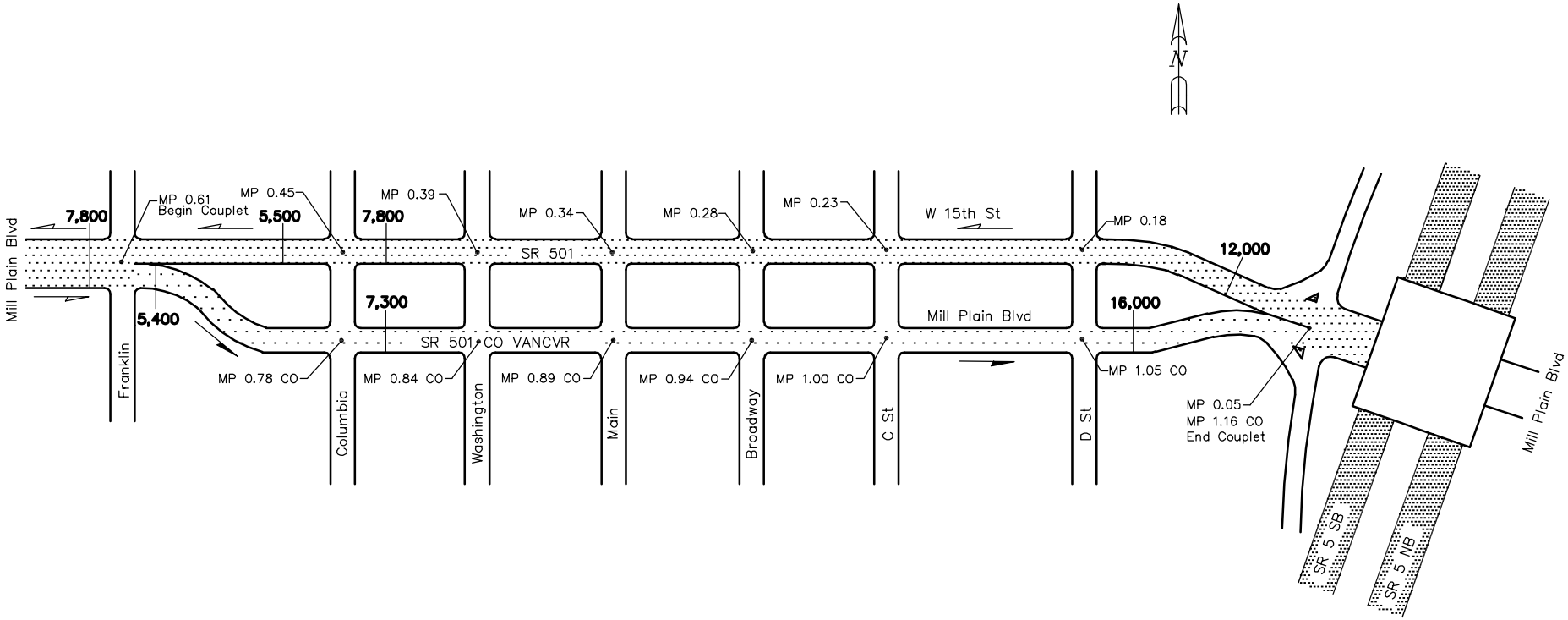
SR 285 WENATCHEE COUPLET
WENATCHEE 2002

Direction of couplet — MP 0.00 CO Couplet milepost
Direction of mainline — MP 0.00 Mainline milepost



