# 2000 Annual Traffic Report

**Washington State Department of Transportation**

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

October, 2001

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## INTRODUCTION

The Washington State Department of Transportation is responsible for the administration of approximately 7,000 miles of roads involving large annual expenditures for planning, design, construction, and maintenance. This requires having reliable and current traffic volume data, vehicle type classification, and travel statistics throughout the state.

The Annual Traffic Report contains Annual Average Daily Traffic (AADT) volumes for the years 1997 through 2000. 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 placed beside a traffic volume designates an actual traffic count factored to an AADT. All other volumes shown in this report are estimates based on traffic counts made in prior years and factored to an AADT using patterns from the Automated Data Collection Stations. Blanks in the traffic volume portion indicate no available traffic volume data. ***Traffic data for design purposes should be obtained through specific traffic analysis requests.***

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

The Transportation Data Office collects, maintains, and reports information about the State Highway system and stores this data within TRIPS. Each State Route is uniquely identified for TRIPS storage and reporting using a Related Roadway Type and Qualifier. Related Roadway Types are:

| | | | | | |
|---|---|---|---|---|---|
| **Blank** | **=** | **Mainline** | **CO** | **=** | **Couplet** |
| **AR** | **=** | **Alternate Route** | **SP** | = | **Spur** |
| **RL** | **=** | **Reversible Lane** | **HL** | = | **HOV Lane (Grade Separated)** |

Related Roadway Qualifiers further describe Related Roadway Types. For example: 155SP0MAK describes a spur in Omak on State Route 155. Related Roadway Types are listed at the end of the State Route.

Traffic volumes on mainline State Routes having couplets are identified by a "C" printed under the column heading 'COUPLET'. In most cases, traffic volumes are directional rather than combined. 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 locations 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 2000.

## TRUCK PERCENTAGES

The percentage of trucks in the traffic stream is of major importance for design purposes. Truck percentage data in this report is based on 48 or 72 hour mechanical classification counts at specific locations throughout the state. This data reflects only the percentage of trucks during those periods and should not be construed as an annual truck percentage. Truck percentages are separated into 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 in TRIPS rounded to the nearest hundredth. ***Truck traffic data for design purposes should be obtained through specific traffic analysis requests.***

## REPORT CONTENTS

A list of Automated Data Collection (ADC) Stations and maps of their locations are included in the foreword of this report. A ten year history of AADTs is provided for all operational ADC sites, Ferry Systems and Toll Crossings. Data collected at these locations are used in the estimation of AADTs from mechanical counts of 48 or 72 hour duration and in the calculation of seasonal traffic variations. Average Weekday conversion factors are included in the report for ADC locations that collected sufficient data in 2000. Also included on the back inside cover of this report is a copy of the 2000 Washington State Traffic Flow Map.

***Inquiries relating to traffic should be directed to the Transportation Data Office, area code (360) 753-5370.***

## 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 TTY 1-800-833-6388, Tele-Braille 1-800-833-6385, Voice 1-800-833-6384, and ask to be connected to (360) 705-7097.

**RICK SMITH**
Director
Planning and Capital Program Management

AUTOMATED DATA COLLECTION
STATION LOCATIONS AND DESCRIPTIONS

RURAL SITES

| SR | MILE POST | RELATED ROADWAY TYPE | ADC SITE | LOCATION DESCRIPTION |
|---|---|---|---|---|
| 12 | 12.30 | | B02 | W/O MONTE BRADY LOOP RD WYE CONN |
| 395 | 27.20 | | B03 | S/O VINEYARD DR - PASCO |
| 90 | 82.70 | | B04 | W/O CLE ELUM OFF RAMP |
| 2 | 113.10 | | P01 | W/O RED APPLE RD - CASHMERE |
| 97 | 66.30 | | P03 | S/O PROGRESSIVE ROAD WYE CONN - WAPATO |
| 5 | 261.33 | | P04 | N/O SLATER RD I/C - FERNDALE |
| 12 | 376.98 | | P05 | W/O TUCANNON RIVER BR - DAYTON |
| 82 | 48.50 | | P08 | W/O SR 22 - ZILLAH |
| 82 | 121.20 | | P09 | W/O COFFIN RD - PLYMOUTH |
| 90 | 218.83 | | P10 | W/O SR 395 I/C - RITZVILLE |
| 97 | 250.35 | | P11 | N/O COUNTY ROAD NO 1525 - PATEROS |
| 195 | 6.01 | | P13 | S/O BAUER RD 9440 - COLTON |
| 195 | 22.20 | | P14 | S/0 SR 270 -PULLMAN |
| 195 | 87.70 | | P15 | N/O WASHINGTON RD - SPOKANE |
| 221 | 13.10 | | P17 | S/O SELLARDS RD - PROSSER |
| 101 | 324.80 | | P18 | S/O EAGLE CREEK BRIDGE |
| 9 | 28.75 | | P21 | N/O HIGHLAND DRIVE - ARLINGTON |
| 97 | 335.30 | | P22 | S/O OLD HIGHWAY ROAD - OROVILLE |
| 97 | 286.16 | | P23 | S/O SR 20 - OKANOGAN |
| 90 | 298.40 | | P24 | W/O IDAHO ROAD I/C |
| 21 | 91.55 | | P25 | N/O PRINCE STREET - WILBUR |
| 395 | 260.00 | | P26 | N/O COUNTY ROAD - ORIENT |
| 25 | 97.00 | | P27 | N/O BOSSBURG ROAD - NORTHPORT |
| 2 | 301.40 | | P28 | S/O NORWOOD ROAD - CHATTAROY |
| 27 | 77.30 | | P30 | ON SR 27 S/O GIBBS ROAD |
| 395 | 93.01 | | P7C | S/O SR 90 I/C |
| 5 | 207.76 | | R001 | N/O LAKE GOODWIN RD I/C - MARYSVILLE |
| 8 | 20.67 | | R003 | AT SR 101 OXING - OLYMPIA |
| 101 | 361.37 | | R003 | N/O SR 8 - OLYMPIA |
| 101 | 361.70 | | R003 | E/O SR 8 - OLYMPIA |
| 12 | 307.90 | | R008 | E/O SR 730 SPUR - WALLULA |
| 90 | 254.50 | | R014 | NE/O FISHTRAP ROAD I/C |
| 5 | 86.32 | | R019 | S/O SR 12 I/C - GRAND MOUND |
| 17 | 30.37 | | R020 | S/O LEE ROAD - OTHELLO |

RURAL SITES

| SR | MILE POST | RELATED ROADWAY TYPE | ADC SITE | LOCATION DESCRIPTION |
|---|---|---|---|---|
| 101 | 281.15 | | R023 | S/O ORCAS AND HOLLAND DRIVES |
| 20 | 191.90 | | R037 | W/O RADER ROAD - WINTHROP |
| 2 | 50.12 | | R038 | E/O NE OLD CASCADE HIGHWAY - SKYKOMISH |
| 90 | 33.56 | | R039 | W/O EDGEWICK ROAD I/C - NORTH BEND |
| 12 | 135.10 | | R040 | E/O TIMBERLINE DR - PACKWOOD |
| 123 | 3.88 | | R040 | N/O SR 12 - PACKWOOD |
| 97 | 13.41 | | R041 | N/O STATE FRONTAGE RD |
| 90 | 136.59 | | R042 | W/O COLUMBIA RIVER BRIDGE - VANTAGE |
| 105 | 30.73 | | R043 | E/O SR 105 WYE CONN |
| 5 | 20.71 | | R045 | S/O SR 503 I/C - WOODLAND |
| 2 | 103.92 | | R047 | W/O SR 97 NEAR PESHASTIN |
| 2 | 104.84 | | R047 | E/O SR 97 NEAR PESHASTIN |
| 97 | 178.19 | | R047 | S/O SR 2 - PESHASTIN |
| 82 | 24.83 | | R048 | NE/O SR 821 I/C - SELAH |
| 101 | 104.55 | | R054 | S/O HENSEL RD - HUMPTULIPS |
| 90 | 180.33 | | R055 | E/O SR 17 I/C - MOSES LAKE |
| 970 | 6.85 | | R057 | W/O TEANAWAY RD |
| 2 | 80.20 | | R058 | E/O NASON RIDGE ROAD |
| 395 | 36.24 | | R061 | N/O E ELM RD |
| 395 | 190.29 | | R063 | S/O SR 292 - LOON LAKE |
| 2 | 250.50 | | R064 | W/O HARMES RD - DAVENPORT |
| 26 | 43.06 | | R066 | ON SR 26 E/O SR 17 |
| 12 | 390.66 | | R067 | AT PATAHA CREEK BRIDGE |
| 97 | 293.33 | | R068 | N/O COPPLE ROAD - OMAK |
| 101 | 254.45 | | R069 | AT WEIGH STATION-PORT ANGELES |
| 101 | 203.93 | | R073 | E/O SR 113/BURNT MOUNTAIN ROAD - SAPPHO |
| 101 | 28.95 | | R074 | N/O SR 4 - JOHNSON'S LANDING |
| 12 | 77.78 | | R075 | E/O KENNEDY ROAD-SALKUM |
| 14 | 100.64 | | R076 | W/O SR 14 MARYHILL SPUR - MARYHILL |
| 14 | 102.27 | | R077 | W/O MARYHILL ROAD-MARYHILL |
| 9 | 32.98 | | R083 | N/O 269TH PLACE NE-ARLINGTON |
| 97 | 220.55 | | R084 | N/O BRAYS ROAD - ORONDO |
| 104 | 13.92 | | R085 | AT HOOD CANAL BRIDGE |
| 82 | 132.03 | | R086 | S/O SR 14 I/C - PLYMOUTH |

AUTOMATED DATA COLLECTION
STATION LOCATIONS AND DESCRIPTIONS

RURAL SITES

| SR | MILE POST | RELATED ROADWAY TYPE | ADC SITE | LOCATION DESCRIPTION |
|---|---|---|---|---|
| 2 | 179.10 | | S200 | E/O J SE - COULEE CITY |
| 24 | 43.50 | | S612 | AT COLUMBIA RIVER BRIDGE - VERNITA |
| 20 | 20.02 | | S706 | E/O RHODODENDRON PARK DRIVE - COUPEVILLE |
| 5 | 269.41 | | S803 | S/O BIRCH BAY/LYNDEN RD I/C - CUSTER |
| 12 | 185.25 | | S818 | ON SR 12 S/O SR 410 I/C |
| 12 | 185.62 | | S818 | ON SR 12 E/O SR 410 I/C |
| 410 | 116.26 | | S818 | ON SR 410 W/O SR 12 |
| 411 | 7.97 | | S819 | S/O SANDY BEND ROAD - LEXINGTON |
| 20 | 304.60 | | S820 | W/O FAIRGROUNDS ROAD-REPUBLIC |
| 90 | 23.54 | | S826 | W/0 SR 18 IC - PRESTON |
| 18 | 27.50 | | S838 | S/O SR 90 - ECHO GLEN |
| 504 | 18.98 | | S840 | E/O PRIVATE ROAD 1900 - KID VALLEY |
| 101 | 0.46 | | S841 | S/O SR 401 - MEGLER |
| 101 | 0.47 | | S841 | NW/O SR 401 - MEGLER |
| 401 | 0.01 | | S841 | NE/O SR 101 - MEGLER |
| 90 | 47.71 | | S901 | AT TINKHAM ROAD UXING |
| 90 | 52.24 | | S902 | AT SR 906 OXING |
| 90 | 63.98 | | S903 | AT CABIN CREEK ROAD UXING |

URBAN SITES

| SR | MILE POST | RELATED ROADWAY TYPE | ADC SITE | LOCATION DESCRIPTION |
|---|---|---|---|---|
| 520 | 4.00 | | D10 | W/O 76TH AVE NE UXING |
| 16 | 1.10 | | D11 | E/O UNION AVE OXING - FIRCREST |
| 18 | 12.55 | | D12 | AT 180TH AVE SE UXING - KENT |
| 518 | 0.35 | | D13 | E/O SR 509 I/C - BURIEN |
| 509 | 26.37 | | D14 | N/O SR 518 I/C |
| 512 | 1.53 | | D3 | W/O SR 7 I/C PARKLAND |
| 14 | 11.90 | | P06 | E/O ALPINE RD - CAMAS |

URBAN SITES

| SR | MILE POST | RELATED ROADWAY TYPE | ADC SITE | LOCATION DESCRIPTION |
|---|---|---|---|---|
| 14 | 17.70 | | P07 | E/O 32ND ST - WASHOUGAL |
| 5 | 184.44 | | P1 | N/O 164TH ST SW/EVERETT |
| 522 | 13.30 | | P19 | W/O SR 9 I/C - WOODINVILLE |
| 18 | 5.26 | | P20 | E/O SR 164 I/C - AUBURN |
| 82 | 34.02 | | P29 | N/O SR 24 - YAKIMA |
| 5 | 176.72 | | P3 | AT NE 185TH ST UXING |
| 5 | 106.70 | | P4 | AT BOULEVARD ROAD UXING - OLYMPIA |
| 5 | 1.98 | | P5 | S/O SR 500/39TH ST. I/C |
| 167 | 23.70 | | P6 | ON SR 167 N/O S212TH ST I/C |
| 2 | 289.79 | | R021 | E/O WALTON AVENUE - SPOKANE |
| 5 | 131.18 | | R034 | AT 48TH ST UXING - TACOMA |
| 90 | 285.00 | | R036 | ON SR 90 W/O 3RD AVE - SPOKANE |
| 16 | 8.43 | | R044 | NW/O TACOMA NARROWS BR - TACOMA |
| 3 | 44.33 | | R050 | N/O NEWBERRY HILL I/C - SILVERDALE |
| 205 | 29.09 | | R051 | N/O MILL PLAIN ROAD I/C - VANCOUVER |
| 2 | 0.26 | | R052 | E/O SR 5 I/C - EVERETT |
| 2 | 119.77 | | R053 | E/O SR 97 AR I/C (OLDS BRIDGE) - WENATCHEE |
| 97 | 201.53 | AR | R059 | S/O ROCKY REACH DAM ROAD |
| 240 | 37.53 | | R062 | NW/O OLD SR 12 I/C - RICHLAND |
| 4 | 55.14 | | R078 | W/O FALL CREEK ROAD-STELLA |
| 182 | 6.34 | | R081 | AT COLUMBIA RIVER BRIDGE - PASCO |
| 5 | 193.29 | | R082 | S/O PACIFIC AVE I/C - EVERETT |
| 285 | 0.21 | | S103 | AT COLUMBIA RIV BR - WENATCHEE |
| 433 | 0.70 | | S503 | AT COLUMBIA RIVER BR - LONGVIEW |
| 5 | 148.07 | | S809 | S/O SR 516 I/C - MIDWAY |
| 405 | 28.99 | | S824 | ON SR 404 AT DAMSON RD OXING - BOTHELL |
| 90 | 14.65 | | S825 | W/O SR 900 I/C - ISSAQUAH |
| 5 | 136.80 | | S837 | S/O SR 99 I/C - FIFE |
| 599 | 1.40 | | S839 | E/O SR 99 I/C - TUKWILA |

Prepared by the
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
Planning and Programming Service Center
Transportation Data Office
in cooperation with the
U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

SEE ENLARGEMENT MAP

NW
NC
OLY
E
SC
SW

WHATCOM
SKAGIT
SAN JUAN ISLAND
OKANOGAN
FERRY
STEVENS
PEND OREILLE
SNOHOMISH
CHELAN
DOUGLAS
LINCOLN
SPOKANE
CLALLAM
JEFFERSON
KITSAP
GRAYS HARBOR
MASON
THURSTON
PIERCE
KING
KITTITAS
GRANT
ADAMS
WHITMAN
PACIFIC
LEWIS
YAKIMA
FRANKLIN
GARFIELD
COLUMBIA
WAHKIAKUM
COWLITZ
SKAMANIA
CLARK
KLICKITAT
BENTON
WALLA WALLA
ASOTIN

Blaine, BELLINGHAM, FRIDAY HARBOR, Anacortes, Neah Bay, Sedro Woolley, MT VERNON, Newhalem, Rockport, Darrington, PORT TOWNSEND, COUPEVILLE, PORT ANGELES, Forks, EVERETT, Skykomish, Leavenworth, Queets, SEATTLE, PORT ORCHARD, Taholah, TACOMA, SHELTON, Copalis Beach, OLYMPIA, MONTESANO, Aberdeen, Ocean Shores, Westport, Yelm, Eatonville, Elbe, Raymond, Centralia, CHEHALIS, SOUTH BEND, Morton, Long Beach, CATHLAMET, Longview, KELSO, Woodland, Battle Ground, VANCOUVER, Camas, STEVENSON, White Salmon, GOLDENDALE, CleElum, ELLENSBURG, YAKIMA, Union Gap, Toppenish, Sunnyside, PROSSER, Kennewick, PASCO, Richland, Waitsburg, DAYTON, WALLA WALLA, Clarkston, ASOTIN, POMEROY, Pullman, COLFAX, Palouse, Rosalia, Sprague, Cheney, SPOKANE, NEWPORT, Metaline Falls, Chewelah, Kettle Falls, COLVILLE, Northport, REPUBLIC, Oroville, Winthrop, Omak, OKANOGAN, Brewster, Bridgeport, Chelan, WATERVILLE, East Wenatchee, WENATCHEE, Soap Lake, EPHRATA, Quincy, Coulee City, Wilbur, DAVENPORT, Odessa, Moses Lake, RITZVILLE, Warden, Othello, Connell, Pullman

## Legend

- P00 — Vehicle Axle Classification
- 18 — Traffic Recorder (Volume\Length)
- P01 — Weight and Vehicle Classification (Bending Plate or Piezo)
- P06 — Weight and Vehicle Classification SHRP / LTTP Research Site (Piezo or Bending Plate)
- 5 — Interstate Route
- 101 — U. S. Route
- 103 — State Route

0 10 20 30 40 MILES
0 10 20 30 40 50 60 KILOMETERS

# Automated Data Collection Sites
## Washington State Highways
## 2000

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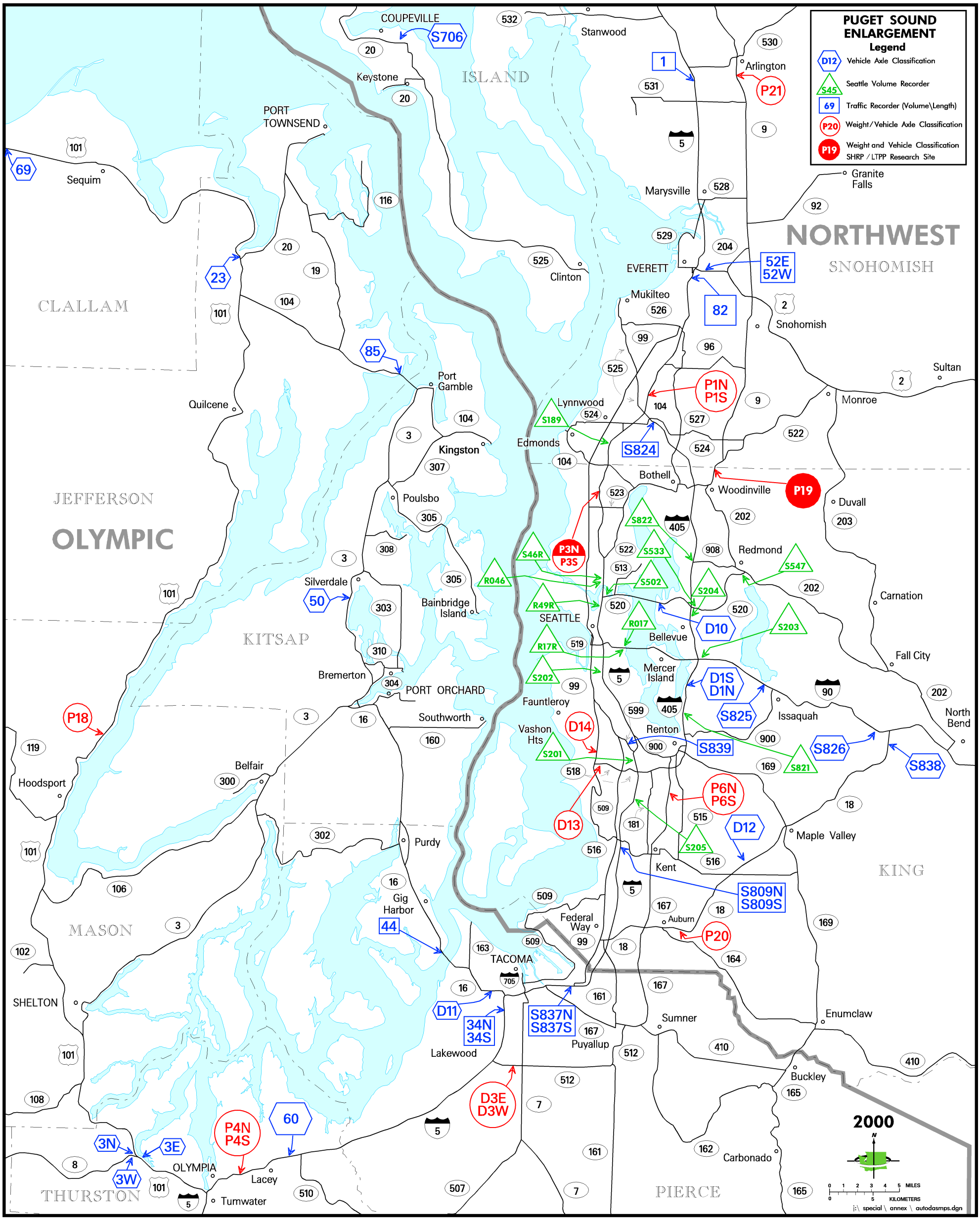
PUGET SOUND ENLARGEMENT
Legend
D12 Vehicle Axle Classification
S45 Seattle Volume Recorder
69 Traffic Recorder (Volume\Length)
P20 Weight/Vehicle Axle Classification
P19 Weight and Vehicle Classification SHRP / LTPP Research Site
NORTHWEST
SNOHOMISH
KING
PIERCE
THURSTON
MASON
KITSAP
JEFFERSON
OLYMPIC
CLALLAM
ISLAND
COUPEVILLE
Keystone
PORT TOWNSEND
Sequim
Stanwood
Arlington
Marysville
Granite Falls
EVERETT
Mukilteo
Snohomish
Clinton
Sultan
Monroe
Quilcene
Port Gamble
Kingston
Lynnwood
Edmonds
Bothell
Woodinville
Duvall
Poulsbo
Redmond
Carnation
Silverdale
Bainbridge Island
SEATTLE
Bellevue
Fall City
Bremerton
PORT ORCHARD
Mercer Island
Issaquah
North Bend
Fauntleroy
Southworth
Vashon Hts
Renton
Hoodsport
Belfair
Maple Valley
Purdy
Kent
Gig Harbor
Federal Way
Auburn
TACOMA
SHELTON
Sumner
Enumclaw
Lakewood
Puyallup
Buckley
OLYMPIA
Lacey
Tumwater
Carbonado
S706
1
P21
69
23
52E
52W
82
85
P1N
P1S
S189
S824
P19
P3N
P3S
S822
S533
S46R
R046
S502
S204
S547
R49R
R017
D10
S203
R17R
S202
D1S
D1N
S825
S826
S838
D14
S839
S821
P18
P6N
P6S
D13
D12
S205
S809N
S809S
44
P20
D11
34N
34S
S837N
S837S
D3E
D3W
60
P4N
P4S
3N
3E
3W
2000
MILES
KILOMETERS
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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
RURAL STATIONS

| RECORDER NUMBER | | 1991 AADT | 1992 AADT | 1993 AADT | 1994 AADT | 1995 AADT | 1996 AADT | 1997 AADT | 1998 AADT | 1999 AADT | 2000 AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| B01 | BOTHWAYS | | | 37617 | 40154 | * | 44085 | * | * | | |
| | NORTHBOUND | | | 18627 | 19663 | | 21582 | | | | |
| | SOUTHBOUND | | | 19039 | 20664 | | 22228 | | | 23785 | 23670 |
| B02 | BOTHWAYS | | | 17021 | 17465 | 18352 | 18281 | 18553 | 18696 | 19223 | * |
| | EASTBOUND | | | 8557 | 8784 | 9257 | 9215 | 9332 | 9424 | 9660 | |
| | WESTBOUND | | | 8464 | 8681 | 9095 | 9066 | 9216 | 9272 | 9563 | |
| B03 | BOTHWAYS | | 8029 | 8334 | 9005 | 9527 | 9882 | 10879 | 11384 | 11684 | 11757 |
| | NORTHBOUND | | 4046 | 3972 | 4459 | 4779 | 4943 | 5438 | 5709 | 5843 | 5885 |
| | SOUTHBOUND | | 3983 | 3956 | 4450 | 4748 | 4939 | 5441 | 5675 | 5819 | 5871 |
| B04 | BOTHWAYS | | 20213 | 21065 | 22482 | * | * | 23602 | 24271 | 23951 | 25119 |
| | EASTBOUND | | 10153 | 10660 | 11606 | | | 11885 | 12133 | 12070 | 12616 |
| | WESTBOUND | | 10061 | 10405 | 11549 | | | 11717 | 12138 | 11881 | 12503 |
| P01 | BOTHWAYS | | | 17036 | 16871 | 18546 | 17853 | 18566 | 18707 | * | 19376 |
| | EASTBOUND | | | 8464 | 8379 | 9240 | 8932 | 9320 | 9389 | | 9753 |
| | WESTBOUND | | | 8572 | 8493 | 9306 | 8921 | 9245 | 9320 | | 9624 |
| P03 | BOTHWAYS | | | 9366 | 9192 | 9381 | 9494 | 9097 | 9888 | 10380 | 10433 |
| | NORTHBOUND | | | 4704 | 4595 | 4723 | 4791 | 4590 | 4980 | 5229 | 5163 |
| | SOUTHBOUND | | | 4663 | 4521 | 4658 | 4713 | 4507 | 4909 | 5151 | 5276 |
| P04 | BOTHWAYS | | | 35461 | 36297 | 36536 | 37137 | 38067 | 37647 | * | * |
| | NORTHBOUND | | | 17628 | 18007 | 18128 | 18335 | 18749 | 18675 | | |
| | SOUTHBOUND | | | 17833 | 18291 | 18493 | 18802 | 19322 | 18994 | | |
| P05 | BOTHWAYS | | 2130 | 2169 | 2312 | 2366 | 2161 | 2270 | 2167 | * | 2162 |
| | EASTBOUND | | 1094 | 1143 | 1171 | 1179 | 1064 | 1153 | 1090 | | 1079 |
| | WESTBOUND | | 1035 | 1083 | 1192 | 1190 | 1096 | 1118 | 1077 | | 1083 |
| P08 | BOTHWAYS | | | 17485 | 18452 | 19313 | 18802 | * | 21028 | 21883 | 21814 |
| | EASTBOUND | | | 9106 | 9476 | 9681 | 9437 | | 10561 | 10821 | 10881 |
| | WESTBOUND | | | 8656 | 9228 | 9632 | 9343 | | 10467 | 11062 | 10922 |
| P09 | BOTHWAYS | | | 10532 | 11196 | 11503 | 11366 | 12337 | | 14066 | * |
| | EASTBOUND | | | 5806 | 5909 | 5807 | 5764 | 6240 | 6665 | 7168 | |
| | WESTBOUND | | | 5352 | 5622 | 5696 | 5602 | 6097 | | 6889 | |
| P10 | BOTHWAYS | | 7520 | 7807 | 8229 | 8502 | 8276 | 8597 | 8773 | 9107 | 9055 |
| | EASTBOUND | | 3716 | 3883 | 4072 | 4221 | 4106 | 4253 | 4346 | 4517 | 4494 |
| | WESTBOUND | | 3804 | 3948 | 4162 | 4285 | 4170 | 4343 | 4427 | 4581 | 4561 |
| P11 | BOTHWAYS | | | 3276 | 3519 | 3844 | 3834 | 3824 | 3795 | 3840 | 3711 |
| | NORTHBOUND | | | 1704 | 1759 | 1921 | 1918 | 1915 | 1893 | 1917 | 1848 |
| | SOUTHBOUND | | | 1706 | 1761 | 1923 | 1916 | 1910 | 1905 | 1924 | 1863 |

* 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
RURAL STATIONS

| RECORDER NUMBER | | 1991 AADT | 1992 AADT | 1993 AADT | 1994 AADT | 1995 AADT | 1996 AADT | 1997 AADT | 1998 AADT | 1999 AADT | 2000 AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| P13 | BOTHWAYS | | | 3866 | 4198 | 4369 | 4281 | 4477 | 4376 | | 4327 |
| | NORTHBOUND | | | 1894 | 2056 | 2143 | 2095 | 2195 | 2154 | | 2139 |
| | SOUTHBOUND | | | 1972 | 2142 | 2227 | 2186 | 2280 | 2222 | 2199 | 2188 |
| P14 | BOTHWAYS | | | 2325 | 2477 | 2601 | 2595 | 2713 | 2803 | 2701 | 2782 |
| | NORTHBOUND | | | 1168 | 1249 | 1305 | 1297 | 1351 | 1399 | 1339 | 1380 |
| | SOUTHBOUND | | | 1156 | 1228 | 1296 | 1295 | 1362 | 1404 | 1362 | 1402 |
| P15 | BOTHWAYS | | | 7189 | 7698 | 8000 | * | 8086 | 8405 | 8371 | * |
| | NORTHBOUND | | | 3605 | 3853 | 4024 | | 4064 | 4233 | 4214 | |
| | SOUTHBOUND | | | 3584 | 3805 | 3978 | | 4019 | 4172 | 4157 | |
| P17 | BOTHWAYS | | | 1127 | 1270 | 1351 | 1314 | 1490 | 1588 | 1790 | 1814 |
| | NORTHBOUND | | | 569 | 656 | 698 | 690 | 785 | 840 | 947 | 958 |
| | SOUTHBOUND | | | 538 | 615 | 654 | 624 | 705 | 748 | 842 | 856 |
| P18 | BOTHWAYS | | | 2313 | 2369 | 2350 | 2405 | 2489 | 2527 | * | 2310 |
| | NORTHBOUND | | | 1081 | 1164 | 1176 | 1202 | 1233 | 1255 | | 1154 |
| | SOUTHBOUND | | | 1142 | 1206 | 1174 | 1203 | 1256 | 1272 | | 1153 |
| P21 | BOTHWAYS | | | 5680 | 5989 | 6323 | 6303 | 7411 | 8377 | 9210 | 9764 |
| | NORTHBOUND | | | 2915 | 3088 | 3312 | 3261 | 3812 | 4343 | 4807 | 5018 |
| | SOUTHBOUND | | | 2765 | 2897 | 3012 | 3043 | 3599 | 4034 | 4403 | 4746 |
| P22 | BOTHWAYS | | | 3211 | 2779 | 2686 | 2775 | 2742 | 2393 | | 2217 |
| | NORTHBOUND | | | 1621 | 1391 | 1329 | 1370 | 1357 | 1180 | | 1093 |
| | SOUTHBOUND | | | 1590 | 1388 | 1357 | 1404 | 1385 | 1213 | 1195 | 1125 |
| P23 | BOTHWAYS | | | 3241 | 3267 | 3562 | 3686 | 3822 | 3764 | 3849 | 3712 |
| | NORTHBOUND | | | 1601 | 1626 | 1773 | 1837 | 1909 | 1875 | 1917 | 1847 |
| | SOUTHBOUND | | | 1640 | 1641 | 1789 | 1850 | 1913 | 1888 | 1932 | 1865 |
| P24 | BOTHWAYS | | | | 33215 | 37366 | 38025 | 39563 | 41533 | 41649 | * |
| | EASTBOUND | | | | 16690 | 18760 | 19024 | 19792 | 20806 | 20887 | |
| | WESTBOUND | | | | 16525 | 18606 | 19000 | 19771 | 20727 | 20814 | |
| P25 | BOTHWAYS | | | 355 | 365 | 397 | 386 | 391 | 390 | 417 | 418 |
| | NORTHBOUND | | | 171 | 176 | 192 | 186 | 186 | 188 | 200 | 199 |
| | SOUTHBOUND | | | 184 | 187 | 205 | 200 | 205 | 202 | 216 | 219 |
| P26 | BOTHWAYS | | | 737 | 680 | 710 | 725 | 734 | 720 | 728 | 692 |
| | NORTHBOUND | | | 372 | 343 | 356 | 362 | 365 | 361 | 364 | 345 |
| | SOUTHBOUND | | | 366 | 337 | 354 | 362 | 369 | 359 | 364 | 348 |
| 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 |
| | NORTHBOUND | | | | | | 2359 | | 2715 | 2798 | 2650 |
| | SOUTHBOUND | | | | | | 2393 | | 2755 | 2849 | 2665 |
| P7C | BOTHWAYS | | | | | | | | | 6164 | 6281 |
| | NORTHBOUND | | | | | | | | | 3116 | 3181 |
| | SOUTHBOUND | | | | | | | | | 3047 | 3098 |
| R001 | BOTHWAYS | 54592 | 57002 | 58548 | * | * | 62420 | 67845 | 72243 | 73052 | 76507 |
| | NORTHBOUND | 27345 | 28692 | | | | 31612 | 34170 | 35722 | 36298 | 37925 |
| | SOUTHBOUND | 27247 | 28309 | 29037 | | | 30695 | 33603 | 36585 | 36754 | 38362 |
| R003 | MUD BAY-NORTH LEG | 19948 | 21400 | 22581 | 23530 | 24304 | 25254 | 25661 | 26328 | 26620 | 26536 |
| | NORTHBOUND | 10049 | 10799 | 11425 | | 12331 | 12787 | 13074 | 13361 | 13550 | 13427 |
| | SOUTHBOUND | 9900 | 10601 | 11157 | | 11978 | 12435 | 12590 | 12971 | 13041 | 13028 |
| R003 | MUD BAY-EAST LEG | 33355 | 35419 | 36800 | 38317 | 39104 | 40036 | 40449 | 41925 | 42351 | 42146 |
| | EASTBOUND | 16590 | 17653 | 18310 | | 19442 | 19889 | 20104 | 20758 | 21121 | 21416 |
| | WESTBOUND | 16764 | 17767 | 18530 | | 19663 | 20147 | 20345 | 21100 | 21172 | 20729 |
| R003 | MUD BAY-WEST LEG | 13405 | 14020 | 14254 | 14770 | 14800 | 14815 | 14984 | 15492 | 15818 | 15878 |
| | EASTBOUND | 6691 | 7052 | 7173 | | 7468 | 7454 | 7582 | 7812 | 7928 | 8031 |
| | WESTBOUND | 6714 | 6968 | 7105 | | 7332 | 7360 | 7411 | 7680 | 7891 | 7847 |
| R008 | BOTHWAYS | 4619 | 4885 | * | * | 5348 | 5145 | 5405 | 5491 | 5531 | 5677 |
| | EASTBOUND | 2277 | 2416 | | | 2665 | 2562 | 2693 | 2726 | 2750 | 2822 |
| | WESTBOUND | 2342 | 2469 | | | 2689 | 2583 | 2712 | 2766 | 2783 | 2856 |
| R014 | BOTHWAYS | 11446 | 11949 | 12343 | 12262 | * | 12677 | 13586 | 14252 | 14885 | 14969 |
| | NORTHEAST BND | 5661 | 5984 | | 6222 | | 6232 | 6722 | 7058 | 7418 | 7431 |
| | SOUTHWEST BND | 5785 | 5965 | | 6101 | | 6445 | 6864 | 7194 | 7484 | 7538 |
| R019 | BOTHWAYS | 42651 | 44688 | 46361 | 48364 | 49505 | 49214 | 50782 | 51607 | * | 54715 |
| | NORTHBOUND | 21402 | 22345 | 23418 | | 25300 | 24908 | 25374 | 25842 | | 27342 |
| | SOUTHBOUND | 21249 | 22343 | 22943 | | 24234 | 24303 | 25408 | 25769 | | 27373 |
| R020 | BOTHWAYS | 3703 | 3949 | * | 4425 | * | * | * | 4901 | 4988 | 5037 |
| | NORTHBOUND | 1839 | 1954 | | | | | | 2441 | 2486 | 2511 |
| | SOUTHBOUND | 1863 | 1995 | | | | | | 2461 | 2502 | 2526 |
| R023 | BOTHWAYS | 8882 | 9266 | 9260 | 9574 | 9969 | 9753 | 9623 | 10170 | 10315 | 10382 |
| | NORTHBOUND | 4437 | 4628 | 4633 | | 4974 | 4897 | 4860 | 5137 | 5172 | 5201 |
| | SOUTHBOUND | 4445 | 4638 | 4627 | | 5003 | 4873 | 4774 | 5054 | 5143 | 5203 |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| R037 | BOTHWAYS | | | | | 1381 | 1341 | 1404 | 1547 | * | 1658 |
| | EASTBOUND | | | | | 702 | 682 | 699 | 785 | | 845 |
| | WESTBOUND | | | | | 681 | 659 | 704 | 763 | | 818 |
| R038 | BOTHWAYS | 4526 | 4626 | 4720 | 4743 | 4558 | 4651 | 4720 | 4882 | 4889 | 4906 |
| | EASTBOUND | 2255 | 2312 | 2352 | | 2260 | 2316 | 2335 | 2436 | 2453 | 2464 |
| | WESTBOUND | 2271 | 2314 | 2368 | | 2298 | 2333 | 2385 | 2446 | 2437 | 2442 |
| R039 | BOTHWAYS | 23559 | 24954 | 25933 | 26669 | 28218 | 27900 | 29252 | 30137 | 30553 | * |
| | EASTBOUND | 11791 | 12472 | | | 14133 | 13977 | 14634 | 15114 | 15330 | |
| | WESTBOUND | 11768 | 12482 | | | 14085 | 13908 | 14566 | 15023 | 15223 | |
| R040 | N/O SR 12 - OHANAPECOSH-N | 859 | * | * | * | * | * | * | * | * | * |
| ** | NORTHBOUND | 415 | | | | | | | | | |
| | SOUTHBOUND | 444 | | | | | | | | | |
| R040 | PACKWOOD-WEST LEG | 1864 | 2053 | * | 2029 | * | * | 1666 | 1800 | 1747 | 1793 |
| | EASTBOUND | 922 | 1016 | | | | | 795 | 877 | 864 | 887 |
| | WESTBOUND | 942 | 1036 | | | | | 854 | 937 | 883 | 906 |
| R041 | BOTHWAYS | 3500 | 3799 | 3903 | 4025 | 4020 | 3834 | * | * | | 4510 |
| | NORTHBOUND | 1744 | 1894 | 1935 | 2009 | 2001 | 1902 | | | 2229 | 2248 |
| | SOUTHBOUND | 1756 | 1904 | 1967 | 2016 | 2015 | 1932 | | | | 2262 |
| R042 | BOTHWAYS | 11110 | 11543 | 11683 | 12344 | 12502 | 11906 | 12488 | 13023 | 12772 | 13147 |
| | EASTBOUND | 5506 | 5728 | 5806 | | 6197 | 5904 | 6252 | 6537 | 6404 | 6599 |
| | WESTBOUND | 5604 | 5815 | 5877 | | 6290 | 6002 | 6236 | 6486 | 6369 | 6547 |
| R043 | BOTHWAYS | 4485 | 4690 | * | 5110 | 5359 | 5322 | * | * | 5417 | |
| | EASTBOUND | 2247 | 2346 | | | 2684 | 2667 | | | 2640 | |
| | WESTBOUND | 2237 | 2344 | | | 2678 | 2658 | | | 2776 | 2861 |
| R045 | BOTHWAYS | 43731 | 45184 | 46307 | 49010 | 50708 | * | * | * | * | 60343 |
| | NORTHBOUND | 22033 | 22747 | | 24788 | 25848 | | | | | 29727 |
| | SOUTHBOUND | 21698 | 22437 | | 24302 | 25014 | | | | | 30616 |
| R047E | BOTHWAYS | 11887 | 12293 | * | 12795 | 13400 | 13025 | 13440 | 13580 | | 14088 |
| | EASTBOUND | 5973 | 6186 | | | 6736 | 6736 | 6736 | 6829 | 7191 | 7156 |
| | WESTBOUND | 5914 | 6107 | | | 6678 | 6487 | 6683 | 6751 | | 6936 |
| R047S | BOTHWAYS | 4070 | 4259 | * | * | 4513 | 4141 | 4444 | 4631 | 4797 | 4832 |
| | NORTHBOUND | 2071 | 2169 | | | 2274 | 2077 | 2225 | 2432 | 2434 | 2439 |
| | SOUTHBOUND | 1999 | 2089 | | | 2252 | 2064 | 2219 | 2293 | 2362 | 2392 |
| R047W | BOTHWAYS | 9214 | 9442 | 9704 | 9840 | 10336 | 10054 | 10418 | 10352 | 10359 | 11552 |
| | EASTBOUND | 4612 | 4727 | | 4922 | 5160 | 5076 | 5199 | 5204 | 5157 | 5758 |
| | WESTBOUND | 4602 | 4714 | | 4917 | 5176 | 5024 | 5227 | 5147 | 5203 | 5790 |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| R048 | BOTHWAYS | 11268 | 11756 | 12159 | 12792 | 13250 | 13047 | 13440 | 13932 | 14355 | 14169 |
| | NORTHBOUND | 5672 | 5922 | 6106 | | 6664 | 6563 | 6746 | 6984 | 7210 | 7105 |
| | SOUTHBOUND | 5596 | 5834 | 6053 | | 6587 | 6477 | 6694 | 6948 | 7145 | 7079 |
| R054 | BOTHWAYS | 2733 | 2815 | 2697 | 2605 | 2714 | * | * | 2594 | 2549 | 2531 |
| | NORTHBOUND | 1377 | 1417 | 1358 | 1308 | 1369 | | | 1258 | 1254 | 1243 |
| | SOUTHBOUND | 1356 | 1398 | 1339 | 1297 | 1347 | | | 1338 | 1295 | 1288 |
| R055 | BOTHWAYS | 8389 | 8563 | 8506 | 8948 | 8841 | 8835 | 9184 | 9446 | 9681 | 9619 |
| | EASTBOUND | 4101 | 4200 | 4205 | | 4297 | 4294 | 4493 | 4665 | 4778 | 4764 |
| | WESTBOUND | 4288 | 4363 | 4336 | | 4544 | 4535 | 4691 | 4781 | 4903 | 4855 |
| R057 | BOTHWAYS | 3046 | 3225 | * | * | 3385 | * | 3447 | 3638 | 3683 | 3751 |
| | EASTBOUND | 1528 | 1616 | | | 1707 | | 1718 | 1815 | 1845 | 1875 |
| | WESTBOUND | 1518 | 1609 | | | 1677 | | 1730 | 1823 | 1840 | 1876 |
| R058 | BOTHWAYS | 3750 | 3796 | 3900 | * | * | 3637 | 3538 | 3611 | 3893 | 3794 |
| | EASTBOUND | 1870 | 1908 | | | | 1806 | 1773 | 1811 | 1953 | 1898 |
| | WESTBOUND | 1880 | 1889 | | | | 1831 | 1765 | 1800 | 1940 | 1897 |
| R061 | BOTHWAYS | 6656 | 7153 | 7558 | 7678 | 7762 | * | * | 10363 | | 10618 |
| | NORTHBOUND | 3330 | 3668 | | | 4072 | | | 5192 | | 5235 |
| | SOUTHBOUND | 3326 | 3486 | | | 3672 | | | 5170 | 5266 | 5378 |
| R063 | BOTHWAYS | 6553 | 6958 | * | * | * | * | 8380 | 8111 | 8238 | 8191 |
| | NORTHBOUND | 3299 | 3508 | | | | | 4188 | 4086 | 4151 | 4122 |
| | SOUTHBOUND | 3254 | 3450 | | | | | 4193 | 4025 | 4087 | 4069 |
| R064 | BOTHWAYS | 2486 | 2544 | * | * | 2661 | 2527 | 2659 | 2707 | 2683 | 2687 |
| | EASTBOUND | 1252 | 1280 | | | 1338 | 1271 | 1340 | 1353 | 1350 | 1356 |
| | WESTBOUND | 1233 | 1263 | | | 1326 | 1253 | 1318 | 1357 | 1333 | 1332 |
| R066 | BOTHWAYS | 1666 | 1683 | 1791 | * | * | 1782 | 1936 | * | 2076 | 2132 |
| | EASTBOUND | 824 | 842 | | | | 887 | 961 | | 1028 | 1054 |
| | WESTBOUND | 842 | 841 | | | | 895 | 975 | | 1049 | 1078 |
| R067 | BOTHWAYS | 1935 | 2023 | 2078 | 2145 | 2211 | 2019 | 2099 | 2159 | 2109 | 2058 |
| | EASTBOUND | 970 | 1018 | 1044 | 1082 | 1115 | 1017 | 1058 | 1077 | 1063 | 1040 |
| | WESTBOUND | 965 | 1005 | 1034 | 1063 | 1095 | 1002 | 1051 | 1081 | 1046 | 1018 |
| R068 | BOTHWAYS | 4505 | 4696 | 5162 | * | * | * | 5738 | 5655 | | |
| | NORTHBOUND | 2212 | 2307 | 2539 | | | | 2829 | 2826 | 2556 | 2409 |
| | SOUTHBOUND | 2293 | 2389 | 2623 | | | | 2910 | 2832 | | |
| R069 | BOTHWAYS | 17257 | 17964 | 18728 | 19419 | 20049 | 20048 | 20711 | 20960 | 21157 | 21468 |
| | EASTBOUND | 8614 | 8966 | | | 10010 | 10015 | 10361 | 10405 | 10504 | 10757 |
| | WESTBOUND | 8643 | 8998 | | | 10038 | 10033 | 10350 | 10597 | 10655 | 10711 |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| R070 | BOTHWAYS | 6100 | 6372 | * | * | * | * | 7557 | * | * | |
| | EASTBOUND | 3025 | 3158 | | | | | 3756 | | | |
| | WESTBOUND | 3075 | 3214 | | | | | 3801 | | | 3619 |
| R073 | BOTHWAYS | 3100 | 2852 | 2698 | 2724 | 2771 | 2784 | * | 2633 | 2566 | 2535 |
| | NORTHBOUND | 1563 | 1433 | | 1358 | 1383 | 1386 | | 1310 | 1283 | 1272 |
| | SOUTHBOUND | 1537 | 1419 | | 1366 | 1387 | 1398 | | 1323 | 1285 | 1263 |
| R074 | BOTHWAYS | 2186 | 2326 | 2319 | 2381 | 2371 | 2417 | 2439 | 2439 | * | 2308 |
| | NORTHBOUND | 1118 | 1169 | | | 1193 | 1221 | 1224 | 1229 | | 1182 |
| | SOUTHBOUND | 1068 | 1157 | | | 1174 | 1194 | 1214 | 1210 | | 1126 |
| R075 | BOTHWAYS | 5150 | 5505 | 5597 | 5765 | 5953 | 5834 | 5854 | 6128 | * | * |
| | EASTBOUND | 2593 | 2786 | 2827 | | 2999 | 2946 | 2935 | 3063 | | |
| | WESTBOUND | 2557 | 2719 | 2770 | | 2952 | 2897 | 2919 | 3064 | | |
| R076 | BOTHWAYS | 1389 | 1430 | * | * | 1546 | 1547 | 1809 | 1801 | 1914 | * |
| | EASTBOUND | 694 | 710 | | | 762 | 759 | 888 | 887 | 932 | |
| | WESTBOUND | 695 | 720 | | | 785 | 788 | 923 | 919 | 982 | |
| R077 | BOTHWAYS | 1468 | 1553 | * | * | 1833 | 1801 | | * | 2309 | 2267 |
| | EASTBOUND | 729 | 770 | | | 880 | 863 | | | 1125 | 1103 |
| | WESTBOUND | 739 | 783 | | | 955 | 937 | 1041 | | 1185 | 1164 |
| R083 | BOTHWAYS | 1308 | 1481 | 1461 | 1492 | 1489 | 1487 | 1568 | 1666 | 1698 | 1723 |
| | NORTHBOUND | 643 | 725 | | | 739 | 732 | 773 | 829 | 848 | 867 |
| | SOUTHBOUND | 665 | 756 | | | 751 | 755 | 795 | 837 | 848 | 856 |
| R084 | BOTHWAYS | 2887 | 3357 | 3587 | * | * | * | 3502 | * | 3849 | 3694 |
| | NORTHBOUND | 1425 | 1668 | | | | | 1725 | | 1958 | 1838 |
| | SOUTHBOUND | 1463 | 1689 | | | | | 1777 | | 1891 | 1856 |
| R085 | BOTHWAYS | 12269 | 13072 | 13327 | 13828 | 14268 | 14145 | 14957 | 15222 | 15965 | 15838 |
| | EASTBOUND | 6123 | 6521 | 6321 | 6944 | 7196 | 7094 | 7487 | 7636 | 8001 | 7920 |
| | WESTBOUND | 6145 | 6551 | | 6885 | 7072 | 7065 | 7467 | 7585 | 7964 | 7919 |
| R086 | BOTHWAYS | 10198 | 10867 | 11337 | 12165 | 12770 | 12661 | * | 14516 | 15315 | 15013 |
| | NORTHBOUND | 5019 | 5361 | 5595 | | 6349 | 6292 | | 7237 | 7642 | 7480 |
| | SOUTHBOUND | 5180 | 5506 | 5708 | | 6405 | 6360 | | 7279 | 7673 | 7532 |
| S200 | BOTHWAYS | | | 676 | 665 | 692 | 636 | 667 | 680 | 705 | |
| | EASTBOUND | | | 334 | | 340 | 313 | 330 | 334 | 347 | 334 |
| | WESTBOUND | | | 342 | | 352 | 323 | 337 | 345 | 359 | |
| S612 | BOTHWAYS | 2770 | 2894 | 3022 | 3319 | 3296 | 3117 | * | 3245 | 3243 | 3211 |
| | NORTHBOUND | 1462 | 1518 | 1592 | | 1735 | 1638 | | 1624 | 1615 | 1604 |
| | SOUTHBOUND | 1308 | 1376 | 1429 | | 1569 | 1482 | | 1621 | 1628 | 1607 |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| S706 | BOTHWAYS | 5508 | 5732 | * | 6337 | 6745 | 6923 | 7275 | 7583 | 7628 | 7581 |
| | EASTBOUND | 2802 | 2945 | | 3212 | 3401 | 3492 | 3669 | 3818 | 3802 | 3769 |
| | WESTBOUND | 2706 | 2787 | | 3124 | 3344 | 3431 | 3606 | 3765 | 3824 | 3812 |
| S803 | BOTHWAYS | 22925 | 23805 | 23565 | 23511 | * | 24218 | * | * | 25146 | 25261 |
| | NORTHBOUND | 11411 | 11848 | 11734 | | | 12089 | | | 12517 | 12597 |
| | SOUTHBOUND | 11514 | 11956 | 11831 | | | 12140 | | | 12629 | 12664 |
| S818 | NACHES JUNCTION-EAST LEG | | | | | | | | 4197 | 4341 | 4407 |
| | EASTBOUND | | | | | | | | 2062 | 2145 | 2185 |
| | WESTBOUND | | | | | | | | 2135 | 2196 | 2222 |
| S818 | NACHES JUNCTION-SOUTH LEG | 2166 | 2268 | * | * | 2243 | * | * | 2303 | 2249 | 2297 |
| | NORTHBOUND | 1085 | 1132 | | | 1091 | | | 1131 | 1118 | 1147 |
| | SOUTHBOUND | 1081 | 1136 | | | 1150 | | | 1172 | 1130 | 1150 |
| S818 | NACHES JUNCTION-WEST LEG | 2226 | 2314 | * | * | * | * | * | 2218 | 2268 | 2438 |
| | EASTBOUND | 1103 | 1146 | | | | | | 1108 | 1149 | 1272 |
| | WESTBOUND | 1123 | 1167 | | | | | | 1110 | 1123 | 1166 |
| S819 | BOTHWAYS | 3495 | 3679 | 3890 | 4140 | 4021 | * | 4146 | 4219 | 4341 | 4452 |
| | NORTHBOUND | 1765 | 1857 | 1946 | | 2044 | | 2119 | 2142 | 2206 | 2234 |
| | SOUTHBOUND | 1729 | 1822 | 1944 | | 1978 | | 2027 | 2078 | 2135 | 2218 |
| S820 | BOTHWAYS | 2519 | 2660 | 2675 | 2883 | 2799 | 2763 | 2798 | 2583 | * | 2637 |
| | EASTBOUND | 1281 | 1351 | 1361 | 1464 | 1432 | 1414 | 1418 | 1314 | | 1339 |
| | WESTBOUND | 1238 | 1308 | 1315 | 1419 | 1367 | 1350 | 1380 | 1269 | | 1298 |
| S826 | BOTHWAYS | 29369 | 30688 | 31071 | 32967 | 34030 | * | * | 41370 | 43795 | 45628 |
| | EASTBOUND | 14694 | 15263 | 15418 | | 17040 | | | 20503 | 22043 | 23005 |
| | WESTBOUND | 14675 | 15425 | 15737 | | 17091 | | | 20764 | 21735 | 22623 |
| S838 | BOTHWAYS | | 10632 | * | 11628 | 11860 | * | * | 15203 | 16983 | * |
| | NORTHBOUND | | 5291 | | | 5889 | | | 7623 | 8494 | |
| | SOUTHBOUND | | 5341 | | | 5971 | | | 7575 | 8490 | |
| S840 | BOTHWAYS | | | 1336 | * | * | 1144 | 1314 | * | 1128 | 1144 |
| | EASTBOUND | | | 667 | | | 571 | 654 | | 565 | 573 |
| | WESTBOUND | | | 669 | | | 573 | 660 | | 564 | 571 |
| S841 | NE/O SR 101 - MEGLER-NORT | | | | | 2194 | 2175 | 2265 | 2284 | * | 2319 |
| | NORTHEAST BND | | | | | 1081 | 1073 | 1114 | 1128 | | 1169 |
| | SOUTHWEST BND | | | | | 1113 | 1103 | 1152 | 1156 | | 1150 |
| S841 | MEGLER BRIDGE-SOUTH LEG | | | | | 5989 | 6384 | * | * | * | 6222 |
| | NORTHBOUND | | | | | 2972 | 3150 | | | | 3095 |
| | SOUTHBOUND | | | | | 3017 | 3194 | | | | 3162 |