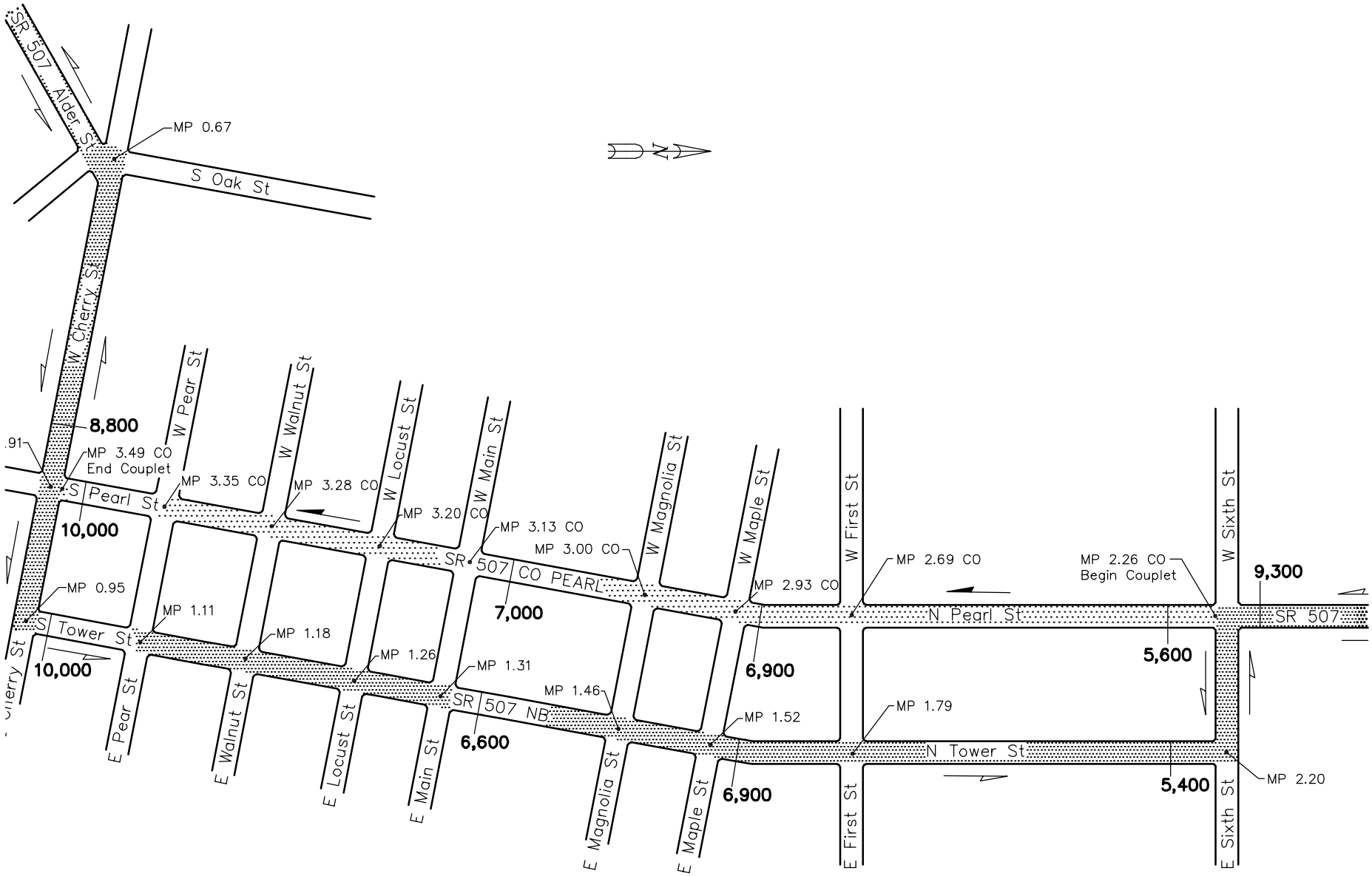
SR 304 BREMERTON COUPLET
BREMERTON 2002

Direction of couplet — MP 0.00 CO Couplet milepost
Direction of mainline — MP 0.00 Mainline milepost



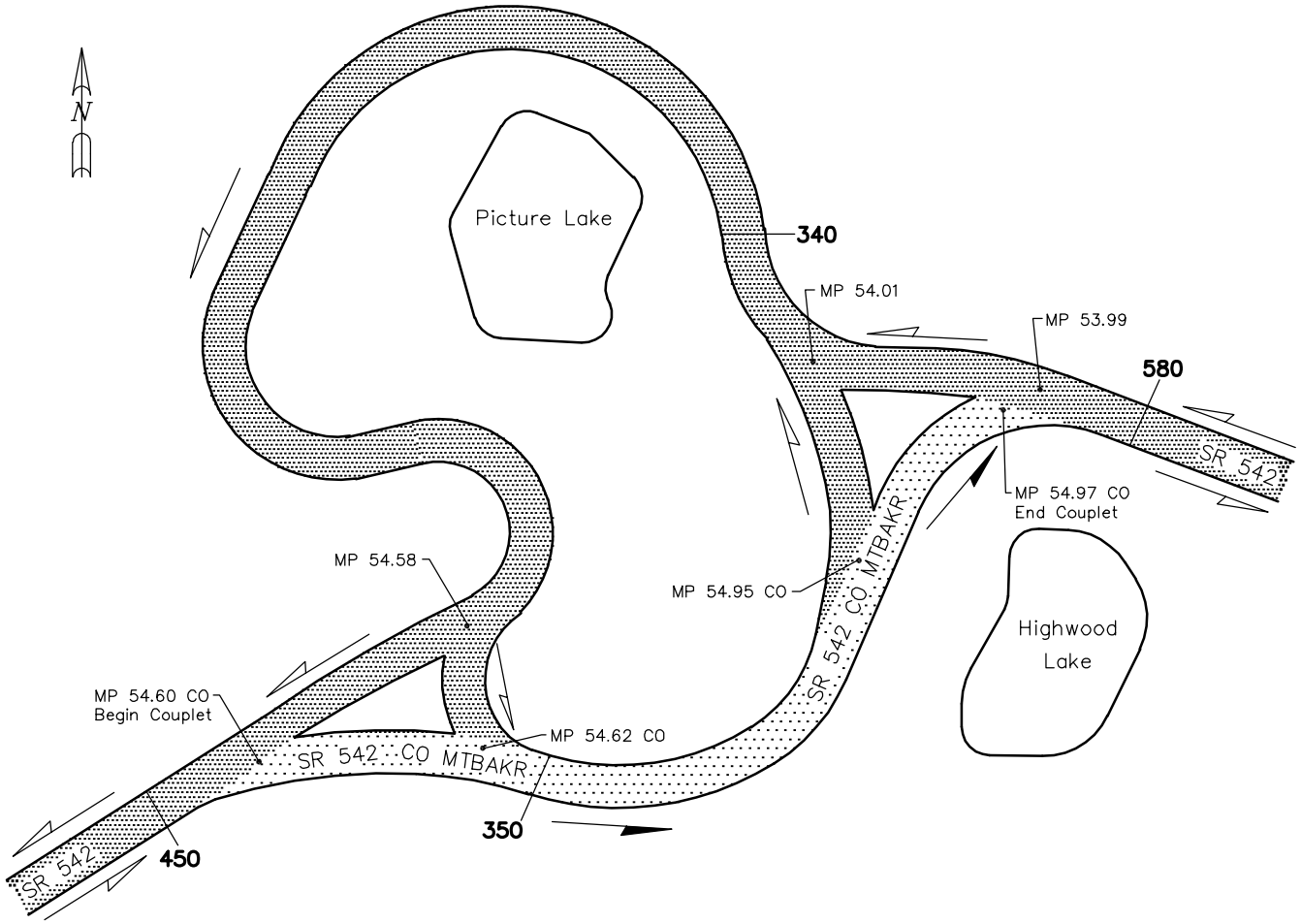
SR 501 VANCOUVER COUPLET
VANCOUVER 2002

Direction of couplet — MP 0.00 CO Couplet milepost
Direction of mainline — MP 0.00 Mainline milepost