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|---|---|---|---|---|---|---|---|---|---|---|
| S841 NW/O SR 401 - MEGLER-NORT | | | | | | 5071 | 5073 | 5197 | * | 5133 |
| SOUTHEAST BND | | | | | | 2483 | 2495 | 2559 | | 2603 |
| NORTHWEST BND | | | | | | 2581 | 2578 | 2629 | | 2558 |
| S901 BOTHWAYS | | | | | | 24493 | 25349 | 25657 | | * |
| EASTBOUND | | | | | | 12283 | 12744 | 13125 | 13349 | |
| WESTBOUND | | | | | | 12001 | 12455 | 12756 | | |
| S902 BOTHWAYS | | | | | | 20541 | * | 22436 | * | 25527 |
| EASTBOUND | | | | | | 10193 | | 11376 | | 12825 |
| WESTBOUND | | | | | | 10429 | | 10999 | | 12702 |
| S903 BOTHWAYS | | | | | | | | | 24241 | 25172 |
| EASTBOUND | | | | | | | | | 12154 | 12675 |
| WESTBOUND | | | | | | | | | 12087 | 12483 |

* 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 | | 1991 AADT | 1992 AADT | 1993 AADT | 1994 AADT | 1995 AADT | 1996 AADT | 1997 AADT | 1998 AADT | 1999 AADT | 2000 AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| D1 | BOTHWAYS | | 113971 | 112561 | 116096 | 122641 | 122297 | * | * | * | * |
| | NORTHBOUND | | 58913 | 57086 | 58727 | 62113 | 61523 | | | | |
| | SOUTHBOUND | | 55459 | 55508 | 57369 | 60618 | 60823 | | | | |
| D10 | BOTHWAYS | | 99356 | 96505 | 96705 | 99551 | 98611 | 102374 | 103404 | * | 101531 |
| | EASTBOUND | | 49565 | 43546 | 47756 | 49264 | 48737 | 50706 | 51228 | | 50313 |
| | WESTBOUND | | 49791 | 49136 | 49001 | 50241 | 49834 | 51616 | 52176 | | 51230 |
| 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 | | 16030 | 16014 | 16982 | 17303 | 17570 | * | * | 22342 | 23026 |
| | EASTBOUND | | 8002 | 7919 | 8495 | 8627 | 8726 | | | 11109 | 11406 |
| | WESTBOUND | | 8028 | 7891 | 8487 | 8677 | 8794 | | | 11234 | 11620 |
| D13 | BOTHWAYS | | | 48140 | 48885 | 51693 | 52138 | 54271 | 55603 | 57323 | 57562 |
| | EASTBOUND | | | 23809 | 24220 | 25508 | 25722 | 27132 | 27499 | 28039 | 27841 |
| | WESTBOUND | | | 23682 | 24665 | 26184 | 26417 | 27138 | 28104 | 29284 | 29721 |
| D14 | BOTHWAYS | | | 46694 | 46093 | 47026 | 49010 | 51315 | 52054 | 55549 | 57163 |
| | NORTHBOUND | | | 22934 | 22795 | 23739 | 24175 | 24546 | 25103 | 27433 | 28186 |
| | SOUTHBOUND | | | 23492 | 23300 | 23732 | 24835 | 26769 | 26951 | 28116 | 28815 |
| D3 | BOTHWAYS | | | 67501 | 71356 | 71210 | 72772 | 75201 | 78532 | 81672 | * |
| | EASTBOUND | | | 33523 | 34910 | 34857 | 35547 | 36987 | 38819 | 40419 | |
| | WESTBOUND | | | 34011 | 36477 | 36353 | 37225 | 38203 | 39779 | 41185 | |
| 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 | | 4861 | 5035 | 5441 | 5615 | 6014 | 6260 | 6329 | 6212 | 6120 |
| | EASTBOUND | | 2315 | 2375 | 2583 | 2682 | 2892 | 3017 | 3010 | 3000 | 2883 |
| | WESTBOUND | | 2546 | 2607 | 2858 | 2932 | 3122 | 3243 | 3321 | 3212 | 3236 |
| P1 | BOTHWAYS | | | | | | 149329 | * | * | 158146 | 169985 |
| | NORTHBOUND | | | | | | 73843 | | | 78584 | 84408 |
| | SOUTHBOUND | | | | | | 75104 | | | 79534 | 85479 |
| P19 | BOTHWAYS | | 30392 | 31186 | 32468 | 33379 | 33803 | 34599 | 35214 | 35572 | * |
| | EASTBOUND | | 14896 | 15139 | 15806 | 16254 | 16375 | 16619 | 16957 | 17006 | |
| | WESTBOUND | | 15496 | 15867 | 16662 | 17125 | 17428 | 17980 | 18258 | 18567 | |
| P20 | BOTHWAYS | | | 33587 | 35204 | 35655 | 37028 | 38945 | 41532 | 43518 | 44486 |
| | EASTBOUND | | | 16801 | 17615 | 17720 | 18293 | 19296 | 20491 | 21562 | 21914 |
| | WESTBOUND | | | 16786 | 17589 | 18003 | 18735 | 19649 | 21041 | 21939 | 22572 |

* 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 | | 1991 AADT | 1992 AADT | 1993 AADT | 1994 AADT | 1995 AADT | 1996 AADT | 1997 AADT | 1998 AADT | 1999 AADT | 2000 AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| P29 | BOTHWAYS | | | 33989 | 36301 | 37259 | 36207 | 39759 | 40165 | * | 40605 |
| | EASTBOUND | | | 17089 | 18186 | 18658 | 18018 | 19901 | 20026 | | 20226 |
| | WESTBOUND | | | 16900 | 18115 | 18600 | 18184 | 19857 | 20139 | | 20379 |
| P3 | BOTHWAYS | | 160844 | 164008 | 165861 | 165608 | 168767 | 176631 | 180522 | 182567 | 181031 |
| | NORTHBOUND | | 80612 | 82206 | 82250 | 81596 | 83970 | 89284 | 90932 | 91560 | 89058 |
| | SOUTHBOUND | | 80293 | 82432 | 83873 | 84067 | 84824 | 87777 | 89718 | 91016 | 91921 |
| P4 | BOTHWAYS | | | 109700 | 114496 | 116848 | 118777 | 121768 | * | 127304 | |
| | NORTHBOUND | | | 55302 | 57241 | 58281 | 59445 | 60910 | | 63904 | 65026 |
| | SOUTHBOUND | | | 55233 | 57239 | 58353 | 59325 | 60940 | | 63264 | |
| P5 | BOTHWAYS | | | | 99778 | 102648 | 105071 | * | * | 113398 | 113192 |
| | NORTHBOUND | | | | 49051 | 50182 | 51409 | | | 56381 | 55900 |
| | SOUTHBOUND | | | | 50541 | 52482 | 53661 | | | 57033 | 57340 |
| P6 | BOTHWAYS | | | | | | 94856 | 98949 | 100858 | 106323 | 109047 |
| | NORTHBOUND | | | | | | 47182 | 49180 | 50531 | 53284 | 54439 |
| | SOUTHBOUND | | | | | | 47429 | 49651 | 50226 | 53070 | 54544 |
| R021 | BOTHWAYS | 30977 | 31852 | 32867 | 33271 | * | * | * | 41563 | 45502 | 46521 |
| | NORTHBOUND | 15969 | 16400 | 16831 | 17193 | | | | 21344 | 23483 | 23988 |
| | SOUTHBOUND | 15008 | 15452 | 16036 | 16093 | | | | 20219 | 21962 | 22574 |
| R034 | BOTHWAYS | 157798 | 164692 | 163673 | 163664 | 166834 | 166736 | 173383 | 176278 | 182605 | * |
| | NORTHBOUND | 79161 | 82298 | 81345 | 81555 | 82971 | 82792 | 85894 | 87159 | 90304 | |
| | SOUTHBOUND | 78638 | 82394 | 82365 | 82707 | 83673 | 83863 | 87322 | 89159 | 92298 | |
| R036 | BOTHWAYS | 76510 | 81242 | 83214 | 84622 | * | 90039 | 94134 | * | * | * |
| | EASTBOUND | 38260 | 40598 | 41633 | | | 45221 | 47254 | | | |
| | WESTBOUND | 38250 | 40644 | 41433 | | | 44835 | 46905 | | | |
| R044 | BOTHWAYS | 70112 | 74342 | 75337 | 75731 | 78945 | 78935 | 81548 | * | * | |
| | NORTHWEST BND | 35472 | 37562 | | | 39413 | 39454 | 40703 | | | 38767 |
| | SOUTHEAST BND | 34639 | 36780 | | | 39497 | 39519 | 40848 | | | |
| R050 | BOTHWAYS | 27043 | 28771 | 29370 | 30363 | 31950 | 32386 | 33816 | 34862 | 37855 | 37847 |
| | NORTHBOUND | 13672 | 14591 | 14841 | 15297 | 16081 | 16247 | 16945 | 17473 | 18936 | 18887 |
| | SOUTHBOUND | 13371 | 14180 | 14529 | 15066 | 15794 | 16142 | 16863 | 17390 | 18919 | 18959 |
| R051 | BOTHWAYS | 64849 | 67671 | 70887 | 76360 | 80468 | 86253 | 92726 | * | 97030 | * |
| | NORTHBOUND | 32682 | 34096 | | | 40657 | 43458 | 46263 | | 48229 | |
| | SOUTHBOUND | 32167 | 33575 | | | 39816 | 42732 | 46463 | | 48881 | |
| R052 | BOTHWAYS | 52617 | 53938 | 54288 | 56306 | 54625 | 58281 | * | * | * | * |
| | EASTBOUND | 26032 | 26652 | 26813 | 27812 | 27734 | 28593 | | | | |
| | WESTBOUND | 26585 | 27286 | 27590 | 28522 | 26903 | 29698 | | | | |

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ANNUAL AVERAGE DAILY TRAFFIC VOLUMES
URBAN STATIONS

| RECORDER NUMBER | | 1991 AADT | 1992 AADT | 1993 AADT | 1994 AADT | 1995 AADT | 1996 AADT | 1997 AADT | 1998 AADT | 1999 AADT | 2000 AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| R053 | BOTHWAYS | 13041 | 13308 | 14743 | 15438 | 16552 | 16865 | 17982 | * | * | 18104 |
| | EASTBOUND | 6652 | 6812 | 7548 | | 8511 | 8670 | 9255 | | | 9252 |
| | WESTBOUND | 6389 | 6495 | 7195 | | 8060 | 8192 | 8726 | | | 8853 |
| R059 | BOTHWAYS | | 5193 | 5323 | 6093 | 6332 | 6224 | 6366 | 6453 | 6570 | 6362 |
| | NORTHBOUND | | 2605 | 2678 | 3060 | 3166 | 3127 | 3195 | 3249 | 3315 | 3208 |
| | SOUTHBOUND | | 2587 | 2645 | 3033 | 3166 | 3097 | 3171 | 3203 | 3265 | 3154 |
| R060 | BOTHWAYS | | | 81624 | 83956 | 85832 | * | * | * | | * |
| | EASTBOUND | | | 40206 | | 42265 | | | | 47065 | |
| | WESTBOUND | | | 41379 | | 43670 | | | | | |
| R062 | BOTHWAYS | 38619 | 40894 | 43014 | 46924 | 46896 | 45609 | 47479 | 47138 | | 51813 |
| | NORTHBOUND | 19349 | 20496 | | | 23388 | 22643 | 23521 | 23286 | | 26257 |
| | SOUTHBOUND | 19270 | 20399 | | | 23504 | 22966 | 23958 | 23851 | 26984 | 25556 |
| R078 | BOTHWAYS | 3994 | 4472 | 4485 | 4631 | 4759 | 4792 | 5272 | 5285 | 5375 | 5675 |
| | EASTBOUND | 1982 | 2216 | 2214 | 2286 | 2351 | 2381 | 2635 | 2640 | 2699 | 2856 |
| | WESTBOUND | 2012 | 2256 | 2273 | 2346 | 2412 | 2404 | 2636 | 2646 | 2676 | 2819 |
| R081 | BOTHWAYS | 17118 | 18342 | 19629 | 21654 | 23085 | 24451 | 25096 | * | 29614 | 30146 |
| | EASTBOUND | 8589 | 9226 | 9843 | 10822 | 11692 | 12333 | 12552 | | 14679 | 15058 |
| | WESTBOUND | 8529 | 9116 | 9787 | 10841 | 11418 | 12168 | 12570 | | 15001 | 15087 |
| R082 | BOTHWAYS | 121119 | 126065 | 131857 | 135191 | 134823 | 139434 | * | * | * | 157575 |
| | NORTHBOUND | 59876 | 62333 | | | 68482 | 70494 | | | | 77251 |
| | SOUTHBOUND | 61243 | 63733 | | | 66737 | 68987 | | | | 80324 |
| S103 | BOTHWAYS | 41285 | 43154 | 42714 | 43840 | 44204 | 43801 | 43461 | 44734 | * | 46404 |
| | EASTBOUND | 20566 | 21442 | 21210 | 21760 | 21921 | 21708 | 21553 | 22220 | | 22900 |
| | WESTBOUND | 20720 | 21712 | 21499 | 22080 | 22288 | 22093 | 21908 | 22514 | | 23504 |
| S503 | BOTHWAYS | 18291 | 17624 | 17871 | 18583 | 19328 | 19752 | 20297 | 20276 | 20897 | 20092 |
| | NORTHBOUND | 9246 | 8927 | | | 9804 | 10023 | 10220 | 10241 | 10560 | 10173 |
| | SOUTHBOUND | 9045 | 8697 | | | 9524 | 9729 | 10039 | 10035 | 10339 | 9919 |
| S809 | BOTHWAYS | 153210 | 158794 | 159553 | 162736 | 168062 | * | * | * | | * |
| | NORTHBOUND | 75603 | 78891 | 79173 | | 84367 | | | | 92883 | |
| | SOUTHBOUND | 77608 | 79903 | 80584 | | 83448 | | | | | |
| S824 | BOTHWAYS | 76633 | 80288 | 82776 | 83454 | * | 83862 | 87810 | 89001 | * | * |
| | NORTHBOUND | 38004 | 39741 | 40998 | 41391 | | 41967 | 43762 | 44553 | | |
| | SOUTHBOUND | 38629 | 40547 | 41778 | 42150 | | 42164 | 44047 | 44448 | | |
| S825 | BOTHWAYS | 71535 | 75003 | 78006 | 81691 | 87472 | 89091 | 94158 | 98774 | 101203 | 104345 |
| | EASTBOUND | 35747 | 37101 | 38639 | 40670 | 43507 | 44139 | 46891 | 49130 | 50289 | 51796 |
| | WESTBOUND | 35789 | 37901 | 39367 | 41021 | 44030 | 44849 | 47237 | 49644 | 50912 | 52548 |

* NOT AVAILABLE

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

| RECORDER NUMBER | | 1991 AADT | 1992 AADT | 1993 AADT | 1994 AADT | 1995 AADT | 1996 AADT | 1997 AADT | 1998 AADT | 1999 AADT | 2000 AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| S837 | BOTHWAYS | 143409 | 149864 | 151189 | 154182 | 155467 | 155974 | * | * | | 178430 |
| | NORTHBOUND | 71998 | 74964 | | 77664 | 77279 | 76524 | | | 84343 | 88079 |
| | SOUTHBOUND | 71411 | 74899 | | 76518 | 77924 | 79432 | | | | 89522 |
| S839 | BOTHWAYS | | | 32982 | 32679 | 30018 | 31063 | 32738 | 34291 | 36255 | * |
| | EASTBOUND | | | 15803 | 15875 | 14893 | 15166 | 16345 | 17090 | 18664 | |
| | WESTBOUND | | | 17178 | 16804 | 15099 | 15885 | 16382 | 17201 | 17601 | |

* NOT AVAILABLE

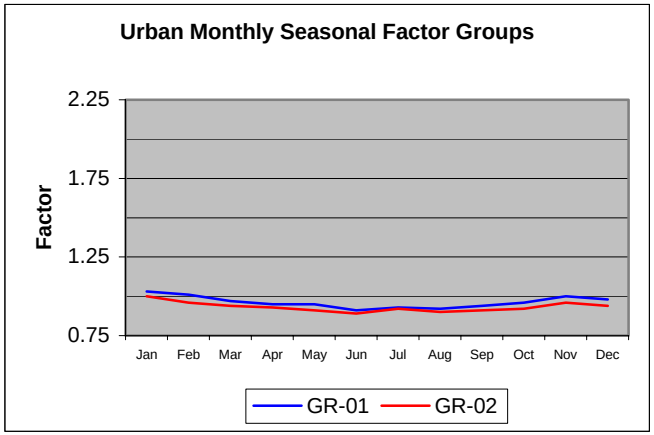
## THE EXPANSION OF SHORT-DURATION COUNT DATA TO AADTS

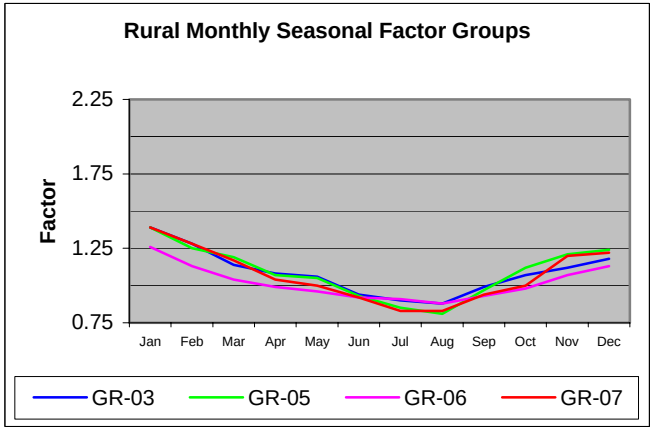
With the exception of Annual Averaged Daily Traffic (AADT) volumes provided for those locations with Automated Data Collection (ADC) Stations, which record traffic data continuously, the AADTs in this report are based off 48- or 72-hour weekday mechanical traffic counts. Because traffic volumes fluctuate in relation to both the day of the week and the time of year, the volume data derived from these short-duration counts 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 (AWD) volume provided by a short-duration count by a combined month and average weekday factor, commonly referred to as a monthly seasonal factor. These factors, which are listed on pages XIX through XXIV, are generated from data collected at ADC Stations during the same year in which the short-duration counts were taken.

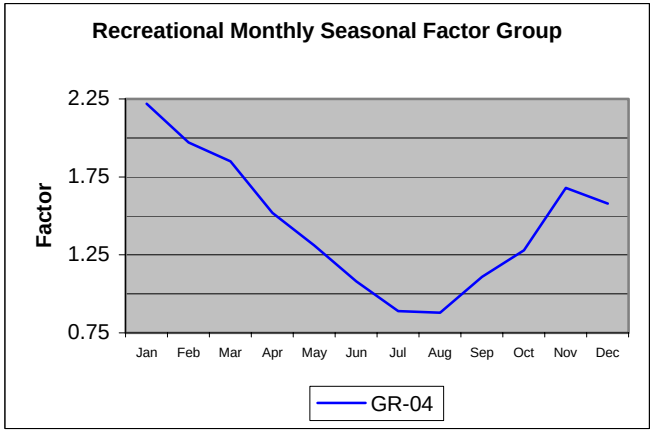
The determination of which ADC Station's factors to use for the short-duration counts on a given section of roadway is based on the apparent degree to which the traffic patterns at the ADC Station mirror those of the section of roadway under consideration. Proximity to the ADC Station, as well as similarities 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 seven factor groups currently in use are:

GR-01: Urban Interstate
GR-02: Urban Non-Interstate
GR-03: Rural Interstate
GR-04: Central-Mountain Recreational
GR-05: Rural Non-Interstate West of the Cascades
GR-06: Rural Non-Interstate Southeast of the State
GR-07: Rural Non-Interstate Northeast of the State

The charts to the right graphically depict the changes over the course of a year in the factor groups' monthly seasonal factors; changes which 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. An even more extreme variation is displayed by factor group GR-04, which is composed of ADC Stations that record data for locations that are highly 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 (AWD) TO ANNUAL AVERAGE DAILY TRAFFIC (AADT) - 2000
RURAL STATIONS

| MONTH | AWD | FACTOR | AWD | FACTOR | AWD | FACTOR | AWD | FACTOR | AWD | FACTOR | AWD | FACTOR | AWD | FACTOR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | B03 | | B04 | | P01 | | P03 | | P05 | | P08 | | P10 | |
| JANUARY | 8557 | 1.37 | 12882 | 1.95 | 14946 | 1.30 | 9318 | 1.12 | 1584 | 1.36 | 18233 | 1.20 | 4810 | 1.88 |
| FEBRUARY | 9415 | 1.25 | 14971 | 1.68 | 15538 | 1.25 | 10107 | 1.03 | 1592 | 1.36 | 19732 | 1.11 | 5464 | 1.66 |
| MARCH | 10820 | 1.09 | 17464 | 1.44 | 17175 | 1.13 | 10671 | .98 | 1786 | 1.21 | 21256 | 1.03 | 6797 | 1.33 |
| APRIL | 11908 | .99 | 19694 | 1.28 | 18935 | 1.02 | 11040 | .95 | 1894 | 1.14 | 21956 | .99 | 7566 | 1.20 |
| MAY | 12030 | .98 | 21500 | 1.17 | 20243 | .96 | 11338 | .92 | 2120 | 1.02 | 22451 | .97 | 7912 | 1.14 |
| JUNE | 12953 | .91 | 24243 | 1.04 | 21545 | .90 | 11659 | .89 | 2286 | .95 | 24493 | .89 | 9711 | .93 |
| JULY | 13657 | .86 | 26974 | .93 | 22510 | .86 | 11607 | .90 | 2519 | .86 | 23291 | .94 | 11129 | .81 |
| AUGUST | 13900 | .85 | 27886 | .90 | 22629 | .86 | 11293 | .92 | 2432 | .89 | 24585 | .89 | 11015 | .82 |
| SEPTEMBER | 12221 | .96 | 22979 | 1.09 | 21589 | .90 | 10917 | .96 | 2142 | 1.01 | 23840 | .92 | 8981 | 1.01 |
| OCTOBER | 11683 | 1.01 | 20647 | 1.22 | 19833 | .98 | 10549 | .99 | 1975 | 1.09 | 23220 | .94 | 7512 | 1.21 |
| NOVEMBER | 10647 | 1.10 | 19580 | 1.28 | 17104 | 1.13 | 9763 | 1.07 | 1792 | 1.21 | 20577 | 1.06 | 7304 | 1.24 |
| DECEMBER | 10147 | 1.16 | 18013 | 1.39 | 16839 | 1.15 | 9508 | 1.10 | 1585 | 1.36 | 19326 | 1.13 | 6527 | 1.39 |
| AADT | 11757 | | 25119 | | 19376 | | 10433 | | 2162 | | 21814 | | 9055 | |
| | P11 | | P13 | | P14 | | P17 | | P18 | | P21 | | P22 | |
| JANUARY | 2507 | 1.48 | 3710 | 1.17 | 2044 | 1.36 | 1638 | 1.11 | 1292 | 1.79 | 9521 | 1.03 | 1658 | 1.34 |
| FEBRUARY | 2825 | 1.31 | 4072 | 1.06 | 2453 | 1.13 | 1787 | 1.02 | 1467 | 1.57 | 9841 | .99 | 1820 | 1.22 |
| MARCH | 3089 | 1.20 | 4334 | 1.00 | 2610 | 1.07 | 1879 | .97 | 1641 | 1.41 | 9948 | .98 | 2079 | 1.07 |
| APRIL | 3520 | 1.05 | 4572 | .95 | 2784 | 1.00 | 1915 | .95 | 1856 | 1.24 | 10289 | .95 | 2251 | .98 |
| MAY | 3652 | 1.02 | 4645 | .93 | 2854 | .97 | 1940 | .94 | 2093 | 1.10 | 10432 | .94 | 2313 | .96 |
| JUNE | 3933 | .94 | 4748 | .91 | 3042 | .91 | 2098 | .86 | 2520 | .92 | 10612 | .92 | 2475 | .90 |
| JULY | 4649 | .80 | 4633 | .93 | 2978 | .93 | 2239 | .81 | 2735 | .84 | 10441 | .94 | 2910 | .76 |
| AUGUST | 4457 | .83 | 4923 | .88 | 3149 | .88 | 2551 | .71 | 2970 | .78 | 10761 | .91 | 2899 | .76 |
| SEPTEMBER | 3697 | 1.00 | 4805 | .90 | 2997 | .93 | 2750 | .66 | 2474 | .93 | 10497 | .93 | 2391 | .93 |
| OCTOBER | 3912 | .95 | 4637 | .93 | 2815 | .99 | 2532 | .72 | 1899 | 1.22 | 10456 | .93 | 2098 | 1.06 |
| NOVEMBER | 3050 | 1.22 | 4285 | 1.01 | 2591 | 1.07 | 1861 | .97 | 1725 | 1.34 | 9851 | .99 | 1826 | 1.21 |
| DECEMBER | 3028 | 1.23 | 3908 | 1.11 | 2570 | 1.08 | 1546 | 1.17 | 1623 | 1.42 | 9703 | 1.01 | 1815 | 1.22 |
| AADT | 3711 | | 4327 | | 2782 | | 1814 | | 2310 | | 9764 | | 2217 | |
| | P23 | | P25 | | P26 | | P27 | | P30 | | P7C | | R001 | |
| JANUARY | 3315 | 1.12 | 410 | 1.02 | 592 | 1.17 | 237 | 1.56 | 4279 | 1.24 | 4413 | 1.42 | 65738 | 1.16 |
| FEBRUARY | 3484 | 1.07 | 332 | 1.26 | 600 | 1.15 | 385 | .96 | 4930 | 1.08 | 4906 | 1.28 | 68758 | 1.11 |
| MARCH | 3702 | 1.00 | 382 | 1.09 | 597 | 1.16 | 433 | .85 | 5168 | 1.03 | 5928 | 1.06 | 70553 | 1.08 |
| APRIL | 3818 | .97 | 453 | .92 | 664 | 1.04 | 396 | .93 | 5337 | 1.00 | 5876 | 1.07 | 73852 | 1.04 |
| MAY | 3845 | .97 | 502 | .83 | 733 | .94 | 369 | 1.00 | 5735 | .93 | 5866 | 1.07 | 73063 | 1.05 |
| JUNE | 3787 | .98 | 478 | .87 | 726 | .95 | 416 | .89 | 5611 | .95 | 6859 | .92 | 79459 | .96 |
| JULY | 4135 | .90 | 520 | .80 | 779 | .89 | 469 | .79 | 5702 | .93 | 7415 | .85 | 83600 | .92 |
| AUGUST | 4191 | .89 | 501 | .83 | 903 | .77 | 458 | .81 | 5952 | .89 | 7392 | .85 | 84142 | .91 |
| SEPTEMBER | 4030 | .92 | 459 | .91 | 741 | .93 | 366 | 1.01 | 5795 | .92 | 6170 | 1.02 | 77174 | .99 |
| OCTOBER | 4017 | .92 | 431 | .97 | 684 | 1.01 | 346 | 1.07 | 4955 | 1.07 | 5514 | 1.14 | 71360 | 1.07 |
| NOVEMBER | 3456 | 1.07 | 375 | 1.11 | 614 | 1.13 | 315 | 1.17 | 4819 | 1.10 | 5448 | 1.15 | 72527 | 1.05 |
| DECEMBER | 3413 | 1.09 | 362 | 1.15 | 595 | 1.16 | 281 | 1.32 | 4743 | 1.12 | 5714 | 1.10 | 72694 | 1.05 |
| AADT | 3712 | | 418 | | 692 | | 370 | | 5315 | | 6281 | | 76507 | |

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 (AWD) TO ANNUAL AVERAGE DAILY TRAFFIC (AADT) - 2000
RURAL STATIONS

| MONTH | AWD | FACTOR | AWD | FACTOR | AWD | FACTOR | AWD | FACTOR | AWD | FACTOR | AWD | FACTOR | AWD | FACTOR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | R003 N | | R003 E | | R003 W | | R008 | | R019 | | R020 | | R023 | |
| JANUARY | 24613 | 1.08 | 37299 | 1.13 | 12686 | 1.25 | 4543 | 1.25 | 43813 | 1.25 | 4168 | 1.21 | 7343 | 1.41 |
| FEBRUARY | 26187 | 1.01 | 40115 | 1.05 | 13928 | 1.14 | 4895 | 1.16 | 47101 | 1.16 | 4708 | 1.07 | 8164 | 1.27 |
| MARCH | 26744 | .99 | 40955 | 1.03 | 14211 | 1.12 | 5294 | 1.07 | 49437 | 1.11 | 4957 | 1.02 | 8735 | 1.19 |
| APRIL | 27223 | .97 | 42552 | .99 | 15329 | 1.04 | 5604 | 1.01 | 50761 | 1.08 | 5249 | .96 | 9447 | 1.10 |
| MAY | 28052 | .95 | 43003 | .98 | 14951 | 1.06 | 5638 | 1.01 | 50649 | 1.08 | 5318 | .95 | 9573 | 1.08 |
| JUNE | 28683 | .93 | 44550 | .95 | 15867 | 1.00 | 6084 | .93 | 55136 | .99 | 5526 | .91 | 10794 | .96 |
| JULY | 29035 | .91 | 46605 | .90 | 17570 | .90 | 6201 | .92 | 57883 | .95 | 5630 | .89 | 12066 | .86 |
| AUGUST | 29751 | .89 | 48088 | .88 | 18337 | .87 | 6114 | .93 | 59645 | .92 | 5985 | .84 | 12808 | .81 |
| SEPTEMBER | 28153 | .94 | 42173 | 1.00 | 15113 | 1.05 | 6040 | .94 | 53490 | 1.02 | 5845 | .86 | 10865 | .96 |
| OCTOBER | 28023 | .95 | 42872 | .98 | 14849 | 1.07 | 5906 | .96 | 49478 | 1.11 | 5640 | .89 | 9134 | 1.14 |
| NOVEMBER | 27998 | .95 | 42703 | .99 | 14705 | 1.08 | 5334 | 1.06 | 51931 | 1.05 | 4824 | 1.04 | 8846 | 1.17 |
| DECEMBER | 28811 | .92 | 42374 | .99 | 14733 | 1.08 | 4872 | 1.17 | 52205 | 1.05 | 4542 | 1.11 | 9019 | 1.15 |
| AADT | 26536 | | 42146 | | 15878 | | 5677 | | 54715 | | 5037 | | 10382 | |
| | R037 | | R038 | | R040 W | | R041 | | R042 | | R045 | | R047E | |
| JANUARY | 709 | 2.34 | 3168 | 1.55 | 559 | 3.21 | 2745 | 1.64 | 6571 | 2.00 | 53267 | 1.13 | 9517 | 1.48 |
| FEBRUARY | 662 | 2.50 | 3353 | 1.46 | 786 | 2.28 | 3251 | 1.39 | 7360 | 1.79 | 53239 | 1.13 | 10102 | 1.39 |
| MARCH | 614 | 2.70 | 2796 | 1.75 | 838 | 2.14 | 3635 | 1.24 | 9029 | 1.46 | 57634 | 1.05 | 11375 | 1.24 |
| APRIL | 1080 | 1.54 | 2812 | 1.74 | 1040 | 1.72 | 4136 | 1.09 | 10097 | 1.30 | 57312 | 1.05 | 12996 | 1.08 |
| MAY | 1563 | 1.06 | 2675 | 1.83 | 1191 | 1.51 | 4207 | 1.07 | 10806 | 1.22 | 56467 | 1.07 | 14682 | .96 |
| JUNE | 1779 | .93 | 3292 | 1.49 | 1633 | 1.10 | 4649 | .97 | 12627 | 1.04 | 61729 | .98 | 15385 | .92 |
| JULY | 2513 | .66 | 4088 | 1.20 | 2265 | .79 | 5004 | .90 | 15428 | .85 | 63049 | .96 | 16710 | .84 |
| AUGUST | 2535 | .65 | 4328 | 1.13 | 2466 | .73 | 5048 | .89 | 15071 | .87 | 66405 | .91 | 16766 | .84 |
| SEPTEMBER | 1975 | .84 | 3287 | 1.49 | 1689 | 1.06 | 4738 | .95 | 11730 | 1.12 | 61207 | .99 | 15194 | .93 |
| OCTOBER | 1669 | .99 | 2799 | 1.75 | 1297 | 1.38 | 4419 | 1.02 | 10380 | 1.27 | 56899 | 1.06 | 14278 | .99 |
| NOVEMBER | 936 | 1.77 | 2214 | 2.22 | 906 | 1.98 | 3891 | 1.16 | 9871 | 1.33 | 57862 | 1.04 | 11200 | 1.26 |
| DECEMBER | 821 | 2.02 | 4574 | 1.07 | 974 | 1.84 | 3535 | 1.28 | 8837 | 1.49 | 57679 | 1.05 | 11327 | 1.24 |
| AADT | 1658 | | 4906 | | 1793 | | 4510 | | 13147 | | 60343 | | 14088 | |
| | R047S | | R047W | | R048 | | R054 | | R055 | | R057 | | R058 | |
| JANUARY | 2218 | 2.18 | 7352 | 1.57 | 9333 | 1.52 | 2203 | 1.15 | 5495 | 1.75 | 1527 | 2.46 | 1329 | 2.85 |
| FEBRUARY | 2454 | 1.97 | 7935 | 1.46 | 10258 | 1.38 | 2403 | 1.05 | 6331 | 1.52 | 1736 | 2.16 | 1677 | 2.26 |
| MARCH | 2947 | 1.64 | 8603 | 1.34 | 12257 | 1.16 | 2513 | 1.01 | 7567 | 1.27 | 2138 | 1.75 | 1779 | 2.13 |
| APRIL | 3785 | 1.28 | 9893 | 1.17 | 13284 | 1.07 | 2538 | 1.00 | 8329 | 1.15 | 2652 | 1.41 | 2297 | 1.65 |
| MAY | 4182 | 1.16 | 10665 | 1.08 | 13629 | 1.04 | 2641 | .96 | 8723 | 1.10 | 3006 | 1.25 | 2501 | 1.52 |
| JUNE | 4850 | 1.00 | 12562 | .92 | 15629 | .91 | 2947 | .86 | 10457 | .92 | 3546 | 1.06 | 3100 | 1.22 |
| JULY | 5509 | .88 | 13818 | .84 | 15625 | .91 | 3088 | .82 | 11545 | .83 | 4164 | .90 | 4108 | .92 |
| AUGUST | 5481 | .88 | 13804 | .84 | 15871 | .89 | 3200 | .79 | 11685 | .82 | 4111 | .91 | 4056 | .94 |
| SEPTEMBER | 4623 | 1.05 | 13044 | .89 | 14819 | .96 | 2635 | .96 | 9667 | 1.00 | 3328 | 1.13 | 3107 | 1.22 |
| OCTOBER | 4224 | 1.14 | 11860 | .97 | 14119 | 1.00 | 2506 | 1.01 | 8490 | 1.13 | 3192 | 1.18 | 2565 | 1.48 |
| NOVEMBER | 3269 | 1.48 | 9710 | 1.19 | 12506 | 1.13 | 2187 | 1.16 | 8001 | 1.20 | 2520 | 1.49 | 1849 | 2.05 |
| DECEMBER | 3128 | 1.54 | 9390 | 1.23 | 11354 | 1.25 | 2240 | 1.13 | 7088 | 1.36 | 2491 | 1.51 | 2405 | 1.58 |
| AADT | 4832 | | 11552 | | 14169 | | 2531 | | 9619 | | 3751 | | 3794 | |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
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AUTOMATED DATA COLLECTION RECORDERS
CONVERSION FACTORS: AVERAGE WEEKDAY (AWD) TO ANNUAL AVERAGE DAILY TRAFFIC (AADT) - 2000
RURAL STATIONS

| MONTH | AWD | FACTOR | AWD | FACTOR | AWD | FACTOR | AWD | FACTOR | AWD | FACTOR | AWD | FACTOR | AWD | FACTOR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | R061 | | R063 | | R064 | | R066 | | R067 | | R069 | | R073 | |
| JANUARY | 7912 | 1.34 | 6295 | 1.30 | 1959 | 1.37 | 1192 | 1.79 | 1318 | 1.56 | 19396 | 1.11 | 1746 | 1.45 |
| FEBRUARY | 8554 | 1.24 | 7033 | 1.16 | 2018 | 1.33 | 1348 | 1.58 | 1487 | 1.38 | 20552 | 1.04 | 2084 | 1.22 |
| MARCH | 9786 | 1.09 | 7566 | 1.08 | 2309 | 1.16 | 1727 | 1.23 | 1712 | 1.20 | 20943 | 1.03 | 2159 | 1.17 |
| APRIL | 10380 | 1.02 | 8097 | 1.01 | 2574 | 1.04 | 1832 | 1.16 | 1879 | 1.10 | 22157 | .97 | 2380 | 1.07 |
| MAY | 10435 | 1.02 | 8208 | 1.00 | 2695 | 1.00 | 1911 | 1.12 | 1900 | 1.08 | 22551 | .95 | 2477 | 1.02 |
| JUNE | 11121 | .95 | 8837 | .93 | 3021 | .89 | 1968 | 1.08 | 2308 | .89 | 23417 | .92 | 2967 | .85 |
| JULY | 11693 | .91 | 9426 | .87 | 3254 | .83 | 2144 | .99 | 2427 | .85 | 24186 | .89 | 3323 | .76 |
| AUGUST | 12776 | .83 | 9273 | .88 | 3255 | .83 | 2387 | .89 | 2256 | .91 | 25101 | .86 | 3582 | .71 |
| SEPTEMBER | 10885 | .98 | 8455 | .97 | 2802 | .96 | 2043 | 1.04 | 2053 | 1.00 | 23724 | .90 | 2915 | .87 |
| OCTOBER | 10263 | 1.03 | 8190 | 1.00 | 2507 | 1.07 | 1986 | 1.07 | 1898 | 1.08 | 22367 | .96 | 2320 | 1.09 |
| NOVEMBER | 9774 | 1.09 | 7328 | 1.12 | 2193 | 1.23 | 1670 | 1.28 | 1736 | 1.19 | 20868 | 1.03 | 2073 | 1.22 |
| DECEMBER | 9136 | 1.16 | 7280 | 1.13 | 2082 | 1.29 | 1344 | 1.59 | 1512 | 1.36 | 21260 | 1.01 | 2012 | 1.26 |
| AADT | 10618 | | 8191 | | 2687 | | 2132 | | 2058 | | 21468 | | 2535 | |
| | R074 | | R077 | | R083 | | R084 | | R085 | | R086 | | S612 | |
| JANUARY | 1366 | 1.69 | 2069 | 1.10 | 1295 | 1.33 | 2551 | 1.45 | 11994 | 1.32 | 11554 | 1.30 | 2083 | 1.54 |
| FEBRUARY | 1631 | 1.42 | 2149 | 1.05 | 1395 | 1.24 | 2823 | 1.31 | 12885 | 1.23 | 12633 | 1.19 | 2437 | 1.32 |
| MARCH | 1656 | 1.39 | 2350 | .96 | 1494 | 1.15 | 3096 | 1.19 | 13544 | 1.17 | 14128 | 1.06 | 2796 | 1.15 |
| APRIL | 1973 | 1.17 | 2583 | .88 | 1703 | 1.01 | 3570 | 1.03 | 14488 | 1.09 | 14364 | 1.05 | 3023 | 1.06 |
| MAY | 1909 | 1.21 | 2579 | .88 | 1788 | .96 | 3450 | 1.07 | 14692 | 1.08 | 14719 | 1.02 | 2979 | 1.08 |
| JUNE | 2339 | .99 | 2771 | .82 | 1875 | .92 | 3525 | 1.05 | 16011 | .99 | 16676 | .90 | 3084 | 1.04 |
| JULY | 2976 | .78 | 2782 | .81 | 2004 | .86 | 4233 | .87 | 17352 | .91 | 17430 | .86 | 3371 | .95 |
| AUGUST | 3246 | .71 | 3072 | .74 | 1879 | .92 | 4239 | .87 | 18110 | .87 | 18140 | .83 | 3379 | .95 |
| SEPTEMBER | 2420 | .95 | 2660 | .85 | 1568 | 1.10 | 3885 | .95 | 16019 | .99 | 16320 | .92 | 3748 | .86 |
| OCTOBER | 1757 | 1.31 | 2339 | .97 | 1484 | 1.16 | 3958 | .93 | 14253 | 1.11 | 15801 | .95 | 3482 | .92 |
| NOVEMBER | 1597 | 1.45 | 2114 | 1.07 | 1364 | 1.26 | 3015 | 1.23 | 14311 | 1.11 | 14088 | 1.07 | 2606 | 1.23 |
| DECEMBER | 1470 | 1.57 | 1907 | 1.19 | 1261 | 1.37 | 3034 | 1.22 | 14741 | 1.07 | 12722 | 1.18 | 2239 | 1.43 |
| AADT | 2308 | | 2267 | | 1723 | | 3694 | | 15838 | | 15013 | | 3211 | |
| | S706 | | S803 | | S818 E | | S818 S | | S818 W | | S819 | | S820 | |
| JANUARY | 7136 | 1.06 | 20362 | 1.24 | 2263 | 1.95 | 1035 | 2.22 | 1347 | 1.81 | 4179 | 1.07 | 2545 | 1.04 |
| FEBRUARY | 7369 | 1.03 | 21803 | 1.16 | 2440 | 1.81 | 1184 | 1.94 | 1367 | 1.78 | 4364 | 1.02 | 2558 | 1.03 |
| MARCH | 7582 | 1.00 | 23089 | 1.09 | 2546 | 1.73 | 1147 | 2.00 | 1487 | 1.64 | 4438 | 1.00 | 2522 | 1.05 |
| APRIL | 8053 | .94 | 24142 | 1.05 | 2902 | 1.52 | 1339 | 1.72 | 1705 | 1.43 | 4625 | .96 | 2793 | .94 |
| MAY | 7977 | .95 | 23882 | 1.06 | 3579 | 1.23 | 1605 | 1.43 | 2235 | 1.09 | 4769 | .93 | 2981 | .88 |
| JUNE | 8275 | .92 | 25558 | .99 | 4533 | .97 | 2122 | 1.08 | 2616 | .93 | 5082 | .88 | 3196 | .83 |
| JULY | 8493 | .89 | 27051 | .93 | 5348 | .82 | 2691 | .85 | 2938 | .83 | 4801 | .93 | 3163 | .83 |
| AUGUST | 8958 | .85 | 28529 | .89 | 5204 | .85 | 2571 | .89 | 3060 | .80 | 4819 | .92 | 3377 | .78 |
| SEPTEMBER | 8404 | .90 | 24740 | 1.02 | 4244 | 1.04 | 1979 | 1.16 | 2719 | .90 | 4748 | .94 | 2972 | .89 |
| OCTOBER | 7965 | .95 | 22837 | 1.11 | 3788 | 1.16 | 1653 | 1.39 | 2320 | 1.05 | 4313 | 1.03 | 3028 | .87 |
| NOVEMBER | 7434 | 1.02 | 22026 | 1.15 | 2785 | 1.58 | 1172 | 1.96 | 1958 | 1.25 | 4225 | 1.05 | 2513 | 1.05 |
| DECEMBER | 7436 | 1.02 | 22947 | 1.10 | 2650 | 1.66 | 1284 | 1.79 | 1526 | 1.60 | 4196 | 1.06 | 2413 | 1.09 |
| AADT | 7581 | | 25261 | | 4407 | | 2297 | | 2438 | | 4452 | | 2637 | |

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AUTOMATED DATA COLLECTION RECORDERS
CONVERSION FACTORS: AVERAGE WEEKDAY (AWD) TO ANNUAL AVERAGE DAILY TRAFFIC (AADT) - 2000
RURAL STATIONS

| MONTH | AWD | FACTOR | AWD | FACTOR | AWD | FACTOR | AWD | FACTOR | AWD | FACTOR | AWD | FACTOR | AWD | FACTOR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | S826 | | S840 | | S841 NE | | S841 S | | S841 NW | | S902 | | S903 | |
| JANUARY | 39499 | 1.16 | 243 | 4.71 | 1594 | 1.45 | 4496 | 1.38 | 3868 | 1.33 | 13529 | 1.89 | 12232 | 2.06 |
| FEBRUARY | 40347 | 1.13 | 270 | 4.24 | 1755 | 1.32 | 4843 | 1.28 | 3797 | 1.35 | 14244 | 1.79 | 13313 | 1.89 |
| MARCH | 40433 | 1.13 | 333 | 3.44 | 1828 | 1.27 | 5100 | 1.22 | 4019 | 1.28 | 17275 | 1.48 | 16912 | 1.49 |
| APRIL | 41911 | 1.09 | 507 | 2.26 | 2052 | 1.13 | 5743 | 1.08 | 4567 | 1.12 | 18298 | 1.40 | 18984 | 1.33 |
| MAY | 44062 | 1.04 | 1005 | 1.14 | 2081 | 1.11 | 5623 | 1.11 | 4431 | 1.16 | 21258 | 1.20 | 20209 | 1.25 |
| JUNE | 47381 | .96 | 1466 | .78 | 2865 | .81 | 6489 | .96 | 5144 | 1.00 | 23284 | 1.10 | 23835 | 1.06 |
| JULY | 48747 | .94 | 2011 | .57 | 2781 | .83 | 7567 | .82 | 6241 | .82 | 26488 | .96 | 27229 | .92 |
| AUGUST | 49969 | .91 | 2042 | .56 | 2978 | .78 | 7851 | .79 | 6705 | .77 | 26550 | .96 | 27300 | .92 |
| SEPTEMBER | 45547 | 1.00 | 1554 | .74 | 2418 | .96 | 6364 | .98 | 5067 | 1.01 | 21491 | 1.19 | 22170 | 1.14 |
| OCTOBER | 43413 | 1.05 | 772 | 1.48 | 2042 | 1.14 | 5670 | 1.10 | 4504 | 1.14 | 19287 | 1.32 | 19902 | 1.26 |
| NOVEMBER | 41314 | 1.10 | 360 | 3.18 | 1829 | 1.27 | 4944 | 1.26 | 3897 | 1.32 | 18391 | 1.39 | 18659 | 1.35 |
| DECEMBER | 42652 | 1.07 | 307 | 3.73 | 1785 | 1.30 | 5146 | 1.21 | 4122 | 1.25 | 17961 | 1.42 | 18204 | 1.38 |
| AADT | 45628 | | 1144 | | 2319 | | 6222 | | 5133 | | 25527 | | 25172 | |

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T R I P S  S Y S T E M
AUTOMATED DATA COLLECTION RECORDERS
CONVERSION FACTORS: AVERAGE WEEKDAY (AWD) TO ANNUAL AVERAGE DAILY TRAFFIC (AADT) - 2000
URBAN STATIONS

| MONTH | AWD | FACTOR | AWD | FACTOR | AWD | FACTOR | AWD | FACTOR | AWD | FACTOR | AWD | FACTOR | AWD | FACTOR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | D10 | | D11 | | D12 | | D13 | | D14 | | P06 | | P07 | |
| JANUARY | 110034 | .92 | 92275 | 1.04 | 19615 | 1.17 | 56073 | 1.03 | 58410 | .98 | 31076 | 1.00 | 4971 | 1.23 |
| FEBRUARY | 110639 | .92 | 96041 | 1.00 | 20978 | 1.10 | 57441 | 1.00 | 60336 | .95 | 32496 | .95 | 5454 | 1.12 |
| MARCH | 113614 | .89 | 96135 | 1.00 | 21895 | 1.05 | 58770 | .98 | 61819 | .92 | 32497 | .95 | 5619 | 1.09 |
| APRIL | 114265 | .89 | 99524 | .97 | 22970 | 1.00 | 59324 | .97 | 62947 | .91 | 33933 | .91 | 6239 | .98 |
| MAY | 113712 | .89 | 100440 | .96 | 23731 | .97 | 60617 | .95 | 63930 | .89 | 34133 | .91 | 6371 | .96 |
| JUNE | 116222 | .87 | 104064 | .92 | 25321 | .91 | 63251 | .91 | 66033 | .87 | 35298 | .88 | 6594 | .93 |
| JULY | 108943 | .93 | 104232 | .92 | 25805 | .89 | 61085 | .94 | 63021 | .91 | 34617 | .89 | 6536 | .94 |
| AUGUST | 111304 | .91 | 103529 | .93 | 27823 | .83 | 63529 | .91 | 66061 | .87 | 34457 | .90 | 6918 | .88 |
| SEPTEMBER | 111242 | .91 | 97536 | .99 | 24847 | .93 | 62216 | .93 | 65029 | .88 | 34522 | .90 | 6414 | .95 |
| OCTOBER | 113540 | .89 | 97296 | .99 | 23616 | .98 | 59778 | .96 | 63173 | .90 | 34069 | .91 | 6149 | 1.00 |
| NOVEMBER | 108823 | .93 | 96018 | 1.00 | 21599 | 1.07 | 59064 | .97 | 60555 | .94 | 32367 | .96 | 5681 | 1.08 |
| DECEMBER | 109092 | .93 | 96626 | 1.00 | 21624 | 1.06 | 61608 | .93 | 63801 | .90 | 34209 | .90 | 4918 | 1.24 |
| AADT | 101531 | | 96185 | | 23026 | | 57562 | | 57163 | | 30934 | | 6120 | |
| | P1 | | P20 | | P29 | | P3 | | P5 | | P6 | | R021 | |
| JANUARY | 164549 | 1.03 | 40386 | 1.10 | 33887 | 1.20 | 183062 | .99 | 115549 | .98 | 111764 | .98 | 42212 | 1.10 |
| FEBRUARY | 167243 | 1.02 | 42096 | 1.06 | 36649 | 1.11 | 186538 | .97 | 120658 | .94 | 117319 | .93 | 44553 | 1.04 |
| MARCH | 173032 | .98 | 43667 | 1.02 | 40183 | 1.01 | 190594 | .95 | 122724 | .92 | 115828 | .94 | 45992 | 1.01 |
| APRIL | 176727 | .96 | 45460 | .98 | 41401 | .98 | 195790 | .92 | 123459 | .92 | 115776 | .94 | 46584 | 1.00 |
| MAY | 179424 | .95 | 46061 | .97 | 43319 | .94 | 193360 | .94 | 124045 | .91 | 115688 | .94 | 46588 | 1.00 |
| JUNE | 183656 | .93 | 48330 | .92 | 46647 | .87 | 200250 | .90 | 126094 | .90 | 118190 | .92 | 60916 | .76 |
| JULY | 188978 | .90 | 48201 | .92 | 45317 | .90 | 174779 | 1.04 | 123289 | .92 | 118100 | .92 | 52619 | .88 |
| AUGUST | 189009 | .90 | 48764 | .91 | 46612 | .87 | 175008 | 1.03 | 126562 | .89 | 120393 | .91 | 49014 | .95 |
| SEPTEMBER | 182041 | .93 | 46465 | .96 | 44348 | .92 | 194387 | .93 | 120276 | .94 | 119546 | .91 | 47233 | .98 |
| OCTOBER | 177297 | .96 | 45261 | .98 | 43428 | .93 | 193168 | .94 | 118627 | .95 | 116488 | .94 | 46877 | .99 |
| NOVEMBER | 172500 | .99 | 42864 | 1.04 | 38664 | 1.05 | 185892 | .97 | 117127 | .97 | 112924 | .97 | 44150 | 1.05 |
| DECEMBER | 181889 | .93 | 43205 | 1.03 | 38203 | 1.06 | 192337 | .94 | 116235 | .97 | 113244 | .96 | 48210 | .96 |
| AADT | 169985 | | 44486 | | 40605 | | 181031 | | 113192 | | 109047 | | 46521 | |
| | R050 | | R053 | | R059 | | R078 | | R081 | | R082 | | S103 | |
| JANUARY | 37140 | 1.02 | 14854 | 1.22 | 4584 | 1.39 | 4939 | 1.15 | 29700 | 1.02 | 159057 | .99 | 44606 | 1.04 |
| FEBRUARY | 38390 | .99 | 16226 | 1.12 | 5077 | 1.25 | 5257 | 1.08 | 31007 | .97 | 155001 | 1.02 | 44921 | 1.03 |
| MARCH | 39618 | .96 | 17611 | 1.03 | 5436 | 1.17 | 5353 | 1.06 | 31626 | .95 | 157862 | 1.00 | 46310 | 1.00 |
| APRIL | 40256 | .94 | 19162 | .94 | 6401 | .99 | 6032 | .94 | 32633 | .92 | 163673 | .96 | 47375 | .98 |
| MAY | 40943 | .92 | 19946 | .91 | 6590 | .97 | 5849 | .97 | 34748 | .87 | 161606 | .98 | 52812 | .88 |
| JUNE | 42106 | .90 | 20404 | .89 | 7563 | .84 | 6267 | .91 | 34511 | .87 | 167073 | .94 | 52127 | .89 |
| JULY | 41487 | .91 | 21053 | .86 | 8180 | .78 | 6210 | .91 | 32881 | .92 | 169994 | .93 | 50982 | .91 |
| AUGUST | 43175 | .88 | 21014 | .86 | 8149 | .78 | 6501 | .87 | 34359 | .88 | 169862 | .93 | 50540 | .92 |
| SEPTEMBER | 41597 | .91 | 20282 | .89 | 6900 | .92 | 6147 | .92 | 36350 | .83 | 163981 | .96 | 50851 | .91 |
| OCTOBER | 40361 | .94 | 19560 | .93 | 6042 | 1.05 | 5748 | .99 | 35490 | .85 | 159163 | .99 | 50306 | .92 |
| NOVEMBER | 39711 | .95 | 16964 | 1.07 | 5107 | 1.25 | 5352 | 1.06 | 31753 | .95 | 156099 | 1.01 | 47176 | .98 |
| DECEMBER | 40634 | .93 | 16778 | 1.08 | 4905 | 1.30 | 4972 | 1.14 | 29227 | 1.03 | 158200 | 1.00 | 47855 | .97 |
| AADT | 37847 | | 18104 | | 6362 | | 5675 | | 30146 | | 157575 | | 46404 | |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
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CONVERSION FACTORS: AVERAGE WEEKDAY (AWD) TO ANNUAL AVERAGE DAILY TRAFFIC (AADT) - 2000
URBAN STATIONS

| MONTH | AWD | FACTOR | AWD | FACTOR | AWD | FACTOR |
|---|---|---|---|---|---|---|
| | S503 | | S825 | | S837 | |
| JANUARY | 18665 | 1.08 | 103912 | 1.00 | 173449 | 1.03 |
| FEBRUARY | 19309 | 1.04 | 105036 | .99 | 175571 | 1.02 |
| MARCH | 19834 | 1.01 | 108293 | .96 | 179655 | .99 |
| APRIL | 20515 | .98 | 110017 | .95 | 183934 | .97 |
| MAY | 20234 | .99 | 111835 | .93 | 183163 | .97 |
| JUNE | 21348 | .94 | 116783 | .89 | 194340 | .92 |
| JULY | 21744 | .92 | 113957 | .92 | 197113 | .91 |
| AUGUST | 23009 | .87 | 117835 | .89 | 198347 | .90 |
| SEPTEMBER | 21678 | .93 | 113875 | .92 | 187409 | .95 |
| OCTOBER | 20410 | .98 | 111058 | .94 | 179142 | 1.00 |
| NOVEMBER | 19437 | 1.03 | 105598 | .99 | 178860 | 1.00 |
| DECEMBER | 19425 | 1.03 | 107938 | .97 | 180287 | .99 |
| AADT | 20092 | | 104345 | | 178430 | |

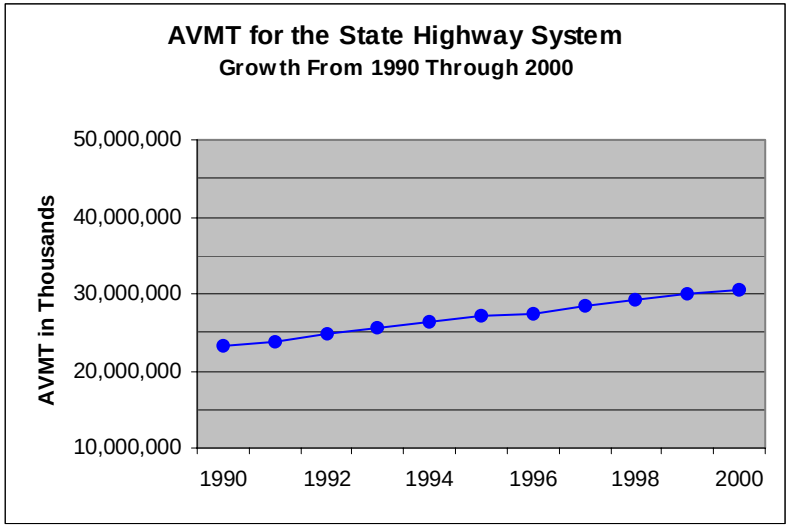
STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
FERRY SYSTEMS AND TOLL CROSSING

| FERRY SYSTEMS OPERATED IN WASHINGTON STATE | 1991 AADT | 1992 AADT | 1993 AADT | 1994 AADT | 1995 AADT | 1996 AADT | 1997 AADT | 1998 AADT | 1999 AADT | 2000 AADT |
|---|---|---|---|---|---|---|---|---|---|---|
| ANACORTES - SAN JUAN ISLAND FERRY | 1652 | 1734 | 1894 | 1925 | 2015 | 2007 | 1906 | 1920 | 1995 | 2081 |
| ANACORTES - SIDNEY FERRY | 147 | 139 | 134 | 117 | 122 | 113 | 111 | 98 | 109 | 125 |
| ANDERSON ISLAND FERRY | 280 | 300 | 325 | 355 | 412 | 421 | 493 | 475 | 509 | 488 |
| EDMONDS - KINGSTON FERRY | 4807 | 5049 | 5243 | 5531 | 5238 | 5693 | 5809 | 6093 | 6499 | 6736 |
| KELLER FERRY | 197 | 206 | 205 | 218 | 215 | 194 | 193 | 193 | 205 | 189 |
| LUMMI ISLAND FERRY | 303 | 339 | 330 | 364 | 365 | 341 | 341 | 369 | 384 | 390 |
| MUKILTEO - CLINTON FERRY | 5440 | 5697 | 5886 | 6037 | 6284 | 6363 | 6517 | 6409 | 6325 | 6141 |
| POINT DEFIANCE - TAHLEQUAH FERRY | 1025 | 1073 | 1169 | 1203 | 1239 | 1265 | 1319 | 1355 | 1397 | 1277 |
| PORT TOWNSEND - KEYSTONE FERRY | 1002 | 1007 | 1018 | 1050 | 973 | 1066 | 1017 | 1071 | 1063 | 1039 |
| SEATTLE - BREMERTON FERRY | 1818 | 1829 | 1858 | 1970 | 2068 | 2077 | 2065 | 1959 | 2004 | 2132 |
| SEATTLE - BAINBRIDGE ISLAND FERRY | 5770 | 5876 | 5918 | 6027 | 6285 | 6312 | 6216 | 6034 | 6591 | 6391 |
| SOUTHWORTH - FAUNTLEROY - VASHON FERRY | 4660 | 4824 | 4697 | 4936 | 5071 | 4929 | 5200 | 5242 | 5192 | 5196 |

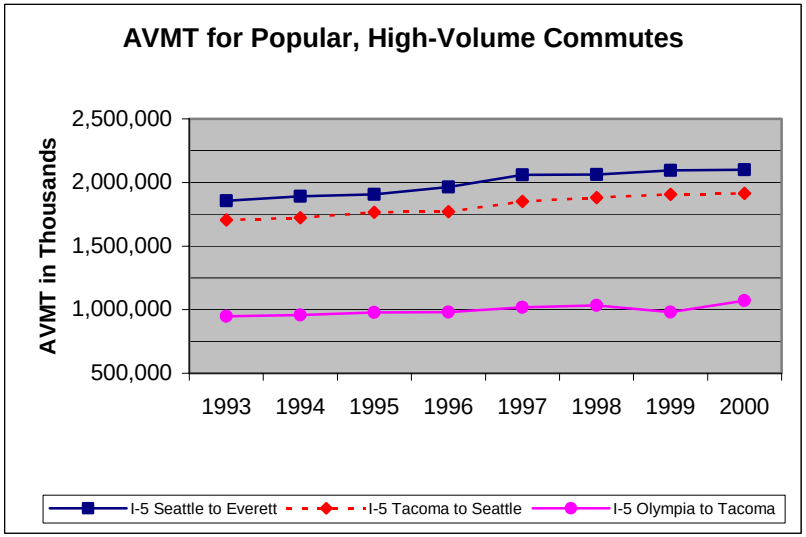
| COLUMBIA RIVER CROSSINGS | 1991 AADT | 1992 AADT | 1993 AADT | 1994 AADT | 1995 AADT | 1996 AADT | 1997 AADT | 1998 AADT | 1999 AADT | 1999 AADT |
|---|---|---|---|---|---|---|---|---|---|---|
| CASCADE LOCKS (BRIDGE OF THE GODS) | 2550 | 2450 | 2700 | 2750 | 3000 | 3020 | 3100 | 3136 | 3078 | 3056 |
| HOOD RIVER BRIDGE | 6300 | 7000 | 7300 | 7500 | 7500 | 7300 | 7300 | 7500 | 7700 | 7900 |
| PUGET ISLAND FERRY - WESTPORT FERRY | 306 | 288 | 291 | 298 | 315 | 358 | 342 | 322 | 316 | 290 |

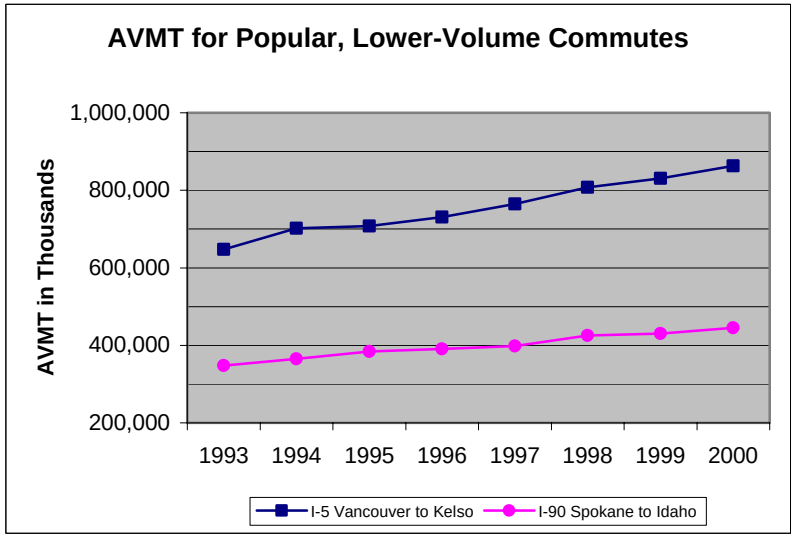
## ANNUAL VEHICLE MILES OF TRAVEL DEFINITION AND TRENDS

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. Pages XXVII through XXX provide 2000 AVMT figures for the Washington State highway system broken down by county, functional class (i.e., principal arterial, minor arterial, collector and interstate) and rural versus urban location. The chart to the right displays statewide AVMT from 1990 through 2000. As can be seen, AVMT has increased every year, with annual growth ranging from 0.83% to 4.52%. Significantly, while AVMT has risen 32% over this period, from roughly 23.1 billion to 30.4 billion, the amount of roadway composing the state highway system has increased just 3.3%, with lane miles expanding from 17,463 to 18,032.




Some popular commute routes in Washington are also displaying traffic volume increases that are disproportionately large in relation to growth in the amount of roadway. This is not the case for Interstate 5 from Tacoma to Seattle and Seattle to Everett, which experienced lane mile increases of 16.8% and 17.7% respectively between 1993 and 2000, while AVMTs rose just 12.2% and 13.2%. However, during this period lane miles on Interstate 5 from Olympia to Tacoma expanded only 5.2%, while AVMT grew 13.1%. Similarly, lane miles on Interstate 5 from Vancouver to Kelso and Interstate 90 from Spokane to Idaho grew just 1.5% and 5.9% respectively, while AVMTs increased 33.3% and 28%.



STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
T R I P S  S Y S T E M
STATE ROUTE ANNUAL VEHICLE MILES
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 | 146,025.7 | .00 | .0 | 86.21 | 25,765.1 | 46.65 | 190,449.3 | 247.34 | 362,240.1 |
| | U | .00 | .0 | .00 | .0 | .00 | .0 | .00 | .0 | .00 | .0 |
| | TOTAL | 114.48 | 146,025.7 | .00 | .0 | 86.21 | 25,765.1 | 46.65 | 190,449.3 | 247.34 | 362,240.1 |
| ASOTIN | R | 10.62 | 7,903.8 | 38.59 | 9,678.4 | .00 | .0 | .00 | .0 | 49.21 | 17,582.2 |
| | U | 1.57 | 6,364.6 | 4.60 | 10,275.4 | .00 | .0 | .00 | .0 | 6.17 | 16,640.0 |
| | TOTAL | 12.19 | 14,268.4 | 43.19 | 19,953.8 | .00 | .0 | .00 | .0 | 55.38 | 34,222.2 |
| BENTON | R | .13 | 284.0 | 73.70 | 59,608.2 | 38.31 | 33,265.8 | 58.07 | 258,348.8 | 170.21 | 351,506.9 |
| | U | 18.77 | 184,074.7 | 12.62 | 25,371.7 | 5.58 | 12,797.8 | 5.20 | 39,100.4 | 42.17 | 261,344.6 |
| | TOTAL | 18.90 | 184,358.8 | 86.32 | 84,979.9 | 43.89 | 46,063.6 | 63.27 | 297,449.2 | 212.38 | 612,851.5 |
| CHELAN | R | 85.50 | 197,694.5 | 43.03 | 68,716.2 | 30.33 | 34,037.1 | .00 | .0 | 158.86 | 300,447.8 |
| | U | 9.80 | 78,641.9 | 2.06 | 8,153.1 | .00 | .0 | .00 | .0 | 11.86 | 86,795.0 |
| | TOTAL | 95.30 | 276,336.4 | 45.09 | 76,869.3 | 30.33 | 34,037.1 | .00 | .0 | 170.72 | 387,242.8 |
| CLALLAM | R | 81.53 | 210,634.4 | .00 | .0 | 85.09 | 59,416.9 | .00 | .0 | 166.62 | 270,051.3 |
| | U | 9.80 | 58,392.8 | 1.40 | 1,851.8 | .00 | .0 | .00 | .0 | 11.20 | 60,244.6 |
| | TOTAL | 91.33 | 269,027.2 | 1.40 | 1,851.8 | 85.09 | 59,416.9 | .00 | .0 | 177.82 | 330,295.8 |
| CLARK | R | 13.96 | 67,514.1 | 19.73 | 37,771.5 | 18.20 | 24,930.7 | 9.23 | 214,501.7 | 61.12 | 344,718.0 |
| | U | 34.73 | 413,782.4 | 3.02 | 2,080.1 | 2.58 | 6,956.3 | 22.12 | 662,495.5 | 62.45 | 1,085,314.4 |
| | TOTAL | 48.69 | 481,296.5 | 22.75 | 39,851.6 | 20.78 | 31,887.0 | 31.35 | 876,997.2 | 123.57 | 1,430,032.3 |
| COLUMBIA | R | 29.02 | 31,328.6 | .00 | .0 | 15.02 | 2,379.3 | .00 | .0 | 44.04 | 33,708.0 |
| | U | .00 | .0 | .00 | .0 | .00 | .0 | .00 | .0 | .00 | .0 |
| | TOTAL | 29.02 | 31,328.6 | .00 | .0 | 15.02 | 2,379.3 | .00 | .0 | 44.04 | 33,708.0 |
| COWLITZ | R | 9.32 | 15,551.1 | 26.51 | 24,394.8 | 65.98 | 68,528.8 | 28.15 | 495,865.8 | 129.96 | 604,340.6 |
| | U | 14.29 | 103,373.6 | 6.36 | 16,922.3 | 4.10 | 19,167.5 | 8.27 | 143,804.0 | 33.02 | 283,267.4 |
| | TOTAL | 23.61 | 118,924.8 | 32.87 | 41,317.2 | 70.08 | 87,696.3 | 36.42 | 639,669.9 | 162.98 | 887,608.0 |
| DOUGLAS | R | 106.89 | 122,409.5 | 51.58 | 13,086.8 | 47.05 | 11,917.1 | .00 | .0 | 205.52 | 147,413.4 |
| | U | 9.50 | 45,549.7 | .00 | .0 | .00 | .0 | .00 | .0 | 9.50 | 45,549.7 |
| | TOTAL | 116.39 | 167,959.2 | 51.58 | 13,086.8 | 47.05 | 11,917.1 | .00 | .0 | 215.02 | 192,963.2 |
| FERRY | R | 28.65 | 13,048.2 | 44.82 | 17,379.5 | 82.12 | 25,791.4 | .00 | .0 | 155.59 | 56,219.0 |
| | U | .00 | .0 | .00 | .0 | .00 | .0 | .00 | .0 | .00 | .0 |
| | TOTAL | 28.65 | 13,048.2 | 44.82 | 17,379.5 | 82.12 | 25,791.4 | .00 | .0 | 155.59 | 56,219.0 |
| FRANKLIN | R | 49.91 | 144,051.4 | .00 | .0 | 66.87 | 14,872.0 | .00 | .0 | 116.78 | 158,923.4 |
| | U | 11.44 | 66,047.0 | .00 | .0 | .00 | .0 | 9.15 | 89,134.0 | 20.59 | 155,180.9 |
| | TOTAL | 61.35 | 210,098.3 | .00 | .0 | 66.87 | 14,872.0 | 9.15 | 89,134.0 | 137.37 | 314,104.3 |
| GARFIELD | R | 43.18 | 29,974.4 | .00 | .0 | .00 | .0 | .00 | .0 | 43.18 | 29,974.4 |
| | U | .00 | .0 | .00 | .0 | .00 | .0 | .00 | .0 | .00 | .0 |
| | TOTAL | 43.18 | 29,974.4 | .00 | .0 | .00 | .0 | .00 | .0 | 43.18 | 29,974.4 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
T R I P S  S Y S T E M
STATE ROUTE ANNUAL VEHICLE MILES
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 | 116,326.0 | 156.57 | 140,734.1 | 51.04 | 17,619.9 | 49.39 | 192,164.2 | 343.33 | 466,844.1 |
| | U | 7.43 | 33,374.2 | 9.34 | 28,331.7 | .00 | .0 | 5.07 | 23,604.3 | 21.84 | 85,310.3 |
| | TOTAL | 93.76 | 149,700.1 | 165.91 | 169,065.8 | 51.04 | 17,619.9 | 54.46 | 215,768.5 | 365.17 | 552,154.4 |
| GRAYS HARBOR | R | 113.91 | 257,188.4 | 45.13 | 82,421.7 | 30.67 | 27,928.5 | .00 | .0 | 189.71 | 367,538.6 |
| | U | 20.23 | 105,855.1 | 8.22 | 17,093.2 | .00 | .0 | .00 | .0 | 28.45 | 122,948.3 |
| | TOTAL | 134.14 | 363,043.5 | 53.35 | 99,514.9 | 30.67 | 27,928.5 | .00 | .0 | 218.16 | 490,486.9 |
| ISLAND | R | 45.94 | 149,005.0 | .00 | .0 | 2.91 | 17,064.4 | .00 | .0 | 48.85 | 166,069.5 |
| | U | 5.00 | 31,032.9 | .00 | .0 | .00 | .0 | .00 | .0 | 5.00 | 31,032.9 |
| | TOTAL | 50.94 | 180,037.9 | .00 | .0 | 2.91 | 17,064.4 | .00 | .0 | 53.85 | 197,102.3 |
| JEFFERSON | R | 99.40 | 144,271.1 | 14.09 | 39,427.6 | 9.83 | 10,590.3 | .00 | .0 | 123.32 | 194,289.1 |
| | U | 4.31 | 23,449.5 | .00 | .0 | .00 | .0 | .00 | .0 | 4.31 | 23,449.5 |
| | TOTAL | 103.71 | 167,720.6 | 14.09 | 39,427.6 | 9.83 | 10,590.3 | .00 | .0 | 127.63 | 217,738.5 |
| KING | R | 42.34 | 182,418.0 | 77.70 | 239,618.3 | .30 | 206.7 | 33.01 | 409,348.2 | 153.35 | 831,591.3 |
| | U | 164.20 | 2,733,107.8 | 46.90 | 331,312.9 | .00 | .0 | 95.79 | 4,790,717.6 | 306.89 | 7,855,138.3 |
| | TOTAL | 206.54 | 2,915,525.8 | 124.60 | 570,931.2 | .30 | 206.7 | 128.80 | 5,200,065.8 | 460.24 | 8,686,729.5 |
| KITSAP | R | 43.62 | 278,160.3 | 4.92 | 11,158.6 | .00 | .0 | .00 | .0 | 48.54 | 289,318.8 |
| | U | 42.93 | 560,025.8 | 7.61 | 38,569.2 | 3.42 | 8,633.5 | .00 | .0 | 53.96 | 607,228.6 |
| | TOTAL | 86.55 | 838,186.1 | 12.53 | 49,727.8 | 3.42 | 8,633.5 | .00 | .0 | 102.50 | 896,547.4 |
| KITTITAS | R | 40.00 | 53,939.1 | .00 | .0 | 49.72 | 31,108.4 | 102.11 | 667,732.6 | 191.83 | 752,780.1 |
| | U | .26 | 857.0 | .00 | .0 | .00 | .0 | 2.54 | 20,796.7 | 2.80 | 21,653.7 |
| | TOTAL | 40.26 | 54,796.1 | .00 | .0 | 49.72 | 31,108.4 | 104.65 | 688,529.3 | 194.63 | 774,433.8 |
| KLICKITAT | R | 71.47 | 90,937.4 | 7.17 | 9,870.8 | 113.51 | 66,794.5 | .00 | .0 | 192.15 | 167,602.7 |
| | U | .00 | .0 | .00 | .0 | .00 | .0 | .00 | .0 | .00 | .0 |
| | TOTAL | 71.47 | 90,937.4 | 7.17 | 9,870.8 | 113.51 | 66,794.5 | .00 | .0 | 192.15 | 167,602.7 |
| LEWIS | R | 84.55 | 138,270.5 | 49.11 | 44,563.1 | 70.53 | 65,199.4 | 15.18 | 228,598.7 | 219.37 | 476,631.8 |
| | U | .00 | .0 | 1.91 | 6,566.9 | 6.63 | 18,683.5 | 13.20 | 267,422.8 | 21.74 | 292,673.2 |
| | TOTAL | 84.55 | 138,270.5 | 51.02 | 51,130.1 | 77.16 | 83,882.9 | 28.38 | 496,021.6 | 241.11 | 769,305.0 |
| LINCOLN | R | 59.07 | 61,977.4 | 75.60 | 24,365.8 | 141.06 | 32,846.0 | 16.18 | 81,058.3 | 291.91 | 200,247.4 |
| | U | .00 | .0 | .00 | .0 | .00 | .0 | .00 | .0 | .00 | .0 |
| | TOTAL | 59.07 | 61,977.4 | 75.60 | 24,365.8 | 141.06 | 32,846.0 | 16.18 | 81,058.3 | 291.91 | 200,247.4 |
| MASON | R | 60.95 | 175,249.9 | 12.79 | 13,067.5 | 37.18 | 30,183.0 | .00 | .0 | 110.92 | 218,500.4 |
| | U | 8.77 | 38,167.9 | .00 | .0 | .00 | .0 | .00 | .0 | 8.77 | 38,167.9 |
| | TOTAL | 69.72 | 213,417.9 | 12.79 | 13,067.5 | 37.18 | 30,183.0 | .00 | .0 | 119.69 | 256,668.3 |
| OKANOGAN | R | 89.49 | 126,946.5 | 203.37 | 151,287.1 | 1.19 | 1,759.3 | .00 | .0 | 294.05 | 279,993.0 |
| | U | .00 | .0 | .00 | .0 | .00 | .0 | .00 | .0 | .00 | .0 |
| | TOTAL | 89.49 | 126,946.5 | 203.37 | 151,287.1 | 1.19 | 1,759.3 | .00 | .0 | 294.05 | 279,993.0 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
T R I P S  S Y S T E M
STATE ROUTE ANNUAL VEHICLE MILES
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. |
| PACIFIC | R | 87.95 | 112,663.7 | 50.85 | 40,048.9 | 25.26 | 32,789.2 | .00 | .0 | 164.06 | 185,501.8 |
| | U | .00 | .0 | .00 | .0 | .00 | .0 | .00 | .0 | .00 | .0 |
| | TOTAL | 87.95 | 112,663.7 | 50.85 | 40,048.9 | 25.26 | 32,789.2 | .00 | .0 | 164.06 | 185,501.8 |
| PEND OREILLE | R | 19.46 | 37,324.2 | 96.14 | 42,383.0 | .00 | .0 | .00 | .0 | 115.60 | 79,707.3 |
| | U | .00 | .0 | .00 | .0 | .00 | .0 | .00 | .0 | .00 | .0 |
| | TOTAL | 19.46 | 37,324.2 | 96.14 | 42,383.0 | .00 | .0 | .00 | .0 | 115.60 | 79,707.3 |
| PIERCE | R | 4.18 | 68,743.2 | 133.52 | 256,354.9 | 34.25 | 41,334.5 | 3.39 | 118,635.2 | 175.34 | 485,067.8 |
| | U | 59.81 | 1,092,832.6 | 28.88 | 270,979.7 | 4.45 | 26,689.9 | 22.67 | 1,042,729.2 | 115.81 | 2,433,231.5 |
| | TOTAL | 63.99 | 1,161,575.8 | 162.40 | 527,334.6 | 38.70 | 68,024.4 | 26.06 | 1,161,364.5 | 291.15 | 2,918,299.2 |
| 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 | 108,412.2 | 82.13 | 103,847.9 | 45.61 | 56,767.7 | 18.65 | 329,703.8 | 161.84 | 598,731.8 |
| | U | 11.72 | 73,901.4 | 5.62 | 30,800.7 | 4.73 | 23,313.4 | 6.33 | 146,313.0 | 28.40 | 274,328.6 |
| | TOTAL | 27.17 | 182,313.7 | 87.75 | 134,648.6 | 50.34 | 80,081.2 | 24.98 | 476,016.9 | 190.24 | 873,060.3 |
| SKAMANIA | R | 41.89 | 57,488.4 | .00 | .0 | 4.99 | 1,347.8 | .00 | .0 | 46.88 | 58,836.2 |
| | U | .00 | .0 | .00 | .0 | .00 | .0 | .00 | .0 | .00 | .0 |
| | TOTAL | 41.89 | 57,488.4 | .00 | .0 | 4.99 | 1,347.8 | .00 | .0 | 46.88 | 58,836.2 |
| SNOHOMISH | R | 44.82 | 257,436.6 | 63.99 | 201,293.8 | 35.22 | 132,225.8 | 13.93 | 346,456.7 | 157.96 | 937,412.9 |
| | U | 62.01 | 645,910.7 | 27.24 | 188,761.3 | .00 | .0 | 31.26 | 1,549,238.2 | 120.51 | 2,383,910.2 |
| | TOTAL | 106.83 | 903,347.3 | 91.23 | 390,055.1 | 35.22 | 132,225.8 | 45.19 | 1,895,694.9 | 278.47 | 3,321,323.2 |
| SPOKANE | R | 68.92 | 251,917.1 | 17.53 | 48,505.9 | 67.30 | 62,774.3 | 23.08 | 203,168.1 | 176.83 | 566,365.3 |
| | U | 48.26 | 374,892.4 | 8.43 | 25,349.4 | .00 | .0 | 21.43 | 505,019.7 | 78.12 | 905,261.5 |
| | TOTAL | 117.18 | 626,809.5 | 25.96 | 73,855.3 | 67.30 | 62,774.3 | 44.51 | 708,187.8 | 254.95 | 1,471,626.9 |
| STEVENS | R | 57.90 | 155,596.1 | 126.49 | 43,173.2 | 58.39 | 33,529.6 | .00 | .0 | 242.78 | 232,298.9 |
| | U | .00 | .0 | .00 | .0 | .00 | .0 | .00 | .0 | .00 | .0 |
| | TOTAL | 57.90 | 155,596.1 | 126.49 | 43,173.2 | 58.39 | 33,529.6 | .00 | .0 | 242.78 | 232,298.9 |
| THURSTON | R | 23.46 | 131,216.9 | 25.73 | 68,808.1 | 15.87 | 15,148.9 | 16.71 | 329,750.7 | 81.77 | 544,924.7 |
| | U | 4.82 | 83,769.1 | 4.38 | 17,869.3 | .00 | .0 | 12.71 | 448,615.2 | 21.91 | 550,253.5 |
| | TOTAL | 28.28 | 214,986.0 | 30.11 | 86,677.4 | 15.87 | 15,148.9 | 29.42 | 778,365.9 | 103.68 | 1,095,178.2 |
| WAHKIAKUM | R | 36.77 | 30,505.7 | .00 | .0 | 3.84 | 1,130.0 | .00 | .0 | 40.61 | 31,635.7 |
| | U | .00 | .0 | .00 | .0 | .00 | .0 | .00 | .0 | .00 | .0 |
| | TOTAL | 36.77 | 30,505.7 | .00 | .0 | 3.84 | 1,130.0 | .00 | .0 | 40.61 | 31,635.7 |
| WALLA WALLA | R | 57.90 | 136,832.5 | 51.06 | 37,963.6 | 15.57 | 4,117.9 | .00 | .0 | 124.53 | 178,913.9 |
| | U | 13.22 | 44,010.6 | 2.00 | 1,374.8 | .00 | .0 | .00 | .0 | 15.22 | 45,385.3 |
| | TOTAL | 71.12 | 180,843.0 | 53.06 | 39,338.3 | 15.57 | 4,117.9 | .00 | .0 | 139.75 | 224,299.2 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
T R I P S  S Y S T E M
STATE ROUTE ANNUAL VEHICLE MILES
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 | 99,599.1 | 49.99 | 80,548.4 | 94.26 | 93,856.7 | 20.14 | 228,823.4 | 191.48 | 502,827.6 |
| | U | 1.74 | 21,275.9 | 5.39 | 26,151.7 | .00 | .0 | 13.79 | 223,056.5 | 20.92 | 270,484.1 |
| | TOTAL | 28.83 | 120,875.0 | 55.38 | 106,700.1 | 94.26 | 93,856.7 | 33.93 | 451,879.9 | 212.40 | 773,311.7 |
| WHITMAN | R | 123.84 | 168,077.5 | .00 | .0 | 145.42 | 50,943.8 | .00 | .0 | 269.26 | 219,021.3 |
| | U | 6.86 | 29,301.0 | 2.23 | 6,751.0 | .00 | .0 | .00 | .0 | 9.09 | 36,052.0 |
| | TOTAL | 130.70 | 197,378.5 | 2.23 | 6,751.0 | 145.42 | 50,943.8 | .00 | .0 | 278.35 | 255,073.3 |
| YAKIMA | R | 76.60 | 97,392.1 | 43.10 | 98,467.9 | 104.73 | 67,112.5 | 44.91 | 299,162.0 | 269.34 | 562,134.5 |
| | U | 10.26 | 60,481.1 | 5.76 | 14,193.9 | .00 | .0 | 10.55 | 117,172.5 | 26.57 | 191,847.6 |
| | TOTAL | 86.86 | 157,873.2 | 48.86 | 112,661.9 | 104.73 | 67,112.5 | 55.46 | 416,334.5 | 295.91 | 753,982.1 |
| STATE | R | 2,096.49 | 4,474,314.7 | 1,684.94 | 2,008,545.8 | 1,693.83 | 1,195,283.3 | 498.78 | 4,593,767.4 | 5,974.04 | 12,271,911.3 |
| | U | 581.73 | 6,908,471.7 | 193.97 | 1,068,760.1 | 31.49 | 116,241.9 | 280.08 | 10,069,219.9 | 1,087.27 | 18,162,693.6 |
| | TOTAL | 2,678.22 | 11,382,786.5 | 1,878.91 | 3,077,305.9 | 1,725.32 | 1,311,525.2 | 778.86 | 14,662,987.3 | 7,061.31 | 30,434,604.8 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | STATE ROUTE NO 002 MAINLINE SR 5/EVERETT TO IDAHO | | | | | | | | | | | |
| 002 | ** 000.03 | BEFORE JCT HEWITT AVE (OLD SR 2) | C | 1 | | | | | | | | 12000* |
| 002 | 002.45 | AT EBEY SLOUGH BRIDGE | | 1 | | | | | 28000 | 31000* | 32000 | 32000 |
| 002 | 003.54 | BEFORE OLD SR 2 | | 1 | | | | | | | | 28000* |
| 002 | 003.54 | AFTER OLD SR 2 | | 1 | | | | | 24000* | 25000 | 26000 | 23000 |
| 002 | 003.86 | AFTER JCT OLD SR 2 WYE CONN | | 1 | | | | | | | | 20000* |
| 002 | 005.35 | AFTER RAMP SR 9 | | 1 | | | | | 19000 | 19000 | 20000 | 18000* |
| 002 | 010.08 | BEFORE JCT 100TH ST SE | | 1 | 06 | 02 | 01 | 08 | 23000* | 29000+ | 30000 | 29000 |
| 002 | 010.08 | AFTER JCT 100TH ST SE | | 1 | | | | | 22000 | 26000* | 27000 | 26000 |
| 002 | 013.86 | BEFORE JCT 179TH AVE SE WYE CONN | | 1 | | | | | | | | 20000* |
| 002 | 014.37 | BEFORE RAMP SR 522 | | 1 | | | | | 24000 | 24000 | 25000* | 24000* |
| 002 | 014.38 | AFTER RAMP SR 522 WYE CONN | | 1 | | | | | 35000* | 36000 | 34000* | 32000* |
| 002 | 014.92 | BEFORE JCT CHAIN LAKE RD*SR 203 | | 1 | | | | | 36000* | 37000 | 32000* | 31000* |
| 002 | 014.92 | AFTER JCT CHAIN LAKE RD*SR 203 | | 1 | | | | | 34000* | 34000 | 30000* | 27000* |
| 002 | 015.21 | BEFORE JCT MAIN ST WYE CONN | | 1 | | | | | 22000* | 22000 | 23000 | 19000* |
| 002 | 015.24 | AFTER JCT OLD OWEN RD WYE CONN | | 1 | | | | | 24000* | 24000 | 18000* | 16000* |
| 002 | 020.12 | BEFORE JCT FERN BLUFF RD | | 1 | 07 | 02 | | 10 | 18000+ | 19000 | 19000 | 19000 |
| 002 | 022.30 | BEFORE JCT 4TH ST | | 1 | | | | | 19000 | 20000 | 20000 | 19000* |
| 002 | 022.30 | AFTER JCT 4TH ST | | 1 | | | | | 18000 | 19000 | 19000 | 17000* |
| 002 | 023.14 | BEFORE JCT SULTAN BASIN*CEMETERY RD | | 1 | 07 | 02 | 01 | 10 | | 23000+ | 23000 | 23000 |
| 002 | 024.18 | AFTER JCT 339TH AVE SE*RICE RD | | 1 | 08 | 02 | 01 | 11 | | 19000+ | 19000 | 19000 |
| 002 | 024.73 | BEFORE JCT SULTAN STARTUP RD | | 1 | | | | | 17000* | 17000 | 12000* | 12000 |
| 002 | 027.92 | BEFORE JCT 1ST ST | | 1 | 06 | 03 | 02 | 11 | 16000* | 15000* | 16000 | 12000+ |
| 002 | 027.92 | AFTER JCT 1ST ST | | 1 | 07 | 03 | 02 | 13 | 14000* | 15000 | 15000 | 11000+ |
| 002 | 029.48 | BEFORE JCT GUNN RD*PICKLEFARM RD | | 1 | | | | | 7600 | 9800* | 10000 | 9800 |
| 002 | 029.48 | AFTER JCT GUNN RD*PICKLEFARM RD | | 1 | | | | | 7200 | 8900* | 9100 | 8900 |
| 002 | 031.22 | AFTER JCT CO RD | | 1 | 13 | 05 | 02 | 20 | 6500* | 6700 | 6800 | 6200+ |