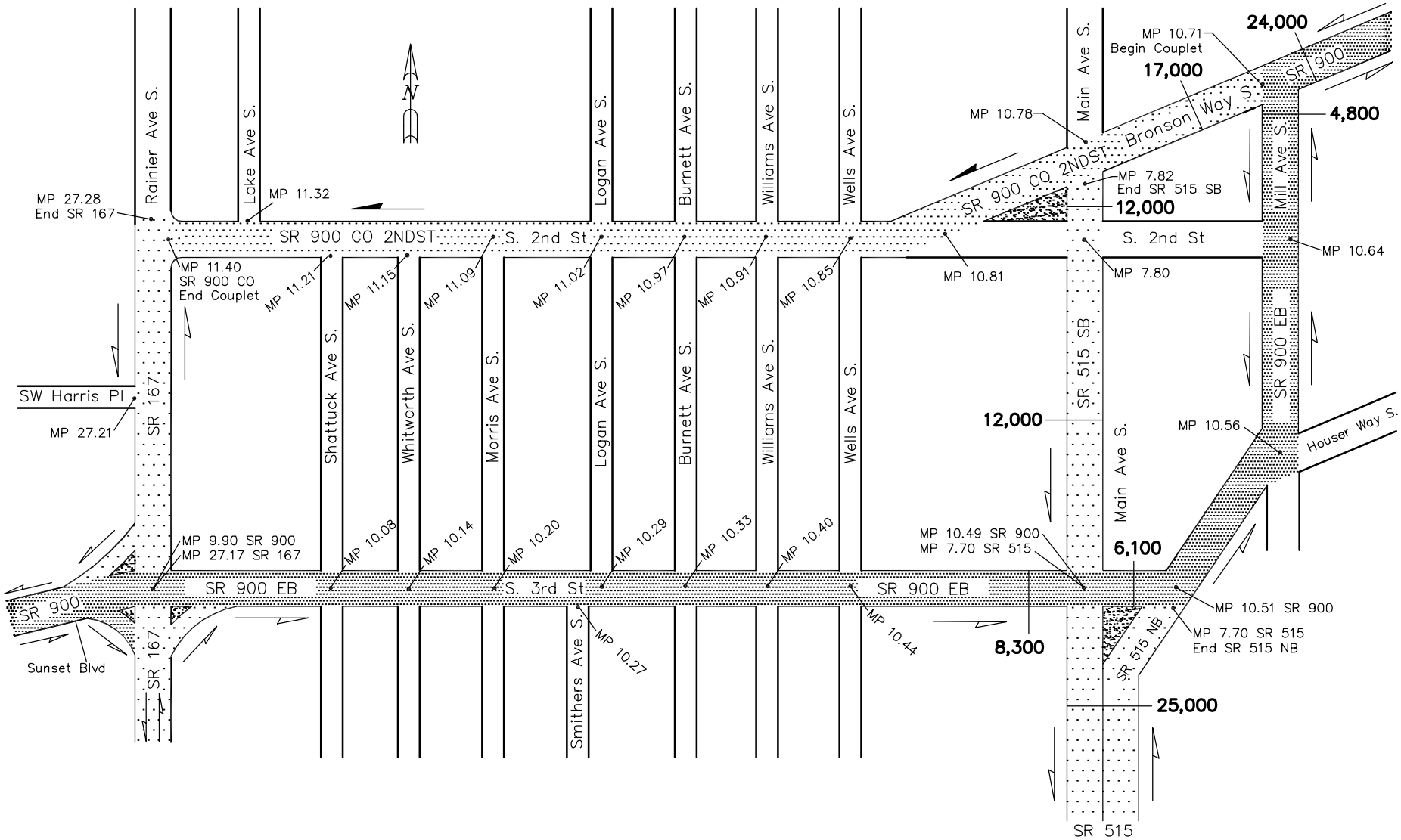
SR 507 PEARL STREET COUPLET
CENTRALIA 2002

Direction of couplet — MP 0.00 CO Couplet milepost
Direction of mainline — MP 0.00 Mainline milepost