** COUPLET SKETCH IN BACK OF BOOK

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 002 | 035.62 | BEFORE JCT INDEX-GALENA RD | | 1 | 13 | 05 | 01 | 19 | 6200* | 6200* | 6300 | 5600+ |
| 002 | 035.63 | AFTER JCT INDEX-GALENA RD WYE CONN | | 1 | 11 | 05 | 02 | 17 | 5300* | 4700* | 4800 | 4800+ |
| 002 | 041.62 | BEFORE JCT NE 191ST ST | | 1 | | | | | 5100 | 3900* | 3900 | 3900 |
| 002 | 041.62 | AFTER JCT NE 191ST ST | | 1 | | | | | | 3400* | 3400 | 3500 |
| 002 | 043.32 | BEFORE JCT FS RD #6028 | | 1 | | | | | 5000 | 4500* | 4500 | 4500 |
| 002 | 048.70 | BEFORE JCT 5TH ST WYE CONN | | 1 | | | | | 4700 | 4200* | 4300 | 4300 |
| 002 | 048.72 | AFTER JCT 5TH ST WYE CONN | | 1 | | | | | 5300 | 4500* | 4500 | 4500 |
| 002 | 050.12 | AT ADC LOCATION R038 | | 1 | | | | | 4700* | 4900* | 4900* | 4900* |
| 002 | 052.08 | AFTER JCT FS RD #6066 | | 1 | | | | | | | 4500* | 4500 |
| 002 | 060.32 | AT TUNNEL CREEK BRIDGE | | 1 | | | | | 4100 | 4200 | 4400* | 4400 |
| 002 | 066.24 | BEFORE JCT YODELIN PL | | 1 | | | | | 3600 | 3700 | 4000 | 3100* |
| 002 | 066.24 | AFTER JCT YODELIN PL | | 1 | | | | | 3500 | 3600 | 3900 | 3200* |
| 002 | 072.68 | AT NASON CREEK BRIDGE | | 1 | 07 | 06 | 01 | 15 | 3600 | 3100+ | 3300 | 3200 |
| 002 | 076.03 | BEFORE JCT MERRITT LAKE TR | | 1 | | | | | 3600 | 3300* | 3600 | 3500 |
| 002 | 080.20 | AT ADC LOCATION R058 | | 1 | | | | | 3500* | 3600* | 3900* | 3800* |
| 002 | 084.74 | BEFORE JCT SR 207 WYE CONN | | 1 | 11 | 06 | 01 | 19 | 3300 | 3400 | 3700* | 4600+ |
| 002 | 084.76 | AFTER JCT SR 207 WYE CONN | | 1 | 10 | 06 | 01 | 16 | 3900 | 4000 | 4300* | 5500+ |
| 002 | 086.64 | BEFORE JCT WINTON RD | | 1 | 16 | 06 | 02 | 23 | | | | 5200+ |
| 002 | 086.64 | AFTER JCT WINTON RD | | 1 | | | | | 4100* | 4200 | 4500 | 4400 |
| 002 | 099.05 | BEFORE JCT ICICLE RD | | 1 | | | | | 4900 | 4400* | 4800 | 4600 |
| 002 | 099.05 | AFTER JCT ICICLE RD | | 1 | | | | | 6800 | 6700* | 6700 | 7000* |
| 002 | 099.51 | BEFORE JCT SKIHILL DR*THIRD ST | | 1 | | | | | | | 8000* | 8900 |
| 002 | 099.51 | AFTER JCT SKIHILL DR*THIRD ST | | 1 | | | | | | | 9500* | 11000 |
| 002 | 099.65 | BEFORE JCT FRONT ST | | 1 | | | | | 8700 | 8700 | 8700 | 11000* |
| 002 | 099.65 | AFTER JCT FRONT ST | | 1 | | | | | 11000* | 11000 | 11000 | 11000* |
| 002 | 099.89 | BEFORE JCT NINTH ST*EVANS ST | | 1 | | | | | 10000 | 10000 | 10000 | 12000* |
| 002 | 099.89 | AFTER JCT NINTH ST*EVANS ST | | 1 | | | | | 11000 | 11000 | 11000 | 13000* |
| 002 | 100.29 | BEFORE JCT FRONT ST*CHUMSTICK DRIVE | | 1 | | | | | 11000* | 11000 | 11000 | 13000* |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 002 | 100.30 | AFTER JCT CHUMSTICK DR WYE CONN | | 1 | | | | | 12000* | 12000 | 12000 | 15000* |
| 002 | 100.67 | BEFORE JCT RIVER BEND DR | | 1 | | | | | | | | 15000* |
| 002 | 100.71 | AFTER JCT DUNCAN RD | | 1 | | | | | | | | 12000* |
| 002 | 103.65 | BEFORE JCT PVT RD*MAIN ST | | 1 | | | | | 10000 | 10000 | 10000 | 10000* |
| 002 | 103.65 | AFTER JCT PVT RD*MAIN ST | | 1 | | | | | 12000* | 11000 | 11000 | 11000* |
| 002 | 103.92 | AT ADC LOCATION R047 WEST | | 1 | | | | | | | | 12000* |
| 002 | 104.60 | BEFORE JCT BLEWETT CUTOFF RD | | 1 | | | | | 12000* | 12000 | 12000 | 14000 |
| 002 | 104.70 | BEFORE JCT SR 97 WYE CONN | | 1 | | | | | | | | 11000* |
| 002 | 104.84 | AT ADC LOCATION R047 EAST | | 1 | | | | | 13000* | 14000* | 14000 | 14000* |
| 002 | 105.53 | BEFORE JCT MOTEL RD | | 1 | | | | | | | | 14000* |
| 002 | 105.54 | AFTER JCT DRYDEN TRANSFER STATION | | 1 | | | | | | | | 15000* |
| 002 | 106.07 | AFTER JCT MEDIAN XROAD*ALICE AVE | | 1 | | | | | | | | 14000* |
| 002 | 106.49 | BEFORE JCT DRYDEN AVE*JOHNSON RD | | 1 | | | | | 14000* | 14000 | 14000 | 14000* |
| 002 | 106.49 | AFTER JCT DRYDEN AVE*JOHNSON RD | | 1 | | | | | 14000* | 14000 | 14000 | 14000* |
| 002 | 108.85 | BEFORE JCT PINNACLE VIEW*DRYDEN RD | | 1 | | | | | | | | 15000* |
| 002 | 108.85 | AFTER JCT PINNACLE VIEW*DRYDEN RD | | 1 | | | | | | | | 14000* |
| 002 | 109.94 | BEFORE JCT GOODWIN RD | | 1 | | | | | | | 15000* | 15000 |
| 002 | 110.13 | BEFORE JCT HAY CANYON RD | | 1 | | | | | 14000 | 14000 | 14000* | 14000 |
| 002 | 110.13 | AFTER JCT HAY CANYON RD | | 1 | | | | | 15000 | 15000 | 15000* | 15000* |
| 002 | 111.07 | BEFORE JCT APLETS WAY WYE CONN | | 1 | | | | | | | | 14000* |
| 002 | 111.09 | AFTER JCT DIV ST*NAHAHUM CANYON RD | | 1 | | | | | 14000 | 15000 | 15000 | 15000* |
| 002 | 111.96 | BEFORE JCT COTLETS WAY WYE CONN | | 1 | | | | | 14000* | 14000 | 14000 | 15000* |
| 002 | 111.99 | AFTER JCT COTLETS WAY WYE CONN | | 1 | | | | | 18000* | 18000 | 18000 | 19000 |
| 002 | 112.00 | AFTER JCT NAHAHUM CANYON WYE CONN | | 1 | | | | | | | | 21000* |
| 002 | 112.57 | BEFORE JCT OLD MONITOR RD WYE CONN | | 1 | | | | | | | | 20000* |
| 002 | 112.59 | AFTER JCT OLD MONITOR RD | | 1 | | | | | | | | 19000* |
| 002 | 113.10 | AT ADC LOCATION P01 | | 1 | | | | | 19000* | 19000* | 19000 | 19000* |
| 002 | 113.21 | BEFORE JCT RED APPLE*OLD MONITOR RD | | 1 | | | | | | | | 19000* |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 002 | 113.21 | AFTER JCT RED APPLE*OLD MONITOR RD | | 1 | | | | | | | | 19000* |
| 002 | 113.93 | BEFORE JCT RED APPLE RD | | 1 | | | | | | | | 19000* |
| 002 | 115.10 | BEFORE JCT MAIN ST WYE CONN | | 1 | | | | | 18000* | 18000 | 18000 | 19000* |
| 002 | 115.17 | AFTER JCT EASY ST WYE CONN | | 1 | | | | | 18000* | 19000 | 19000 | 19000* |
| 002 | 117.28 | BEFORE JCT MEDIAN XROAD | | 1 | | | | | 18000* | 18000 | 18000 | 19000* |
| 002 | 118.46 | BEFORE JCT SCHOOL ST | | 1 | | | | | 19000* | 19000 | 19000 | 20000* |
| 002 | 118.46 | AFTER JCT SCHOOL ST | | 1 | | | | | 20000* | 20000 | 20000 | 20000* |
| 002 | 118.48 | BEFORE RAMP SR 2 WB | | 1 | | | | | 20000* | 20000 | 20000 | 20000* |
| 002 | 119.12 | BEFORE JCT EASY ST WYE CONN | | 1 | | | | | | | | 17000* |
| 002 | 119.15 | AFTER JCT EASY ST WYE CONN | | 1 | | | | | | | | 17000* |
| 002 | 119.66 | AT SR 97 ALT ROUTE BRIDGE | | 1 | | | | | | | | 17000* |
| 002 | 119.77 | AFTER RAMP SR 97 AR (ALT)*ADC R053 | | 1 | | | | | | | | 18000* |
| 002 | 120.74 | BEFORE JCT SR 28 WYE CONN | | 1 | | | | | | | | 17000* |
| 002 | 127.86 | AFTER JCT SR 28 WYE CONN | | 1 | | | | | 9800* | 9700 | 9800 | 8900* |
| 002 | 128.09 | BEFORE JCT 38TH ST NW*BLUE GRADE ST | | 1 | | | | | | | | 9700* |
| 002 | 128.09 | AFTER JCT 38TH ST NW*BLUE GRADE ST | | 1 | | | | | | | | 9400* |
| 002 | 128.43 | BEFORE JCT BLUE ROCK DR NE | | 1 | | | | | 9500* | 9500 | 9500 | 9700 |
| 002 | 128.43 | AFTER JCT BLUE ROCK DR NE | | 1 | | | | | 8800* | 8800 | 8800 | 9000* |
| 002 | 130.12 | BEFORE JCT NW CASCADE AVE WYE CONN | | 1 | | | | | | | 8900* | 7400 |
| 002 | 130.14 | AFTER JCT NW CASCADE AVE | | 1 | | | | | | | 8200* | 6800 |
| 002 | 130.84 | BEFORE JCT ENTERPRISE DR WYE CONN | | 1 | | | | | | | 8000* | 6700 |
| 002 | 130.86 | AFTER JCT ENTERPRISE DR | | 1 | | | | | | | 7400* | 6200 |
| 002 | 132.52 | BEFORE LINCOLN ROCK ST PK | | 1 | 07 | 08 | 04 | 19 | | | 7400* | 6100+ |
| 002 | 132.52 | AFTER LINCOLN ROCK ST PK | | 1 | 15 | 06 | 02 | 24 | | | 7000* | 5600+ |
| 002 | 133.35 | BEFORE JCT TURTLE ROCK RD | | 1 | | | | | | | 6900* | 5600 |
| 002 | 133.35 | AFTER JCT TURTLE ROCK RD | | 1 | | | | | | | 6600* | 5300 |
| 002 | 135.49 | AFTER JCT LONGVIEW RD | | 1 | | | | | | 5800* | 6800 | 5500 |
| 002 | 139.95 | AFTER JCT SR 97 WYE CONN | | 1 | | | | | 1800* | 1800 | 1800 | 1800 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 002 | 140.27 | BEFORE JCT SR 97 SPORONDO (SPUR) | | 1 | 09 | 07 | 04 | 20 | | | | 1800+ |
| 002 | 140.31 | AFTER JCT SR 97 SPUR WYE CONN | | 1 | 09 | 08 | 04 | 20 | 1900* | 2000 | 2000 | 2000+ |
| 002 | 141.22 | AT PINE CREEK BRIDGE | | 1 | 08 | 04 | 01 | 13 | | | 1900+ | 1900 |
| 002 | 148.26 | BEFORE JCT P NW RD | | 1 | | | | | 1800* | 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* | 2200 | 2200 | 2100* |
| 002 | 149.78 | BEFORE JCT CHELAN AVE*POPLAR ST | | 1 | | | | | 2100 | 2100 | 1600* | 1600 |
| 002 | 149.78 | AFTER JCT CHELAN AVE*POPLAR ST | | 1 | | | | | 1300 | 1300 | 1100* | 1100 |
| 002 | 150.14 | AFTER JCT JEFFERSON ST N | | 1 | | | | | 1000* | 1000 | 1000 | 1100* |
| 002 | 151.35 | AFTER JCT 2 NW | | 1 | | | | | 790* | 810 | 810 | 1100* |
| 002 | 153.84 | AFTER JCT M NW | | 1 | | | | | | | 950* | 940 |
| 002 | 163.23 | BEFORE JCT SR 172 | | 1 | 11 | 06 | 02 | 19 | 740 | 750 | 680+ | 680 |
| 002 | 163.23 | AFTER JCT SR 172 | | 1 | 09 | 05 | 02 | 16 | 750 | 770 | 660+ | 650 |
| 002 | 166.33 | AFTER JCT N DIVISION*S DIVISION RD | | 1 | 10 | 06 | 02 | 18 | 700 | 710 | 730+ | 720 |
| 002 | 179.10 | AT ADC LOCATION S200 | | 1 | | | | | 670* | 680* | 710* | 700 |
| 002 | 187.40 | BEFORE JCT SR 17 | | 1 | 12 | 06 | 01 | 18 | 690* | 760+ | 770 | 770 |
| 002 | 187.40 | AFTER JCT SR 17 | | 1 | | | | | 1600* | 1400* | 1400 | 1400 |
| 002 | 189.08 | AFTER JCT SR 17 | | 1 | | | | | 2100 | 2400* | 2500 | 2400 |
| 002 | 191.30 | BEFORE JCT 2ND ST | | 1 | | | | | 2300 | 2000* | 2000 | 2400 |
| 002 | 191.60 | BEFORE JCT I.8 NE | | 1 | | | | | | | | 2700* |
| 002 | 191.60 | AFTER JCT I.8 NE | | 1 | | | | | | | | 2700* |
| 002 | 193.32 | BEFORE JCT SR 155 | | 1 | | | | | 1900* | 1900 | 1900 | 2300* |
| 002 | 193.44 | BEFORE JCT SR 155 WYE CONN | | 1 | | | | | | | | 1400* |
| 002 | 193.44 | AFTER JCT SR 155 WYE CONN | | 1 | | | | | 980* | 990 | 1000 | 1300* |
| 002 | 210.43 | AFTER JCT CITY ST | | 1 | 13 | 09 | 01 | 22 | 1100* | 1200 | 1200 | 1400+ |
| 002 | 220.85 | BEFORE JCT SR 21 WYE CONN | | 1 | 13 | 06 | 01 | 20 | 1200* | 1300 | 1300 | 1300+ |
| 002 | 220.90 | AFTER JCT SR 21 WYE CONN | | 1 | 12 | 05 | 01 | 18 | 2800* | 2800 | 2800 | 2900+ |
| 002 | 221.54 | BEFORE JCT SR 21*WEST ST | | 1 | | | | | 3700* | 3800 | 3800 | 3900* |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 002 | 221.54 | AFTER JCT SR 21*WEST ST | | 1 | | | | | 3500* | 3500 | 3500 | 4100* |
| 002 | 226.04 | BEFORE JCT SHERMAN RD | | 1 | 10 | 06 | 01 | 17 | 2400* | 2500 | 2500 | 2500+ |
| 002 | 230.14 | BEFORE JCT MOUNT VIEW RD | | 1 | | | | | 2900 | 2600* | 2600 | 2600 |
| 002 | 230.64 | AFTER JCT F ST | | 1 | | | | | 3000 | 2700* | 2600 | 2600 |
| 002 | 237.71 | BEFORE JCT CO RD | | 1 | 15 | 05 | 01 | 22 | 2300* | 2300 | 2300 | 2300+ |
| 002 | 250.50 | AT ADC LOCATION R064 | | 1 | | | | | 2700* | 2700* | 2700* | 2700* |
| 002 | 250.76 | BEFORE JCT SR 28*TWELFTH ST | | 1 | | | | | 4100* | 4100 | 4100 | 3800* |
| 002 | 250.76 | AFTER JCT SR 28*TWELFTH ST | | 1 | | | | | 6500* | 6700 | 6600 | 6000* |
| 002 | 251.55 | BEFORE JCT SR 25 | | 1 | | | | | 5300* | 5400 | 5300 | 5300* |
| 002 | 251.55 | AFTER JCT SR 25 | | 1 | | | | | 4500* | 4600 | 4600 | 4500 |
| 002 | 261.09 | BEFORE JCT SR 231*CO RD | | 1 | 10 | 05 | 01 | 16 | 4300 | 4100+ | 4100 | 4100 |
| 002 | 261.09 | AFTER JCT SR 231*CO RD | | 1 | | | | | 4700 | 4500* | 4500 | 4500 |
| 002 | 263.97 | BEFORE JCT SR 231*ASPEN ST | | 1 | | | | | 6200 | 6000* | 6000 | 6000 |
| 002 | 263.97 | AFTER JCT SR 231*ASPEN ST | | 1 | | | | | 6500 | 6100* | 6100 | 6100 |
| 002 | 271.17 | BEFORE JCT WOOD RD*ESPANOLA RD | | 1 | 07 | 03 | 01 | 11 | 5800* | 5900 | 5800 | 5800+ |
| 002 | 273.18 | AFTER JCT BROOKS RD | | 1 | | | | | 6800 | 6900 | 8700* | 8700 |
| 002 | 277.22 | BEFORE JCT CRAIG RD | | 1 | | | | | | | | 18000* |
| 002 | 277.22 | AFTER JCT CRAIG RD | | 1 | | | | | | | | 19000* |
| 002 | 277.73 | AFTER JCT LUNDSTROM ST | | 1 | | | | | 23000 | 21000 | 20000* | 20000 |
| 002 | 279.23 | BEFORE JCT HAYFORD RD | | 1 | | | | | 24000 | 22000* | 23000 | 23000 |
| 002 | 279.23 | AFTER JCT HAYFORD RD | | 1 | | | | | 20000 | 19000* | 20000 | 20000 |
| 002 | 281.64 | AFTER JCT SUNSET FRONTAGE RD | | 1 | | | | | 20000 | 20000* | 20000 | 21000 |
| 002 | ** 287.24 | BEFORE JCT RIVERSIDE AVE | C | 1 | | | | | | 18000* | 20000 | 21000 |
| 002 | 287.32 | BEFORE JCT SR 290*MAIN AVE | C | 1 | | | | | 21000 | 18000* | 20000 | 20000 |
| 002 | 289.66 | BEFORE JCT GARLAND AVE*EMPIRE AVE | | 1 | | | | | | | | 44000* |
| 002 | 289.79 | AT ADC LOCATION R021 | | 1 | | | | | 36000 | 42000* | 46000* | 47000* |
| 002 | 291.06 | BEFORE JCT DALKE AVE | | 1 | | | | | | | | 39000* |
| 002 | 291.18 | BEFORE JCT SR 291*FRANCIS AVE | | 1 | | | | | 35000 | 35000 | 39000* | 38000* |

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| STATE ROUTE | STATE ROUTE MILEPOST | LOCATION | COUPLET | FUNCT CLASS | TRUCK PERCENTAGES SNGL | DBL | TRIPLE | TOTAL | AVERAGE DAILY TRAFFIC VOLUME 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 002 | 291.18 | AFTER JCT SR 291*FRANCIS AVE | | 1 | | | | | | | 42000* | 41000 |
| 002 | 291.55 | AFTER JCT WEDGEWOOD AVE | | 1 | | | | | 44000 | 37000* | 40000 | 41000 |
| 002 | 292.86 | BEFORE JCT SR 395 | | 1 | | | | | | | | 31000* |
| 002 | 292.86 | AFTER JCT SR 395 | | 1 | | | | | | | | 17000* |
| 002 | 292.95 | AFTER JCT COUNTRY HOMES BLVD | | 1 | | | | | 17000* | 18000 | 19000 | 22000* |
| 002 | 293.53 | AFTER JCT GRAVES ST | | 1 | | | | | | | | 21000* |
| 002 | 297.25 | BEFORE JCT SR 206*CO RD | | 1 | | | | | 20000* | 21000 | 21000 | 23000* |
| 002 | 297.25 | AFTER JCT SR 206*CO RD | | 1 | | | | | 23000* | 24000 | 24000 | 24000* |
| 002 | 298.28 | AFTER JCT DAY-MT SPOKANE RD | | 1 | | | | | 20000* | 21000 | 21000 | 21000* |
| 002 | 299.86 | BEFORE JCT MEDIAN XROAD*COLBERT RD | | 1 | | | | | | | | 21000* |
| 002 | 299.86 | AFTER JCT MEDIAN XROAD*COLBERT RD | | 1 | | | | | | | | 18000* |
| 002 | 301.40 | AT ADC LOCATION P28 | | 1 | | | | | 16000* | 16000* | 17000* | 17000 |
| 002 | 305.50 | BEFORE JCT DENNISON-CHATTAROY RD | | 1 | | | | | 13000* | 14000 | 14000 | 14000* |
| 002 | 305.50 | AFTER JCT DENNISON-CHATTAROY RD | | 1 | 07 | 02 | 01 | 10 | 11000* | 12000 | 12000 | 12000+ |
| 002 | 309.40 | BEFORE JCT LAUREL RD | | 1 | | | | | 9300 | 9600 | 10000* | 10000 |
| 002 | 310.91 | AFTER JCT BAILEY RD | | 1 | 08 | 03 | 01 | 11 | | | | 9900+ |
| 002 | 311.99 | AT W LITTLE SPOKANE RIVER | | 1 | | | | | 9000* | 9200 | 9500 | 8800 |
| 002 | 313.42 | BEFORE JCT BRIDGES ELK HWY | | 1 | | | | | 9200* | 9500 | 9800 | 9100* |
| 002 | 313.42 | AFTER JCT BRIDGES ELK HWY | | 1 | | | | | 7700* | 8000 | 8200 | 7900* |
| 002 | 315.71 | BEFORE JCT ALLEN RD | | 1 | | | | | 5900 | 6000* | 6200 | 6100 |
| 002 | 321.24 | BEFORE JCT SR 211 WYE CONN | | 1 | | | | | 5500* | 5600 | 5800 | 5800* |
| 002 | 321.29 | AFTER JCT SR 211 | | 1 | 08 | 04 | 02 | 15 | 4300* | 4300 | 4400 | 4800+ |
| 002 | 324.43 | BEFORE JCT CAMDEN RD | | 1 | | | | | | 4000* | 4000 | 4000 |
| 002 | 325.63 | BEFORE JCT SOUTH SHORE RD | | 1 | | | | | 4700 | 4400* | 4500 | 4400 |
| 002 | 328.60 | AFTER JCT SOUTH SHORE RD | | 1 | | | | | | 4800* | 4800 | 4800 |
| 002 | 332.98 | AFTER JCT 7TH ST | | 1 | 08 | 03 | 01 | 12 | | | | 7000+ |
| 002 | 333.45 | BEFORE JCT CALISPEL AVE | | 1 | | | | | | | | 7300* |
| 002 | 333.45 | AFTER JCT CALISPEL AVE | | 1 | | | | | | | | 7100* |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 002 | 333.89 | BEFORE JCT SR 2 CONEWPRT (COUPLET) | | 1 | | | | | | | 7100* | 7100 |
| 002 | ** 333.91 | AFTER JCT SR 2 CONEWPRT WYE CONN | C | 1 | | | | | | | 4800* | 4800 |
| 002 | 333.96 | AFTER JCT UNION AVE | C | 1 | | | | | | | 4800* | 4800 |
| 002 | 334.37 | BEFORE JCT SR 2 CONEWPRT WYE CONN | C | 1 | | | | | | | 5400* | 5400 |
| 002 | 334.38 | AFTER JCT SR 2 CONEWPRT (COUPLET) | | 1 | | | | | | | 12000* | 12000 |
| 002 | 334.51 | BEFORE JCT SR 41*CITY ST | | 1 | | | | | 10000 | 9600* | 9600 | 9600 |
| | STATE ROUTE NO 002 COUPLET BROWNE SR 2 TO SR 90 UXING | | | | | | | | | | | |
| 002COBROWNE | ** 287.64 | AFTER JCT SR 290*MAIN ST | | 1 | | | | | 18000 | 17000* | 19000 | 19000 |
| 002COBROWNE | 287.71 | AFTER JCT RIVERSIDE AVE | | 1 | | | | | | 20000* | 22000 | 23000 |
| | STATE ROUTE NO 002 COUPLET EVRETT HOME ACRES RD TO SR 2 UXING | | | | | | | | | | | |
| 002COEVRETT | ** 001.64 | BEFORE JCT SR 529-MAPLE ST | | 1 | | | | | | | | 8800* |
| | STATE ROUTE NO 002 COUPLET NEWPRT UNION AVE TO 4TH ST | | | | | | | | | | | |
| 002CONEWPRT | ** 334.39 | AFTER JCT SR 2 WYE CONN | | 1 | | | | | | | 9000* | 9200 |
| 002CONEWPRT | 334.45 | AFTER JCT SR 20*WASHINGTON AVE | | 1 | | | | | | | 6400* | 6500 |
| 002CONEWPRT | 334.86 | BEFORE JCT SR 2 WYE CONN | | 1 | | | | | | | 5400* | 5500 |
| | STATE ROUTE NO 003 MAINLINE SR 101/SHELTON TO SR 104 | | | | | | | | | | | |
| 003 | 000.00 | AT SR 101 UXING*BEG ROUTE | | 1 | | | | | 6500 | 6500 | 6700* | 6800 |
| 003 | 000.11 | AFTER RAMP SR 101 | | 1 | | | | | 11000 | 11000 | 11000* | 11000 |
| 003 | 001.49 | BEFORE JCT ARCADIA AVE | | 1 | 06 | 02 | | 08 | 11000* | 12000 | 12000 | 12000+ |
| 003 | 001.51 | AFTER JCT ARCADIA AVE WYE CONN | | 1 | | | | | 12000* | 12000 | 13000 | 12000* |
| 003 | 002.25 | BEFORE JCT HARVARD AVE | | 1 | | | | | 16000 | 14000* | 15000 | 15000 |
| 003 | 002.31 | AFTER JCT MILL ST | | 1 | | | | | 20000 | 19000* | 19000 | 20000 |
| 003 | 002.71 | BEFORE JCT RAILROAD AVE*S FIRST ST | | 1 | | | | | 14000* | 14000 | 15000 | 13000* |
| 003 | 002.71 | AFTER JCT RAILROAD AVE*S FIRST ST | | 1 | | | | | 4300* | 4500 | 4600 | 4200* |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 003 | 002.93 | AFTER JCT PINE ST*FRONT ST | | 1 | | | | | 12000 | 9100* | 9300 | 9400 |
| 003 | 008.89 | BEFORE JCT DEER CREEK RD | | 1 | | | | | | 13000* | 14000 | 14000 |
| 003 | 008.89 | AFTER JCT DEER CREEK RD | | 1 | | | | | | 13000* | 13000 | 13000 |
| 003 | 008.96 | BEFORE JCT AGATE RD WYE CONN | | 1 | | | | | 13000 | 13000* | 13000 | 13000 |
| 003 | 008.99 | AFTER JCT AGATE RD | | 1 | | | | | 9400 | 8500* | 8700 | 8700 |
| 003 | 010.76 | AFTER JCT PICKERING RD | | 1 | 05 | 02 | 01 | 07 | 7400 | 6100+ | 6200 | 6300 |
| 003 | 020.32 | BEFORE JCT GRAPEVIEW LOOP RD | | 1 | 06 | 02 | | 09 | 5300* | 5500 | 5600 | 5200+ |
| 003 | 020.32 | AFTER JCT GRAPEVIEW LOOP RD | | 1 | | | | | 7600* | 7900 | 8100 | 7000* |
| 003 | 021.24 | BEFORE JCT E NORTH BAY RD WYE CONN | | 1 | | | | | 12000 | 8900* | 9100 | 9200 |
| 003 | 023.26 | BEFORE JCT SR 302-VICTOR CUTOFF RD | | 1 | 06 | 02 | | 08 | 7000* | 7100 | 7400 | 6100+ |
| 003 | 023.26 | AFTER JCT SR 302-VICTOR CUTOFF RD | | 1 | 06 | 01 | | 07 | 8000* | 8100 | 8500 | 8200+ |
| 003 | 024.91 | BEFORE JCT SR 106 | | 1 | | | | | 10000 | 9700* | 10000 | 10000 |
| 003 | 024.95 | AFTER JCT SR 106 WYE CONN | | 1 | | | | | 14000 | 13000* | 14000 | 14000 |
| 003 | 026.34 | BEFORE JCT BELFAIR ST | | 1 | | | | | | | | 16000* |
| 003 | 026.38 | BEFORE JCT SR 300 | | 1 | | | | | 14000* | 15000 | 15000 | 15000 |
| 003 | 026.38 | AFTER JCT SR 300 | | 1 | | | | | 10000* | 11000 | 11000 | 11000* |
| 003 | 027.08 | SGN ENT BELFAIR | | 1 | | | | | 13000* | 13000 | 14000 | 15000* |
| 003 | 030.51 | BEFORE JCT IMPERIAL WAY | | 1 | | | | | 13000* | 13000 | 13000 | 12000 |
| 003 | 030.51 | AFTER JCT IMPERIAL WAY | | 1 | | | | | 14000* | 14000 | 15000 | 14000* |
| 003 | 032.60 | AFTER JCT SUNNYSLOPE RD | | 1 | | | | | 16000* | 16000 | 17000 | 16000* |
| 003 | 037.86 | BEFORE RAMP AUTO CENTER WAY | | 1 | | | | | | | | 39000* |
| 003 | 038.04 | BEFORE RAMP SR 310 | | 1 | | | | | 37000* | 39000 | 42000 | 42000 |
| 003 | 038.75 | AFTER RAMP SR 310 | | 1 | | | | | 47000* | 49000 | 53000 | 50000* |
| 003 | 042.93 | BEFORE RAMP NEWBERRY HILL RD | | 1 | | | | | 51000 | 47000* | 51000 | 51000 |
| 003 | 044.33 | AT ADC LOCATION R050 | | 1 | | | | | 34000* | 35000* | 38000* | 38000* |
| 003 | 045.91 | AT SR 303(WAAGA WAY) | | 1 | | | | | | | | 37000* |
| 003 | 045.99 | AFTER RAMP CLEAR CREEK RD | | 1 | | | | | 35000* | 36000 | 39000 | 37000 |
| 003 | 046.18 | AFTER RAMP SR 303(WAAGA WAY) | | 1 | | | | | 40000* | 42000 | 45000 | 43000* |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 003 | 047.87 | BEFORE RAMP LUOTO RD | | 1 | | | | | 34000* | 35000 | 38000 | 38000* |
| 003 | 048.48 | AT SR 308 BRIDGE | | 1 | | | | | 26000* | 27000 | 30000 | 31000* |
| 003 | 049.01 | AFTER RAMP SR 308 | | 1 | | | | | 30000* | 31000 | 33000 | 32000* |
| 003 | 052.41 | BEFORE RAMP SR 305 | | 1 | | | | | 22000 | 24000* | 26000 | 28000* |
| 003 | 052.41 | AFTER RAMP SR 305 | | 1 | 06 | 03 | 01 | 10 | | | | 19000+ |
| 003 | 053.28 | AFTER RAMP SR 305 | | 1 | | | | | 17000 | 19000* | 20000 | 20000 |
| 003 | 056.03 | BEFORE JCT PIONEER WAY*TYTLER RD NE | | 1 | 06 | 04 | 01 | 12 | 15000* | 16000 | 17000 | 15000+ |
| 003 | 056.03 | AFTER JCT PIONEER WAY*TYTLER RD NE | | 1 | 07 | 04 | 01 | 13 | 13000* | 14000 | 15000 | 14000+ |
| 003 | 058.13 | AFTER JCT SUNSET WAY NE | | 1 | 06 | 04 | 01 | 11 | | | | 14000+ |
| 003 | 059.97 | BEFORE JCT SR 104 WYE CONN | | 1 | | | | | | | | 14000* |
| | STATE ROUTE NO 004 MAINLINE SR 101/PAC. CO. TO SR 5 | | | | | | | | | | | |
| 004 | 000.06 | AFTER JCT SR 101 WYE CONN | | 1 | | | | | 2000* | 2000 | 2100 | 1900* |
| 004 | 004.75 | BEFORE JCT SR 401 | | 1 | | | | | 2500 | 2200* | 2600* | 2700 |
| 004 | 004.75 | AFTER JCT SR 401 | | 1 | | | | | 4200 | 3300* | 3500* | 3600 |
| 004 | 006.29 | BEFORE JCT UPPER NASELLE RD | | 1 | | | | | | | | 2700* |
| 004 | 006.29 | AFTER JCT UPPER NASELLE RD | | 1 | 11 | 04 | 01 | 16 | | | | 2500+ |
| 004 | 008.54 | BEFORE JCT SALMON CREEK RD | | 1 | 13 | 06 | 01 | 20 | 2700+ | 2800 | 2800 | 2800 |
| 004 | 008.54 | AFTER JCT SALMON CREEK RD | | 1 | 12 | 05 | 01 | 18 | 2400+ | 2400 | 2500 | 2500 |
| 004 | 012.19 | AFTER JCT MILLER POINT RD | | 1 | 12 | 06 | 01 | 19 | | | 2000+ | 2000 |
| 004 | 015.06 | BEFORE JCT ALTOONA-PILLER RCK*CO RD | | 1 | | | | | 2300* | 2300 | 2400 | 1800* |
| 004 | 015.06 | AFTER JCT ALTOONA-PILLER RCK*CO RD | | 1 | 16 | 05 | 02 | 22 | | | | 1600+ |
| 004 | 017.16 | AFTER JCT LOOP RD | | 1 | 15 | 05 | 02 | 23 | 1800* | 1800 | 1800 | 1500+ |
| 004 | 019.75 | AFTER JCT FOSSIL CREEK RD | | 1 | 15 | 08 | 02 | 25 | 1500 | 1500+ | 1500 | 1500 |
| 004 | 025.58 | BEFORE JCT BJORNSGARD RD | | 1 | 15 | 07 | 02 | 24 | 1700* | 1800 | 1800 | 1400+ |
| 004 | 028.98 | BEFORE JCT SKAMOKAWA VALLEY RD | | 1 | | | | | 2200* | 2300 | 2300 | 1800* |
| 004 | 034.87 | BEFORE JCT MILL RD*ELOCHOMAN VALLEY | | 1 | 12 | 05 | 01 | 18 | 2600 | 2200+ | 2300 | 2300 |
| 004 | 035.53 | BEFORE JCT SR 409*GREENWOOD RD | | 1 | | | | | 3700* | 3700 | 3500* | 3600 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 004 | 035.53 | AFTER JCT SR 409*GREENWOOD RD | | 1 | | | | | 4400 | 4400 | 4100* | 4300* |
| 004 | 036.46 | BEFORE JCT BOEGE RD | | 1 | | | | | 4300* | 4300 | 4100 | 4600* |
| 004 | 036.48 | AFTER JCT COLUMBIA ST | | 1 | | | | | 3400* | 3500 | 3300 | 3600* |
| 004 | 045.38 | BEFORE JCT EX-ENT COUNTY LINE PARK | | 1 | 11 | 05 | 01 | 17 | 3100* | 3200 | 3200 | 3200+ |
| 004 | 047.64 | BEFORE JCT MILL CREEK RD | | 1 | 10 | 05 | 01 | 15 | 3200* | 3300 | 3300 | 3100+ |
| 004 | 047.65 | AFTER JCT MILL CREEK RD WYE CONN | | 1 | | | | | 4300* | 4300 | 4400 | 4200 |
| 004 | 055.14 | AT ADC LOCATION R078 | | 1 | | | | | | | 5400* | 5700* |
| 004 | 055.26 | AFTER JCT SR 432 WYE CONN | | 1 | | | | | 7300* | 7400 | 7500 | 6800* |
| 004 | 056.75 | BEFORE JCT 46TH AVE | | 1 | | | | | 10000 | 10000 | 12000* | 12000* |
| 004 | 056.75 | AFTER JCT 46TH AVE | | 1 | | | | | | | | 15000* |
| 004 | 057.25 | BEFORE JCT 42ND AVE | | 1 | | | | | | | 16000* | 16000 |
| 004 | 057.25 | AFTER JCT 42ND AVE | | 1 | | | | | | | 18000* | 18000 |
| 004 | 057.75 | BEFORE JCT 38TH AVE | | 1 | | | | | 20000 | 20000* | 21000 | 22000 |
| 004 | 057.75 | AFTER JCT 38TH AVE | | 1 | | | | | 21000 | 22000* | 21000* | 21000 |
| 004 | 058.72 | BEFORE JCT 32ND AVE | | 1 | | | | | | | 24000* | 25000 |
| 004 | 058.72 | AFTER JCT 32ND AVE | | 1 | | | | | | | 26000* | 26000 |
| 004 | 058.93 | BEFORE JCT 30TH AVE | | 1 | | | | | | | 25000* | 25000 |
| 004 | 058.93 | AFTER JCT 30TH AVE | | 1 | | | | | | | 27000* | 28000 |
| 004 | 059.26 | AFTER JCT NW NICHOLS BLVD WYE CONN | | 1 | | | | | | | | 26000* |
| 004 | 060.78 | BEFORE JCT SR 4 WYE CONN | | 1 | | | | | 22000 | 21000* | 22000 | 22000 |
| 004 | 060.80 | AFTER JCT CATLIN ST | | 1 | | | | | 36000 | 34000* | 35000 | 40000* |
| 004 | 060.88 | AFTER JCT 7TH AVE SW*W MAIN ST | | 1 | | | | | 30000 | 29000* | 30000 | 31000 |
| 004 | 060.98 | BEFORE JCT LONG AVE WYE CONN | | 1 | | | | | 31000 | 29000* | 31000 | 30000* |
| 004 | 061.00 | AFTER JCT LONG AVE WYE CONN | | 1 | | | | | | | | 28000* |
| 004 | 061.44 | AFTER JCT PACIFIC AVE (OLD SR 431) | | 1 | | | | | 18000 | 18000* | 19000 | 19000 |
| 004 | 061.52 | BEFORE JCT SR 4 WYE CONN | | 1 | | | | | 17000 | 18000 | 17000* | 17000 |
| 004 | ** 061.54 | AFTER JCT SR 4 WYE CONN | C | 1 | | | | | 7800 | 7900 | 7800* | 7900 |
| 004 | 061.72 | BEFORE JCT SR 4 COKELSO*5TH AVE S | C | 1 | | | | | 17000 | 17000 | 18000 | 16000* |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 004 | 061.73 | AFTER JCT SR 4 COUPLET WYE CONN | | 1 | | | | | 19000 | 19000 | 20000 | 17000* |
| 004 | 062.10 | BEFORE JCT PVT RD*THREE RIVERS DR | | 1 | | | | | | | 17000* | 17000 |
| 004 | 062.18 | BEFORE JCT ALLEN DR | | 1 | | | | | 18000 | 18000 | 16000* | 17000* |
| 004 | 062.21 | BEFORE JCT OFF RAMP WYE CONN | | 1 | | | | | 18000 | 19000 | 18000* | 17000* |
| 004 | 062.28 | AT SR 5 NB | | 1 | | | | | | | 15000* | 15000 |
| | STATE ROUTE NO 004 COUPLET KELSO SR 4 TO 4TH AVE N | | | | | | | | | | | |
| 004COKELSO | ** 061.73 | AFTER JCT SR 4 WYE CONN | | 1 | | | | | 7600 | 7700 | 8100 | 7100* |
| 004COKELSO | 061.92 | BEFORE JCT 4TH AVE N*SR 4 | | 1 | | | | | 11000 | 12000 | 11000* | 11000 |
| | STATE ROUTE NO 005 MAINLINE OREGON ST LINE TO CANADA | | | | | | | | | | | |
| 005 | 000.00 | OREGON STATE LINE | | 5 | | | | | 115000* | 120000* | 122000* | 122000* |
| 005 | 001.98 | BEFORE ADC LOCATION P5 | | 5 | | | | | 110000 | 115000 | 113000* | 113000* |
| 005 | 006.99 | BEFORE RAMP NE 134TH ST | | 5 | | | | | | 58000* | 59000 | 59000* |
| 005 | 008.23 | AFTER RAMP SR 205 | | 5 | | | | | 69000 | 75000* | 77000 | 87000* |
| 005 | 013.87 | BEFORE RAMP SR 501 | | 5 | | | | | | | | 72000* |
| 005 | 014.55 | AFTER RAMP SR 501 | | 5 | | | | | 53000 | 54000 | 56000 | 60000* |
| 005 | 020.71 | BEFORE RAMP LEWIS RVR DR*ADC R045 | | 5 | | | | | 54000 | 55000 | 55000* | 60000* |
| 005 | 022.19 | AFTER RAMP SR 503 | | 5 | | | | | 51000 | 52000 | 46000* | 46000 |
| 005 | 023.18 | AFTER RAMP DIKE RD | | 5 | | | | | 53000 | 54000 | 54000* | 54000 |
| 005 | 028.22 | AFTER RAMP TODD RD | | 5 | | | | | 50000 | 52000 | 53000* | 53000 |
| 005 | 031.91 | BEFORE RAMP KALAMA RIVER RD | | 5 | | | | | | | | 56000* |
| 005 | 036.30 | BEFORE RAMP SR 432 | | 5 | | | | | | | | 55000* |
| 005 | 036.97 | AT SR 432 | | 5 | | | | | | | | 37000* |
| 005 | 039.44 | BEFORE RAMP SR 4 | | 5 | | | | | 43000 | 44000 | 46000 | 48000* |
| 005 | 039.90 | AT SR 4 BRIDGE | | 5 | | | | | | | | 42000* |
| 005 | 040.19 | AFTER RAMP ALLEN ST*SR 4 | | 5 | | | | | | | | 48000* |
| 005 | 042.10 | BEFORE RAMP OSTRANDER RD | | 5 | | | | | | | 45000* | 45000 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 005 | 049.35 | BEFORE RAMP SR 411 | | 5 | | | | | 42000 | 43000 | 38000* | 38000 |
| 005 | 050.41 | AFTER RAMP SR 504 | | 5 | | | | | 40000 | 41000 | 35000* | 36000 |
| 005 | 059.21 | BEFORE RAMP SR 506 | | 5 | | | | | 41000 | 42000 | 37000 | 46000* |
| 005 | 059.66 | AFTER RAMP SR 506 | | 5 | | | | | 39000 | 40000 | 36000 | 42000* |
| 005 | 068.94 | AFTER RAMP SR 12 | | 5 | | | | | | | 45000* | 45000 |
| 005 | 071.51 | AFTER RAMP SR 508 | | 5 | | | | | 45000 | 55000* | 56000 | 57000 |
| 005 | 073.21 | AFTER RAMP RUSH RD | | 5 | | | | | | | | 52000* |
| 005 | 078.39 | AFTER RAMP MAIN ST | | 5 | | | | | 62000 | 63000* | 65000 | 65000 |
| 005 | 086.32 | AT ADC LOCATION R019 | | 5 | | | | | 51000* | 52000* | 53000 | 55000* |
| 005 | 098.88 | BEFORE RAMP 93RD AVE SW | | 5 | | | | | 49000 | 51000* | 52000 | 53000 |
| 005 | 099.77 | AFTER RAMP SR 121 | | 5 | | | | | 50000 | 56000* | 58000* | 58000 |
| 005 | 106.70 | AT ADC LOCATION P4 | | 5 | | | | | 122000* | 124000 | 127000* | 130000 |
| 005 | 131.18 | AT ADC LOCATION R034 | | 5 | | | | | 173000* | 176000* | 183000* | 187000 |
| 005 | 136.80 | AT ADC LOCATION S837 | | 5 | | | | | 163000 | 167000* | 171000 | 178000* |
| 005 | 137.45 | AT SR 99 | | 5 | | | | | 139000 | 141000* | 144000 | 148000 |
| 005 | 137.91 | AFTER RAMP SR 99 | | 5 | | | | | 156000 | 159000* | 163000 | 166000 |
| 005 | 142.42 | AFTER RAMP SR 18 WB | | 5 | | | | | 149000 | 152000* | 155000 | 159000 |
| 005 | 143.83 | AT S 320TH ST | | 5 | | | | | 133000 | 135000* | 138000 | 141000 |
| 005 | 144.57 | AFTER RAMP S 320TH ST | | 5 | | | | | 164000 | 167000* | 171000 | 175000 |
| 005 | 146.81 | AT S 272ND ST BRIDGE | | 5 | | | | | 154000 | 157000* | 160000 | 164000 |
| 005 | 148.07 | AT ADC LOCATION S809 | | 5 | | | | | 180000 | 179000* | 183000 | 187000 |
| 005 | 149.17 | AT SR 516 BRIDGE | | 5 | | | | | 165000 | 166000* | 170000 | 175000 |
| 005 | 149.83 | AFTER RAMP SR 516 | | 5 | | | | | 190000 | 191000* | 195000 | 200000 |
| 005 | 151.18 | AT MILITARY RD | | 5 | | | | | 181000 | 183000* | 187000 | 191000 |
| 005 | 151.50 | AFTER RAMP MILITARY RD | | 5 | | | | | 191000 | 192000* | 196000 | 201000 |
| 005 | 152.39 | ENTERING CITY OF TUKWILA | | 5 | | | | | 172000 | 175000* | 179000 | 184000 |
| 005 | 164.80 | AT S KING ST | | 5 | | | | | 154000 | 157000 | 159000 | 154000* |
| 005 | ** 165.29 | AFTER JCT EXPRESS LANES | | 5 | | | | | 129000 | 131000 | 133000 | 131000* |

** REVERSIBLE TRAFFIC NOT INCLUDED

* 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
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| STATE ROUTE | STATE ROUTE MILEPOST | LOCATION | COUPLET | FUNCT CLASS | TRUCK PERCENTAGES SNGL | DBL | TRIPLE | TOTAL | AVERAGE DAILY TRAFFIC VOLUME 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 005 | ** 165.67 | AFTER RAMP CHERRY ST | | 5 | | | | | 197000 | 201000 | 203000 | 198000* |
| 005 | ** 165.91 | AFTER RAMP UNION ST-7TH AVE | | 5 | | | | | 225000 | 230000 | 233000 | 225000* |
| 005 | ** 166.66 | AFTER RAMP STEWART ST*DENNY WAY | | 5 | | | | | 209000 | 213000 | 216000 | 198000* |
| 005 | ** 167.35 | AFTER RAMP MERCER ST | | 5 | | | | | 244000 | 250000 | 252000 | 233000* |
| 005 | ** 167.37 | BEFORE RAMP ROANOKE ST*LAKEVIEW BLV | | 5 | | | | | 244000 | 250000 | 252000 | 233000* |
| 005 | ** 167.39 | AFTER RAMP BOYLSTON AVE E | | 5 | | | | | 234000 | 239000 | 242000 | 223000* |
| 005 | ** 168.06 | AT SR 520 WB | | 5 | | | | | 173000 | 177000 | 179000 | 164000* |
| 005 | ** 170.64 | AT NE 70TH ST | | 5 | | | | | 175000 | 167000* | 169000 | 166000* |
| 005 | ** 170.91 | AFTER RAMP SR 522 | | 5 | | | | | 186000 | 179000* | 181000 | 176000* |
| 005 | ** 171.50 | AT N 85TH ST | | 5 | | | | | | | | 157000* |
| 005 | ** 171.76 | AFTER RAMP 80TH-85TH ST | | 5 | | | | | 180000 | 183000* | 185000 | 180000 |
| 005 | 172.52 | AFTER SB EXPRESS LANES | | 5 | | | | | 196000 | 192000* | 194000 | 188000* |
| 005 | 173.10 | AFTER RAMP NE NORTHGATE WAY | | 5 | | | | | 219000 | 206000* | 208000 | 215000* |
| 005 | 174.14 | BEFORE RAMP SR 523-NE 145TH ST | | 5 | | | | | 199000 | 197000* | 199000 | 199000* |
| 005 | 174.58 | AT SR 523-NE 145TH ST | | 5 | | | | | 169000 | 171000* | 173000 | 173000* |
| 005 | 175.00 | AFTER RAMP SR 523-NE 145TH ST | | 5 | | | | | 185000 | 189000* | 191000 | 188000* |
| 005 | 175.74 | AFTER RAMP METRO TRANSIT | | 5 | | | | | 185000 | 188000* | 190000 | 189000* |
| 005 | 176.13 | AT NE 175TH ST BRIDGE | | 5 | | | | | 162000 | 166000* | 168000 | 168000* |
| 005 | 176.72 | AT ADC LOCATION P3 | | 5 | | | | | 177000* | 181000* | 183000* | 181000* |
| 005 | 177.76 | LEAVING CITY OF SHORELINE | | 5 | | | | | 149000 | 152000 | 159000* | 155000* |
| 005 | 178.61 | AFTER RAMP SR 104 NBCD LANE | | 5 | | | | | 163000 | 167000 | 180000* | 184000* |
| 005 | 179.29 | AT 220TH ST | | 5 | | | | | 143000 | 146000 | 160000* | 167000* |
| 005 | 179.88 | AFTER RAMP 220TH ST SW | | 5 | | | | | 165000 | 168000 | 185000* | 193000* |
| 005 | 180.75 | AT SR 524 SPCEDRWY BRIDGE | | 5 | | | | | 134000 | 137000 | 149000* | 167000* |
| 005 | 182.15 | BEFORE RAMP SR 405*SR 525 | | 5 | | | | | 168000 | 172000 | 178000* | 184000* |
| 005 | 182.57 | AT SR 405 | | 5 | | | | | 119000 | 121000 | 127000* | 138000* |
| 005 | 183.12 | AFTER RAMP SB SR 405 | | 5 | | | | | 162000 | 165000 | 169000 | 183000* |
| 005 | 184.44 | AT ADC LOCATION P1 | | 5 | | | | | | | 158000* | 170000* |

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+ 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 005 | 186.43 | AT SR 96/128TH ST SW | | 5 | | | | | 115000 | 118000 | 121000 | 134000* |
| 005 | 186.87 | AFTER RAMP SR 96 | | 5 | | | | | 141000 | 144000 | 147000 | 159000* |
| 005 | 189.31 | AT SR 527 | | 5 | | | | | 95000 | 97000 | 99000 | 106000* |
| 005 | 193.29 | AT ADC LOCATION R082 | | 5 | | | | | 146000 | 149000 | 153000 | 158000* |
| 005 | 207.76 | AT ADC LOCATION R001 | | 5 | | | | | 68000* | 72000* | 73000* | 77000* |
| 005 | 215.51 | AFTER RAMP 300TH ST NW | | 5 | | | | | 47000 | 50000 | 57000* | 54000* |
| 005 | 229.60 | BEFORE RAMP SR 20 | | 5 | | | | | 57000 | 61000* | 62000 | 65000 |
| 005 | 230.79 | BEFORE RAMP SR 11 | | 5 | | | | | | | 52000* | 52000 |
| 005 | 231.50 | AFTER RAMP SR 11 | | 5 | | | | | 40000 | 40000 | 50000* | 50000 |
| 005 | 233.26 | AFTER RAMP COOK RD | | 5 | | | | | 36000 | 35000 | 44000* | 45000 |
| 005 | 236.85 | AFTER RAMP BOW HILL RD | | 5 | | | | | 34000 | 36000* | 38000 | 43000* |
| 005 | 241.36 | AFTER RAMP LAKE SAMISH RD | | 5 | | | | | 34000 | 35000* | 36000 | 37000 |
| 005 | 242.63 | ENTERING WHATCOM COUNTY | | 5 | | | | | | | 39000* | 39000 |
| 005 | 243.30 | AFTER RAMP NULLE RD | | 5 | | | | | | | 44000* | 44000 |
| 005 | 246.65 | AFTER RAMP SAMISH HWY | | 5 | | | | | | 36000* | 37000 | 43000* |
| 005 | 252.64 | BEFORE RAMP LAKEWAY DR | | 5 | 06 | 07 | 03 | 16 | | | 47000+ | 47000 |
| 005 | 253.62 | BEFORE RAMP IOWA ST | | 5 | | | | | | | 48000* | 48000 |
| 005 | 253.96 | AFTER RAMP IOWA ST | | 5 | 05 | 08 | 03 | 16 | | | 53000+ | 53000 |
| 005 | 255.25 | AFTER RAMP SR 542 | | 5 | 04 | 07 | 03 | 14 | 55000 | 54000 | 54000+ | 55000 |
| 005 | 256.67 | AFTER RAMP SR 539 | | 5 | 05 | 07 | 02 | 14 | 42000 | 41000 | 42000+ | 42000 |
| 005 | 257.33 | AFTER RAMP NORTHWEST AVE | | 5 | | | | | 41000 | 41000* | 42000 | 47000* |
| 005 | 258.30 | AFTER RAMP BAKERVIEW RD | | 5 | | | | | 41000 | 42000* | 44000 | 44000 |
| 005 | 260.13 | AT SLATER RD | | 5 | | | | | 32000 | 35000* | 36000 | 40000* |
| 005 | 261.33 | AT ADC LOCATION P04 | | 5 | | | | | 38000* | 38000* | 39000 | 39000 |
| 005 | 262.89 | AFTER RAMP AXTON RD | | 5 | | | | | | | | 38000* |
| 005 | 265.67 | BEFORE RAMP SR 548 | | 5 | | | | | 29000 | 27000* | 28000 | 33000* |
| 005 | 269.41 | AT ADC LOCATION S803 | | 5 | | | | | | | 25000* | 25000* |
| 005 | 270.56 | AFTER RAMP BIRCH BAY-LYNDEN RD | | 5 | | | | | 27000 | 21000* | 21000 | 22000 |

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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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 005 | 274.76 | BEFORE RAMP SR 543 | | 5 | | | | | 24000 | 19000* | 20000 | 20000* |
| 005 | 275.00 | AFTER RAMP SR 543 | | 5 | | | | | 10000 | 8100 | 8500 | 8000* |
| | STATE ROUTE NO 005 REVERSIBLE LANE 005EXP DNTWN SEATTLE TO 1ST AVE | | | | | | | | | | | |
| 005RL005EXP | 165.29 | AT JCT SR 5 NORTHBOUND | | 5 | | | | | 23000 | 25000* | 25000 | 23000* |
| 005RL005EXP | 165.62 | AFTER RAMP 5TH*COLUMBIA ST | | 5 | | | | | 27000 | 28000* | 28000 | 27000* |
| 005RL005EXP | 166.63 | AFTER RAMP STEWART ST (REVERSIBLE) | | 5 | | | | | 36000 | 39000* | 40000 | 37000* |
| 005RL005EXP | 167.26 | AFTER RAMP MERCER ST | | 5 | | | | | 48000 | 53000* | 53000 | 50000* |
| 005RL005EXP | 168.96 | AFTER RAMP NE 42ND*77TH AVE | | 5 | | | | | 45000 | 49000* | 50000 | 46000* |
| 005RL005EXP | 170.54 | AFTER RAMP SR 522 | | 5 | | | | | 36000 | 41000* | 41000 | 40000 |
| 005RL005EXP | 172.43 | AT JCT SR 5 | | 5 | | | | | 32000 | 36000* | 37000 | 38000* |
| | STATE ROUTE NO 006 MAINLINE SR 101/RAYMOND TO SR 5 | | | | | | | | | | | |
| 006 | 000.00 | AFTER JCT SR 101*BEG ROUTE | | 2 | | | | | 6600 | 5700* | 5900 | 5900 |
| 006 | 049.08 | BEFORE JCT CO RD (OLD SR 603) | | 2 | | | | | 5600* | 5800 | 5900 | 6000 |
| 006 | 049.08 | AFTER JCT CO RD (OLD SR 603) | | 2 | | | | | 7100* | 7200 | 7500 | 7600 |
| 006 | 049.21 | AFTER JCT CHILVERS RD | | 2 | | | | | 8800* | 8900 | 9200 | 9400 |
| 006 | 050.55 | BEFORE JCT DONAHOE RD S | | 2 | 08 | 01 | | 09 | 8700* | 8800 | 9200 | 9100+ |
| 006 | 051.24 | BEFORE JCT RIVERSIDE DR | | 2 | 08 | 01 | | 10 | | 8700* | 9100 | 9300+ |
| 006 | 051.28 | AFTER RAMP SR 5 | | 2 | | | | | 12000 | 9500* | 9900 | 10000 |
| | STATE ROUTE NO 007 MAINLINE SR 12/MORTON TO SR 5/TACOMA | | | | | | | | | | | |
| 007 | 000.00 | AFTER JCT SR 12*BEG ROUTE | | 2 | | | | | 5400 | 5500 | 5700 | 5300* |
| 007 | 000.45 | BEFORE JCT SR 508*MAIN AVE | | 2 | | | | | 6000 | 6100 | 5000* | 5500* |
| 007 | 000.45 | AFTER JCT SR 508*MAIN AVE | | 2 | | | | | 4200 | 4300 | 3300* | 3300* |
| 007 | 016.82 | BEFORE JCT SR 706 | | 2 | 09 | 05 | 02 | 16 | 2300+ | 2400 | 2400 | 2400 |
| 007 | 016.82 | AFTER JCT SR 706 | | 2 | | | | | 4200* | 4300 | 4400 | 5000* |
| 007 | 040.10 | BEFORE JCT 288TH ST E | | 2 | | | | | | 8600* | 8900 | 9100 |

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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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 007 | 041.21 | BEFORE JCT WEILER RD | | 2 | | | | | | 9100* | 9500 | 9700 |
| 007 | 041.21 | AFTER JCT WEILER RD | | 2 | | | | | | 9900* | 10000 | 11000 |
| 007 | 042.01 | AFTER JCT 260TH ST E | | 2 | | | | | | | | 13000* |
| 007 | 042.40 | AFTER JCT 255TH ST E | | 2 | | | | | | 13000* | 14000 | 14000 |
| 007 | 042.64 | AFTER JCT 251ST ST | | 2 | | | | | | 14000* | 15000 | 15000 |
| 007 | 047.38 | BEFORE JCT SR 507 | | 1 | | | | | 25000 | 26000 | 27000 | 25000* |
| 007 | 047.42 | AFTER JCT SR 507 WYE CONN | | 1 | | | | | 34000 | 35000 | 36000 | 38000* |
| 007 | 048.07 | BEFORE JCT 180TH ST S | | 1 | | | | | 37000* | 38000 | 39000 | 40000 |
| 007 | 048.33 | BEFORE JCT 176TH ST S | | 1 | | | | | | 36000* | 37000 | 38000 |
| 007 | 048.33 | AFTER JCT 176TH ST S | | 1 | | | | | 41000 | 34000* | 36000 | 36000 |
| 007 | 048.48 | BEFORE JCT 174TH ST S | | 1 | | | | | | | | 41000* |
| 007 | 048.48 | AFTER JCT 174TH ST S | | 1 | | | | | | | | 31000* |
| 007 | 049.39 | AFTER JCT 159TH ST S | | 1 | | | | | | 38000* | 40000 | 40000 |
| 007 | 049.88 | BEFORE JCT MILITARY RD | | 1 | | | | | 46000 | 43000* | 45000 | 43000* |
| 007 | 049.88 | AFTER JCT MILITARY RD | | 1 | | | | | 36000* | 35000* | 36000 | 37000* |
| 007 | 050.69 | BEFORE JCT 138TH ST S | | 1 | | | | | | 34000* | 35000 | 36000 |
| 007 | 050.69 | AFTER JCT 138TH ST S | | 1 | | | | | | 34000* | 35000 | 36000 |
| 007 | 051.19 | BEFORE JCT 131ST ST S | | 1 | | | | | 37000* | 37000 | 39000 | 36000 |
| 007 | 051.19 | AFTER JCT 131ST ST S | | 1 | | | | | 39000* | 40000 | 42000 | 39000* |
| 007 | 051.81 | BEFORE JCT 121ST ST S | | 1 | | | | | | 38000* | 39000 | 40000 |
| 007 | 051.81 | AFTER JCT 121ST ST S | | 1 | | | | | | 42000* | 44000 | 45000 |
| 007 | 052.01 | BEFORE JCT 117TH ST S | | 1 | | | | | 39000* | 37000 | 39000 | 40000 |
| 007 | 052.52 | BEFORE RAMP SR 512 | | 1 | | | | | | | | 46000* |
| 007 | 052.63 | AFTER JCT 108TH ST S | | 1 | | | | | | | | 24000* |
| 007 | 055.88 | BEFORE JCT S 56TH ST | | 1 | | | | | | | | 23000* |
| 007 | 055.88 | AFTER JCT S 56TH ST | | 1 | | | | | 22000 | 23000 | 24000 | 22000* |
| 007 | 057.03 | BEFORE JCT S 38TH ST*PACIFIC AVE | | 1 | | | | | | | | 21000* |
| 007 | 057.03 | AFTER JCT S 38TH ST*PACIFIC AVE | | 1 | | | | | | | | 19000* |

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STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
T R I P S  S Y S T E M
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| STATE ROUTE | STATE ROUTE MILEPOST | LOCATION | COUPLET | FUNCT CLASS | TRUCK PERCENTAGES SNGL | DBL | TRIPLE | TOTAL | AVERAGE DAILY TRAFFIC VOLUME 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | STATE ROUTE NO 008 MAINLINE SR 12/ELMA TO SR 101/OLY | | | | | | | | | | |
| 008 | 000.00 | AT SR 12 OXING*BEG ROUTE | | 1 | 06 | 04 | 01 | 11 | 12000 | 12000 | 14000+ | 14000 |
| 008 | 000.29 | AFTER RAMP SR 12 | | 1 | | | | | 14000 | 14000 | 16000* | 16000 |
| 008 | 006.03 | BEFORE JCT SR 108 | | 1 | | | | | 13000* | 13000 | 14000 | 15000* |
| 008 | 006.03 | AFTER JCT SR 108 | | 1 | | | | | | | | 13000* |
| 008 | 007.51 | BEFORE JCT MOX CHEHALIS RD | | 1 | | | | | | | | 13000* |
| 008 | 007.51 | AFTER JCT MOX CHEHALIS RD | | 1 | | | | | | | | 15000* |
| 008 | 016.12 | BEFORE JCT SUMMIT LK*ROCKY CANDY MT | | 1 | | | | | | | | 14000* |
| 008 | 016.12 | AFTER JCT SUMMIT LK*ROCKY CANDY MT | | 1 | | | | | 13000* | 14000 | 14000 | 15000* |
| 008 | 020.67 | AT ADC LOCATION R003 WEST | | 1 | | | | | 15000* | 15000* | 16000* | 16000* |
| | | STATE ROUTE NO 009 MAINLINE SR 522 TO CANADA | | | | | | | | | | |
| 009 | 000.23 | BEFORE JCT 233RD PL SE | | 2 | | | | | | 22000* | 23000 | 24000 |
| 009 | 000.23 | AFTER JCT 233RD PL SE | | 2 | | | | | 21000 | 21000* | 22000 | 23000 |
| 009 | 001.57 | BEFORE JCT SR 524-MALTBY RD | | 2 | | | | | | | | 20000* |
| 009 | 001.57 | AFTER JCT SR 524-MALTBY RD | | 2 | | | | | | | 18000* | 18000* |
| 009 | 004.83 | BEFORE JCT 164TH ST SE | | 2 | | | | | 18000 | 18000 | 19000 | 22000* |
| 009 | 004.83 | AFTER JCT 164TH ST SE | | 2 | | | | | 17000 | 17000 | 18000 | 21000* |
| 009 | 006.78 | BEFORE JCT MONTESSORI RD | | 2 | 12 | 03 | | 15 | | 17000+ | 18000 | 18000 |
| 009 | 006.96 | BEFORE JCT BROADWAY AVE WYE CONN | | 2 | | | | | | 17000* | 19000* | 20000 |
| 009 | 006.97 | AFTER JCT SR 96-LOWELL LARIMER RD | | 2 | | | | | | 18000* | 19000* | 19000 |
| 009 | 009.41 | BEFORE RAMP SECOND ST | | 2 | | | | | 21000* | 21000 | 22000* | 22000 |
| 009 | 010.96 | BEFORE JCT OLD HWY 2 | | 2 | | | | | 15000 | 16000* | 17000 | 16000 |
| 009 | 011.79 | BEFORE JCT 56TH ST SE | | 2 | 13 | 02 | | 15 | | | | 18000+ |
| 009 | 012.14 | BEFORE RAMP SR 2 | | 2 | | | | | 21000* | 22000* | 23000 | 20000* |
| 009 | 012.30 | AFTER RAMP SR 2 | | 2 | | | | | 20000 | 23000* | 24000 | 21000* |
| 009 | 012.36 | AFTER JCT NEW BUNK FOSS RD | | 2 | | | | | 17000 | 18000* | 18000 | 16000 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 009 | 013.78 | BEFORE JCT 23RD ST SE WYE CONN | | 2 | | | | | 17000 | 17000 | 18000 | 18000* |
| 009 | 013.80 | AFTER JCT 23RD ST SE WYE CONN | | 2 | | | | | 17000 | 17000 | 18000 | 17000* |
| 009 | 015.05 | BEFORE JCT 4TH ST SE | | 2 | | | | | 18000* | 18000 | 19000 | 19000 |
| 009 | 015.05 | AFTER JCT 4TH ST SE | | 2 | 10 | 02 | | 12 | 18000+ | 18000 | 19000 | 19000 |
| 009 | 015.75 | BEFORE JCT SR 204 WYE CONN | | 2 | | | | | 17000 | 17000 | 19000* | 19000 |
| 009 | 015.77 | AFTER JCT SR 204 WYE CONN | | 2 | | | | | 23000 | 24000 | 30000* | 31000 |
| 009 | 017.49 | BEFORE JCT SR 92 | | 2 | | | | | 22000* | 23000 | 24000 | 22000* |
| 009 | 017.49 | AFTER JCT SR 92 | | 2 | | | | | 15000* | 17000 | 19000 | 15000* |
| 009 | 017.92 | AFTER JCT 42ND ST NE | | 2 | | | | | 15000 | 17000 | 18000 | 14000* |
| 009 | 019.26 | BEFORE JCT SR 528 | | 2 | | | | | 15000* | 17000 | 14000* | 15000* |
| 009 | 019.26 | AFTER JCT SR 528 | | 2 | | | | | 12000* | 14000 | 11000* | 12000* |
| 009 | 021.92 | BEFORE JCT 108TH ST NE | | 2 | | | | | 11000* | 13000 | 14000 | 11000* |
| 009 | 021.92 | AFTER JCT 108TH ST NE | | 2 | | | | | 10000* | 11000 | 12000 | 9600* |
| 009 | 026.05 | BEFORE JCT SR 531-172ND ST NE*172ND | | 2 | 09 | 02 | 01 | 12 | | | | 9000+ |
| 009 | 026.05 | AFTER JCT SR 531-172ND ST NE*172ND | | 2 | 14 | 02 | 01 | 16 | | | | 8600+ |
| 009 | 026.97 | AFTER JCT EAGLEFIELD*CROWN RIDGE | | 2 | | | | | | | | 9400* |
| 009 | 028.21 | BEFORE JCT 204TH ST NE | | 2 | | | | | 7600 | 8600 | 9500 | 9300* |
| 009 | 028.21 | AFTER JCT 204TH ST NE | | 2 | | | | | 8600* | 9700 | 11000 | 10000* |
| 009 | 028.70 | BEFORE JCT HIGHLAND DR | | 2 | | | | | 8600* | 9700 | 11000 | 10000 |
| 009 | 028.75 | AT ADC LOCATION P21 | | 2 | | | | | 7400* | 8400* | 9200* | 9800* |
| 009 | 029.46 | BEFORE JCT SR 530*DIVISION ST | | 3 | | | | | 6400* | 7200 | 8100* | 8600 |
| 009 | 029.46 | AFTER JCT SR 530*DIVISION ST | | 3 | | | | | | | 11000* | 11000 |
| 009 | 029.57 | AFTER JCT SR 530 | | 3 | | | | | | | 7300* | 7400 |
| 009 | 029.95 | AFTER JCT SCHLOMAN RD | | 3 | | | | | | | 6100* | 6200 |
| 009 | 032.88 | BEFORE JCT STANWOOD-BRYANT RD | | 3 | | | | | 4000 | 4100 | 4300 | 4000* |
| 009 | 032.88 | AFTER JCT STANWOOD-BRYANT RD | | 3 | | | | | 1600 | 1700 | 1800 | 2200* |
| 009 | 032.98 | AT ADC LOCATION R083 | | 3 | | | | | 1600* | 1700* | 1700* | 1700* |
| 009 | 035.18 | AFTER JCT FINN SETTLEMENT RD | | 3 | 09 | 01 | | 10 | | | 730+ | 740 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 009 | 040.03 | BEFORE JCT SR 534 | | 3 | | | | | 1000* | 1100 | 1100 | 1200* |
| 009 | 040.03 | AFTER JCT SR 534 | | 3 | | | | | 1200* | 1300 | 1300 | 1300* |
| 009 | 044.32 | BEFORE JCT LAKE CAVANAUGH RD | | 3 | | | | | 940 | 1000 | 1000 | 1100* |
| 009 | 044.32 | AFTER JCT LAKE CAVANAUGH RD | | 3 | | | | | 1300 | 1400 | 1400 | 1500* |
| 009 | 047.42 | BEFORE JCT LAKEVIEW BLVD | | 3 | | | | | | | | 3000* |
| 009 | 047.42 | AFTER JCT LAKEVIEW BLVD | | 3 | | | | | | | | 2900* |
| 009 | 047.50 | AFTER JCT W BIG LAKE BLVD | | 3 | 11 | 01 | | 12 | | | 4000* | 4100+ |
| 009 | 049.75 | BEFORE JCT SR 538 WYE CONN | | 3 | | | | | 4200* | 4500 | 4600 | 4800* |
| 009 | 049.80 | AFTER JCT SR 538 | | 3 | | | | | 5600* | 5700 | 5900 | 5600* |
| 009 | 053.26 | BEFORE JCT FRANCIS*OLD DAY CRK RDS | | 3 | | | | | | | 6200* | 6300 |
| 009 | 053.26 | AFTER JCT FRANCIS*OLD DAY CRK RDS | | 3 | | | | | | | 9400* | 9600 |
| 009 | 057.43 | AFTER JCT JOHN LINER*MCGARIGLE RDS | | 3 | 08 | 02 | | 10 | 8200+ | 8400 | 8600 | 8600 |
| 009 | 060.98 | AFTER JCT FRUITDALE RD | | 3 | | | | | | | 3200* | 3200 |
| 009 | 067.38 | AFTER JCT WICKERSHAM ST | | 3 | | | | | 1700 | 1800* | 1800 | 1800 |
| 009 | 079.40 | BEFORE JCT SR 542 WYE CONN | | 3 | | | | | 4700 | 4200* | 4300 | 4400 |
| 009 | 084.02 | AFTER JCT SR 542 WYE CONN | | 3 | | | | | 3700 | 4100* | 4200 | 4200 |
| 009 | 090.31 | BEFORE JCT SOUTH PASS RD | | 3 | 09 | 03 | 02 | 14 | 1800 | 1900 | 1900+ | 1900 |
| 009 | 090.31 | AFTER JCT SOUTH PASS RD | | 3 | 05 | 02 | | 07 | | | 4300+ | 4300 |
| 009 | 090.36 | BEFORE JCT SR 544 | | 3 | 05 | 02 | | 07 | 4200 | 4300 | 4300+ | 4300 |
| 009 | 090.36 | AFTER JCT SR 544 | | 3 | | | | | 4500 | 4600 | 4600* | 4700 |
| 009 | 094.58 | BEFORE JCT E BADGER RD | | 1 | | | | | | | 4900* | 4900 |
| 009 | 094.62 | AFTER JCT GARRISON RD | | 1 | 08 | 08 | 04 | 20 | | | 4200+ | 4200 |
| 009 | 096.60 | AFTER JCT BARBO RD | | 1 | | | | | | | | 5200* |
| 009 | 097.36 | BEFORE JCT JOHNSON ST | | 1 | | | | | 4700* | 4800 | 4900 | 5000 |
| 009 | 097.48 | BEFORE JCT SR 9 WYE CONN | | 1 | | | | | 4700* | 4800 | 4200* | 4900* |
| 009 | 097.52 | AFTER JCT SR 9 WYE CONN | | 1 | | | | | 5800* | 6000 | 5200 | 6000* |
| 009 | 098.00 | BEFORE JCT SR 9 SPSUMAS*GARFIELD ST | | 1 | | | | | 6000* | 6200 | 5300 | 5700* |
| 009 | 098.00 | AFTER JCT SR 9 SPSUMAS*GARFIELD ST | | 1 | | | | | 5300* | 5400 | 4700 | 4600* |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | STATE ROUTE NO 009 SPUR SUMAS SR 9 TO INTERNTL BNDRY | | | | | | | | | | | |
| 009SPSUMAS | 098.00 | AFTER JCT SR 9-CHERRY ST*BEG ROUTE | | 2 | | | | | 1300 | 1400 | 1400 | 1400* |
| 009SPSUMAS | 098.24 | BEFORE JCT BOUNDARY AVE*END ROUTE | | 2 | | | | | | 770* | 790 | 1200* |
| | STATE ROUTE NO 010 MAINLINE SR 970/TEANAWAY TO SR 97 | | | | | | | | | | | |
| 010 | 104.45 | BEFORE JCT SR 97 | | 3 | 07 | 01 | | 09 | 1300 | 1300 | 1200+ | 1200 |
| | STATE ROUTE NO 011 MAINLINE SR 5/BURLINGTON TO SR 5 | | | | | | | | | | | |
| 011 | 000.00 | AT SR 5 BRIDGE*BEG ROUTE | | 3 | | | | | 6200 | 6300 | 11000* | 11000 |
| 011 | 000.11 | AFTER JCT JOSH WILSON RD | | 3 | 06 | 01 | | 07 | 5500 | 5600 | 5400+ | 5500 |
| 011 | 002.18 | BEFORE JCT COOK RD | | 3 | | | | | 5300* | 5500 | 4800* | 4800 |
| 011 | 002.18 | AFTER JCT COOK RD | | 3 | | | | | 5600* | 5800 | 5300* | 5400 |
| 011 | 002.92 | AFTER JCT AVON ALLEN RD | | 3 | | | | | 3400 | 4900* | 5100 | 5100 |
| 011 | 002.96 | AFTER JCT ERSHIG RD | | 3 | | | | | | | | 3100* |
| 011 | 006.88 | BEFORE JCT W BOW HILL (OLD SR 237) | | 3 | | | | | 2200* | 2300 | 2000* | 1700* |
| 011 | 006.88 | AFTER JCT W BOW HILL (OLD SR 237) | | 3 | | | | | 1800* | 1800 | 1800* | 1500 |
| 011 | 014.11 | ENTERING WHATCOM COUNTY | | 3 | | | | | | | 1600* | 1600 |
| 011 | 016.01 | AFTER JCT HIGH LINE RD | | 3 | 03 | | | 04 | 2100 | 3000+ | 3100 | 3100 |
| 011 | 018.50 | BEFORE JCT CALIFORNIA ST | | 2 | | | | | 3500 | 4000* | 4100 | 3200* |
| 011 | 019.93 | BEFORE JCT 12TH ST*DONOVAN AVE | | 2 | | | | | | 16000* | 16000 | 12000* |
| 011 | 019.93 | AFTER JCT 12TH ST*DONOVAN AVE | | 2 | | | | | | 11000* | 12000 | 14000* |
| 011 | 021.21 | BEFORE JCT 32ND ST | | 2 | | | | | 17000 | 16000* | 15000* | 16000 |
| 011 | 021.28 | AT SR 5 NB | | 2 | | | | | | | 9700* | 9900 |
| | STATE ROUTE NO 012 MAINLINE SR 101/ABERDEEN TO IDAHO | | | | | | | | | | | |
| 012 | ** 000.00 | AFTER JCT SR 101 NB*SOUTH G ST | C | 1 | | | | | 13000* | 14000* | 15000 | 15000* |
| 012 | 000.30 | BEFORE JCT E WISHKAH ST WYE CONN | C | 1 | | | | | | | | 12000* |

** 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 012 | 000.33 | AFTER JCT S NEWELL ST | | 1 | | | | | | | | 25000* |
| 012 | 000.54 | AFTER JCT S TYLER ST | | 1 | | | | | 21000 | 21000 | 22000* | 22000 |
| 012 | 003.49 | BEFORE JCT LAKE ABERDEEN RD | | 1 | | | | | 19000* | 20000 | 21000 | 21000* |
| 012 | 003.49 | AFTER JCT LAKE ABERDEEN RD | | 1 | | | | | 19000* | 19000 | 20000 | 19000* |
| 012 | 006.38 | BEFORE JCT DEER PARK DR | | 1 | | | | | 17000* | 18000 | 18000 | 18000* |
| 012 | 008.93 | BEFORE RAMP DEVONSHIRE RD | | 1 | | | | | 15000* | 15000 | 16000 | 18000* |
| 012 | 009.88 | BEFORE RAMP SR 107 | | 1 | | | | | 16000* | 16000 | 17000 | 18000* |
| 012 | 012.30 | AT ADC LOCATION B02 | | 1 | | | | | 19000* | 19000* | 19000* | 19000 |
| 012 | 018.11 | BEFORE JCT SCHOUWEILER RD | | 1 | 08 | 04 | 02 | 13 | 17000 | 20000* | 19000+ | 19000 |
| 012 | 018.14 | AFTER JCT SCHOUWEILER RD WYE CONN | | 1 | | | | | 17000* | 20000 | 20000 | 20000* |
| 012 | 020.65 | BEFORE RAMP SR 12 | | 1 | | | | | | | 20000* | 20000 |
| 012 | 020.99 | AT SR 12 BRIDGE | | 1 | | | | | 12000 | 12000 | 14000* | 14000 |
| 012 | 021.34 | BEFORE RAMP SR 12*SR 8 | | 1 | | | | | 4400 | 4500 | 5700* | 5800 |
| 012 | 021.34 | AFTER RAMP SR 12*SR 8 | | 1 | 12 | 06 | 03 | 22 | 6100 | 6200 | 7200+ | 7200 |
| 012 | 025.53 | AFTER JCT MOX CHEHALIS RD | | 1 | 12 | 07 | 03 | 22 | 4400* | 4600 | 4700 | 4100+ |
| 012 | 027.22 | BEFORE JCT PORTER CRK RD W WYE CONN | | 1 | 12 | 06 | 04 | 22 | 3900 | 4000 | 4400+ | 4500 |
| 012 | 034.92 | ENTERING CITY OF OAKVILLE | | 1 | 12 | 08 | 04 | 24 | 4300* | 4400 | 4500 | 4200+ |
| 012 | 036.35 | BEFORE JCT BLOCKHOUSE RD | | 1 | | | | | 5100* | 5200 | 5400 | 5400 |
| 012 | 038.84 | BEFORE JCT ANDERSON RD SW | | 1 | | | | | 5700* | 5800 | 6200* | 6300 |
| 012 | 038.84 | AFTER JCT ANDERSON RD SW | | 1 | | | | | 6700* | 6900 | 7200* | 7300 |
| 012 | 041.88 | BEFORE JCT ALBANY ST (OLD SR 121) | | 1 | | | | | 8500* | 8700 | 8900 | 8500 |
| 012 | 041.88 | AFTER JCT ALBANY ST (OLD SR 121) | | 1 | | | | | 10000* | 11000 | 11000 | 10000* |
| 012 | 042.85 | BEFORE JCT 183RD AVE SW | | 1 | 07 | 05 | 02 | 14 | 11000 | 11000+ | 11000 | 11000 |
| 012 | 042.89 | AFTER JCT ROSEBURG ST SW | | 1 | 07 | 05 | 02 | 14 | 9900 | 9700+ | 9900 | 10000 |
| 012 | 045.20 | BEFORE JCT PECAN ST SW | | 1 | | | | | | | | 9000* |
| 012 | 046.37 | BEFORE JCT ELDERBERRY ST*OLD HWY 99 | | 1 | | | | | 8900* | 9100 | 9400 | 9300* |
| 012 | 046.37 | AFTER JCT ELDERBERRY ST*OLD HWY 99 | | 1 | | | | | | | | 16000* |
| 012 | 046.56 | AFTER RAMP SR 5 | | 1 | | | | | | 12000* | 13000 | 11000 |

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STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
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ANNUAL TRAFFIC REPORT

| STATE ROUTE | STATE ROUTE MILEPOST | LOCATION | COUPLET | FUNCT CLASS | TRUCK PERCENTAGES SNGL | DBL | TRIPLE | TOTAL | AVERAGE DAILY TRAFFIC VOLUME 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 012 | 066.54 | AT SR 5 BRIDGE | | 1 | | | | | 5800 | 6000 | 6900* | 6900 |
| 012 | 066.63 | AFTER RAMP SR 5 | | 1 | | | | | 7500 | 7800 | 9800* | 9900 |
| 012 | 067.12 | BEFORE JCT AVERY RD E | | 1 | | | | | | 6600* | 7100 | 7100 |
| 012 | 069.16 | BEFORE JCT JACKSON HWY | | 1 | | | | | 7200 | 6600* | 7100 | 7200 |
| 012 | 069.16 | AFTER JCT JACKSON HWY | | 1 | 07 | 04 | 02 | 14 | 6900 | 6900* | 7400+ | 7400 |
| 012 | 070.39 | BEFORE JCT LARMON RD | | 1 | | | | | | 6700* | 7200 | 7200 |
| 012 | 070.39 | AFTER JCT LARMON RD | | 1 | | | | | | 6600* | 7000 | 7100 |
| 012 | 073.20 | BEFORE JCT TUCKER RD | | 1 | | | | | | | 7000* | 7000 |
| 012 | 073.20 | AFTER JCT TUCKER RD | | 1 | | | | | | | 7600* | 7600 |
| 012 | 077.78 | AT ADC LOCATION R075 | | 1 | | | | | 5900* | 6100* | 6600 | 6600 |
| 012 | 078.42 | BEFORE JCT FULLER RD*SALKUM RD | | 1 | | | | | | | 6800* | 6900 |
| 012 | 078.42 | AFTER JCT FULLER RD*SALKUM RD | | 1 | | | | | | | 6600* | 6600 |
| 012 | 080.28 | BEFORE JCT SR 122-SILVER CREEK RD | | 1 | | | | | 6000* | 6200 | 6800* | 6300* |
| 012 | 080.28 | AFTER JCT SR 122-SILVER CREEK RD | | 1 | | | | | 5300 | 5500 | 6400* | 5900 |
| 012 | 083.66 | BEFORE JCT BEACH RD | | 1 | | | | | 5300 | 5600 | 5700 | 5400* |
| 012 | 083.66 | AFTER JCT BEACH RD | | 1 | | | | | 5300 | 5600 | 5700 | 5700* |
| 012 | 084.62 | BEFORE JCT WILSON RD | | 1 | | | | | 5300* | 5600 | 5700 | 5500* |
| 012 | 086.88 | BEFORE JCT SR 122*WILLIAMS ST | | 1 | | | | | 5000* | 5200 | 5400 | 4600* |
| 012 | 086.88 | AFTER JCT SR 122*WILLIAMS ST | | 1 | | | | | 4600* | 4800 | 4900 | 4500* |
| 012 | 097.69 | BEFORE JCT SR 7 | | 1 | 10 | 06 | 02 | 18 | 4700* | 4900 | 5100 | 4400+ |
| 012 | 097.69 | AFTER JCT SR 7 | | 1 | 10 | 05 | 02 | 16 | 5000* | 5300 | 5400 | 4800+ |
| 012 | 104.80 | AFTER JCT GLENOMA*FROST CREEK RDS | | 1 | 09 | 03 | 02 | 14 | 4700* | 5000 | 5100 | 4600+ |
| 012 | 115.01 | BEFORE JCT SR 131*CHILCOAT AVE | | 1 | | | | | 4700* | 5100* | 5200 | 5300 |
| 012 | 115.01 | AFTER JCT SR 131*CHILCOAT AVE | | 1 | | | | | 4800* | 5000* | 5100 | 5200 |
| 012 | 116.13 | BEFORE JCT KEHOE RD | | 1 | | | | | | | 5000* | 5200 |
| 012 | 116.13 | AFTER JCT KEHOE RD | | 1 | | | | | | | 4700* | 4800 |
| 012 | 126.05 | AFTER JCT BEVIN LAKE RD | | 1 | 09 | 05 | 02 | 15 | 2800 | 2900 | 3000+ | 3100 |
| 012 | 130.72 | AFTER JCT RIFFE RD | | 1 | | | | | | | | 3500* |

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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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 012 | 131.14 | BEFORE JCT WILLIAME ST | | 1 | | | | | 3900* | 4700 | 4600 | 4700 |
| 012 | 131.35 | BEFORE JCT SNYDER RD*SKATE CREEK RD | | 1 | | | | | 3500* | 4200* | 4100 | 4200 |
| 012 | 131.35 | AFTER JCT SNYDER RD*SKATE CREEK RD | | 1 | 07 | 08 | 03 | 18 | 2100* | 2600+ | 2600 | 2600 |
| 012 | 135.10 | AT ADC LOCATION R040 WEST | | 1 | | | | | 1700* | 1800* | 1700* | 1800* |
| 012 | 138.59 | BEFORE JCT SR 123 WYE CONN | | 1 | 09 | 05 | 02 | 15 | 1900* | 2100 | 2000 | 2200+ |
| 012 | 138.61 | AFTER JCT SR 123 WYE CONN | | 1 | | | | | 1600* | 1800 | 1700 | 2200* |
| 012 | 140.38 | AT CORTWRIGHT CREEK BRIDGE | | 1 | | | | | 1700 | 1800 | 1900* | 2000 |
| 012 | 141.23 | AFTER JCT FS RD #1276 | | 1 | 11 | 08 | 02 | 21 | | | | 1800+ |
| 012 | 151.15 | ENTERING YAKIMA COUNTY | | 1 | | | | | 1400 | 1900* | 1900 | 1900 |
| 012 | 165.95 | AT WILDCAT CREEK BRIDGE | | 1 | 08 | 06 | 02 | 17 | 1700 | 1700 | 2100+ | 2100 |
| 012 | 177.43 | BEFORE WINDY POINT CAMPGROUND | | 1 | 08 | 11 | 03 | 23 | 1900 | 2200+ | 2100 | 2200 |
| 012 | 177.43 | AFTER WINDY POINT CAMPGROUND | | 1 | | | | | | 2100* | 2100 | 2100 |
| 012 | 185.25 | AT ADC LOCATION S818 SOUTH | | 1 | | | | | | 2300* | 2200* | 2300* |
| 012 | 185.62 | AT ADC LOCATION S818 EAST | | 1 | | | | | | 4200* | 4300* | 4400* |
| 012 | 189.87 | BEFORE JCT CANAL AVE*S NACHES RD | | 1 | | | | | 5000* | 5000 | 5200 | 5700* |
| 012 | 189.87 | AFTER JCT CANAL AVE*S NACHES RD | | 1 | | | | | 9200* | 9300 | 9700 | 9900* |
| 012 | 196.67 | BEFORE JCT MCCORMICK RD | | 1 | | | | | 8400 | 9600* | 10000 | 10000 |
| 012 | 196.67 | AFTER JCT MCCORMICK RD | | 1 | | | | | 9700 | 13000* | 13000 | 14000 |
| 012 | 198.08 | BEFORE JCT OLD NACHES HWY | | 1 | | | | | | | | 12000* |
| 012 | 198.09 | AFTER JCT OLD NACHES HWY WYE CONN | | 1 | | | | | 17000* | 17000 | 14000* | 15000* |
| 012 | 198.97 | BEFORE JCT ACKLEY RD*CLOVER LN | | 1 | | | | | | | 14000* | 15000* |
| 012 | 198.97 | AFTER JCT ACKLEY RD*CLOVER LN | | 1 | | | | | 18000 | 18000 | 17000* | 18000 |
| 012 | 199.92 | AT W-W RAMP/BN RR BRIDGE | | 1 | | | | | 11000* | 11000 | 12000 | 11000* |
| 012 | 200.55 | AFTER FRUITVALE BLVD | | 1 | | | | | 20000 | 21000* | 21000 | 22000 |
| 012 | 291.67 | ENTERING CITY OF PASCO | | 1 | | | | | | | | 16000* |
| 012 | 295.30 | AFTER JCT SR 124*CARGIL RD | | 1 | 05 | 07 | 03 | 15 | 10000* | 10000 | 11000+ | 12000 |
| 012 | 297.78 | BEFORE JCT BASIN LP RD | | 1 | 05 | 11 | 04 | 20 | 8900+ | 9100 | 9300 | 9400 |
| 012 | 301.11 | BEFORE JCT IVARSON RD | | 1 | | | | | | | | 11000* |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 012 | 301.11 | AFTER JCT IVARSON RD | | 1 | | | | | | | | 11000* |
| 012 | 301.61 | BEFORE JCT DODD-IOWA BEEF RD | | 1 | | | | | 8500 | 8400* | 8700 | 11000* |
| 012 | 301.61 | AFTER JCT DODD-IOWA BEEF RD | | 1 | | | | | 6500 | 6600* | 6800 | 8600* |
| 012 | 303.54 | BEFORE JCT ATTALIA RD | | 1 | | | | | | | | 8600* |
| 012 | 303.54 | AFTER JCT ATTALIA RD | | 1 | | | | | | | | 8700* |
| 012 | 304.55 | BEFORE JCT WALLULA DEPOT RD | | 1 | | | | | | | | 8600* |
| 012 | 304.55 | AFTER JCT WALLULA DEPOT RD | | 1 | | | | | | | | 8200* |
| 012 | 305.48 | BEFORE JCT COLUMBIA WAY | | 1 | | | | | | | | 7700* |
| 012 | 305.88 | BEFORE JCT COLUMBIA WAY | | 1 | | | | | | | | 7400* |
| 012 | 305.88 | AFTER JCT COLUMBIA WAY | | 1 | | | | | | | | 7400* |
| 012 | 307.41 | BEFORE JCT SR 730 WYE CONN | | 1 | 07 | 17 | 09 | 33 | 5600 | 5300+ | 5500 | 5500 |
| 012 | 307.90 | AT ADC LOCATION R008 | | 1 | | | | | 5400* | 5500* | 5500* | 5700* |
| 012 | 319.10 | BEFORE JCT BYRNES RD | | 1 | 06 | 06 | 02 | 14 | 5700* | 5800 | 5800 | 5600+ |
| 012 | 320.60 | BEFORE JCT MCKAY RD*LARRABEE RD | | 1 | | | | | 6000 | 5400* | 5400 | 5600 |
| 012 | 320.60 | AFTER JCT MCKAY RD*LARRABEE RD | | 1 | | | | | 6000 | 5400* | 5500 | 5600 |
| 012 | 324.15 | AFTER JCT LOWDEN RD | | 1 | 09 | 06 | 02 | 17 | 6200* | 6300 | 6400 | 6300+ |
| 012 | 331.95 | BEFORE JCT WALLULA RD | | 1 | | | | | | | | 7100* |
| 012 | 331.95 | AFTER JCT WALLULA RD | | 1 | | | | | 5400* | 5500 | 5500 | 5700 |
| 012 | 334.36 | BEFORE JCT GOSE RD | | 1 | | | | | 5700 | 5500* | 5600 | 5700 |
| 012 | 334.36 | AFTER JCT GOSE RD | | 1 | | | | | 7700 | 7800* | 8200 | 8300 |
| 012 | 335.29 | BEFORE JCT SR 125 SP125SP (SPUR) WY | | 1 | | | | | 8500* | 8600 | 9000 | 9600 |
| 012 | 335.30 | AFTER JCT SR 125 SP125SP*PINE ST | | 1 | | | | | 6900* | 7000 | 7200 | 7800* |
| 012 | 336.85 | BEFORE JCT E REES AVE WYE CONN | | 1 | | | | | 9300 | 9400 | 9900* | 10000 |
| 012 | 338.72 | BEFORE JCT WILBUR AVE | | 1 | | | | | 9400* | 9600 | 10000 | 10000 |
| 012 | 338.73 | AFTER JCT WILBUR AVE WYE CONN | | 1 | | | | | 7400* | 7500 | 7900 | 7800* |
| 012 | 340.53 | BEFORE JCT G ST WYE CONN | | 1 | | | | | 4600* | 4700 | 4900 | 5000* |
| 012 | 340.57 | AFTER JCT G ST WYE CONN | | 1 | 06 | 04 | 01 | 11 | 3300* | 3300 | 3400 | 4000+ |
| 012 | 341.78 | AFTER RAMP ISAACS AVE | | 1 | | | | | 4300 | 4400 | 4500* | 4500 |

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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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 012 | 342.84 | BEFORE JCT HARBERT RD | | 1 | 07 | 04 | 01 | 11 | 4300* | 4300 | 4400 | 4600+ |
| 012 | 342.84 | AFTER JCT HARBERT RD | | 1 | | | | | 4300* | 4400 | 4400 | 4700* |
| 012 | 348.49 | BEFORE JCT MUD CREEK RD | | 1 | | | | | 3500 | 3500 | 4200* | 4200 |
| 012 | 354.26 | BEFORE JCT MCCOWAN RD*LONDAGIN RD | | 1 | | | | | 3900 | 3900 | 4000 | 3400* |
| 012 | 354.26 | AFTER JCT MCCOWAN RD*LONDAGIN RD | | 1 | | | | | 4000 | 4000 | 4100 | 3400* |
| 012 | 356.84 | BEFORE JCT MIDDLE WAITSBURG RD | | 1 | | | | | | | | 3500* |
| 012 | 356.84 | AFTER JCT MIDDLE WAITSBURG RD | | 1 | | | | | | | | 3700* |
| 012 | 357.59 | BEFORE JCT SR 124*COPPEI AVE | | 1 | | | | | 4100* | 4100 | 4200 | 3800* |
| 012 | 357.59 | AFTER JCT SR 124*COPPEI AVE | | 1 | | | | | 5300* | 5300 | 5400 | 5200* |
| 012 | 359.55 | ENTERING COLUMBIA COUNTY | | 1 | 06 | 06 | 02 | 14 | 4000* | 4100 | 4100 | 4400+ |
| 012 | 366.57 | BEFORE JCT CITY ST | | 1 | | | | | 4300* | 4400 | 4400 | 5200* |
| 012 | 366.57 | AFTER JCT CITY ST | | 1 | | | | | 4900* | 4900 | 5000 | 5900* |
| 012 | 367.57 | BEFORE JCT SEVENTH ST | | 1 | | | | | | | | 4100* |
| 012 | 367.63 | AFTER JCT PATIT RD | | 1 | | | | | 3000* | 2900 | 2900 | 3200* |
| 012 | 372.67 | BEFORE JCT TURNER*UPPER WHETSTONE | | 1 | 13 | 15 | 03 | 30 | 2400* | 2300 | 2400 | 2400+ |
| 012 | 372.67 | AFTER JCT TURNER*UPPER WHETSTONE | | 1 | | | | | 2300* | 2200 | 2300 | 2300* |
| 012 | 376.98 | AT ADC LOCATION P05 | | 1 | | | | | 2300* | 2200* | 2200 | 2200* |
| 012 | 382.26 | BEFORE JCT SR 261 | | 1 | | | | | 2200* | 2000* | 2100 | 2000 |
| 012 | 382.26 | AFTER JCT SR 261 | | 1 | | | | | 2100* | 1900* | 1800 | 1800 |
| 012 | 390.66 | AT ADC LOCATION R067 | | 1 | | | | | | 2200* | 2100* | 2100* |
| 012 | 398.10 | AFTER JCT CO RD (OLD SR 126) | | 1 | | | | | 1900 | 1500* | 1500 | 1500 |
| 012 | 412.77 | BEFORE JCT SWEENEY GULCH*LEDGRWOOD | | 1 | | | | | 2300 | 2400 | 2300* | 2200 |
| 012 | 414.70 | AFTER JCT CO RD | | 1 | | | | | 2400 | 2500 | 2400* | 2300 |
| 012 | 422.01 | ENTERING ASOTIN COUNTY | | 1 | | | | | 2300 | 2100* | 2100 | 2000 |
| 012 | 432.62 | BEFORE JCT SR 128*15TH ST | | 1 | | | | | 2600 | 2700* | 2600 | 2600 |
| 012 | 432.62 | AFTER JCT SR 128*15TH ST | | 1 | | | | | 7100 | 6600* | 6900 | 7000 |
| 012 | 433.74 | BEFORE JCT SR 129 SP6THST*6TH ST | | 1 | | | | | 12000 | 12000* | 12000 | 13000 |
| 012 | 433.74 | AFTER JCT SR 129 SP6THST*6TH ST | | 1 | | | | | 12000 | 13000* | 14000 | 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 012 | 433.99 | BEFORE JCT 2ND ST | | 1 | | | | | 12000 | 11000* | 11000 | 12000 |
| 012 | 434.19 | IDAHO STATE LINE | | 1 | | | | | 21000* | 21000* | 22000* | 21000* |
| | STATE ROUTE NO 012 COUPLET ABERDN S NEWELL ST TO S G ST | | | | | | | | | | | |
| 012COABERDN | ** 000.33 | AFTER JCT S NEWELL ST-SR 12 | | 1 | | | | | 14000 | 14000 | 15000 | 16000* |
| 012COABERDN | 000.68 | BEFORE JCT SR 101 NB*SOUTH G STREET | | 1 | | | | | 13000* | 15000* | 15000 | 16000* |
| | STATE ROUTE NO 014 MAINLINE SR 5/VANCOUVER TO SR 82 | | | | | | | | | | | |
| 014 | 001.92 | AFTER RAMP COLUMBIA HOUSE BLVD | | 1 | | | | | | | | 49000* |
| 014 | 002.23 | AFTER CITY ST | | 1 | | | | | | | | 50000* |
| 014 | 002.63 | BEFORE RAMP EVERGREEN BLVD | | 1 | | | | | 46000 | 48000* | 49000 | 51000 |
| 014 | 003.69 | AFTER RAMP EVERGREEN BLVD | | 1 | | | | | 43000 | 44000 | 45000 | 52000* |
| 014 | 007.31 | AFTER RAMP SR 205 | | 1 | | | | | 54000* | 53000* | 54000 | 55000 |
| 014 | 009.20 | AFTER RAMP SE 164TH AVE | | 1 | | | | | 34000* | 36000* | 36000 | 37000 |
| 014 | 010.27 | AFTER JCT SE BRADY RD WYE CONN | | 1 | | | | | 28000 | 29000* | 29000 | 30000 |
| 014 | 011.90 | AT ADC LOCATION P06 | | 1 | | | | | 29000* | 30000* | 30000* | 31000* |
| 014 | 014.62 | BEFORE JCT SR 500 WYE CONN | | 1 | | | | | 18000* | 20000* | 20000 | 20000 |
| 014 | 014.63 | AFTER JCT SR 500*SE UNION ST | | 1 | | | | | 18000* | 19000* | 19000 | 20000 |
| 014 | 014.99 | AFTER JCT 2ND ST | | 1 | | | | | 17000* | 18000 | 18000 | 18000 |
| 014 | 016.08 | BEFORE JCT 15TH ST WYE CONN | | 1 | | | | | 15000* | 16000* | 16000 | 17000 |
| 014 | 016.12 | AFTER JCT 15TH ST WYE CONN | | 1 | | | | | 13000* | 12000* | 12000 | 11000 |
| 014 | 017.05 | BEFORE JCT 32ND ST | | 1 | | | | | 13000* | 12000 | 11000 | 11000 |
| 014 | 017.70 | AT ADC LOCATION P07 | | 1 | | | | | 6300* | 6300* | 6200* | 6100* |
| 014 | 017.84 | AFTER JCT 45TH ST | | 1 | | | | | 4800 | 5000* | 4900 | 4800 |
| 014 | 021.77 | ENTERING SKAMANIA COUNTY | | 1 | | | | | 4000* | 4000 | 3900 | 3900 |
| 014 | 027.72 | BEFORE JCT RIVERSIDE DR | | 1 | | | | | 4000 | 3900* | 3800 | 3800 |
| 014 | 027.87 | AFTER JCT PRINDLE RD | | 1 | | | | | 3900 | 3800* | 3700 | 3700 |
| 014 | 034.26 | AT WOODWARD CREEK BRIDGE | | 1 | | | | | 3800 | 3700* | 3600 | 3600 |