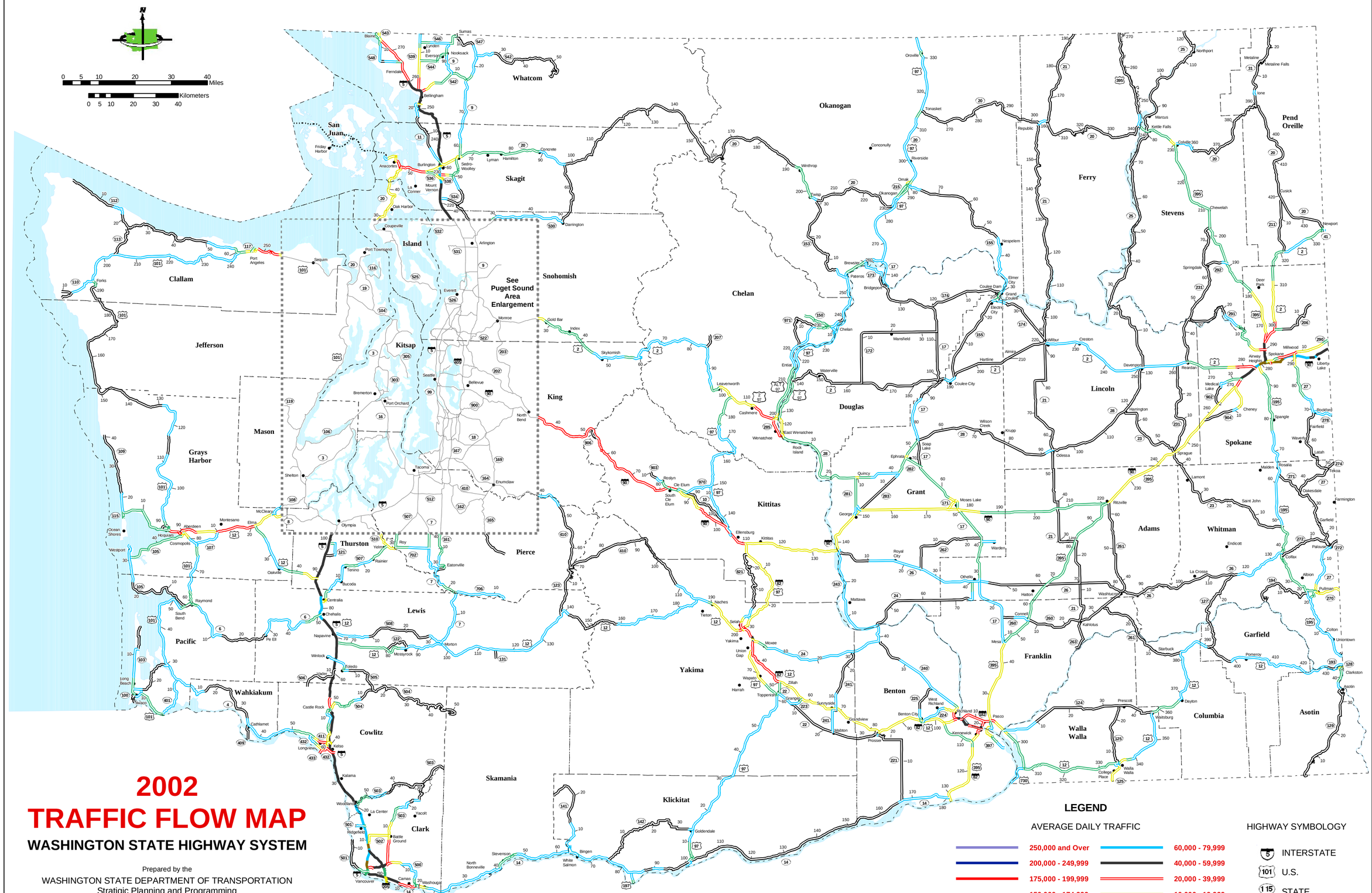
SR 542 MOUNT BAKER COUPLET
MOUNT BAKER 2002

Direction of couplet — MP 0.00 CO Couplet milepost
Direction of mainline — MP 0.00 Mainline milepost



SR 900 2ND STREET COUPLET
RENTON 2002

Direction of couplet — MP 0.00 CO — Couplet milepost
Direction of mainline — MP 0.00 — Mainline milepost