** 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 014 | 041.55 | BEFORE JCT BRIDGE OF THE GODS RD | | 1 | 09 | 06 | 03 | 18 | 4500 | 4300+ | 4200 | 4100 |
| 014 | 041.55 | AFTER JCT BRIDGE OF THE GODS RD | | 1 | 08 | 05 | 02 | 16 | | 5800+ | 5700 | 5600 |
| 014 | 042.71 | AFTER JCT ASH LAKE RD | | 1 | 08 | 05 | 02 | 15 | 6200 | 5900+ | 5800 | 5700 |
| 014 | 044.13 | BEFORE JCT ROCK CREEK DR | | 1 | | | | | 5400 | 4800* | 4700 | 4600 |
| 014 | 044.18 | AFTER JCT SEYMOUR ST | | 1 | | | | | 7900 | 7100* | 6900 | 6800 |
| 014 | 047.44 | BEFORE JCT WIND RIVER RD WYE CONN | | 1 | 08 | 04 | 02 | 14 | 6800 | 6400+ | 6300 | 6200 |
| 014 | 047.47 | AFTER JCT WIND RIVER RD | | 1 | 10 | 08 | 04 | 22 | | 2700+ | 2700 | 2600 |
| 014 | 049.33 | BEFORE JCT HOT SPRINGS AVE | | 1 | | | | | 2300 | 2400* | 2400 | 2300 |
| 014 | 049.33 | AFTER JCT HOT SPRINGS AVE | | 1 | 12 | 08 | 03 | 23 | 3600 | 3500+ | 3500 | 3400 |
| 014 | 056.28 | BEFORE JCT COOK-UNDERWOOD RD | | 1 | 10 | 09 | 04 | 23 | 2600 | 2700+ | 2700 | 2600 |
| 014 | 056.28 | AFTER JCT COOK-UNDERWOOD RD | | 1 | 09 | 08 | 04 | 21 | 2500 | 2600+ | 2500 | 2500 |
| 014 | 061.44 | BEFORE FISH HATCHERY | | 1 | 10 | 08 | 04 | 22 | 2600 | 2500+ | 2500 | 2500 |
| 014 | 063.32 | BEFORE JCT COOK-UNDERWOOD RD | | 1 | 16 | 07 | 05 | 27 | 2800 | 2800+ | 2700 | 2700 |
| 014 | 063.52 | BEFORE JCT SR 141 SPUNDRWD (SPUR) | | 1 | | | | | 5200 | 4600* | 4500 | 4400 |
| 014 | 063.52 | AFTER JCT SR 141 SPUNDRWD (SPUR) | | 1 | | | | | 6300 | 5600* | 5500 | 5500 |
| 014 | 065.08 | BEFORE JCT HOOD RIVER BRIDGE RD | | 1 | | | | | 6800 | 5600 | 7600* | 7500 |
| 014 | 065.08 | AFTER JCT HOOD RIVER BRIDGE RD | | 1 | | | | | 7400 | 6200* | 6700* | 6600 |
| 014 | 066.41 | BEFORE JCT SR 141*OAK ST | | 1 | | | | | 7700 | 8100 | 6400* | 6400 |
| 014 | 066.41 | AFTER JCT SR 141*OAK ST | | 1 | | | | | 7000 | 7300* | 5900* | 5800 |
| 014 | 066.66 | BEFORE JCT ELM ST | | 1 | | | | | 5200 | 4100* | 4400 | 4300 |
| 014 | 069.72 | BEFORE JCT COURTNEY RD | | 1 | | | | | 3800 | 3200* | 3400 | 3300 |
| 014 | 069.72 | AFTER JCT COURTNEY RD | | 1 | 08 | 07 | 03 | 18 | 3600 | 3200+ | 3400 | 3400 |
| 014 | 075.87 | AFTER JCT SR 142 | | 1 | | | | | 4000 | 3300* | 3500 | 3400 |
| 014 | 083.50 | BEFORE JCT SR 197 WYE CONN | | 1 | 08 | 06 | 03 | 16 | 3000* | 3000 | 3200 | 2900+ |
| 014 | 083.57 | AFTER JCT SR 197 WYE CONN | | 1 | | | | | 2200* | 2200 | 2300 | 2200 |
| 014 | 089.56 | BEFORE JCT AVERY RD | | 1 | | | | | 1900 | 1700* | 1800 | 1800 |
| 014 | 089.56 | AFTER JCT AVERY RD | | 1 | 09 | 12 | 08 | 29 | 1900 | 1900+ | 2000 | 2000 |
| 014 | 100.64 | AT ADC LOCATION R076 | | 1 | | | | | 1800* | 1800* | 1900* | 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 014 | 100.66 | AFTER JCT SR 14 SPMARYHL (SPUR) | | 1 | | | | | 730 | 570* | 600 | 590 |
| 014 | 102.27 | AT ADC LOCATION R077 | | 3 | | | | | | | 2300* | 2300* |
| 014 | 121.15 | BEFORE JCT ROCK CREEK RD | | 3 | 07 | 24 | 05 | 37 | | | 1200+ | 1200 |
| 014 | 121.15 | AFTER JCT ROCK CREEK RD | | 3 | | | | | | | 1600* | 1600 |
| 014 | 131.07 | AFTER JCT OLD HWY 8 | | 3 | 09 | 26 | 08 | 43 | 1100 | 1100 | 830+ | 810 |
| 014 | 134.70 | AFTER JCT CO RD | | 3 | 05 | 40 | 16 | 61 | | 1100+ | 1100 | 1100 |
| 014 | 148.95 | BEFORE JCT ALDERDALE BOAT LAUNCH RD | | 3 | | | | | 1100 | 1100 | 1500* | 1500 |
| 014 | 167.25 | BEFORE JCT SR 221*KENT RD | | 2 | | | | | | | 2500* | 2500 |
| 014 | 167.25 | AFTER JCT SR 221*KENT RD | | 2 | | | | | 2000 | 2000 | 3600* | 3500 |
| | STATE ROUTE NO 014 SPUR MARYHL SR 14 TO SR 97 | | | | | | | | | | | |
| 014SPMARYHL | 100.66 | AFTER JCT SR 14*BEG ROUTE | | 1 | 09 | 11 | 09 | 30 | 1300 | 1400+ | 1400 | 1400 |
| | STATE ROUTE NO 016 MAINLINE SR 5/TACOMA TO SR 3 | | | | | | | | | | | |
| 016 | 001.10 | AT ADC LOCATION D11 | | 1 | | | | | 92000* | 94000* | 95000* | 96000* |
| 016 | 008.43 | AT ADC LOCATION R044 | | 1 | | | | | 82000* | 83000 | 86000 | 88000 |
| 016 | 008.79 | AFTER JCT 24TH ST NW WYE CONN | | 1 | | | | | 70000* | 71000 | 74000 | 69000* |
| 016 | 011.71 | BEFORE RAMP WOLLOCHET DR NW | | 1 | | | | | 62000 | 63000 | 63000* | 64000 |
| 016 | 014.36 | BEFORE RAMP BURNHAM DR | | 1 | | | | | 57000 | 58000 | 60000 | 59000* |
| 016 | 015.39 | BEFORE RAMP SR 302 | | 1 | | | | | 53000* | 54000 | 56000 | 58000* |
| 016 | 015.75 | AT SR 302 BRIDGE | | 1 | | | | | | | | 34000* |
| 016 | 020.11 | BEFORE JCT BURLEY-OLALLA RD | | 1 | | | | | | | | 36000* |
| 016 | 020.11 | AFTER JCT BURLEY-OLALLA RD | | 1 | | | | | | | | 34000* |
| 016 | 024.68 | BEFORE RAMP SR 160(SEDGWICK RD) | | 1 | | | | | 39000 | 37000* | 38000 | 39000 |
| 016 | 028.16 | BEFORE JCT SR 166 | | 1 | | | | | 46000* | 47000 | 49000 | 49000* |
| 016 | 028.16 | AFTER JCT SR 166 | | 1 | | | | | 61000* | 61000 | 64000 | 61000* |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | STATE ROUTE NO 017 MAINLINE SR 395/MESA TO SR 97 | | | | | | | | | | | |
| 017 | 014.69 | BEFORE JCT SR 260*HENDRICKS RD | | 1 | | | | | 2900 | 2900 | 3700* | 3700 |
| 017 | 014.69 | AFTER JCT SR 260*HENDRICKS RD | | 1 | | | | | 3000 | 3000 | 3900* | 3900 |
| 017 | 021.81 | AFTER JCT MUSE RD | | 1 | | | | | 2600 | 3200* | 3200 | 3200 |
| 017 | 022.11 | BEFORE JCT SCOOTENEY RD | | 1 | | | | | | | 3000* | 3100 |
| 017 | 022.11 | AFTER JCT SCOOTENEY RD | | 1 | | | | | | | 3100* | 3200 |
| 017 | 027.36 | BEFORE JCT BENCH RD | | 1 | | | | | 3200 | 3200* | 3300 | 3300 |
| 017 | 027.36 | AFTER JCT BENCH RD | | 1 | | | | | | 3600* | 3700 | 3700 |
| 017 | 028.37 | BEFORE JCT SR 26 | | 1 | | | | | 3200 | 3600* | 3700 | 3700 |
| 017 | 028.37 | AFTER JCT SR 26 | | 1 | | | | | 3900 | 3900* | 3900 | 4000 |
| 017 | 029.38 | BEFORE JCT CUNNINGHAM RD | | 1 | | | | | | 3700* | 3700 | 3800 |
| 017 | 030.37 | AT ADC LOCATION R020 | | 1 | | | | | 4700 | 4900* | 5000* | 5000* |
| 017 | 030.40 | AFTER JCT LEE RD | | 1 | | | | | | 5400* | 5500 | 5500 |
| 017 | 031.41 | BEFORE JCT FOLEY RD | | 1 | | | | | | 5400* | 5500 | 5500 |
| 017 | 035.58 | BEFORE JCT PROVIDENCE RD*12 SE | | 1 | 09 | 12 | 04 | 24 | | | 5000+ | 5100 |
| 017 | 035.58 | AFTER JCT PROVIDENCE RD*12 SE | | 1 | | | | | 5900* | 5800 | 6000 | 6100* |
| 017 | 039.77 | BEFORE JCT SR 170*8 SE | | 1 | | | | | 5900* | 5700* | 5800 | 6200* |
| 017 | 040.78 | BEFORE JCT SR 262-O'SULLIVAN DAM RD | | 1 | 09 | 07 | 04 | 20 | 6400* | 6600* | 6700 | 6500+ |
| 017 | 040.78 | AFTER JCT SR 262-O'SULLIVAN DAM RD | | 1 | 09 | 07 | 04 | 19 | | | | 6300+ |
| 017 | 041.89 | AFTER JCT 6 SE | | 1 | | | | | 6000* | 6100 | 6200 | 6400 |
| 017 | 047.03 | BEFORE JCT N SE | | 1 | | | | | | 6400* | 6600 | 6700 |
| 017 | 047.09 | AFTER JCT 2 SE | | 1 | | | | | | 6300* | 6300 | 6400 |
| 017 | 048.64 | BEFORE JCT M SE | | 1 | | | | | 5800 | 6300* | 6300* | 6400 |
| 017 | 048.64 | AFTER JCT M SE | | 1 | | | | | 7200 | 7900 | 7500* | 7600 |
| 017 | 049.71 | BEFORE JCT POTATO FRONTAGE RD | | 1 | | | | | 7200 | 7900* | 7500 | 7600 |
| 017 | 049.71 | AFTER JCT POTATO FRONTAGE RD | | 1 | | | | | | 9000* | 8500* | 8600 |
| 017 | 050.67 | BEFORE RAMP FRONTAGE RD | | 1 | 07 | 05 | 02 | 15 | 8400 | 9200+ | 9400 | 9600 |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 017 | 050.67 | AFTER RAMP FRONTAGE RD | | 1 | | | | | | 13000* | 13000 | 14000 |
| 017 | 050.88 | AFTER SR 90 | | 1 | | | | | 16000* | 17000* | 18000 | 18000 |
| 017 | 051.75 | BEFORE JCT SB SR 17-PIONEER WAY | | 1 | | | | | 14000* | 14000* | 14000* | 14000 |
| 017 | 051.93 | AFTER JCT SB SR 17 | | 1 | | | | | 7700 | 7700* | 7200* | 7300 |
| 017 | 052.20 | AFTER JCT NELSON RD | | 1 | | | | | 9300* | 10000* | 8400* | 8600 |
| 017 | 053.22 | AFTER JCT WHEELER RD | | 1 | | | | | 12000 | 13000 | 11000* | 11000 |
| 017 | 054.32 | BEFORE RAMP STRATFORD RD | | 1 | | | | | | | 13000* | 13000 |
| 017 | 054.73 | AT STRATFORD RD | | 1 | | | | | 7300 | 7400 | 7500* | 7600 |
| 017 | 055.03 | AFTER RAMP STRATFORD RD | | 1 | | | | | 16000* | 18000* | 19000 | 17000 |
| 017 | 056.46 | BEFORE JCT PATTON BLVD WYE CONN | | 1 | | | | | | | | 17000* |
| 017 | 056.56 | AFTER JCT PATTON BLVD | | 2 | | | | | 7700* | 7700 | 7900 | 8400* |
| 017 | 057.23 | AFTER JCT AIRWAY DR | | 2 | | | | | | | 7300* | 7300 |
| 017 | 060.54 | BEFORE JCT NEPPEL RD | | 2 | | | | | 6400* | 6400 | 6500 | 7100* |
| 017 | 060.54 | AFTER JCT NEPPEL RD | | 2 | | | | | 6000* | 6000 | 6200 | 6700* |
| 017 | 065.44 | BEFORE JCT NEPPEL RD | | 2 | | | | | 6000* | 6000 | 6200 | 6800* |
| 017 | 065.44 | AFTER JCT NEPPEL RD | | 2 | | | | | 6000* | 6100 | 6200 | 6900* |
| 017 | 067.64 | BEFORE JCT SR 282 | | 2 | 06 | 02 | 01 | 09 | | | 6500+ | 6600 |
| 017 | 067.73 | AFTER JCT SR 17 S BND | | 2 | 06 | 05 | 03 | 13 | 1400* | 1400 | 1500+ | 1500 |
| 017 | 074.40 | BEFORE JCT 19 NE | | 2 | | | | | | 1600* | 1600 | 1600 |
| 017 | 074.40 | AFTER JCT 19 NE | | 2 | 08 | 05 | 04 | 16 | | 1300+ | 1400 | 1300 |
| 017 | 075.24 | BEFORE JCT SR 28 WYE CONN | | 2 | | | | | | | 1400* | 1300 |
| 017 | 075.42 | AFTER RAMP SR 28 WB | | 2 | | | | | 4200* | 4200 | 4300* | 4300 |
| 017 | 075.83 | AFTER JCT MAIN AVE E | | 2 | | | | | 2700 | 3000* | 3000* | 3000 |
| 017 | 076.12 | AFTER SOAP LAKE CITY PARK | | 2 | | | | | | | 2300* | 2300 |
| 017 | 090.19 | BEFORE JCT PARK LAKE RD | | 2 | | | | | | | 1800* | 1800 |
| 017 | 090.19 | AFTER JCT PARK LAKE RD | | 2 | | | | | | | 1800* | 1800 |
| 017 | 092.64 | BEFORE SUN LAKE STATE PARK | | 2 | | | | | | | 1800* | 1800 |
| 017 | 092.64 | AFTER SUN LAKE STATE PARK | | 2 | | | | | | | 2000* | 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 017 | 096.57 | BEFORE JCT SR 2 | | 2 | 08 | 07 | 03 | 19 | 1300 | 1900+ | 1900 | 1900 |
| 017 | 098.30 | AFTER JCT SR 2 | | 2 | 09 | 15 | 09 | 33 | 690* | 630+ | 630 | 630 |
| 017 | 112.22 | BEFORE JCT SR 172*14 NE | | 1 | 09 | 16 | 09 | 34 | 630 | 560+ | 570 | 560 |
| 017 | 112.22 | AFTER JCT SR 172*14 NE | | 1 | 09 | 17 | 09 | 34 | 480 | 530+ | 540 | 530 |
| 017 | 119.69 | BEFORE JCT SR 174 WYE CONN | | 2 | 10 | 19 | 10 | 39 | 530 | 570+ | 570 | 570 |
| 017 | 119.86 | AFTER JCT SR 174 | | 2 | 07 | 14 | 06 | 27 | 910 | 850+ | 860 | 850 |
| 017 | 135.84 | BEFORE JCT SR 173 | | 2 | 11 | 09 | 03 | 23 | 1200* | 1200 | 1200+ | 1200 |
| 017 | 135.86 | AFTER JCT SR 173 WYE CONN | | 2 | 08 | 06 | 02 | 15 | 1800* | 1800 | 2000+ | 2000 |
| 017 | 144.27 | BEFORE JCT SR 97 WYE CONN | | 2 | | | | | 2100 | 2100 | 1600* | 2000* |
| | STATE ROUTE NO 018 MAINLINE SR 99 TO SR 90 | | | | | | | | | | | |
| 018 | 005.26 | AT ADC LOCATION P20 | | 1 | | | | | 39000* | 42000* | 44000* | 44000* |
| 018 | 010.91 | BEFORE RAMP SR 516 | | 1 | | | | | | | | 31000* |
| 018 | 011.39 | AT SR 516 BRIDGE | | 1 | | | | | | | | 18000* |
| 018 | 012.55 | AT ADC LOCATION D12 | | 1 | | | | | 18000 | 19000 | 22000* | 23000* |
| 018 | 014.65 | AFTER JCT 208TH AVE SE | | 1 | | | | | | | | 20000* |
| 018 | 016.09 | AFTER RAMP SE 231ST ST | | 1 | | | | | 19000* | 20000 | 20000 | 22000* |
| 018 | 017.39 | BEFORE JCT 236TH AVE SE WYE CONN | | 1 | | | | | 19000* | 20000 | 20000 | 22000* |
| 018 | 017.41 | AFTER JCT 236TH AVE SE WYE CONN | | 1 | | | | | 19000* | 19000 | 20000 | 21000 |
| 018 | 018.01 | AFTER JCT 244TH AVE SE WYE CONN | | 1 | 05 | 08 | 02 | 15 | 17000+ | 17000 | 19000 | 20000 |
| 018 | 019.84 | BEFORE RAMP ISSAQUAH HOBART RD | | 1 | | | | | 17000* | 17000* | 19000 | 19000 |
| 018 | 027.50 | AT ADC LOCATION S838 | | 1 | | | | | 13000 | 15000* | 17000* | 17000 |
| 018 | 027.65 | BEFORE RAMP SR 90 | | 1 | | | | | 14000* | 14000* | 15000 | 19000* |
| 018 | 027.91 | AT SR 90 WB | | 1 | | | | | | | | 13000* |
| | STATE ROUTE NO 019 MAINLINE SR 104 TO SR 20 | | | | | | | | | | | |
| 019 | 000.00 | AFTER JCT SR 104*BEG ROUTE | | 2 | | | | | 4400 | 4600 | 5700* | 5800 |
| 019 | 009.09 | BEFORE JCT CHIMACUM RD*CENTER RD | | 2 | | | | | 5600 | 5800 | 6800* | 6800 |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 019 | 010.68 | BEFORE JCT SR 116-NESS CORNER RD | | 2 | | | | | 7300 | 7500 | 8500* | 8800* |
| 019 | 010.68 | AFTER JCT SR 116-NESS CORNER RD | | 2 | | | | | 9700 | 10000 | 12000* | 12000 |
| 019 | 014.09 | BEFORE JCT SR 20 | | 2 | | | | | 10000 | 11000 | 12000* | 12000 |
| | STATE ROUTE NO 020 MAINLINE SR 101 TO SR 2/NEWPORT | | | | | | | | | | | |
| 020 | 000.09 | AFTER JCT SR 101 WYE CONN | | 1 | | | | | 4200* | 4500 | 4600 | 4600 |
| 020 | 007.79 | BEFORE JCT SR 19-AIRPORT CUTOFF RD | | 1 | | | | | 3600 | 3800 | 4100* | 4100 |
| 020 | 007.79 | AFTER JCT SR 19-AIRPORT CUTOFF RD | | 1 | | | | | 14000 | 15000 | 16000* | 16000 |
| 020 | 009.78 | ENTERING CITY OF PORT TOWNSEND | | 1 | | | | | | | 16000* | 16000 |
| 020 | 011.51 | BEFORE JCT HAINES PL | | 1 | | | | | 13000* | 16000 | 16000 | 12000* |
| 020 | 011.51 | AFTER JCT HAINES PL | | 1 | | | | | 13000* | 16000* | 16000 | 13000* |
| 020 | 012.01 | BEFORE JCT KEARNEY ST | | 1 | | | | | 12000* | 12000 | 12000 | 11000* |
| 020 | 012.01 | AFTER JCT KEARNEY ST | | 1 | | | | | 12000* | 12000 | 13000 | 12000* |
| 020 | 012.51 | BEFORE JCT WATER ST | | 1 | | | | | 10000* | 11000 | 11000 | 8700* |
| 020 | 012.56 | LEAVING CITY OF PORT TOWNSEND | | 1 | | | | | 1000* | 1100* | 1100* | 1000* |
| 020 | 012.88 | KEYSTONE FERRY LANDING | | 1 | | | | | 1000* | 1100* | 1100* | 1000* |
| 020 | 014.99 | BEFORE JCT WANAMAKER RD | | 1 | | | | | | | 870* | 880 |
| 020 | 016.32 | BEFORE JCT SR 525*RACE RD | | 1 | | | | | 1100* | 1100 | 980* | 990 |
| 020 | 016.32 | AFTER JCT SR 525*RACE RD | | 1 | 07 | 01 | | 09 | 5800* | 6100 | 5900* | 6200+ |
| 020 | 020.02 | AT ADC LOCATION S706 | | 1 | | | | | 7300* | 7600* | 7600* | 7600* |
| 020 | 021.83 | BEFORE JCT MAIN ST | | 1 | | | | | 7200 | 7600* | 7600 | 7600 |
| 020 | 021.83 | AFTER JCT MAIN ST | | 1 | | | | | 9300 | 9400* | 9100* | 9100 |
| 020 | 022.15 | AFTER JCT BROADWAY ST*EBEY RD | | 1 | | | | | 9900* | 10000 | 10000 | 10000 |
| 020 | 025.31 | BEFORE JCT LIBBEY RD | | 1 | | | | | 9600* | 10000* | 10000 | 10000 |
| 020 | 025.31 | AFTER JCT LIBBEY RD | | 1 | | | | | 9000* | 9600* | 9700 | 9600 |
| 020 | 027.61 | AFTER JCT SIDNEY ST | | 1 | 05 | 01 | | 06 | | | 11000+ | 11000 |
| 020 | 030.00 | BEFORE JCT WATERLOO RD | | 1 | | | | | | | 12000* | 12000 |
| 020 | 030.00 | AFTER JCT WATERLOO RD | | 1 | | | | | | | 13000* | 12000 |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 020 | 030.85 | BEFORE JCT SWANTOWN RD | | 1 | | | | | | | 15000* | 15000 |
| 020 | 030.86 | AFTER JCT SWANTOWN RD WYE CONN | | 1 | | | | | | | 20000* | 21000 |
| 020 | 031.30 | BEFORE JCT SW BARLOW ST | | 1 | | | | | 21000 | 22000* | 23000 | 20000* |
| 020 | 031.30 | AFTER JCT SW BARLOW ST | | 1 | | | | | | | | 19000* |
| 020 | 031.39 | BEFORE JCT W PIONEER WAY*BEEKSMA DR | | 1 | | | | | 19000* | 19000 | 20000 | 20000* |
| 020 | 031.41 | AFTER JCT W PIONEER WAY WYE CONN | | 1 | | | | | 17000* | 17000 | 17000 | 15000* |
| 020 | 031.49 | AFTER JCT BARRINGTON DR | | 1 | | | | | 21000* | 22000 | 23000 | 18000* |
| 020 | 031.80 | BEFORE JCT SW 6TH AVE WYE CONN | | 1 | | | | | 23000* | 24000* | 25000 | 25000 |
| 020 | 031.82 | AFTER JCT SW 6TH AVE | | 1 | | | | | 22000* | 23000* | 24000 | 24000 |
| 020 | 032.92 | BEFORE JCT NE MIDWAY BLVD WYE CONN | | 1 | | | | | 16000* | 16000 | 16000 | 15000* |
| 020 | 032.95 | AFTER JCT NE GOLDIE RD WYE CONN | | 1 | | | | | 14000* | 14000 | 14000 | 13000* |
| 020 | 034.06 | BEFORE JCT TORPEDO RD | | 1 | | | | | | 13000* | 14000 | 14000 |
| 020 | 034.46 | BEFORE JCT FAKKEMA RD | | 1 | | | | | | | | 16000* |
| 020 | 034.49 | AFTER JCT FAKKEMA RD WYE CONN | | 1 | | | | | 17000 | 18000 | 19000 | 17000* |
| 020 | 036.42 | BEFORE JCT FROSTAD RD | | 1 | | | | | 16000 | 17000* | 18000 | 18000 |
| 020 | 036.42 | AFTER JCT FROSTAD RD | | 1 | | | | | 14000* | 17000* | 18000 | 18000 |
| 020 | 039.21 | BEFORE JCT NORTHGATE DR | | 1 | | | | | 14000 | 14000* | 14000 | 16000* |
| 020 | 039.21 | AFTER JCT NORTHGATE DR | | 1 | | | | | 13000* | 14000* | 14000 | 15000* |
| 020 | 039.24 | AFTER JCT BANTA RD | | 1 | | | | | 14000* | 14000* | 14000* | 16000* |
| 020 | 039.80 | BEFORE JCT TROXELL RD*SOUNDVIEW LN | | 1 | | | | | 14000 | 14000* | 14000* | 16000* |
| 020 | 040.81 | BEFORE JCT CORNET BAY RD | | 1 | | | | | 13000* | 13000 | 14000 | 14000 |
| 020 | 040.81 | AFTER JCT CORNET BAY RD | | 1 | | | | | 13000* | 13000 | 14000 | 14000 |
| 020 | 042.14 | AT CANOE PASS BRIDGE | | 1 | | | | | | 13000* | 14000 | 16000* |
| 020 | 042.77 | AFTER JCT ROSARIO RD | | 1 | | | | | 12000 | 13000* | 14000 | 14000 |
| 020 | 044.79 | BEFORE JCT LUNZ RD | | 1 | | | | | 12000* | 12000 | 11000* | 11000 |
| 020 | 044.79 | AFTER JCT LUNZ RD | | 1 | | | | | 12000* | 12000 | 11000* | 11000 |
| 020 | 046.07 | BEFORE JCT CAMPBELL LAKE RD | | 1 | 05 | 02 | | 07 | 13000 | 14000 | 13000+ | 13000 |
| 020 | 046.07 | AFTER JCT CAMPBELL LAKE RD | | 1 | | | | | 14000 | 14000 | 14000* | 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 020 | 047.24 | BEFORE JCT MILLER RD*GIBRALTER RD | | 1 | | | | | 13000 | 13000* | 14000 | 14000 |
| 020 | 047.24 | AFTER JCT MILLER RD*GIBRALTER RD | | 1 | 06 | 02 | | 08 | 15000 | 15000 | 15000+ | 15000 |
| 020 | 047.85 | BEFORE JCT FRONTAGE RD | | 1 | | | | | | | | 13000* |
| 020 | 047.87 | BEFORE JCT SR 20 SPUR WYE CONN | | 1 | | | | | 16000* | 16000 | 17000 | 17000 |
| 020 | 047.90 | AFTER JCT SR 20 WYE CONN | | 1 | 09 | 05 | 01 | 15 | 25000* | 25000 | 26000 | 22000+ |
| 020 | 048.34 | BEFORE JCT MARCH PT RD WYE CONN | | 1 | | | | | | | | 20000* |
| 020 | 048.40 | AFTER JCT CHRISTIANSEN RD WYE CONN | | 1 | | | | | | | | 27000* |
| 020 | 048.92 | BEFORE JCT THOMPSON RD | | 1 | | | | | 25000* | 25000 | 26000 | 27000 |
| 020 | 048.92 | AFTER JCT THOMPSON RD | | 1 | | | | | 25000* | 25000 | 27000 | 27000 |
| 020 | 050.61 | BEFORE JCT MARCH PT RD | | 1 | | | | | 25000* | 25000 | 26000 | 25000* |
| 020 | 050.61 | AFTER JCT MARCH PT RD | | 1 | | | | | 27000* | 27000 | 28000 | 27000 |
| 020 | 053.24 | BEFORE JCT BAYVIEW*LACONNER RDS | | 1 | 11 | 06 | 01 | 17 | 26000 | 31000* | 32000 | 23000+ |
| 020 | 053.26 | AFTER JCT LACONNER-WHITNEY RD | | 1 | 11 | 06 | 01 | 18 | 24000 | 24000 | 25000 | 23000+ |
| 020 | 054.51 | BEFORE JCT BEST ROAD*COUNTY RD | | 1 | | | | | 24000* | 24000 | 25000 | 23000 |
| 020 | 054.51 | AFTER JCT BEST ROAD*COUNTY RD | | 1 | 03 | 03 | 01 | 08 | 24000* | 24000 | 25000 | 22000+ |
| 020 | 054.93 | BEFORE RAMP SR 536 EB | | 1 | 03 | 03 | 01 | 08 | 24000* | 24000 | 25000 | 22000+ |
| 020 | 055.06 | AFTER JCT SR 536 | | 1 | 07 | 03 | 01 | 11 | 17000* | 17000 | 18000 | 17000+ |
| 020 | 057.52 | BEFORE JCT AVON ALLEN RD | | 1 | | | | | 16000* | 20000 | 20000 | 17000* |
| 020 | 057.52 | AFTER JCT AVON ALLEN RD | | 1 | | | | | | | | 18000* |
| 020 | 058.77 | AFTER JCT PULVER RD | | 1 | | | | | 19000 | 22000* | 19000* | 18000 |
| 020 | 059.48 | BEFORE JCT GOLDENROD RD WYE CONN | | 1 | | | | | | 24000* | 25000 | 25000 |
| 020 | 059.49 | AFTER JCT PETERSON RD*GOLDENROD RD | | 1 | | | | | 21000 | 24000* | 25000 | 25000 |
| 020 | 059.61 | AFTER JCT ON RAMP WYE CONN | | 1 | | | | | 18000 | 19000* | 20000 | 20000 |
| 020 | 059.85 | BEFORE JCT S BURLINGTON*RIO VISTA | | 1 | | | | | | | | 17000* |
| 020 | 059.85 | AFTER JCT S BURLINGTON*RIO VISTA | | 1 | | | | | 23000 | 21000* | 22000 | 20000* |
| 020 | 060.26 | BEFORE JCT SR 20 WYE CONN | | 1 | | | | | 17000 | 17000* | 18000 | 19000 |
| 020 | 060.28 | AFTER JCT SR 20 WYE CONN | | 1 | | | | | 14000 | 16000* | 17000 | 17000 |
| 020 | 060.48 | BEFORE JCT SPRUCE ST | | 1 | | | | | | | 15000* | 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 020 | 060.48 | AFTER JCT SPRUCE ST | | 1 | | | | | | | 15000* | 15000 |
| 020 | 060.76 | BEFORE JCT N ANACORTES ST | | 1 | | | | | | | 16000* | 16000 |
| 020 | 060.76 | AFTER JCT N ANACORTES ST | | 1 | 06 | 01 | | 07 | | | 15000+ | 16000 |
| 020 | 060.85 | AFTER JCT CASCADE HWY | | 1 | | | | | | | | 18000* |
| 020 | 061.31 | BEFORE JCT SECTION ST*PEACOCK LN | | 1 | | | | | | 18000* | 19000 | 19000 |
| 020 | 061.31 | AFTER JCT SECTION ST*PEACOCK LN | | 1 | | | | | | 17000* | 18000 | 19000 |
| 020 | 061.58 | AFTER JCT GARDNER RD | | 2 | | | | | | 18000* | 18000 | 19000 |
| 020 | 061.86 | AFTER JCT PETER ANDERSON RD | | 2 | | | | | | 17000* | 18000 | 18000 |
| 020 | 062.05 | BEFORE JCT MARY LN | | 2 | | | | | | 18000* | 18000 | 19000 |
| 020 | 062.05 | AFTER JCT MARY LN | | 2 | | | | | | 17000* | 18000 | 19000 |
| 020 | 063.06 | BEFORE JCT COLLINS RD | | 2 | | | | | 15000* | 17000* | 16000* | 16000 |
| 020 | 063.33 | BEFORE JCT STERLING RD WYE CONN | | 2 | | | | | | | | 16000* |
| 020 | 063.36 | AFTER JCT STERLING RD WYE CONN | | 2 | | | | | 16000* | 17000 | 16000* | 16000* |
| 020 | 063.64 | AFTER JCT HOLT CAMP RD | | 2 | | | | | 17000 | 17000* | 17000 | 18000 |
| 020 | 064.21 | AFTER JCT RHODES RD | | 2 | | | | | 15000 | 17000* | 18000 | 18000 |
| 020 | 064.51 | AFTER JCT TRAIL RD*W STATE ST | | 2 | | | | | | 13000* | 13000 | 14000 |
| 020 | 064.81 | AFTER JCT SR 9*CITY ST | | 2 | | | | | 17000 | 17000* | 18000 | 19000 |
| 020 | 064.91 | AFTER JCT FERRY ST WYE CONN | | 2 | | | | | | 20000* | 20000 | 21000 |
| 020 | 065.46 | BEFORE JCT SAPP RD | | 2 | | | | | 16000 | 18000* | 19000 | 19000 |
| 020 | 065.46 | AFTER JCT SAPP RD | | 2 | | | | | | 18000* | 19000 | 19000 |
| 020 | 065.71 | BEFORE JCT REED ST | | 2 | 05 | 02 | | 08 | 17000+ | 17000 | 18000 | 18000 |
| 020 | 065.71 | AFTER JCT REED ST | | 2 | | | | | 16000* | 16000 | 17000 | 17000 |
| 020 | 066.08 | BEFORE JCT SR 9*TOWNSHIP ST | | 2 | | | | | 17000 | 17000 | 16000* | 17000 |
| 020 | 066.08 | AFTER JCT SR 9*TOWNSHIP ST | | 2 | | | | | 11000 | 11000 | 11000* | 11000 |
| 020 | 066.89 | AFTER JCT FRUITDALE RD | | 2 | 08 | 02 | | 11 | 7700* | 7800 | 8100 | 8100+ |
| 020 | 072.04 | BEFORE JCT LYMAN HAMILTON WYE CONN | | 2 | | | | | | | | 6200* |
| 020 | 072.06 | AFTER JCT LYMAN HAMILTON WYE CONN | | 2 | | | | | | | | 6600* |
| 020 | 078.65 | AFTER JCT LYMAN HAMILTON RD | | 2 | | | | | | | | 4400* |

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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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 020 | 080.78 | BEFORE JCT LUSK RD | | 2 | | | | | | | 4800* | 4900 |
| 020 | 088.07 | BEFORE JCT CONCRETE RD | | 2 | | | | | | | | 5300* |
| 020 | 091.16 | BEFORE JCT VAN HORN RD | | 2 | | | | | | | | 2300* |
| 020 | 097.65 | BEFORE JCT SR 530 WYE CONN | | 2 | | | | | 2300* | 2400 | 2400 | 2400 |
| 020 | 097.69 | AFTER JCT SR 530-E SAUK RD | | 2 | 08 | 02 | | 10 | 1800+ | 1800 | 1800 | 1900 |
| 020 | 106.11 | BEFORE JCT CASCADE RD | | 2 | 11 | 04 | | 15 | 2100* | 2100 | 2200 | 1700+ |
| 020 | 106.12 | AFTER JCT CASCADE RD WYE CONN | | 2 | | | | | 1300* | 1300 | 1400 | 1400 |
| 020 | 117.29 | BEFORE JCT THORNTON CREEK RD | | 2 | 06 | 04 | | 09 | | 1600+ | 1700 | 1700 |
| 020 | 117.29 | AFTER JCT THORNTON CREEK RD | | 2 | 08 | 04 | | 13 | 1000 | 1700+ | 1700 | 1700 |
| 020 | 145.46 | ENTERING SKAGIT COUNTY | | 2 | 07 | 04 | | 11 | | 1000+ | 1100 | 1100 |
| 020 | 157.40 | ENTERING CHELAN COUNTY | | 2 | 08 | 05 | | 14 | 900* | 990 | 1000 | 610+ |
| 020 | 166.99 | BEFORE JCT CUTTHROAT CR RD | | 2 | | | | | 830 | 910 | 1200* | 1200 |
| 020 | 184.17 | BEFORE JCT WOLF CREEK RD | | 2 | | | | | 980 | 1200* | 1200 | 1200 |
| 020 | 191.90 | AT ADC LOCATION R037 | | 2 | | | | | 1400* | 1500* | 1600 | 1700* |
| 020 | 192.91 | BEFORE JCT MAIN ST | | 2 | | | | | 3200* | 3300 | 3300 | 3400 |
| 020 | 192.91 | AFTER JCT MAIN ST | | 2 | | | | | 5000* | 5000 | 5100 | 5200 |
| 020 | 193.45 | BEFORE JCT TWIN LAKES RD WYE CONN | | 2 | | | | | | | 5200* | 5200 |
| 020 | 193.47 | AFTER JCT TWIN LAKES RD WYE CONN | | 2 | | | | | | | 4200* | 4200 |
| 020 | 201.41 | AT TWISP RIVER BRIDGE | | 2 | 09 | 01 | | 10 | 4200 | 3900+ | 4000 | 4000 |
| 020 | 202.11 | AT METHOW RIVER BRIDGE | | 2 | 07 | 02 | | 09 | | 5000+ | 5200 | 5200 |
| 020 | 204.09 | BEFORE JCT SR 153 | | 2 | | | | | 3500* | 3600 | 3900* | 2900* |
| 020 | 204.09 | AFTER JCT SR 153 | | 2 | | | | | 1500* | 1500 | 1500* | 1400* |
| 020 | 230.60 | BEFORE JCT OLD 97 | | 2 | 09 | 03 | | 12 | | | 1600+ | 1600 |
| 020 | 230.60 | AFTER JCT OLD 97 | | 2 | 08 | 02 | | 10 | | | 3800+ | 3800 |
| 020 | 232.81 | BEFORE JCT SR 215 | | 2 | | | | | 5600* | 5700 | 5900 | 6000 |
| 020 | 232.81 | AFTER JCT SR 215 | | 2 | | | | | 2800* | 2900 | 3000 | 3100 |
| 020 | 233.31 | BEFORE JCT SR 97 | | 2 | | | | | 2500 | 2500 | 2500* | 2600 |
| 020 | 261.97 | AFTER JCT SR 97 WYE CONN | | 2 | | | | | 2200 | 2100 | 2700* | 2800 |

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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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 020 | 274.72 | BEFORE JCT AENEAS VALLEY RD | | 2 | | | | | 1400 | 1300 | 1500* | 1500 |
| 020 | 274.72 | AFTER JCT AENEAS VALLEY RD | | 2 | | | | | 1100 | 970 | 1100* | 1100 |
| 020 | 299.72 | AFTER JCT TROUT CREEK RD*SWAN LAKE | | 2 | | | | | 930 | 1000* | 1000 | 1000 |
| 020 | 302.08 | BEFORE JCT CLARK AVE*6TH ST | | 2 | | | | | 1300 | 1200 | 1600* | 1600 |
| 020 | 302.64 | BEFORE JCT SR 21 WYE CONN | | 2 | 07 | 02 | 01 | 10 | | | 3100+ | 3200 |
| 020 | 302.65 | AFTER JCT SR 21*CITY ST | | 2 | 09 | 02 | | 11 | | | 3100+ | 3200 |
| 020 | 304.60 | AT ADC LOCATION S820 | | 2 | | | | | 2800* | 2600* | 2600 | 2600* |
| 020 | 305.24 | BEFORE JCT SR 21 | | 2 | 11 | 04 | 01 | 15 | 2900 | 2700 | 2500+ | 2600 |
| 020 | 307.77 | AFTER JCT YENTER RD | | 2 | | | | | 810 | 870* | 880 | 900 |
| 020 | 342.08 | BEFORE JCT SR 395 | | 2 | | | | | 1400* | 1300 | 1300 | 1300 |
| 020 | 360.29 | AFTER JCT ARTMAN GIBSON RD | | 2 | | | | | | | 1500* | 1500 |
| 020 | 421.48 | BEFORE JCT SR 211 | | 2 | 09 | 04 | 04 | 16 | | | | 1600+ |
| 020 | 421.48 | AFTER JCT SR 211 | | 2 | 08 | 09 | 05 | 22 | | | | 1500+ |
| 020 | 436.84 | BEFORE JCT SPOKANE AVE | | 2 | | | | | | | 3400* | 3400 |
| 020 | 436.91 | BEFORE JCT SR 2 CONEWPRT (COUPLET) | | 2 | | | | | 2000* | 2000 | 3500* | 3500 |
| | STATE ROUTE NO 020 SPUR ANACRT SR 20 TO FERRY LANDING | | | | | | | | | | | |
| 020SPANACRT | 047.92 | AFTER JCT SR 20 WYE CONN | | 1 | 05 | 03 | 01 | 09 | 19000* | 19000 | 20000 | 20000+ |
| 020SPANACRT | 050.59 | BEFORE JCT SR 20 SPUR WYE CONN | | 1 | | | | | 16000 | 16000 | 17000 | 14000* |
| 020SPANACRT | 050.64 | AFTER JCT SR 20 SPUR WYE CONN | | 1 | | | | | 18000 | 18000 | 19000 | 16000* |
| 020SPANACRT | 051.64 | BEFORE JCT 17TH ST | | 1 | 04 | 01 | | 05 | 16000 | 16000+ | 17000 | 17000 |
| 020SPANACRT | 051.64 | AFTER JCT 17TH ST | | 1 | | | | | 15000* | 16000 | 17000 | 17000 |
| 020SPANACRT | 051.70 | AFTER JCT 16TH ST | | 1 | | | | | 16000* | 16000 | 16000 | 17000 |
| 020SPANACRT | 051.81 | BEFORE JCT 14TH ST | | 1 | | | | | | | | 18000* |
| 020SPANACRT | 051.81 | AFTER JCT 14TH ST | | 1 | | | | | 16000* | 16000 | 17000 | 18000* |
| 020SPANACRT | 051.92 | BEFORE JCT COMMERCIAL AVE | | 1 | | | | | 16000* | 16000 | 17000 | 17000* |
| 020SPANACRT | 051.92 | AFTER JCT COMMERCIAL AVE | | 1 | | | | | 11000* | 11000 | 12000 | 11000* |
| 020SPANACRT | 051.99 | AFTER JCT 0 AVE | | 1 | | | | | 13000 | 13000* | 13000 | 13000 |

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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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 020SPANACRT | 052.07 | AFTER JCT N AVE | | 1 | | | | | 14000* | 13000 | 14000 | 14000* |
| 020SPANACRT | 052.79 | AFTER JCT D AVE | | 1 | 03 | 01 | | 04 | 11000 | 12000+ | 13000 | 13000 |
| 020SPANACRT | 055.01 | BEFORE JCT SUNSET AVE | | 1 | | | | | 7500* | 7700 | 7900 | 8400* |
| 020SPANACRT | 055.01 | AFTER JCT SUNSET AVE | | 1 | | | | | 3100* | 3200 | 3300 | 3000* |
| 020SPANACRT | 055.67 | ANACORTES FERRY LANDING | | 1 | | | | | 1900* | 1900* | 2000* | 2200* |
| | STATE ROUTE NO 021 MAINLINE SR 260/KAHLOTUS TO CANADA | | | | | | | | | | | |
| 021 | 000.00 | AFTER JCT SR 260*BEG ROUTE | | 3 | | | | | 150 | 150 | 150 | 280* |
| 021 | 011.64 | BEFORE JCT SR 26 | | 3 | | | | | 220 | 250* | 260 | 260 |
| 021 | 011.64 | AFTER JCT SR 26 | | 3 | | | | | 200 | 460* | 470 | 470 |
| 021 | 024.37 | BEFORE RAMP SR 395 NORTHBOUND | | 3 | | | | | 750* | 750 | 760 | 760 |
| 021 | 024.59 | AFTER RAMP SR 395 SOUTHBOUND | | 3 | 18 | 08 | 04 | 30 | 760* | 760 | 770 | 860+ |
| 021 | 045.54 | BEFORE JCT SEIDL RD | | 3 | 09 | 11 | 12 | 33 | 210* | 210 | 230 | 260+ |
| 021 | 050.58 | AFTER JCT DAVIS RD WYE CONN | | 3 | 15 | 09 | 05 | 29 | | | 300+ | 300 |
| 021 | 055.83 | BEFORE JCT SR 28 | | 3 | | | | | | | 860* | 860 |
| 021 | 055.90 | AFTER JCT SR 28 | | 3 | | | | | | | 640* | 640 |
| 021 | 056.22 | AFTER JCT FIRST ST*MAY AVE | | 3 | | | | | | | 570* | 570 |
| 021 | 091.55 | AT ADC LOCATION P25 | | 3 | | | | | 390* | 390* | 420* | 420* |
| 021 | 091.78 | BEFORE JCT SR 2 | | 3 | | | | | 530* | 530 | 570 | 570 |
| 021 | 092.45 | AFTER JCT SR 2 WYE CONN | | 3 | | | | | 2000* | 2000 | 1900 | 1500* |
| 021 | 094.88 | AFTER JCT CO RD | | 3 | 14 | 06 | | 19 | 320* | 320 | 300 | 260+ |
| 021 | 106.65 | AT KELLER FERRY LANDING | | 3 | | | | | 190* | 190* | 180* | 190* |
| 021 | 117.13 | AFTER JCT SILVER CREEK RD | | 3 | 10 | 02 | | 12 | | | | 620+ |
| 021 | 130.87 | AFTER JCT THIRTY MILE RD | | 3 | | | | | 510* | 510 | 480 | 500 |
| 021 | 160.09 | BEFORE JCT SR 20 WYE CONN | | 3 | | | | | | | 670* | 690 |
| 021 | 162.68 | AFTER JCT CO RD | | 3 | | | | | | | 1900* | 1900 |
| 021 | 163.93 | AFTER JCT LUMBERMILL RD | | 3 | 10 | 05 | 03 | 19 | | | | 1700+ |
| 021 | 165.37 | AFTER JCT FISH HATCHERY RD | | 3 | | | | | | 1800* | 1800 | 1800 |

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 021 | 172.27 | BEFORE JCT W CURLEW LAKE RD | | 3 | | | | | 810 | 1000* | 1000 | 1000 |
| 021 | 191.34 | INTERNATIONAL BDRY | | 3 | 14 | 04 | 02 | 21 | 640 | 630 | 450+ | 440 |
| | STATE ROUTE NO 022 MAINLINE SR 82 TO SR 82/PROSSER | | | | | | | | | | | |
| 022 | 000.98 | AT YAKIMA RIVER OVERFLOW | | 1 | | | | | | | | 8200* |
| 022 | 001.59 | BEFORE JCT E BRANCH RD | | 1 | | | | | 7200* | 7200 | 7600 | 7500 |
| 022 | 001.59 | AFTER JCT E BRANCH RD | | 1 | 05 | 05 | 01 | 11 | 7000* | 7100 | 7400 | 7400+ |
| 022 | 002.32 | BEFORE JCT FRALEY RD | | 1 | | | | | 7100* | 7200 | 7500 | 7600 |
| 022 | 002.32 | AFTER JCT FRALEY RD | | 1 | | | | | 9200* | 9300 | 9700 | 9900 |
| 022 | 002.57B | BEFORE JCT E MCDONALD RD | | 1 | | | | | 8900* | 9000 | 9400 | 9500 |
| 022 | 002.57B | AFTER JCT E MCDONALD RD | | 1 | | | | | 7900* | 8000 | 8300 | 8500 |
| 022 | 003.97 | BEFORE JCT FRONTAGE RD | | 1 | | | | | 5100 | 5200 | 5400* | 5500 |
| 022 | 004.00 | AFTER JCT SR 97 | | 2 | | | | | 4100 | 4100 | 4300* | 4400 |
| 022 | 004.29 | AFTER JCT CASEY RD | | 2 | 08 | 05 | 03 | 16 | 3500* | 3600 | 3700 | 3300+ |
| 022 | 027.30 | AFTER JCT BUS RD | | 3 | 07 | 03 | 01 | 12 | 980* | 990 | 1000 | 1100+ |
| 022 | 035.74 | BEFORE JCT SR 221*PATTERSON RD | | 3 | | | | | 1200* | 1900* | 1900 | 1100* |
| 022 | 035.74 | AFTER JCT SR 221*PATTERSON RD | | 3 | | | | | 3300* | 4600* | 4700 | 3500* |
| 022 | 036.30 | AFTER JCT OLD SR 12-LEE RD | | 3 | | | | | 4100 | 4100 | 6000* | 6000 |
| | STATE ROUTE NO 023 MAINLINE SR 195/STEPTOE TO SR 28 | | | | | | | | | | | |
| 023 | 003.09 | AFTER JCT MACK LLOYD*GREEN HOLLOW | | 3 | | | | | 480* | 550 | 550 | 550 |
| 023 | 005.61 | AFTER JCT CASHUP FLAT RD | | 3 | | | | | 570 | 640* | 650 | 650 |
| 023 | 006.75 | BEFORE JCT MULKEY RD-CO RD #433 | | 3 | 10 | 03 | 01 | 13 | | 590+ | 590 | 590 |
| 023 | 006.75 | AFTER JCT MULKEY RD-CO RD #433 | | 3 | | | | | 630* | 630 | 640 | 630 |
| 023 | 014.97 | BEFORE JCT PINE CITY RD | | 3 | | | | | 1000* | 1000 | 1100 | 1100* |
| 023 | 014.97 | AFTER JCT PINE CITY RD | | 3 | 15 | 08 | 03 | 25 | 610* | 610 | 610 | 550+ |
| 023 | 022.09 | AT COTTONWOOD CREEK BRIDGE | | 3 | 12 | 04 | 02 | 18 | 460* | 450+ | 450 | 450 |
| 023 | 027.73 | AT IMBLER CREEK BRIDGE | | 3 | | | | | 270 | 220* | 220 | 220 |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 023 | 035.48 | BEFORE JCT LAMONT RD | | 3 | | | | | 250 | 300* | 300 | 300 |
| 023 | 035.48 | AFTER JCT LAMONT RD | | 3 | 09 | 05 | | 14 | 430* | 430+ | 440 | 440 |
| 023 | 042.98 | BEFORE JCT 4TH ST | | 3 | 11 | 05 | 02 | 18 | 420* | 410 | 420 | 450+ |
| 023 | 043.62 | BEFORE SR 90 ON/OFF RAMPS | | 3 | 12 | 05 | 01 | 19 | 1300* | 1300 | 1300 | 1700+ |
| 023 | 043.77 | AFTER SR 90ON/OFF RAMPS | | 3 | | | | | | | | 910* |
| 023 | 043.80 | AFTER JCT MCABEE RD | | 3 | | | | | 650* | 640 | 650 | 650 |
| 023 | 062.63 | AFTER JCT CO RD | | 3 | | | | | 290 | 290* | 290 | 290 |
| 023 | 066.01 | BEFORE JCT SR 28 | | 3 | | | | | | | | 1000* |
| | STATE ROUTE NO 024 MAINLINE SR 82 TO SR 26/OTHELLO | | | | | | | | | | | |
| 024 | 000.21 | AFTER JCT W BIRCHFIELD RD WYE CONN | | 1 | 06 | 04 | 03 | 13 | 17000* | 17000 | 18000 | 16000+ |
| 024 | 002.08 | BEFORE JCT BIRCHFIELD RD | | 2 | 03 | 03 | 02 | 08 | 12000 | 13000+ | 13000 | 13000 |
| 024 | 002.08 | AFTER JCT BIRCHFIELD RD | | 2 | | | | | 9700 | 9500* | 9500 | 9400 |
| 024 | 008.68 | BEFORE JCT BEANE RD | | 2 | 06 | 03 | 03 | 12 | 3300* | 3400 | 3400 | 2500+ |
| 024 | 009.82 | AFTER JCT DEN BESTE RD | | 2 | 06 | 04 | 03 | 13 | 2300* | 2300 | 2300 | 2200+ |
| 024 | 030.45 | BEFORE JCT SR 241*CO RD | | 2 | | | | | 1600 | 2000* | 2000 | 2000 |
| 024 | 030.45 | AFTER JCT SR 241*CO RD | | 2 | | | | | 2800 | 2900* | 2900 | 2800 |
| 024 | 038.45 | BEFORE JCT SR 240 WYE CONN | | 2 | | | | | 2500 | 2500 | 2500* | 2500 |
| 024 | 038.74 | AFTER JCT SR 240 WYE CONN | | 2 | 07 | 10 | 06 | 23 | 2900 | 2900 | 3200+ | 3200 |
| 024 | 043.50 | AT ADC LOCATION S612 | | 2 | | | | | 3300 | 3200* | 3200* | 3200* |
| 024 | 054.20 | AFTER JCT E SW RD | | 3 | 09 | 13 | 10 | 32 | | | | 1100+ |
| 024 | 073.92 | BEFORE JCT SAGEHILL RD | | 3 | | | | | 1800 | 1600* | 1800* | 1800 |
| 024 | 073.92 | AFTER JCT SAGEHILL RD | | 3 | | | | | 3600 | 3800* | 4000* | 4000 |
| 024 | 074.60 | AFTER JCT MUSE RD | | 3 | | | | | | 3000* | 3000 | 3000 |
| 024 | 076.43 | BEFORE JCT HATTON RD | | 3 | | | | | | 4600* | 4600 | 4500 |
| 024 | 076.43 | AFTER JCT HATTON RD | | 3 | | | | | | 4400* | 4400 | 4300 |
| 024 | 078.45 | BEFORE JCT BENCH RD | | 3 | | | | | | | 5700* | 5400* |
| 024 | 078.45 | AFTER JCT BENCH RD | | 3 | | | | | | | 7500* | 7600* |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | STATE ROUTE NO 025 MAINLINE SR 2/DAVENPORT TO CANADA | | | | | | | | | | | |
| 025 | 000.00 | AFTER JCT SR 2*BEG ROUTE | | 2 | | | | | 1200 | 1200 | 1200 | 1800* |
| 025 | 000.68 | BEFORE JCT CO RD | | 2 | | | | | 1300* | 1300 | 1300 | 1500* |
| 025 | 006.64 | AFTER JCT CO RD | | 2 | 09 | 04 | 02 | 15 | 1200 | 1000+ | 1000 | 1000 |
| 025 | 032.17 | AFTER JCT ENTERPRISE RD | | 2 | 13 | 05 | 03 | 20 | 540* | 540 | 540 | 610+ |
| 025 | 057.73 | BEFORE JCT ADDY-GIFFORD RD | | 2 | | | | | 550 | 540 | 730* | 730 |
| 025 | 057.73 | AFTER JCT ADDY-GIFFORD RD | | 2 | | | | | 460 | 460 | 700* | 700 |
| 025 | 066.34 | AFTER JCT ORIN-RICE RD | | 2 | | | | | | | 880* | 880 |
| 025 | 081.04 | BEFORE JCT SR 395 WYE CONN | | 2 | | | | | 1700 | 1700 | 2200* | 2200 |
| 025 | 081.11 | AFTER JCT SR 395 WYE CONN | | 2 | 09 | 05 | 04 | 18 | 1000 | 1300 | 980+ | 880 |
| 025 | 089.68 | BEFORE JCT ORCHARD DR | | 2 | 07 | 10 | 13 | 30 | 580* | 760 | 690 | 690+ |
| 025 | 097.00 | AT ADC LOCATION P27 | | 2 | | | | | 350 | 460* | 410* | 370* |
| 025 | 098.66 | AFTER JCT WILLIAMS LAKE RD | | 2 | | | | | | | 810* | 730 |
| 025 | 109.08 | AFTER JCT JOHNSON GRADE RD | | 2 | | | | | 920 | 710* | 640 | 580 |
| 025 | 113.74 | BEFORE JCT CITY ST (OLD SR 251) | | 2 | | | | | | 940* | 850 | 760 |
| 025 | 113.74 | AFTER JCT CITY ST (OLD SR 251) | | 2 | | | | | 920 | 670* | 610 | 540 |
| 025 | 121.23 | INTERNATIONAL BDRY | | 2 | 04 | 15 | 26 | 44 | 460* | 590 | 530 | 410+ |
| | STATE ROUTE NO 026 MAINLINE SR 90/VANTAGE TO SR 195 | | | | | | | | | | | |
| 026 | 000.00 | AT SR 90*BEG ROUTE | | 1 | | | | | 1900 | 2000 | 1800* | 1900 |
| 026 | 001.01 | BEFORE JCT SR 243 WYE CONN | | 1 | 08 | 15 | 11 | 34 | 4000 | 3800* | 3800+ | 3900 |
| 026 | 001.02 | AFTER JCT SR 243 | | 1 | | | | | 1500 | 1900* | 2000 | 2000 |
| 026 | 006.99 | AFTER JCT BEVERLY-BURKE RD | | 1 | | | | | 2500 | 2200* | 2200 | 2200 |
| 026 | 012.03 | BEFORE JCT L SW*ADAMS RD | | 1 | | | | | 2500 | 2300* | 2400 | 2100* |
| 026 | 012.03 | AFTER JCT L SW*ADAMS RD | | 1 | | | | | 2800 | 2800* | 2800 | 2500* |
| 026 | 017.49 | AFTER JCT G SW TO ROYAL CITY | | 1 | | | | | 2600 | 3000* | 3000 | 2700 |
| 026 | 018.21 | BEFORE JCT F SW | | 1 | | | | | | | | 2700* |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 026 | 018.21 | AFTER JCT F SW | | 1 | | | | | | | | 3200* |
| 026 | 019.01 | AFTER JCT E SW | | 1 | | | | | 3300 | 3200* | 3300 | 3400 |
| 026 | 025.32 | BEFORE JCT SR 262-A SE*A SE | | 1 | 07 | 09 | 05 | 20 | 2500 | 2500+ | 2500 | 2600 |
| 026 | 025.32 | AFTER JCT SR 262-A SE*A SE | | 1 | | | | | 2200 | 2400* | 2400 | 2500 |
| 026 | 038.56 | BEFORE JCT THACKER RD | | 1 | | | | | 2700 | 2700* | 2800* | 2900 |
| 026 | 038.56 | AFTER JCT THACKER RD | | 1 | | | | | 3400 | 3400* | 3300* | 3400 |
| 026 | 039.58 | BEFORE JCT TAYLOR*SUNSET ACRES RDS | | 1 | | | | | 4900 | 3200* | 3300 | 3400 |
| 026 | 039.58 | AFTER JCT TAYLOR*SUNSET ACRES RDS | | 1 | | | | | | 4800* | 4900 | 5000 |
| 026 | 040.07 | BEFORE JCT MOON RD | | 1 | | | | | 4500* | 4800* | 4900 | 5000 |
| 026 | 040.69 | BEFORE JCT FIRST ST | | 1 | | | | | 4900* | 5100* | 5200 | 4800* |
| 026 | 040.69 | AFTER JCT FIRST ST | | 1 | | | | | 3800* | 3900* | 4000 | 4000* |
| 026 | 041.61 | BEFORE JCT REYNOLDS RD | | 1 | | | | | | 3600* | 3600 | 3700 |
| 026 | 041.61 | AFTER JCT REYNOLDS RD | | 1 | | | | | | 3300* | 3400 | 3500 |
| 026 | 042.58 | BEFORE JCT SR 17 | | 1 | | | | | 3900 | 3400* | 3500 | 3600 |
| 026 | 043.06 | AT ADC LOCATION R066 | | 1 | | | | | 1900* | 2100 | 2100* | 2100* |
| 026 | 050.83 | BEFORE JCT IRBY RD | | 1 | | | | | 1400 | 1500* | 1500 | 1600 |
| 026 | 070.59 | BEFORE JCT SR 21 | | 1 | 13 | 07 | 06 | 25 | 1200 | 870+ | 880 | 900 |
| 026 | 070.59 | AFTER JCT SR 21 | | 1 | | | | | 1400 | 920* | 930 | 960 |
| 026 | 082.99 | BEFORE JCT SR 260*SR 261 | | 1 | | | | | 1100* | 1100 | 1100 | 980* |
| 026 | 082.99 | AFTER JCT SR 260*SR 261 | | 1 | | | | | 1000* | 1000 | 1100 | 1100* |
| 026 | 091.45 | BEFORE JCT GRAY RD | | 1 | 07 | 11 | 05 | 23 | 920* | 930 | 940 | 940+ |
| 026 | 091.45 | AFTER JCT GRAY RD | | 1 | 08 | 07 | 04 | 18 | 920* | 930 | 940 | 900+ |
| 026 | 102.00 | BEFORE JCT FLEMING RD | | 1 | 06 | 08 | 03 | 17 | 1400* | 1500* | 1200+ | 1200 |
| 026 | 102.71 | AFTER JCT LACROSSE AIRPORT RD | | 1 | 06 | 07 | 04 | 18 | 1200 | 950+ | 970 | 970 |
| 026 | 108.04 | AFTER JCT WIGEN*SCHARPENBERG HILL | | 1 | 04 | 07 | 04 | 15 | 1600* | 1600+ | 1600 | 1600 |
| 026 | 116.92 | BEFORE JCT SR 127*DUSTY RD | | 1 | 07 | 10 | 05 | 22 | 1200* | 1200 | 1200 | 1300+ |
| 026 | 116.92 | AFTER JCT SR 127*DUSTY RD | | 1 | 07 | 13 | 07 | 27 | 1800* | 1800 | 1800 | 1800+ |
| 026 | 118.16 | AFTER JCT BRINK RD | | 1 | 08 | 09 | 05 | 22 | 2200 | 1900+ | 2000 | 2000 |

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\+ SOURCE OF TRUCK PERCENTAGES

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 026 | 125.16 | BEFORE JCT UNION FLAT CR*SOMMERS RD | | 1 | | | | | 2300 | 1900* | 1900 | 1900 |
| 026 | 125.16 | AFTER JCT UNION FLAT CR*SOMMERS RD | | 1 | 06 | 06 | 03 | 15 | 2300* | 2400+ | 2400 | 2400 |
| 026 | 132.25 | BEFORE JCT MORLEY RD | | 1 | 09 | 10 | 06 | 25 | 2300+ | 2300 | 2300 | 2300 |
| | STATE ROUTE NO 027 MAINLINE SR 195/PULLMAN TO SR 290 | | | | | | | | | | | |
| 027 | 000.00B | AFTER JCT SR 195*BEG ROUTE | | 2 | | | | | 4500 | 4600 | 4200* | 4300 |
| 027 | 002.27B | BEFORE JCT SR 270 | | 1 | | | | | 16000 | 13000* | 14000* | 14000 |
| 027 | 000.01 | AFTER JCT SR 270 WYE CONN | | 1 | | | | | 20000 | 16000* | 14000* | 14000 |
| 027 | 000.74 | BEFORE JCT STADIUM WAY | | 2 | | | | | 15000 | 15000* | 15000 | 16000 |
| 027 | 000.74 | AFTER JCT STADIUM WAY | | 2 | | | | | 11000 | 11000* | 12000 | 12000 |
| 027 | 001.31 | BEFORE JCT LARRY ST | | 2 | | | | | 11000* | 11000 | 11000 | 10000* |
| 027 | 001.31 | AFTER JCT LARRY ST | | 2 | 06 | 02 | 01 | 08 | 8400* | 8500 | 8900 | 8400+ |
| 027 | 002.20 | AFTER JCT PULLMAN ALBION*WHELAN RD | | 3 | 06 | 01 | | 08 | 2200* | 2500* | 3000* | 2400+ |
| 027 | 007.75 | BEFORE JCT ESTES RD | | 3 | 06 | 01 | | 08 | 2000* | 2200+ | 2300 | 2100 |
| 027 | 015.08 | BEFORE JCT SR 272*MAIN ST | | 3 | | | | | | | 3900* | 3700 |
| 027 | 015.08 | AFTER JCT SR 272*MAIN ST | | 3 | | | | | 3100 | 3100 | 3100* | 2900 |
| 027 | 015.33 | BEFORE JCT SR 272*CHURCH ST | | 3 | | | | | | | 2500* | 2300 |
| 027 | 015.33 | AFTER JCT SR 272*CHURCH ST | | 3 | | | | | 1700 | 1700 | 2300* | 2200 |
| 027 | 020.21 | AFTER JCT ALTERGOTT RD | | 3 | | | | | | | 1900* | 1700 |
| 027 | 023.76 | AT SILVER CREEK BRIDGE | | 3 | 07 | 01 | | 09 | 1200* | 1400+ | 1400 | 1400 |
| 027 | 026.95 | AFTER JCT WALTERS RD | | 3 | 10 | 06 | 03 | 19 | | | 1700+ | 1600 |
| 027 | 031.55 | AFTER JCT ZIMMERMAN RD | | 3 | 08 | 05 | 01 | 13 | 710+ | 710 | 730 | 690 |
| 027 | 033.42 | BEFORE JCT KELLEY RD | | 3 | 10 | 04 | 03 | 17 | 830 | 830+ | 850 | 800 |
| 027 | 035.68 | BEFORE JCT HUME RD | | 3 | 08 | 05 | 02 | 15 | | | 1700+ | 1600 |
| 027 | 035.68 | AFTER JCT HUME RD | | 3 | | | | | | | 1900* | 1800 |
| 027 | 036.87 | BEFORE JCT SR 271 | | 3 | | | | | | | 1200* | 1200 |
| 027 | 036.87 | AFTER JCT SR 271 | | 3 | | | | | | | 640* | 600 |
| 027 | 040.62 | AFTER JCT SEABURY RD | | 3 | 16 | 05 | 01 | 23 | | | 410+ | 380 |

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\+ SOURCE OF TRUCK PERCENTAGES

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 027 | 043.81 | BEFORE JCT CROCKETT RD | | 3 | 13 | 03 | 01 | 17 | 410* | 400+ | 420 | 390 |
| 027 | 048.11 | BEFORE JCT MAIN ST*RAMSEY ST | | 3 | | | | | | | 750* | 710 |
| 027 | 048.11 | AFTER JCT MAIN ST*RAMSEY ST | | 3 | | | | | | | 740* | 700 |
| 027 | 048.50 | BEFORE JCT SR 274*CROSBY ST | | 3 | | | | | 2900 | 2900 | 2000* | 1900 |
| 027 | 048.50 | AFTER JCT SR 274*CROSBY ST | | 3 | | | | | 1500 | 1500 | 1400* | 1300 |
| 027 | 051.73 | BEFORE JCT FAIRBANKS RD | | 3 | 06 | 11 | 03 | 20 | 1000+ | 990 | 1000 | 960 |
| 027 | 051.73 | AFTER JCT FAIRBANKS RD | | 3 | 04 | 01 | 02 | 07 | 900 | 780+ | 800 | 750 |
| 027 | 077.30 | AT ADC LOCATION P30 | | 3 | | | | | 4900 | 5500* | 5600* | 5300* |
| 027 | 083.15 | BEFORE JCT 32ND AVE | | 2 | | | | | 5800 | 6300* | 6500 | 8200 |
| 027 | 083.72 | BEFORE JCT 25TH AVE*24TH AVE | | 2 | | | | | | | | 7300* |
| 027 | 084.43 | BEFORE JCT 16TH AVE | | 1 | | | | | 6100 | 5600* | 5800 | 7300* |
| 027 | 084.49 | AFTER JCT PINES RD SB | | 1 | | | | | | 4800* | 5000 | 5100 |
| 027 | 084.51 | AFTER JCT SALTESE RD NB | | 1 | | | | | 15000 | 12000* | 13000 | 13000 |
| 027 | 084.94 | BEFORE JCT 8TH AVE | | 1 | | | | | 17000 | 13000* | 14000 | 17000* |
| 027 | 084.94 | AFTER JCT 8TH AVE | | 1 | | | | | | | | 18000* |
| 027 | 085.19 | AFTER JCT 4TH AVE | | 1 | | | | | | | | 19000* |
| 027 | 085.94 | BEFORE JCT BROADWAY AVE | | 1 | | | | | | 23000* | 24000 | 24000 |
| 027 | 085.94 | AFTER JCT BROADWAY AVE | | 1 | | | | | | 24000* | 25000 | 25000 |
| 027 | 086.45 | BEFORE JCT MISSION AVE | | 1 | | | | | 27000 | 23000* | 24000 | 24000 |
| 027 | 086.69 | BEFORE RAMP SR 90 | | 1 | | | | | | 27000* | 28000 | 29000 |
| 027 | 086.73 | AFTER JCT MONTGOMERY DR WYE CONN | | 1 | | | | | 19000 | 16000* | 17000 | 17000 |
| 027 | 086.85 | BEFORE JCT MANSFIELD AVE | | 1 | | | | | | | | 16000* |
| 027 | 086.85 | AFTER JCT MANSFIELD AVE | | 1 | | | | | | | | 14000* |
| 027 | 087.68 | BEFORE JCT SR 290 WYE CONN | | 1 | | | | | 15000 | 11000* | 11000 | 12000 |
| | STATE ROUTE NO 028 MAINLINE SR 2 TO SR 2/DAVENPORT | | | | | | | | | | | |
| 028 | 000.00B | AFTER JCT SR 2*BEG ROUTE | | 1 | | | | | 17000* | 17000 | 17000 | 15000* |
| 028 | 000.76B | BEFORE JCT 31ST ST NW*31ST ST NE | | 1 | | | | | | | | 14000* |

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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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 028 | 000.76B | AFTER JCT 31ST ST NW*31ST ST NE | | 1 | | | | | | | | 14000* |
| 028 | 001.01B | BEFORE JCT 29TH ST NW | | 1 | | | | | | | | 14000* |
| 028 | 001.01B | AFTER JCT 29TH ST NW | | 1 | | | | | | | | 14000* |
| 028 | 001.46B | BEFORE JCT HADLEY ST NE*HADLEY NW | | 1 | | | | | | | | 14000* |
| 028 | 001.46B | AFTER JCT HADLEY ST NE*HADLEY NW | | 1 | | | | | | | | 14000* |
| 028 | 002.28B | BEFORE JCT 19TH ST NE*19TH ST NW | | 1 | | | | | 13000 | 13000 | 13000 | 13000* |
| 028 | 002.28B | AFTER JCT 19TH ST NE*19TH ST NW | | 1 | | | | | 14000 | 14000 | 15000 | 15000* |
| 028 | 003.28B | BEFORE JCT MAIN ST | | 1 | | | | | 15000 | 15000 | 16000 | 16000* |
| 028 | 003.28B | AFTER JCT MAIN ST | | 1 | | | | | 12000 | 12000 | 12000 | 13000* |
| 028 | 003.67B | BEFORE JCT 9TH ST | | 1 | | | | | 12000* | 13000 | 13000 | 13000 |
| 028 | 003.67B | AFTER JCT 9TH ST | | 1 | | | | | | | | 20000* |
| 028 | ** 003.84B | AFTER JCT SR 28 COWENTCH (COUPLET) | C | 1 | | | | | 3200 | 3100* | 3300 | 3500* |
| 028 | 004.44B | BEFORE JCT GRANT RD WYE CONN | | 1 | | | | | | 32000 | 34000 | 33000* |
| 028 | 000.31 | AFTER JCT GRANT RD | | 1 | | | | | 12000* | 11000* | 11000 | 12000* |
| 028 | 000.78 | BEFORE JCT THIRD ST | | 1 | | | | | | | | 12000* |
| 028 | 000.78 | AFTER JCT THIRD ST | | 1 | | | | | 8400* | 7700 | 7900 | 9400* |
| 028 | 003.35 | BEFORE JCT S NILE AVE | | 1 | | | | | 8600 | 8400 | 8600 | 9500* |
| 028 | 003.35 | AFTER JCT S NILE AVE | | 1 | | | | | 8700 | 8500* | 8700 | 9000* |
| 028 | 006.92 | BEFORE JCT RIVERSIDE PL*S RIVERSIDE | | 1 | | | | | | | | 7600* |
| 028 | 006.92 | AFTER JCT RIVERSIDE PL*S RIVERSIDE | | 1 | | | | | | | | 7500* |
| 028 | 008.08 | BEFORE JCT ROCK ISLAND AVE WYE CONN | | 1 | 07 | 07 | 05 | 19 | 6700 | 7200+ | 7400 | 7400 |
| 028 | 008.10 | AFTER JCT ROCK ISLAND AVE WYE CONN | | 1 | 07 | 07 | 06 | 19 | 5900 | 6500+ | 6700 | 6700 |
| 028 | 025.73 | BEFORE JCT U NW*WHITE TR RD | | 1 | 07 | 06 | 03 | 16 | | | 6000* | 5400+ |
| 028 | 025.73 | AFTER JCT U NW*WHITE TR RD | | 1 | | | | | 6400* | 6500 | 5400* | 4800 |
| 028 | 027.73 | BEFORE JCT S NW | | 1 | | | | | 6100* | 6200 | 5200 | 4600 |
| 028 | 027.73 | AFTER JCT S NW | | 1 | | | | | 6600* | 6600 | 5500 | 4900 |
| 028 | 028.73 | BEFORE JCT 13TH AVE SW*R NW | | 1 | | | | | | | 6700* | 6800 |
| 028 | 028.73 | AFTER JCT 13TH AVE SW*R NW | | 1 | | | | | | | 7700* | 7700 |

** 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 028 | 029.77 | BEFORE JCT SR 281*CENTRAL AVE S | | 2 | | | | | | | | 14000* |
| 028 | 029.77 | AFTER JCT SR 281*CENTRAL AVE S | | 2 | | | | | 10000* | 10000 | 11000 | 12000* |
| 028 | 029.85 | BEFORE JCT 1ST AVE SE | | 2 | | | | | | | 12000* | 12000 |
| 028 | 029.85 | AFTER JCT 1ST AVE SE | | 2 | | | | | | | 11000* | 11000 |
| 028 | 030.01 | BEFORE JCT THIRD AVE SE | | 2 | | | | | | | 11000* | 11000 |
| 028 | 030.01 | AFTER JCT THIRD AVE SE | | 2 | | | | | | | 11000* | 11000 |
| 028 | 030.60 | AFTER JCT COLUMBIA WAY-P NW | | 2 | | | | | | | | 6400* |
| 028 | 031.79 | BEFORE JCT O NW | | 2 | | | | | | | | 6000* |
| 028 | 031.79 | AFTER JCT O NW | | 2 | | | | | | | | 5700* |
| 028 | 033.79 | BEFORE JCT ADAMS RD | | 2 | | | | | 4900* | 4900 | 5000 | 5500* |
| 028 | 033.79 | AFTER JCT ADAMS RD | | 2 | | | | | 3700* | 3800 | 3900 | 4300* |
| 028 | 041.25 | BEFORE JCT F NW | | 2 | | | | | | | 4500* | 4500 |
| 028 | 041.25 | AFTER JCT F NW | | 2 | | | | | | | 4300* | 4300 |
| 028 | 042.00 | BEFORE JCT SR 28 WYE CONN | | 2 | 07 | 02 | 01 | 10 | | | | 3400+ |
| 028 | 042.20 | AFTER JCT SR 28 WYE CONN | | 2 | 08 | 04 | 01 | 12 | | | | 5400+ |
| 028 | 046.61 | BEFORE JCT SR 282 WYE CONN | | 2 | | | | | 9600 | 9700 | 10000* | 10000 |
| 028 | 046.63 | AFTER JCT SR 282 | | 2 | | | | | 11000 | 11000 | 12000* | 12000 |
| 028 | 047.34 | BEFORE JCT 3RD AVE SW | | 2 | | | | | | | | 13000* |
| 028 | 047.34 | AFTER JCT 3RD AVE SW | | 2 | | | | | | | | 13000* |
| 028 | 047.58 | BEFORE JCT W DIVISION ST | | 2 | | | | | | | | 13000* |
| 028 | 047.58 | AFTER JCT W DIVISION ST | | 2 | | | | | | | | 12000* |
| 028 | 047.65 | AFTER JCT FIRST AVE NW | | 2 | | | | | | | | 9700* |
| 028 | 049.13 | AFTER JCT B NW | | 2 | | | | | 6800 | 6900 | 7100 | 6500* |
| 028 | 051.77 | BEFORE JCT 19 NW | | 2 | | | | | | 5800* | 5900 | 6000 |
| 028 | 051.77 | AFTER JCT 19 NW | | 2 | | | | | | 4900* | 5100 | 5100 |
| 028 | 052.07 | BEFORE JCT GRANT ST | | 2 | | | | | | | 5200* | 5200 |
| 028 | 052.07 | AFTER JCT GRANT ST | | 2 | | | | | | | 5800* | 5800 |
| 028 | 052.38 | BEFORE JCT DIVISION N | | 2 | | | | | | 4700* | 4800 | 4800 |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 028 | 052.38 | AFTER JCT DIVISION N | | 2 | | | | | | 3700* | 3800 | 3800 |
| 028 | 052.67 | BEFORE RAMP SR 17 SB | | 2 | | | | | | | 4200* | 4200 |
| 028 | 052.92 | AFTER JCT SR 17 WYE CONN | | 2 | | | | | | | 1300* | 1200 |
| 028 | 053.62 | BEFORE JCT A NE | | 2 | | | | | 1300* | 1300 | 1300 | 980 |
| 028 | 053.62 | AFTER JCT A NE | | 2 | 10 | 05 | 01 | 16 | 1000* | 1000 | 1000 | 790+ |
| 028 | 062.12 | AFTER JCT 23 NE | | 2 | | | | | | | | 520* |
| 028 | 070.33 | AFTER JCT O NE RD | | 2 | 17 | 09 | 02 | 28 | 440 | 450 | 440+ | 430 |
| 028 | 077.93 | BEFORE JCT MARLIN RD*W NE | | 2 | 13 | 11 | 03 | 27 | | | 300+ | 290 |
| 028 | 077.93 | AFTER JCT MARLIN RD*W NE | | 2 | 13 | 06 | 02 | 21 | | | 270+ | 270 |
| 028 | 079.04 | AFTER JCT X NE RD | | 2 | 13 | 08 | 02 | 23 | | | 320+ | 320 |
| 028 | 090.54 | AFTER JCT CO RD | | 2 | 14 | 04 | 02 | 20 | | | 660+ | 660 |
| 028 | 093.72 | BEFORE JCT SR 21*ALDER ST | | 2 | | | | | 1900 | 2000 | 2300* | 2200 |
| 028 | 093.72 | AFTER JCT SR 21*ALDER ST | | 2 | | | | | | | 2600* | 2500 |
| 028 | 093.79 | AFTER JCT SR 21*DIVISION ST | | 2 | | | | | 2800 | 2800 | 2400* | 2400 |
| 028 | 094.38 | AFTER JCT DOBSON RD WYE CONN | | 2 | 12 | 04 | 01 | 18 | | | 800+ | 790 |
| 028 | 095.40 | AFTER JCT CO RD | | 2 | 15 | 05 | 02 | 22 | | | 530+ | 530 |
| 028 | 106.59 | BEFORE JCT CO RD | | 2 | | | | | 480* | 490 | 490 | 500* |
| 028 | 118.12 | AFTER JCT SR 23 | | 2 | | | | | 1200 | 1200 | 1200 | 1400* |
| 028 | 131.18 | BEFORE JCT SR 2 | | 2 | | | | | 2400* | 2500 | 2500 | 2300* |
| | 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* |
| 028COWENTCH | 004.35 | AFTER JCT 5TH ST NE*SR 285 OFF RMP | | 1 | | | | | | 3700* | 3800 | 3800* |
| | STATE ROUTE NO 031 MAINLINE SR 20/TIGER TO CANADA | | | | | | | | | | | |
| 031 | 003.10 | BEFORE JCT SULLIVAN LAKE RD | | 2 | 12 | 04 | 01 | 16 | | | 1800+ | 1800 |
| 031 | 003.10 | AFTER JCT SULLIVAN LAKE RD | | 2 | 12 | 03 | 01 | 16 | | | 2100+ | 2100 |
| 031 | 006.91 | BEFORE JCT CO RD | | 2 | 13 | 05 | 01 | 18 | 1300 | 1300 | 1300+ | 1300 |

** 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 031 | 006.91 | AFTER JCT CO RD | | 2 | 13 | 05 | 01 | 19 | 1300 | 1300 | 1300+ | 1300 |
| 031 | 013.13 | AFTER JCT BOUNDARY RD | | 2 | 10 | 03 | 01 | 15 | 1500* | 1500 | 1500 | 1300+ |
| 031 | 016.37 | BEFORE JCT SULLIVAN LAKE RD | | 2 | 10 | 05 | 07 | 21 | | | | 420+ |
| 031 | 016.43 | AFTER JCT PEND OREILLE MINE RD | | 2 | 07 | 05 | 07 | 19 | | | 430* | 300+ |
| 031 | 026.79 | INTERNATIONAL BOUNDARY | | 2 | 06 | 09 | 12 | 26 | | | | 220+ |
| | STATE ROUTE NO 041 MAINLINE SR 2 TO IDAHO STATE LINE | | | | | | | | | | | |
| 041 | 000.00 | AFTER JCT SR 2*BEG ROUTE | | 2 | | | | | 4600 | 4700* | 4700 | 4700 |
| | STATE ROUTE NO 082 MAINLINE SR 90 TO OREGON ST LINE | | | | | | | | | | | |
| 082 | 000.87 | AFTER RAMP SR 90 | | 5 | | | | | 12000* | 12000 | 13000 | 13000* |
| 082 | 002.53 | BEFORE RAMP SR 821 | | 5 | | | | | | | | 13000* |
| 082 | 003.46 | AFTER RAMP SR 821 | | 5 | | | | | 12000* | 13000 | 13000 | 14000* |
| 082 | 024.83 | AT ADC LOCATION R048 | | 5 | | | | | 13000* | 14000* | 14000* | 14000* |
| 082 | 027.12 | AFTER RAMP SR 821 | | 5 | | | | | 17000 | 17000 | 18000 | 16000* |
| 082 | 030.26 | BEFORE RAMP REST HAVEN RD | | 5 | | | | | 20000 | 20000 | 21000 | 19000* |
| 082 | 030.79 | AFTER RAMP REST HAVEN RD | | 5 | | | | | 43000 | 43000 | 44000 | 40000* |
| 082 | 034.02 | AT ADC LOCATION P29 | | 5 | | | | | 40000* | 40000* | 41000 | 41000* |
| 082 | 037.24 | BEFORE RAMP SR 97 | | 5 | | | | | 30000 | 31000 | 32000 | 33000* |
| 082 | 038.48 | AFTER RAMP SR 97 | | 5 | | | | | 19000 | 20000 | 21000 | 26000* |
| 082 | 040.87 | AFTER RAMP THORP PARKER RD | | 5 | 05 | 10 | 04 | 18 | 24000+ | 25000 | 26000 | 26000 |
| 082 | 048.50 | AT ADC LOCATION P08 | | 5 | | | | | 21000 | 21000* | 22000* | 22000* |
| 082 | 052.60 | AFTER RAMP ZILLAH | | 5 | | | | | 16000* | 16000 | 18000* | 18000 |
| 082 | 064.17 | AFTER RAMP CEMETERY RD | | 5 | | | | | 15000 | 15000 | 18000* | 18000 |
| 082 | 068.40 | BEFORE RAMP SR 241 | | 5 | | | | | 13000 | 14000* | 14000 | 14000 |
| 082 | 069.49 | AFTER RAMP SR 241 | | 5 | | | | | 15000* | 15000* | 16000 | 16000 |
| 082 | 072.61 | BEFORE RAMP STOVER RD | | 5 | | | | | | | | 16000* |
| 082 | 073.29 | AFTER RAMP STOVER RD | | 5 | | | | | 14000* | 14000 | 14000 | 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 082 | 079.42 | BEFORE RAMP GAP RD | | 5 | | | | | | | 16000* | 16000 |
| 082 | 082.89 | AFTER RAMP SR 22 | | 5 | 08 | 13 | 05 | 26 | 11000* | 11000 | 14000+ | 13000 |
| 082 | 089.03 | AFTER RAMP GIBBON RD | | 5 | | | | | 11000* | 11000 | 12000 | 12000* |
| 082 | 101.65 | BEFORE RAMP SR 182 | | 5 | | | | | 14000* | 14000* | 15000 | 15000 |
| 082 | 102.87 | AFTER RAMP SR 182 | | 5 | | | | | 5500 | 6000* | 6300 | 6200 |
| 082 | 105.15 | AFTER RAMP GOOSE GAP RD | | 5 | | | | | 5300 | 5600* | 5900 | 5800 |
| 082 | 112.27 | BEFORE RAMP SR 395 | | 5 | 07 | 15 | 02 | 24 | 6100 | 6400 | 7300+ | 7100 |
| 082 | 113.71 | AFTER RAMP SR 395 | | 5 | | | | | 12000 | 13000 | 15000* | 14000 |
| 082 | 121.20 | AT ADC LOCATION P09 | | 5 | | | | | 12000* | 13000 | 14000* | 14000 |
| 082 | 132.03 | AFTER RAMP SR 14*ADC R086 | | 5 | | | | | 13000* | 15000* | 15000* | 15000* |
| | STATE ROUTE NO 090 MAINLINE SR 5/SEATTLE TO IDAHO | | | | | | | | | | | |
| 090 | ** 001.94 | AFTER JCT SR 519*4TH AVE S | | 5 | | | | | 32000 | 36000* | 37000 | 42000* |
| 090 | ** 002.54 | CENTERLINE SR 5 (ON BR) | | 5 | | | | | | | | 23000* |
| 090 | ** 002.79 | AFTER RAMP SR 5 NB | | 5 | | | | | 109000 | 119000* | 121000 | 116000 |
| 090 | ** 003.52 | AFTER RAINIER AVE (OLD SR 900) | | 5 | | | | | 112000 | 124000* | 127000 | 127000 |
| 090 | ** 003.94 | AFTER RAMP RAINIER AVE | | 5 | | | | | 119000 | 129000* | 132000 | 129000* |
| 090 | ** 005.82 | AFTER RAMP W MERCER WAY | | 5 | | | | | 114000 | 121000* | 124000 | 123000* |
| 090 | ** 006.56 | BEFORE RAMP 77TH AVE SE | | 5 | | | | | | | | 119000* |
| 090 | ** 006.85 | BEFORE RAMP ISLAND CREST WAY | | 5 | | | | | 107000 | 118000* | 121000 | 116000* |
| 090 | ** 007.52 | AFTER RAMP ISLAND CREST WAY | | 5 | | | | | 124000 | 132000* | 135000 | 134000* |
| 090 | ** 008.59 | AFTER RAMP E MERCER WAY | | 5 | | | | | 137000 | 149000* | 152000 | 150000* |
| 090 | ** 008.88 | AFTER RAMP BELLEVUE WAY SE | | 5 | | | | | 120000 | 126000 | 129000 | 131000* |
| 090 | 010.34 | AFTER RAMP SR 405 | | 5 | | | | | 131000* | 138000* | 142000 | 141000* |
| 090 | 011.14 | AFTER RAMP 148TH AVE SE | | 5 | | | | | 73000 | 80000* | 82000 | 85000* |
| 090 | 012.41 | AFTER RAMP WBCD LANE | | 5 | | | | | 96000 | 107000* | 109000 | 112000* |
| 090 | 013.69 | AT W LK SAMMAMISH PRKWY | | 5 | | | | | 86000 | 95000* | 98000 | 96000* |
| 090 | 014.65 | AT ADC LOCATION S825 | | 5 | | | | | 94000* | 99000* | 101000* | 104000* |

** REVERSIBLE TRAFFIC NOT INCLUDED

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 090 | 015.82 | AT SR 900 | | 5 | | | | | 57000 | 61000* | 65000 | 67000* |
| 090 | 016.31 | AFTER RAMP SR 900 | | 5 | | | | | 63000 | 67000* | 71000 | 73000* |
| 090 | 017.12 | AT 228TH AVE SE BRIDGE | | 5 | | | | | 32000 | 33000* | 35000 | 36000 |
| 090 | 017.69 | AFTER RAMP 228TH AVE SE | | 5 | | | | | 38000 | 41000* | 43000 | 45000 |
| 090 | 018.38 | AFTER RAMP E SUNSET WAY | | 5 | | | | | 41000 | 44000* | 46000 | 48000 |
| 090 | 020.25 | AT HIGH POINT RD BRIDGE | | 5 | | | | | 40000 | 42000* | 45000 | 47000 |
| 090 | 020.75 | AFTER RAMP HIGH POINT RD | | 5 | | | | | 40000 | 43000* | 45000 | 47000 |
| 090 | 022.52 | AT JONES RD | | 5 | | | | | 29000 | 32000* | 34000 | 35000 |
| 090 | 023.54 | AT ADC LOCATION S826 | | 5 | | | | | 38000 | 41000* | 44000* | 46000* |
| 090 | 025.69 | AT SR 18 BRIDGE | | 5 | | | | | 34000 | 38000* | 38000 | 40000 |
| 090 | 026.21 | AFTER RAMP SR 18 | | 5 | | | | | 49000 | 53000* | 48000* | 50000 |
| 090 | 030.23 | BEFORE RAMP SR 202 | | 5 | | | | | | | 39000* | 41000 |
| 090 | 030.87 | LEAVING CITY OF NORTH BEND | | 5 | | | | | 29000 | 30000* | 28000 | 29000 |
| 090 | 031.00 | AFTER RAMP SR 202 | | 5 | | | | | 34000 | 36000* | 33000* | 34000 |
| 090 | 032.56 | AT 436TH AVE SE | | 5 | | | | | 27000 | 26000* | 27000 | 28000 |
| 090 | 033.56 | AT ADC LOCATION R039 | | 5 | | | | | 29000* | 30000* | 31000* | 32000 |
| 090 | 037.37 | BEFORE RAMP HOMESTEAD VALLEY RD | | 5 | | | | | | | 26000* | 27000 |
| 090 | 041.75 | BEFORE RAMP TINKHAM RD | | 5 | | | | | 25000* | 26000 | 26000 | 25000* |
| 090 | 042.29 | AT TINKHAM RD | | 5 | | | | | | | | 24000* |
| 090 | 042.84 | AFTER RAMP TINKHAM RD | | 5 | | | | | 28000* | 29000 | 29000 | 31000 |
| 090 | 046.02 | AFTER RAMP FS RD #9030 | | 5 | | | | | 28000 | 29000 | 25000* | 26000 |
| 090 | 047.71 | AT ADC LOCATION S901 | | 5 | | | | | 25000* | 26000* | 26000 | 27000 |
| 090 | 051.67 | BEFORE RAMP SR 906 | | 5 | | | | | 28000* | 29000 | 29000 | 30000 |
| 090 | 052.24 | AT ADC LOCATION S902 | | 5 | | | | | 22000 | 22000* | 23000 | 26000* |
| 090 | 053.40 | AFTER RAMP E SUMMIT RD | | 5 | | | | | 22000* | 23000 | 23000 | 21000* |
| 090 | 054.72 | AT SR 906 BRIDGE | | 5 | | | | | | | | 24000* |
| 090 | 055.12 | AFTER RAMP SR 906 | | 5 | | | | | | | | 24000* |
| 090 | 063.31 | AFTER RAMP STAMPEDE RD | | 5 | 06 | 14 | 04 | 24 | 24000 | 24000+ | 24000 | 25000 |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 090 | 063.98 | AT ADC LOCATION S903 | | 5 | | | | | 18000 | 19000 | 24000* | 25000* |
| 090 | 070.80 | AFTER RAMP W EASTON RD | | 5 | | | | | 24000 | 25000 | 31000* | 33000 |
| 090 | 078.46 | AFTER RAMP GOLF COURSE RD | | 5 | | | | | 23000* | 24000 | 24000 | 23000* |
| 090 | 082.70 | AT ADC LOCATION B04 | | 5 | | | | | 24000* | 24000* | 24000* | 25000* |
| 090 | 086.18 | AFTER RAMP SR 970 | | 5 | | | | | 23000 | 21000 | 21000 | 18000* |
| 090 | 094.02 | AFTER RAMP ELK HEIGHTS RD | | 5 | 06 | 15 | 04 | 26 | 21000 | 19000+ | 19000 | 20000 |
| 090 | 111.44 | AFTER RAMP SR 82 | | 5 | 05 | 15 | 05 | 26 | 11000+ | 11000 | 11000 | 11000 |
| 090 | 136.59 | AT ADC LOCATION R042 | | 5 | | | | | | 13000* | 13000* | 13000* |
| 090 | 138.28 | AFTER RAMP SR 26 | | 5 | | | | | 9800 | 10000 | 9500* | 9800 |
| 090 | 149.41 | BEFORE RAMP SR 281 | | 5 | | | | | 9800* | 10000 | 12000* | 12000 |
| 090 | 149.78 | AT SR 281 | | 5 | | | | | | | 8900* | 9200 |
| 090 | 150.07 | AFTER RAMP SR 281 | | 5 | | | | | 9800 | 10000 | 9800* | 10000 |
| 090 | 152.02 | AFTER RAMP SR 281 SPBURKE (SPUR) | | 5 | | | | | 10000 | 11000 | 11000* | 11000 |
| 090 | 154.98 | AFTER RAMP ADAMS RD | | 5 | | | | | 11000 | 12000 | 10000* | 11000 |
| 090 | 165.09 | AFTER RAMP DODSON RD | | 5 | | | | | 11000* | 11000 | 11000 | 11000 |
| 090 | 174.27 | BEFORE RAMP HANSEN RD | | 5 | | | | | | | 11000* | 12000 |
| 090 | 175.68 | BEFORE RAMP SR 171 | | 5 | 09 | 09 | 02 | 20 | 16000 | 16000+ | 16000 | 16000 |
| 090 | 179.15 | BEFORE RAMP SR 17 | | 5 | 07 | 11 | 03 | 21 | 13000 | 12000+ | 12000 | 12000 |
| 090 | 180.33 | AT ADC LOCATION R055 | | 5 | | | | | 9200* | 9400* | 9700* | 9600* |
| 090 | 189.34 | AFTER RAMP U RD SE | | 5 | | | | | 7700* | 7900 | 8200 | 8600* |
| 090 | 218.83 | AT ADC LOCATION P10 | | 5 | | | | | 8600* | 8800* | 9100* | 9100* |
| 090 | 221.59 | AFTER RAMP SR 395 SB-DANEKAS RD | | 5 | | | | | 14000* | 14000 | 15000 | 13000* |
| 090 | 222.27 | BEFORE RAMP SR 261 | | 5 | | | | | | | 14000* | 14000 |
| 090 | 222.27 | AFTER RAMP SR 261 | | 5 | | | | | 13000* | 14000 | 15000* | 16000 |
| 090 | 244.86 | BEFORE RAMP SR 23 | | 5 | | | | | 14000* | 15000 | 16000 | 14000* |
| 090 | 245.75 | AFTER RAMP SR 23 | | 5 | | | | | 13000* | 14000 | 14000 | 14000* |
| 090 | 254.50 | AFTER RAMP FISHTRAP RD*ADC R014 | | 5 | | | | | 14000* | 14000* | 15000* | 15000* |
| 090 | 263.91 | BEFORE RAMP SR 902 | | 5 | 04 | 15 | 03 | 22 | 14000* | 14000 | 15000 | 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 090 | 264.74 | AFTER RAMP SALNAVE RD | | 5 | 07 | 16 | 05 | 28 | 13000* | 14000 | 15000 | 16000+ |
| 090 | 272.48 | BEFORE RAMP SR 902 | | 5 | | | | | | | | 29000* |
| 090 | 285.00 | BEFORE RAMP 3RD AVE*ADC R036 | | 5 | | | | | 94000* | 99000 | 101000 | 104000 |
| 090 | 292.73 | AFTER RAMP SULLIVAN RD | | 5 | | | | | | 55000* | 55000 | 56000 |
| 090 | 294.45 | AFTER RAMP BARKER RD | | 5 | | | | | 43000* | 45000 | 45000 | 56000* |
| 090 | 295.29 | AFTER RAMP GREENACRES RD | | 5 | | | | | 52000* | 55000 | 55000 | 62000* |
| 090 | 298.40 | AT ADC LOCATION P24 | | 5 | | | | | 40000* | 42000* | 42000* | 42000 |
| 090 | 299.82 | IDAHO RD RAMP*STATE LINE | | 5 | | | | | 37000* | 38000* | 38000* | 39000* |
| | STATE ROUTE NO 090 REVERSIBLE LANE 090EXP AIRPORT WAY S TO SR 90 | | | | | | | | | | | |
| 090RL090EXP | 003.56 | AFTER TRANSIT AREA | | 5 | | | | | 2000 | 2100* | 2100 | 1800* |
| 090RL090EXP | 003.87 | AFTER RAMP SR 90 EB | | 5 | | | | | 13000 | 14000* | 14000 | 14000* |
| 090RL090EXP | 006.74 | BEFORE RAMP ISLAND CREST WAY | | 5 | | | | | 11000 | 12000* | 12000 | 11000* |
| 090RL090EXP | 007.45 | AFTER RAMP 80TH AVE SE (REVERSIBLE) | | 5 | | | | | 7500 | 8100* | 8300 | 8000* |
| 090RL090EXP | 008.39 | BEFORE RAMP SR 90 EB | | 5 | | | | | 5200 | 5900* | 6000 | 6000* |
| 090RL090EXP | 008.39 | AFTER RAMP SR 90 EB | | 5 | | | | | 2500 | 3100* | 3200 | 2800* |
| 090RL090EXP | 008.90 | AFTER RAMP SR 405 | | 5 | | | | | 770 | 900 | 930 | 1000* |
| | STATE ROUTE NO 092 MAINLINE SR 9 TO GRANITE FALLS | | | | | | | | | | | |
| 092 | 000.00 | AFTER JCT SR 9*BEG ROUTE | | 3 | | | | | | | | 15000* |
| 092 | 000.56 | BEFORE JCT 99TH AVE NE*LAKE CASSIDY | | 3 | 05 | 01 | | 06 | | 13000+ | 14000 | 14000 |
| 092 | 000.56 | AFTER JCT 99TH AVE NE*LAKE CASSIDY | | 3 | | | | | 13000 | 14000* | 14000 | 14000 |
| 092 | 000.88 | BEFORE JCT CALLOW RD | | 3 | | | | | | 14000* | 14000 | 14000 |
| 092 | 001.46 | BEFORE JCT 113TH AVE NE | | 3 | 06 | 02 | 01 | 09 | 13000 | 14000* | 14000+ | 14000 |
| 092 | 001.46 | AFTER JCT 113TH AVE NE | | 3 | | | | | 12000 | 13000* | 14000* | 14000 |
| 092 | 002.38 | BEFORE JCT 127TH DR NE | | 3 | | | | | 11000 | 12000* | 12000 | 13000 |
| 092 | 002.68 | BEFORE JCT MACHIAS RD | | 3 | | | | | | | 11000* | 12000 |
| 092 | 002.68 | AFTER JCT MACHIAS RD | | 3 | | | | | 10000 | 11000 | 12000* | 12000 |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 092 | 002.91 | BEFORE JCT 44TH ST NE | | 3 | | | | | | | 13000* | 13000 |
| 092 | 002.91 | AFTER JCT 44TH ST NE | | 3 | | | | | | | 12000* | 12000 |
| 092 | 004.25 | AFTER JCT 147TH AVE NE | | 3 | | | | | | 11000* | 12000 | 12000 |
| 092 | 004.33 | AFTER JCT 147TH AVE NE | | 3 | 10 | 02 | 01 | 13 | | 11000* | 10000+ | 11000 |
| 092 | 005.26 | AFTER JCT 75TH ST NE | | 3 | 07 | 02 | 01 | 11 | | | 9600+ | 9800 |
| 092 | 007.87 | BEFORE JCT JORDAN RD | | 3 | | | | | | | | 13000* |
| 092 | 007.87 | AFTER JCT JORDAN RD | | 3 | | | | | | | | 14000* |
| 092 | 008.26 | BEFORE JCT GRANITE AVE | | 3 | | | | | 10000 | 10000 | 8800* | 12000* |
| | STATE ROUTE NO 096 MAINLINE SR 5 TO SR 9 | | | | | | | | | | | |
| 096 | 000.00 | AT SR 5 BRIDGE*BEG ROUTE | | 2 | | | | | | | | 42000* |
| 096 | 000.13 | AFTER JCT OFF RAMP WYE CONN | | 2 | | | | | | | | 39000* |
| 096 | 001.18 | AFTER JCT 16TH AVE SE | | 2 | 04 | 04 | 01 | 10 | 19000* | 20000 | 25000+ | 25000 |
| 096 | 001.37 | BEFORE JCT SR 527*BOTHELL-EVRET HWY | | 2 | | | | | 19000 | 20000 | 25000* | 25000 |
| 096 | 001.38 | AFTER JCT SR 527 WYE CONN | | 2 | | | | | 25000 | 25000 | 28000* | 29000 |
| 096 | 003.28 | BEFORE JCT SEATTLE HILL RD*132ND ST | | 2 | | | | | | 24000* | 25000 | 23000* |
| 096 | 003.28 | AFTER JCT SEATTLE HILL RD*132ND ST | | 2 | | | | | | 12000* | 13000 | 13000* |
| 096 | 004.81 | BEFORE JCT E LOWELL-LARIMER RD | | 2 | 06 | 02 | 01 | 08 | | 11000* | 11000 | 10000+ |
| 096 | 004.81 | AFTER JCT E LOWELL-LARIMER RD | | 2 | 10 | 01 | 01 | 13 | | 3200* | 3300 | 3400+ |
| 096 | 006.75 | BEFORE JCT SR 9 | | 2 | | | | | 2600 | 3200* | 4200* | 4200 |
| | STATE ROUTE NO 097 MAINLINE OREGON ST. LN TO CANADA | | | | | | | | | | | |
| 097 | 000.00B | OREGON ST LINE*BEG ROUTE | | 1 | | | | | 5300* | 4900* | 5100* | 5100* |
| 097 | 002.50 | BEFORE JCT SR 97 COMARYHL (COUPLET) | | 1 | | | | | | 4000* | 4100 | 4100 |
| 097 | ** 002.50 | AFTER JCT SR 97 COMARYHL (COUPLET) | C | 1 | | | | | | 2000* | 2000 | 2100 |
| 097 | 002.59 | AFTER JCT SR 97 COMARYHL (COUPLET) | | 1 | | | | | 5000 | 4600* | 4700 | 4800 |
| 097 | 009.08 | BEFORE JCT HOCTOR RD*S COLUMBUS AVE | | 1 | | | | | 5200* | 5100 | 4300* | 4400 |
| 097 | 009.08 | AFTER JCT HOCTOR RD*S COLUMBUS AVE | | 1 | | | | | 4000* | 4000 | 4100 | 4200 |