2002
TRAFFIC FLOW MAP
WASHINGTON STATE HIGHWAY SYSTEM

Prepared by the
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
Stratigic Planning and Programming
Transportation Data Office

in cooperation with the
U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

LEGEND

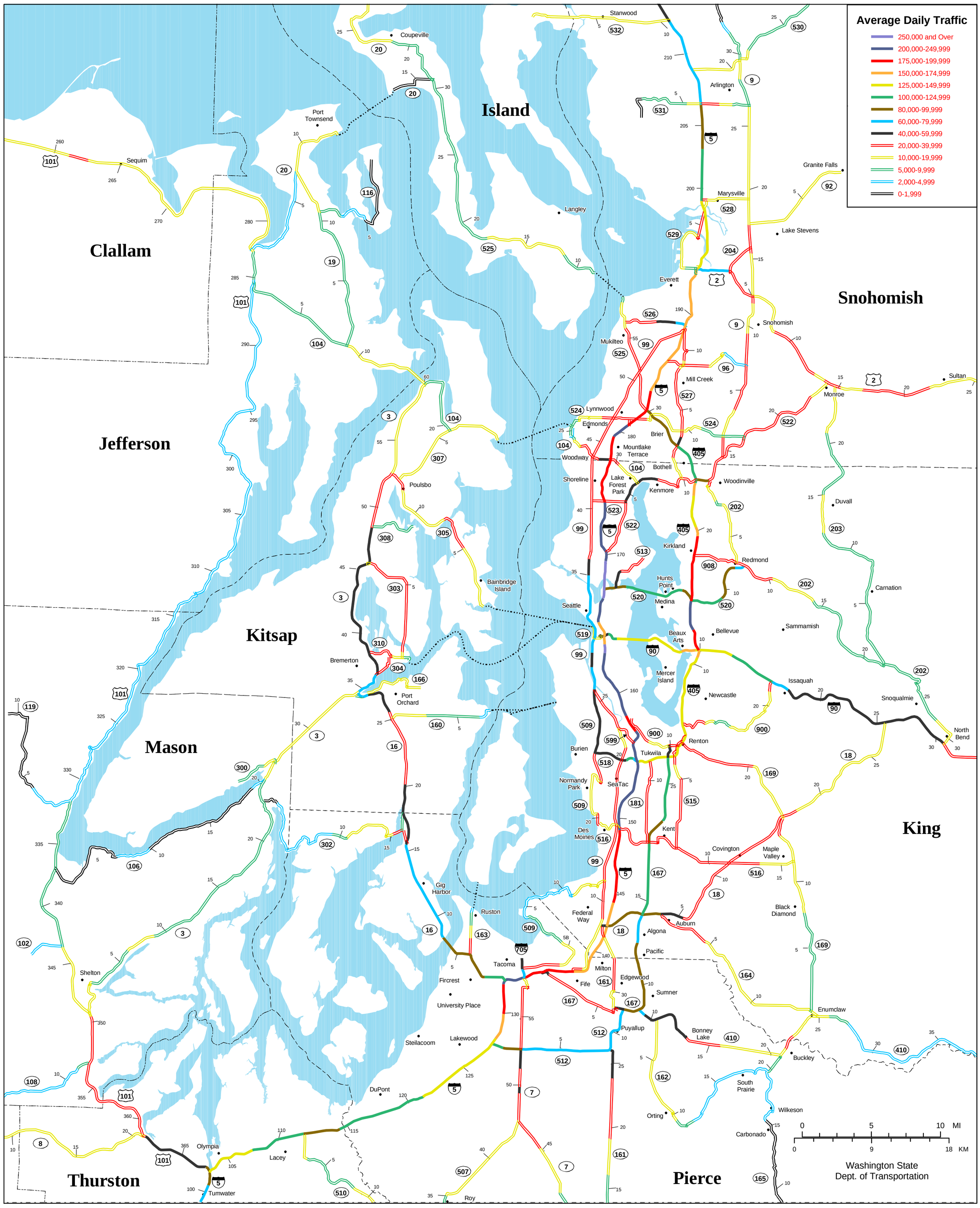
AVERAGE DAILY TRAFFIC

- 250,000 and Over
- 200,000 - 249,999
- 175,000 - 199,999
- 150,000 - 174,999
- 125,000 - 149,999
- 100,000 - 124,999
- 80,000 - 99,999
- 60,000 - 79,999
- 40,000 - 59,999
- 20,000 - 39,999
- 10,000 - 19,999
- 5,000 - 9,999
- 2,000 - 4,999
- 0 - 1,999

HIGHWAY SYMBOLOGY

- 5 INTERSTATE
- 101 U.S.
- 115 STATE

395 - MILEPOST



Puget Sound Enlargement