** 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 097 | 011.69 | BEFORE JCT SIMCOE DR | | 1 | | | | | 4300* | 4300 | 4300 | 4400 |
| 097 | 011.69 | AFTER JCT SIMCOE DR | | 1 | | | | | 4200* | 4200 | 4200 | 4300 |
| 097 | 012.67 | BEFORE JCT SR 142*STATE FRONTAGE RD | | 1 | 07 | 15 | 06 | 27 | 4100 | 3800+ | 3900 | 4000 |
| 097 | 012.67 | AFTER JCT SR 142*STATE FRONTAGE RD | | 1 | 06 | 11 | 08 | 25 | 4700* | 4300+ | 4300 | 4500 |
| 097 | 013.41 | AT ADC LOCATION R041 | | 1 | | | | | | | | 4500* |
| 097 | 021.99 | AFTER JCT BOX CANYON RD | | 1 | | | | | | | | 3100* |
| 097 | 027.16 | AFTER JCT SKI LODGE RD | | 1 | | | | | 3000 | 3000 | 3000* | 3100 |
| 097 | 033.52 | ENTERING YAKIMA COUNTY | | 1 | 09 | 10 | 04 | 22 | 2500 | 2500 | 2000+ | 2100 |
| 097 | 058.76 | BEFORE JCT JENSEN RD | | 1 | | | | | 3400 | 3400 | 3300* | 3400 |
| 097 | 058.76 | AFTER JCT JENSEN RD | | 1 | | | | | 3600 | 3600 | 3500* | 3600 |
| 097 | 061.19 | AFTER RAMP SR 97 SB | | 1 | | | | | 4500 | 4400 | 5100* | 5200 |
| 097 | 061.62 | AFTER RAMP SR 97 SB | | 2 | | | | | 5200 | 5200 | 5900* | 6100 |
| 097 | 062.00 | AFTER JCT 1ST AVE*FORT RD WYE CONS | | 2 | | | | | 9500 | 10000 | 9500* | 9500 |
| 097 | 066.30 | AT ADC LOCATION P03 | | 2 | | | | | 9100* | 9900* | 10000* | 10000* |
| 097 | 074.45 | BEFORE JCT LATERAL A RD | | 2 | 05 | 05 | 02 | 12 | 12000* | 13000 | 14000 | 14000+ |
| 097 | 074.72 | BEFORE JCT COUNTY RD*PRIVATE RD EB | | 2 | | | | | 17000* | 18000 | 19000 | 18000* |
| 097 | 075.63 | BEFORE RAMP UNION GAP-OLD SR 97 | | 2 | | | | | 15000* | 17000 | 19000* | 18000* |
| 097 | 134.14 | BEFORE JCT DOLLAR WAY WYE CONN | | 1 | | | | | 9300 | 9600 | 12000* | 12000 |
| 097 | 134.18 | AFTER JCT SR 97 WYE CONN | | 1 | | | | | 2500 | 2600 | 2800* | 2800 |
| 097 | 136.61 | AFTER JCT SR 10 | | 1 | | | | | 2200 | 2300 | 2300* | 2300 |
| 097 | 144.73 | BEFORE JCT BETTAS RD | | 1 | 11 | 10 | 05 | 26 | 2000 | 2100 | 2200+ | 2200 |
| 097 | 149.69 | BEFORE JCT SR 970 | | 1 | | | | | 2100 | 2100 | 2400* | 2400 |
| 097 | 149.69 | AFTER JCT SR 970 | | 1 | 09 | 08 | 03 | 20 | 4600 | 4800 | 5500+ | 5600 |
| 097 | 157.21 | AFTER JCT DURST CR RD-FS RD #9705 | | 1 | 07 | 13 | 04 | 25 | 4200 | 3600+ | 3800 | 3800 |
| 097 | 158.28 | AFTER JCT IRON CR RD-FS RD #9714 | | 1 | 07 | 10 | 03 | 21 | | | 4700+ | 4700 |
| 097 | 163.72 | ENTERING CHELAN COUNTY | | 1 | | | | | | | 4900* | 4900 |
| 097 | 172.50 | BEFORE SCOTTY CREEK CAMPGROUND | | 1 | | | | | 3900 | 3600* | 3700 | 3800 |
| 097 | 177.99 | BEFORE JCT INGALLS CREEK RD | | 1 | | | | | 3900 | 4100 | 4900* | 5000 |

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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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 097 | 178.19 | AT ADC LOCATION R047 SOUTH | | 1 | | | | | 4400* | 4600* | 4800* | 4800* |
| 097 | 181.07 | BEFORE JCT MOUNTAIN HOME RANCH RD | | 1 | 07 | 09 | 03 | 19 | | | 5600+ | 5700 |
| 097 | 181.07 | AFTER JCT MOUNTAIN HOME RANCH RD | | 1 | | | | | | | 5800* | 5900 |
| 097 | 184.28 | BEFORE JCT CO RD*ROLLER COASTER RD | | 1 | | | | | | 5100* | 5200 | 5600 |
| 097 | 184.98 | BEFORE JCT SR 2 WYE CONN | | 1 | | | | | 4400* | 4400* | 4600 | 4900* |
| 097 | 213.11 | BEFORE JCT SR 2 WYE CONN | | 1 | | | | | | | | 5600* |
| 097 | 213.11 | AFTER JCT SR 2 WYE CONN | | 1 | | | | | 4000* | 3800 | 3800 | 4700 |
| 097 | 213.36 | BEFORE JCT SR 97 SPORONDO (SPUR) | | 1 | | | | | | | | 5000* |
| 097 | 213.36 | AFTER JCT SR 97 SPORONDO (SPUR) | | 1 | 08 | 08 | 03 | 19 | 4300* | 4000 | 4100 | 5000+ |
| 097 | 214.42 | BEFORE JCT ORONDO SCHOOL RD | | 1 | | | | | | | 5800* | 5600 |
| 097 | 214.42 | AFTER JCT ORONDO SCHOOL RD | | 1 | | | | | | | 5600* | 5400 |
| 097 | 215.53 | AFTER JCT ORONDO RIV PK*FISHER LN | | 1 | 08 | 10 | 04 | 22 | 4600 | 4500+ | 4600 | 4400 |
| 097 | 218.90 | AFTER DAROGA STATE PARK | | 1 | | | | | 4300 | 4300* | 4300 | 4100 |
| 097 | 220.50 | BEFORE JCT BRAYS RD | | 1 | | | | | 4300 | 4200 | 4300 | 4300* |
| 097 | 220.55 | AT ADC LOCATION R084 | | 1 | | | | | 3500* | 3500 | 3800* | 3700* |
| 097 | 224.08 | BEFORE JCT BRAYS RD | | 1 | | | | | | | 4100* | 3900 |
| 097 | 224.08 | AFTER JCT BRAYS RD | | 1 | | | | | | | 4200* | 4000 |
| 097 | 224.47 | BEFORE JCT SUN COVE RD | | 1 | | | | | 3800 | 3200* | 3300 | 3100 |
| 097 | 224.47 | AFTER JCT SUN COVE RD | | 1 | | | | | 3300 | 3200* | 3300 | 3100 |
| 097 | 229.93 | BEFORE JCT GREENS CANYON RD | | 1 | | | | | | | 3700* | 3500 |
| 097 | 229.93 | AFTER JCT GREENS CANYON RD | | 1 | | | | | | | 3800* | 3700 |
| 097 | 235.10 | BEFORE JCT SR 150 | | 1 | | | | | 4000 | 4000 | 4300* | 4100 |
| 097 | 235.10 | AFTER JCT SR 150 | | 1 | 08 | 11 | 07 | 26 | 2300* | 2300 | 2400+ | 2300 |
| 097 | 240.15 | BEFORE JCT SR 97 ALT*CO ROAD #506 | | 1 | | | | | 2300* | 2300 | 2400* | 2300 |
| 097 | 240.19 | AFTER JCT SR 97AR (ALT) WYE CONN | | 1 | | | | | 4000 | 3900 | 5100* | 4900 |
| 097 | 250.35 | AT ADC LOCATION P11 | | 1 | | | | | 3800* | 3800* | 3800* | 3700* |
| 097 | 253.67 | AFTER JCT WARREN AVE | | 1 | | | | | 4000 | 4000 | 3900* | 3800 |
| 097 | 257.92 | BEFORE JCT INDIAN DAN CANYON RD | | 1 | | | | | 5000* | 4900 | 5000 | 5200* |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 097 | 259.67 | BEFORE JCT W INDIAN AVE | | 1 | | | | | 5000 | 5000 | 5000* | 4800 |
| 097 | 259.69 | AFTER JCT W INDIAN AVE | | 1 | | | | | 4800 | 4700 | 4700* | 4600 |
| 097 | 260.10 | BEFORE JCT N 7TH ST | | 1 | | | | | 4300 | 4300 | 4500* | 4400 |
| 097 | 260.42 | BEFORE JCT SR 173 | | 1 | | | | | 5300 | 5200 | 5900* | 5700 |
| 097 | 260.45 | AFTER JCT SR 173 WYE CONN | | 1 | | | | | 7800 | 7800 | 6700* | 6500 |
| 097 | 260.85 | AFTER JCT OLD HWY 97*PLAZA WAY | | 1 | | | | | | | 3300* | 3200 |
| 097 | 265.12 | BEFORE WEIGH STATION | | 1 | | | | | 3100 | 3100 | 2800* | 3300* |
| 097 | 265.21 | AFTER JCT SR 17 | | 1 | | | | | 3400 | 3400 | 3100* | 3200* |
| 097 | 267.75 | AFTER JCT CAMERON LK*MONSE BR RDS | | 1 | 08 | 09 | 03 | 19 | 2900 | 2800 | 2600+ | 2500 |
| 097 | 286.16 | AT ADC LOCATION P23 | | 1 | | | | | 3800* | 3800* | 3800* | 3700* |
| 097 | 286.18 | AFTER JCT SR 20 | | 1 | | | | | 3900 | 3900 | 4100* | 3900 |
| 097 | 287.90 | BEFORE JCT CAMERON LAKE RD | | 1 | | | | | | 4100* | 4200 | 4100 |
| 097 | 287.90 | AFTER JCT CAMERON LAKE RD | | 1 | | | | | | 5900* | 5900 | 5900 |
| 097 | 291.24 | BEFORE JCT SR 155 | | 1 | | | | | 6300* | 6200 | 6300 | 6100* |
| 097 | 291.25 | AFTER JCT SR 155 WYE CONN | | 1 | | | | | | | | 6500* |
| 097 | 292.35 | AFTER JCT RIVERSIDE DR WYE CONN | | 1 | | | | | 6400 | 5700* | 5700 | 5700 |
| 097 | 293.33 | AT ADC LOCATION R068 | | 1 | | | | | 5700* | 5700* | 5700 | 5700 |
| 097 | 298.71 | BEFORE JCT TUNK CREEK RD | | 1 | | | | | 4800 | 4800 | 5300* | 5300 |
| 097 | 298.71 | AFTER JCT TUNK CREEK RD | | 1 | | | | | 4400 | 4300 | 4700* | 4700 |
| 097 | 299.06 | BEFORE JCT RIVERSIDE CUTOFF RD | | 1 | | | | | 4400* | 4300 | 4700 | 4700 |
| 097 | 299.06 | AFTER JCT RIVERSIDE CUTOFF RD | | 1 | | | | | 4300* | 4200 | 4600 | 4600 |
| 097 | 304.68 | AFTER JCT PINE CREEK RD | | 1 | 08 | 07 | 02 | 17 | 4000* | 3900 | 4300 | 4400+ |
| 097 | 310.82 | BEFORE JCT JANIS RD | | 1 | | | | | 4900 | 4800 | 4100* | 4100 |
| 097 | 314.75 | BEFORE JCT SEVENTH ST | | 1 | | | | | 6500 | 6400 | 5500* | 5400 |
| 097 | 314.85 | AFTER JCT SR 20 WYE CONN | | 1 | | | | | 6600 | 6500 | 6900* | 6900 |
| 097 | 315.42 | BEFORE JCT WESTERN AVE | | 1 | | | | | 4400 | 4300 | 4600* | 4500 |
| 097 | 315.44 | AFTER JCT WINESAP RD | | 1 | | | | | 4800 | 4700 | 4700* | 4700 |
| 097 | 321.45 | AFTER JCT ELLISFORDE RD | | 1 | 09 | 06 | 01 | 16 | 3500* | 3400 | 3500 | 3200+ |

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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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 097 | 330.38 | BEFORE JCT EAST OROVILLE RD | | 1 | 11 | 05 | 02 | 17 | 3700 | 3600 | 3400+ | 3400 |
| 097 | 330.38 | AFTER JCT EAST OROVILLE RD | | 1 | | | | | 4300 | 4200 | 3500* | 3500 |
| 097 | 331.72 | AFTER JCT 11TH AVE | | 1 | | | | | 6900 | 6800 | 5600* | 5600 |
| 097 | 332.02 | BEFORE JCT CENTRAL AVE | | 1 | | | | | 8800* | 8600 | 5700 | 5700 |
| 097 | 332.02 | AFTER JCT CENTRAL AVE | | 1 | | | | | 9600* | 9400 | 6200* | 6200 |
| 097 | 332.70 | BEFORE JCT 23RD AVE | | 1 | 07 | 08 | 03 | 18 | 5200 | 5100 | 4100+ | 4100 |
| 097 | 332.70 | AFTER JCT 23RD AVE | | 1 | | | | | 3300 | 2900 | 3000* | 3000 |
| 097 | 335.30 | AT ADC LOCATION P22 | | 1 | | | | | 2700* | 2400* | 2400 | 2200* |
| 097 | 336.13 | AFTER JCT BOUNDARY POINT RD | | 1 | 08 | 05 | 02 | 15 | 2300 | 2000 | 2300+ | 2300 |
| | STATE ROUTE NO 097 ALTERNATE ROUTE | | | | | | | | | | | |
| 097AR | 200.47 | BEFORE JCT OHME GARDEN RD*WAREHOUSE | | 2 | | | | | | 13000* | 13000 | 13000 |
| 097AR | 200.47 | AFTER JCT OHME GARDEN RD*WAREHOUSE | | 2 | | | | | | 11000* | 12000 | 11000 |
| 097AR | 201.53 | AT ADC LOCATION R059 | | 2 | | | | | 6400* | 6500* | 6600* | 6400* |
| 097AR | 205.19 | AFTER JCT SWAKANE CANYON RD | | 2 | 06 | 02 | | 08 | 6000 | 5500+ | 5600 | 5400 |
| 097AR | 214.79 | BEFORE JCT SHEARSON ST | | 2 | | | | | | | 5400* | 5200 |
| 097AR | 214.79 | AFTER JCT SHEARSON ST | | 2 | | | | | | | 5400* | 5200 |
| 097AR | 216.43 | BEFORE JCT STONERIDGE ST | | 2 | | | | | | 4600* | 4700 | 4600 |
| 097AR | 216.43 | AFTER JCT STONERIDGE ST | | 2 | | | | | | 4200* | 4300 | 4200 |
| 097AR | 223.18 | BEFORE JCT SR 971-NAVARRE COULEE RD | | 2 | | | | | 3500 | 3800* | 3900 | 4300* |
| 097AR | 223.20 | AFTER JCT SR 971 WYE CONN | | 2 | | | | | 3300 | 3600* | 3700 | 4200* |
| 097AR | 230.43 | BEFORE JCT SR 971-SO LK SHORE RD | | 2 | | | | | 3800* | 3700 | 3800 | 4300* |
| 097AR | 230.46 | AFTER JCT SR 971 WYE CONN | | 2 | | | | | 5100* | 5000* | 5100 | 5500* |
| 097AR | 232.15 | BEFORE JCT N JOHNSON PL | | 2 | | | | | | | | 5700* |
| 097AR | 232.15 | AFTER JCT N JOHNSON PL | | 2 | | | | | | | | 5800* |
| 097AR | 232.25 | BEFORE JCT E CENTER ST | | 2 | | | | | | 5900* | 6000 | 5800 |
| 097AR | 232.25 | AFTER JCT E CENTER ST | | 2 | | | | | | 6200* | 6300 | 6100 |
| 097AR | 233.60 | BEFORE JCT WOODIN AVE | | 2 | | | | | 8300 | 8400 | 7300* | 7100 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 097AR | 233.61 | AFTER JCT PETERSON PL | | 2 | | | | | 3600 | 3600 | 3800* | 3700 |
| 097AR | 234.20 | BEFORE JCT SR 150-SANDERS ST*WOODIN | | 2 | | | | | 4500 | 4600 | 5800* | 5600 |
| 097AR | 234.20 | AFTER JCT SR 150-SANDERS ST*WOODIN | | 2 | | | | | 9800 | 10000 | 9100* | 8300* |
| 097AR | 234.98 | BEFORE JCT SR 150 WYE CONN | | 2 | | | | | 8600 | 8700 | 8000* | 7700 |
| 097AR | 235.04 | AFTER JCT SR 150 WYE CONN | | 2 | | | | | 3200 | 3200 | 3900* | 3800 |
| 097AR | 236.28 | AFTER JCT WILLMORTH DR | | 2 | | | | | | | 3800* | 3700 |
| 097AR | 239.60 | BEFORE JCT SR 97 WYE CONN | | 2 | | | | | 1900 | 1900 | 2000* | 1900 |
| | STATE ROUTE NO 097 COUPLET MARYHL MARYHILL S BND COUPLET | | | | | | | | | | | |
| 097COMARYHL | ** 002.59 | AFTER JCT SR 97 N BND*BEG ROUTE | | 1 | | | | | | 3400* | 3400 | 3400 |
| 097COMARYHL | 002.68 | BEFORE JCT SR 97 N BND*END ROUTE | | 1 | | | | | | 2000* | 2100 | 2100 |
| | STATE ROUTE NO 097 SPUR ORONDO SR 97/ORONDO TO SR 2 | | | | | | | | | | | |
| 097SPORONDO | 213.36 | AFTER JCT SR 97*BEG ROUTE | | 1 | | | | | 290* | 290 | 290 | 250* |
| | STATE ROUTE NO 099 MAINLINE SR 5/FIFE TO SR 5/EVERTT | | | | | | | | | | | |
| 099 | 000.19 | AFTER JCT SR 99 WYE CONN | | 1 | | | | | 20000 | 20000 | 23000* | 23000 |
| 099 | 012.46 | BEFORE JCT 16TH AVE S (OLD SR 509) | | 1 | | | | | 36000* | 36000 | 38000 | 37000* |
| 099 | 012.49 | AFTER JCT 16TH AVE S (OLD SR 509) | | 1 | | | | | 32000* | 32000 | 33000 | 34000* |
| 099 | 012.92 | AFTER JCT S 272ND ST | | 1 | | | | | | | | 30000* |
| 099 | 014.21 | BEFORE JCT S 252ND ST WYE CONN | | 1 | | | | | | | | 31000* |
| 099 | 015.90 | BEFORE JCT S 226TH ST | | 1 | | | | | 29000* | 30000 | 31000 | 31000 |
| 099 | 015.90 | AFTER JCT S 226TH ST | | 1 | | | | | 29000* | 29000 | 31000 | 31000 |
| 099 | 016.20 | BEFORE JCT S 222ND ST | | 1 | 08 | 06 | 01 | 15 | 29000* | 25000+ | 26000 | 27000 |
| 099 | 016.20 | AFTER JCT S 222ND ST | | 1 | | | | | 29000* | 30000* | 31000 | 32000 |
| 099 | 016.28 | AFTER JCT S 220TH ST | | 1 | 03 | 04 | 01 | 09 | 29000* | 24000+ | 25000 | 25000 |
| 099 | 020.92 | BEFORE JCT S 148TH ST | | 1 | | | | | 22000* | 22000 | 23000 | 23000 |
| 099 | 020.92 | AFTER JCT S 148TH ST | | 1 | | | | | 22000* | 22000 | 23000 | 23000 |

** COUPLET SKETCH IN BACK OF BOOK

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 099 | 021.32 | BEFORE JCT S 142ND ST | | 1 | | | | | 20000* | 20000 | 21000 | 21000 |
| 099 | 021.32 | AFTER JCT S 142ND ST | | 1 | | | | | 20000* | 20000 | 21000 | 21000 |
| 099 | 021.45 | BEFORE JCT S 140TH ST | | 1 | | | | | 19000* | 19000 | 20000 | 20000 |
| 099 | 021.45 | AFTER JCT S 140TH ST | | 1 | | | | | 18000* | 18000 | 19000 | 19000 |
| 099 | 022.02 | AFTER JCT S 132ND ST | | 1 | | | | | 17000 | 18000 | 18000 | 17000* |
| 099 | 026.55 | AT DUWAMISH RIVER BRIDGE | | 1 | | | | | 63000 | 64000 | 69000 | 77000* |
| | STATE ROUTE NO 100 MAINLINE SR 101 TO SR 100 | | | | | | | | | | | |
| 100 | 000.00 | AFTER JCT SR 101*1ST ST*BEG ROUTE | | 3 | | | | | 2000 | 2100* | 3100* | 3200 |
| 100 | 000.06 | AFTER JCT SR 100 (2ND AVE SW) | | 3 | | | | | 1100 | 1100 | 1400* | 1400 |
| 100 | 002.95 | BEFORE JCT SR 100 SPCANBY (SPUR) | | 3 | | | | | 800 | 830 | 1000* | 1000 |
| 100 | 004.68 | BEFORE JCT SR 100 | | 3 | | | | | | | 1400* | 1500 |
| | STATE ROUTE NO 100 SPUR CANBY SR 100 TO US CG STATION | | | | | | | | | | | |
| 100SPCANBY | 002.97 | AFTER JCT SR 100 WYE CONN | | 3 | | | | | 1500 | 1600 | 1800* | 1800 |
| 100SPCANBY | 003.43 | AFTER FORT CANBY STATE PARK | | 3 | | | | | 740 | 770 | 770* | 780 |
| | STATE ROUTE NO 101 MAINLINE OREGON ST LN TO SR 5/OLY | | | | | | | | | | | |
| 101 | 000.00 | OREGON ST LINE*BEG ROUTE | | 1 | | | | | 6100* | 6300* | 6500* | 6200* |
| 101 | 000.46 | BEFORE ADC LOCATION S841 SOUTH | | 1 | | | | | | | 6500* | 6200* |
| 101 | 000.47 | AT ADC LOCATION S841 NORTH | | 1 | | | | | | | | 5100* |
| 101 | 009.39 | BEFORE JCT SR 101 SPUR WYE CONN | | 1 | | | | | | 5300* | 5400 | 5500 |
| 101 | 009.41 | AFTER JCT SR 101 SPSKINVL (SPUR) | | 1 | | | | | | 2800* | 2900 | 2900 |
| 101 | 011.57 | BEFORE JCT SR 100*FIRST ST SE | | 1 | | | | | 3500 | 3300* | 3800* | 3800 |
| 101 | 011.57 | AFTER JCT SR 100*FIRST ST SE | | 1 | | | | | 5800 | 5300* | 5900* | 6000 |
| 101 | 013.37 | BEFORE JCT 39TH PL | | 1 | | | | | | | 6300* | 6300 |
| 101 | 013.38 | AFTER JCT SR 103 | | 1 | | | | | 4100 | 4200 | 3400* | 3400 |
| 101 | 013.86 | BEFORE JCT SANDRIDGE RD | | 1 | | | | | 3600 | 3700 | 3500* | 3500 |

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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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 101 | 013.86 | AFTER JCT SANDRIDGE RD | | 1 | | | | | 5200 | 5400 | 4900* | 4900 |
| 101 | 015.72 | BEFORE JCT JOHNSON RD | | 1 | | | | | 5400 | 4900* | 5000 | 5000 |
| 101 | 015.76 | AFTER JCT SR 101 SPUR WYE CONN | | 1 | | | | | 1900 | 1900* | 1900 | 1900 |
| 101 | 028.89 | BEFORE JCT SR 4 | | 1 | 09 | 04 | 01 | 14 | 2000* | 2000 | 2100 | 1600+ |
| 101 | 028.95 | AT ADC LOCATION R074 | | 1 | | | | | 2400* | 2400* | 2500 | 2300* |
| 101 | 035.68 | AFTER JCT NORTH NEMAH RD | | 1 | | | | | 2700 | 2500* | 2500 | 2600 |
| 101 | 045.21 | AT BONE RIVER | | 1 | | | | | 3500 | 3100* | 3200 | 3200 |
| 101 | 050.43 | BEFORE JCT CARRUTHERS RD | | 1 | 12 | 05 | 01 | 19 | | | 3600+ | 3600 |
| 101 | 053.96 | BEFORE JCT WILLAPA AVE | | 1 | | | | | | | 4600* | 4600 |
| 101 | 053.96 | AFTER JCT WILLAPA AVE | | 1 | | | | | | | 6500* | 6600 |
| 101 | 054.09 | AFTER JCT MEMORIAL DR | | 1 | | | | | | 7700* | 7900 | 8000 |
| 101 | 054.63 | BEFORE JCT KENDRICK ST | | 1 | | | | | | | 7200* | 7300 |
| 101 | 054.63 | AFTER JCT KENDRICK ST | | 1 | | | | | | | 7500* | 7600 |
| 101 | 054.72 | AFTER JCT WASHINGTON ST | | 1 | | | | | 7700 | 7900 | 7600* | 7700 |
| 101 | 057.12 | BEFORE JCT CITY ST*PORT OF WILLAPA | | 1 | | | | | 8600 | 8800 | 8300* | 8400 |
| 101 | 057.12 | AFTER JCT CITY ST*PORT OF WILLAPA | | 1 | | | | | 8300 | 8500 | 8400* | 8500 |
| 101 | 058.02 | BEFORE JCT PVT RD (GATED)*FOWLER ST | | 1 | | | | | 8800* | 9000 | 9300 | 9500 |
| 101 | 058.02 | AFTER JCT PVT RD (GATED)*FOWLER ST | | 1 | | | | | 9800* | 10000 | 10000 | 11000 |
| 101 | 058.48 | BEFORE JCT SR 6 | | 1 | | | | | 11000 | 11000* | 11000 | 12000 |
| 101 | 058.48 | AFTER JCT SR 6 | | 1 | | | | | 15000 | 13000* | 13000 | 14000 |
| 101 | 058.72 | AFTER JCT COMMERCIAL ST | | 1 | | | | | 9500 | 9700 | 9300* | 9400 |
| 101 | 058.79 | BEFORE JCT DURYEA ST | | 1 | | | | | | | 9300* | 9400 |
| 101 | 058.79 | AFTER JCT DURYEA ST | | 1 | | | | | 8700 | 8900 | 8400* | 8600 |
| 101 | 059.38 | BEFORE JCT SR 105*MONOHAN WYE CONN | | 1 | | | | | 8200* | 8400 | 8800* | 9000 |
| 101 | 059.69 | AFTER JCT SR 105 WYE CONN | | 1 | | | | | 4400* | 4500 | 5300* | 5300 |
| 101 | 059.88 | AFTER JCT WATER ST | | 1 | | | | | 4800 | 5000 | 5400* | 5400 |
| 101 | 063.12 | BEFORE JCT SMITH CREEK RD | | 1 | 12 | 06 | 01 | 19 | 4700 | 4800 | 4900+ | 4900 |
| 101 | 067.18 | ENTERING GRAYS HARBOR COUNTY | | 1 | 12 | 07 | 01 | 20 | 4500 | 4000 | 4700+ | 4800 |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 101 | 074.37 | BEFORE JCT NORTH RIVER RD | | 1 | | | | | 4900 | 4300 | 5000* | 5000 |
| 101 | 074.37 | AFTER JCT NORTH RIVER RD | | 1 | | | | | 5400 | 4800 | 5600* | 5600 |
| 101 | 076.94 | BEFORE JCT SR 107 WYE CONN | | 1 | 12 | 07 | 01 | 21 | 6200 | 5500+ | 5600 | 5700 |
| 101 | 080.60 | BEFORE JCT CITY ST*E SECOND ST | | 1 | | | | | 4300 | 3900* | 4000 | 4000 |
| 101 | 080.60 | AFTER JCT CITY ST*E SECOND ST | | 1 | | | | | 5900 | 5800* | 5900 | 6000 |
| 101 | 081.10 | BEFORE JCT E ST | | 1 | | | | | 6400* | 6500 | 6700 | 6400* |
| 101 | 081.27 | AFTER JCT H ST | | 1 | | | | | 10000 | 9800* | 10000 | 10000 |
| 101 | 083.02 | BEFORE JCT SR 105 SPBOONE (SPUR) | | 1 | | | | | 10000* | 11000 | 10000* | 11000 |
| 101 | 083.02 | AFTER JCT SR 105 SPBOONE (SPUR) | | 1 | | | | | | | 11000* | 11000 |
| 101 | 083.17 | AFTER JCT SR 105 | | 1 | | | | | 31000 | 33000* | 30000* | 34000* |
| 101 | 083.72B | BEFORE JCT SR 101 COHERON (COUPLET) | | 1 | | | | | 11000* | 12000* | 13000 | 13000 |
| 101 | ** 083.72B | AFTER JCT SR 101 COHERON (COUPLET) | C | 1 | | | | | 6500* | 7800* | 8100 | 8300 |
| 101 | 083.68 | AFTER JCT SR 12 COABERDN (COUPLET) | C | 1 | | | | | 17000* | 19000* | 20000 | 19000* |
| 101 | 083.75 | AFTER JCT SR 101 COHERON (COUPLET) | C | 1 | | | | | 15000 | 15000 | 16000 | 14000* |
| 101 | 084.37 | BEFORE JCT W MARKET ST | C | 1 | | | | | | 8700* | 9000 | 9200 |
| 101 | 084.37 | AFTER JCT W MARKET ST | C | 1 | | | | | 13000 | 12000* | 13000 | 13000 |
| 101 | 085.78 | AFTER JCT MYRTLE ST | C | 1 | | | | | 13000 | 12000* | 12000 | 13000 |
| 101 | 087.21 | BEFORE JCT 16TH ST | C | 1 | | | | | 16000 | 16000* | 17000 | 17000 |
| 101 | 087.40 | AT HOQUIAM RIVER BRIDGE | C | 1 | | | | | 16000 | 15000* | 16000 | 16000 |
| 101 | 087.47 | BEFORE JCT SR 101 COUPLET WYE CONN | C | 1 | | | | | 11000 | 11000* | 11000 | 12000 |
| 101 | 088.23 | AFTER JCT SMITH AVE | | 1 | | | | | 9800 | 10000* | 10000 | 11000 |
| 101 | 089.02 | BEFORE JCT SR 109 SPLONNGR (SPUR) | | 1 | | | | | 7000 | 6100* | 6400 | 6500 |
| 101 | 089.02 | AFTER JCT SR 109 SPLONNGR (SPUR) | | 1 | 13 | 07 | 02 | 22 | 6700 | 5800+ | 6000 | 6100 |
| 101 | 091.92 | BEFORE JCT OCEAN BEACH RD | | 1 | 15 | 07 | 02 | 23 | 4900 | 5100+ | 5300 | 5400 |
| 101 | 091.92 | AFTER JCT OCEAN BEACH RD | | 1 | 15 | 10 | 02 | 27 | 3400 | 3100+ | 3100 | 3100 |
| 101 | 094.11 | BEFORE JCT CO RD #44130 | | 1 | | | | | 3200 | 2900* | 2900 | 2800 |
| 101 | 094.11 | AFTER JCT CO RD #44130 | | 1 | | | | | 2900 | 2800* | 2800 | 2800 |
| 101 | 101.94 | BEFORE JCT YOUMANS RD | | 1 | 14 | 08 | 02 | 25 | 2600 | 2500+ | 2400 | 2400 |

** 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 101 | 101.94 | AFTER JCT YOUMANS RD | | 1 | | | | | 2800 | 2800* | 2700 | 2700 |
| 101 | 104.55 | AT ADC LOCATION R054 | | 1 | | | | | 2700 | 2600* | 2500* | 2500* |
| 101 | 109.28 | BEFORE JCT CO RD #36620*KIRKPATRICK | | 1 | 12 | 07 | 02 | 21 | 2400 | 2300+ | 2300 | 2300 |
| 101 | 112.32 | BEFORE PROMISED LAND PARK | | 1 | 12 | 07 | 03 | 22 | | 2000+ | 2000 | 1900 |
| 101 | 112.58 | AFTER JCT DONKEY CREEK RD | | 1 | 13 | 07 | 02 | 23 | 1800 | 1900+ | 1900 | 1900 |
| 101 | 118.19 | BEFORE JCT QUINAULT RIDGE RD | | 1 | 12 | 07 | 02 | 21 | 1700 | 1900+ | 1800 | 1800 |
| 101 | 120.10 | BEFORE JCT MOCLIPS HWY | | 1 | | | | | 2000* | 2100 | 2000 | 2000 |
| 101 | 120.10 | AFTER JCT MOCLIPS HWY | | 1 | | | | | 2000* | 2100 | 2100 | 2100 |
| 101 | 123.74 | AT S FK BOULDER CRK BRIDGE | | 1 | 12 | 04 | 02 | 18 | | 2200+ | 2100 | 2100 |
| 101 | 126.43 | BEFORE JCT OLD STATE 9 | | 1 | | | | | 1800 | 1800* | 1800 | 1800 |
| 101 | 126.43 | AFTER JCT OLD STATE 9 | | 1 | | | | | 2400 | 2300* | 2300 | 2300 |
| 101 | 126.69 | AT QUINALT RIVER BRIDGE | | 1 | 10 | 04 | 01 | 15 | | 2200+ | 2200 | 2200 |
| 101 | 137.53 | BEFORE JCT W BOUNDARY RD | | 1 | 11 | 06 | 03 | 20 | 1100 | 1300+ | 1200 | 1200 |
| 101 | 137.53 | AFTER JCT W BOUNDARY RD | | 1 | 13 | 06 | 03 | 21 | 970 | 1300+ | 1200 | 1200 |
| 101 | 146.98 | BEFORE JCT CLEARWATER RD | | 1 | 13 | 05 | 03 | 21 | 890 | 1200+ | 1200 | 1100 |
| 101 | 146.98 | AFTER JCT CLEARWATER RD | | 1 | 13 | 05 | 03 | 21 | 860 | 1100+ | 1100 | 1100 |
| 101 | 162.24 | BEFORE JCT BIG CEDAR RD | | 1 | 13 | 06 | 03 | 22 | 820 | 1100+ | 1100 | 1100 |
| 101 | 167.59 | BEFORE JCT LOWER HOH RD | | 1 | 12 | 06 | 03 | 21 | 740 | 1100+ | 1100 | 1100 |
| 101 | 167.59 | AFTER JCT LOWER HOH RD | | 1 | | | | | 820 | 1200* | 1200 | 1200 |
| 101 | 176.01 | BEFORE JCT CLEARWATER HONOR CAMP RD | | 1 | 13 | 06 | 04 | 23 | 910 | 960+ | 940 | 930 |
| 101 | 176.01 | AFTER JCT CLEARWATER HONOR CAMP RD | | 1 | | | | | 1200 | 1200* | 1200 | 1200 |
| 101 | 176.67 | AT HOH RIVER BRIDGE | | 1 | 15 | 06 | 02 | 23 | 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 | 12 | 05 | 03 | 20 | 1300 | 1400+ | 1400 | 1400 |
| 101 | 185.97 | AFTER JCT UNDI RD | | 1 | 12 | 05 | 02 | 19 | | 1800+ | 1700 | 1700 |
| 101 | 191.26 | BEFORE JCT EAST E ST*E ST W | | 1 | | | | | 6500 | 7500* | 7300 | 7200 |
| 101 | 191.26 | AFTER JCT EAST E ST*E ST W | | 1 | | | | | 7400 | 7300* | 7100 | 7000 |
| 101 | 191.64 | BEFORE JCT CALAWAH WAY | | 1 | | | | | 11000 | 11000* | 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 101 | 191.73 | AFTER JCT CAMPBELL ST NW | | 1 | | | | | 8400 | 7800* | 7600 | 7500 |
| 101 | 193.12 | BEFORE JCT SR 110-LA PUSH RD | | 1 | 12 | 02 | 01 | 14 | 6100 | 6300+ | 6100 | 6000 |
| 101 | 193.12 | AFTER JCT SR 110-LA PUSH RD | | 1 | 13 | 03 | 01 | 17 | 4600 | 5100+ | 4900 | 4900 |
| 101 | 199.86 | BEFORE JCT LAKE CREEK RD | | 1 | 12 | 05 | 02 | 19 | 3800 | 4000+ | 3900 | 3900 |
| 101 | 203.86 | BEFORE JCT SR 113-BURNT MTN RD | | 1 | 16 | 06 | 02 | 24 | 3100 | 3600+ | 3500 | 3400 |
| 101 | 203.93 | AT ADC LOCATION R073 | | 1 | | | | | 2800 | 2600* | 2600* | 2500* |
| 101 | 216.37 | BEFORE JCT FS RD #2918 | | 1 | 13 | 07 | 02 | 23 | 1900 | 2200+ | 2200 | 2200 |
| 101 | 216.37 | AFTER JCT FS RD #2918 | | 1 | 13 | 07 | 02 | 23 | 2000 | 2300+ | 2200 | 2200 |
| 101 | 227.88 | BEFORE RD TO BARNES PT | | 1 | 14 | 07 | 02 | 23 | 2500 | 2300+ | 2200 | 2200 |
| 101 | 232.57 | BEFORE JCT LK SUTHERLAND RD | | 1 | | | | | 2500 | 2500 | 3700* | 3700 |
| 101 | 232.57 | AFTER JCT LK SUTHERLAND RD | | 1 | | | | | 2400 | 2400 | 3900* | 3900 |
| 101 | 242.61 | BEFORE JCT SR 112 | | 1 | | | | | 3000 | 3300* | 3400 | 3400 |
| 101 | 242.61 | AFTER JCT SR 112 | | 1 | | | | | 7200 | 7500* | 7800 | 7900 |
| 101 | 242.83 | AFTER JCT LAIRD RD | | 1 | | | | | 7300 | 7300* | 7600 | 7700 |
| 101 | 243.81 | BEFORE JCT DRY CREEK RD | | 1 | | | | | 7800* | 7800 | 10000* | 10000 |
| 101 | 243.81 | AFTER JCT DRY CREEK RD | | 1 | 04 | 03 | 01 | 08 | 8000* | 8100 | 10000+ | 11000 |
| 101 | 246.25 | AT SR 117 | | 1 | 05 | | | 06 | 10000 | 9600+ | 10000 | 10000 |
| 101 | 247.17 | BEFORE JCT S LINCOLN ST | | 1 | | | | | | | | 11000* |
| 101 | 247.18 | BEFORE JCT E LAURIDSEN BLVD WYE CON | | 1 | | | | | 12000* | 12000 | 13000 | 13000 |
| 101 | 247.20 | AFTER JCT E LAURIDSEN BLVD WYE CONN | | 1 | | | | | 7500* | 7600 | 7900 | 7400* |
| 101 | 248.06 | BEFORE JCT SR 101 COPRTANG (COUPLT) | | 1 | | | | | 13000 | 11000* | 11000 | 11000 |
| 101 | ** 248.06 | AFTER JCT SR 101 COPRTANG (COUPLT) | C | 1 | | | | | 13000 | 12000* | 12000 | 12000 |
| 101 | 249.61 | BEFORE JCT SR 101 COUPLET WYE CONN | C | 1 | | | | | 21000 | 19000* | 20000 | 20000 |
| 101 | 249.65 | AFTER JCT SR 101 COPRTANG (COUPLT) | | 1 | | | | | 35000 | 30000* | 30000 | 31000 |
| 101 | 250.64 | BEFORE JCT N BROOK AVE*S BROOK AVE | | 1 | | | | | | 29000* | 29000 | 30000 |
| 101 | 251.53 | AFTER JCT MASTERS RD | | 1 | | | | | 24000 | 22000* | 22000 | 22000 |
| 101 | 253.10 | BEFORE JCT DEER PARK RD | | 1 | | | | | 22000 | 21000* | 21000 | 21000 |
| 101 | 253.10 | AFTER JCT DEER PARK RD | | 1 | | | | | 22000 | 21000* | 21000 | 21000 |

** 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 101 | 254.45 | AT ADC LOCATION R069 | | 1 | | | | | | | 21000* | 21000* |
| 101 | 259.95 | BEFORE JCT KITCHEN-DICK RD*KIRK RD | | 1 | 06 | 03 | 01 | 10 | 16000 | 15000+ | 15000 | 15000 |
| 101 | 259.95 | AFTER JCT KITCHEN-DICK RD*KIRK RD | | 1 | | | | | 15000 | 16000* | 16000 | 16000 |
| 101 | 260.47 | AFTER JCT BOYCE RD N*BOYCE RD S | | 1 | | | | | 16000 | 15000* | 15000 | 15000 |
| 101 | 262.02 | BEFORE JCT MEDIAN XROAD*GILBERT RD | | 1 | | | | | | 20000* | 20000 | 20000 |
| 101 | 267.21 | AFTER JCT WHITEFEATHER WAY | | 1 | 06 | 03 | 01 | 10 | 14000 | 13000+ | 13000 | 13000 |
| 101 | 273.55 | BEFORE JCT PIERCE RD | | 1 | | | | | | 13000* | 13000 | 13000 |
| 101 | 274.08 | AFTER JCT KNAPP RD*GUILES RD | | 1 | | | | | | 12000* | 13000 | 13000 |
| 101 | 274.65 | ENTERING JEFFERSON COUNTY | | 1 | | | | | 11000 | 11000 | 10000* | 10000 |
| 101 | 278.26 | AFTER JCT OLD GARDINER RD | | 1 | 14 | 04 | 01 | 20 | 9500 | 10000 | 10000+ | 11000 |
| 101 | 281.15 | AT ADC LOCATION R023 | | 1 | | | | | | | | 10000* |
| 101 | 282.56 | BEFORE JCT SR 20 | | 1 | | | | | 9400* | 9900 | 10000 | 10000 |
| 101 | 282.64 | AFTER JCT SR 20 WYE CONN | | 1 | | | | | 7500* | 7900 | 8000 | 8100 |
| 101 | 284.63 | BEFORE RAMP SR 104 | | 1 | 07 | 04 | 02 | 13 | 7100 | 7500 | 8200+ | 8200 |
| 101 | 284.95 | AFTER RAMP SR 104 | | 1 | | | | | 2100 | 2100 | 2200* | 2300 |
| 101 | 286.75 | AFTER JCT BOULTON RD | | 1 | 07 | 06 | 02 | 15 | 2000+ | 2100 | 2100 | 2100 |
| 101 | 287.83 | BEFORE JCT LELAND VALLEY*BOULTON RD | | 1 | 07 | 06 | 02 | 15 | 2000+ | 2100 | 2100 | 2100 |
| 101 | 287.83 | AFTER JCT LELAND VALLEY*BOULTON RD | | 1 | 16 | 04 | 01 | 21 | | 2100+ | 2100 | 2100 |
| 101 | 294.59 | BEFORE JCT CENTER RD | | 1 | | | | | 2500* | 2600 | 2600 | 2200* |
| 101 | 294.62 | AFTER JCT CENTER RD WYE CONN | | 1 | | | | | 4300* | 4300 | 4500 | 3800* |
| 101 | 296.65 | AT BIG QUILCENE RIVER BR | | 1 | 08 | 04 | 01 | 12 | 2600 | 2800+ | 2900 | 2900 |
| 101 | 306.95 | BEFORE RIGHT SMART COVE | | 1 | | | | | | 3200* | 3300 | 3300 |
| 101 | 309.99 | AFTER JCT DUCKABUSH RD | | 1 | 08 | 05 | 01 | 14 | 2400 | 2500+ | 2500 | 2600 |
| 101 | 324.80 | AT ADC LOCATION P18 | | 1 | | | | | 2500* | 2500* | 2600 | 2300* |
| 101 | 328.04 | BEFORE JCT W CANAL VIEW RD | | 1 | 07 | 06 | 02 | 14 | 2700 | 2600+ | 2600 | 2600 |
| 101 | 328.04 | AFTER JCT W CANAL VIEW RD | | 1 | | | | | 2800 | 2600* | 2700 | 2700 |
| 101 | 329.78 | BEFORE JCT VIRGINIA AVE | | 1 | | | | | | 2900* | 3000 | 3000 |
| 101 | 329.93 | AT MILLER CREEK BRIDGE | | 1 | 09 | 06 | 01 | 17 | 3100* | 3000+ | 3100 | 3100 |

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\+ SOURCE OF TRUCK PERCENTAGES

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 101 | 331.74 | BEFORE JCT SR 119-LK CUSHMAN RD | | 1 | | | | | 3700 | 3600* | 3700 | 3700 |
| 101 | 331.74 | AFTER JCT SR 119-LK CUSHMAN RD | | 1 | | | | | 5600 | 5900* | 6000 | 6100 |
| 101 | 337.00 | BEFORE JCT SR 106 | | 1 | | | | | 5500 | 5600 | 5800* | 5800 |
| 101 | 337.00 | AFTER JCT SR 106 | | 1 | | | | | 5400 | 5600 | 5500* | 5600 |
| 101 | 341.43 | BEFORE JCT BROCKDALE RD | | 1 | | | | | 6200 | 6300 | 6600* | 6600 |
| 101 | 341.43 | AFTER JCT BROCKDALE RD | | 1 | | | | | 6100 | 6200 | 6900* | 7000 |
| 101 | 343.44 | BEFORE JCT SR 102 | | 1 | | | | | 6000 | 6100 | 7100* | 7200 |
| 101 | 343.44 | AFTER JCT SR 102 | | 1 | | | | | 8800 | 8900 | 9600* | 9600 |
| 101 | 344.72 | AFTER JCT FAIRGROUNDS RD | | 1 | | | | | 9500 | 9700 | 9000* | 9100 |
| 101 | 346.47 | BEFORE RAMP SHELTON-MATLOCK RD | | 1 | | | | | 13000* | 13000 | 13000 | 13000* |
| 101 | 348.95 | BEFORE RAMP SR 3 | | 1 | | | | | 13000 | 13000 | 14000* | 14000 |
| 101 | 349.19 | AT SR 3 BRIDGE | | 1 | | | | | 13000 | 13000 | 13000* | 13000 |
| 101 | 350.38 | AFTER RAMP SR 3 | | 1 | | | | | 22000 | 22000 | 22000* | 22000 |
| 101 | 352.60 | BEFORE JCT LYNCH ROAD | | 1 | | | | | 22000* | 23000 | 23000 | 23000 |
| 101 | 353.05 | BEFORE RAMP OLYMPIC HWY-SR 108 | | 1 | | | | | 22000* | 22000 | 23000 | 23000* |
| 101 | 353.81 | AFTER RAMP OLYMPIC HWY-SR 108 | | 1 | | | | | 18000* | 19000 | 19000 | 19000* |
| 101 | 356.00 | AFTER JCT OLD OLYMPIC HWY | | 1 | 04 | 02 | 01 | 07 | 19000 | 20000+ | 20000 | 20000 |
| 101 | 359.82 | BEFORE JCT STEAMBOAT ISLAND*OLD 101 | | 1 | | | | | 21000 | 20000* | 20000 | 20000 |
| 101 | 359.84 | AFTER JCT STEAMBOAT ISL RD WYE CONN | | 1 | | | | | 26000 | 26000* | 26000 | 26000 |
| 101 | 361.37 | AT ADC LOCATION R003 NORTH | | 1 | | | | | 26000* | 26000* | 27000* | 27000* |
| 101 | 361.70 | AT ADC LOCATION R003 EAST | | 1 | | | | | 40000* | 42000* | 42000* | 42000* |
| 101 | 362.59 | AT 2ND AVE SW | | 1 | | | | | 31000 | 33000* | 33000 | 33000 |
| 101 | 362.83 | AFTER RAMP 2ND AVE SW | | 1 | | | | | 28000* | 33000* | 33000 | 37000* |
| 101 | 367.41 | AT SR 5 BRIDGE | | 1 | | | | | 53000 | 55000 | 58000* | 57000 |
| | STATE ROUTE NO 101 ALTERNATE ROUTE | | | | | | | | | | | |
| 101AR | 009.42 | AFTER JCT SR 101 WYE CONN | | 2 | | | | | | 4100* | 4200 | 4300 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | STATE ROUTE NO 101 COUPLET ABERDN LEVEE ST TO STATE ST RMP | | | | | | | | | | |
| 101COABERDN | ** 087.50 | AFTER JCT SR 101 WYE CONN | | 1 | | | | | 7900 | 6500* | 6800 | 6900 |
| 101COABERDN | 089.38 | BEFORE JCT MYRTLE ST | | 1 | | | | | 15000 | 14000* | 15000 | 15000 |
| 101COABERDN | 090.71 | BEFORE JCT W MARKET ST | | 1 | | | | | 15000 | 13000* | 13000 | 14000 |
| 101COABERDN | 090.71 | AFTER JCT W MARKET ST | | 1 | | | | | 12000 | 12000* | 12000 | 12000 |
| 101COABERDN | 091.48 | BEFORE JCT SR 101 COHERON (COUPLET) | | 1 | | | | | 13000* | 14000* | 15000 | 14000* |
| 101COABERDN | 091.48 | AFTER JCT SR 101 COHERON (COUPLET) | | 1 | | | | | 11000* | 11000* | 12000 | 11000 |
| | | STATE ROUTE NO 101 COUPLET HERON SR 101 TO SR 101 | | | | | | | | | | |
| 101COHERON | ** 083.88 | BEFORE JCT SR 101*END ROUTE | | 1 | | | | | 12000 | 12000 | 13000 | 12000* |
| | | STATE ROUTE NO 101 COUPLET PRTANG MP 249.65 TO E FIRST ST | | | | | | | | | | |
| 101COPRTANG | ** 249.68 | AFTER JCT GOLF COURSE RD | | 1 | | | | | 20000 | 18000* | 19000 | 20000 |
| 101COPRTANG | 251.25 | BEFORE JCT N LINCOLN ST*E FRONT ST | | 1 | | | | | 14000 | 13000* | 14000 | 14000 |
| | | STATE ROUTE NO 102 MAINLINE CORRECTION CTR TO SR 101 | | | | | | | | | | |
| 102 | 000.00 | AFTER BEGIN ROUTE | | 3 | | | | | | | 1700* | 1700 |
| 102 | 002.86 | BEFORE JCT SR 101 | | 3 | | | | | 3000 | 3100 | 3100* | 3200 |
| | | STATE ROUTE NO 103 MAINLINE SR 101 T0 OCEAN PARK | | | | | | | | | | |
| 103 | 000.00 | AFTER JCT SR 101*BEG ROUTE | | 3 | | | | | 9800 | 10000 | 7900* | 8000 |
| 103 | 001.39 | BEFORE JCT BOLSTAD ST | | 3 | | | | | 9000 | 9300 | 7400* | 7400 |
| 103 | 001.39 | AFTER JCT BOLSTAD ST | | 3 | | | | | 8400 | 8600 | 6900* | 7000 |
| 103 | 001.48 | AFTER JCT 3RD ST NE*3RD ST NW | | 3 | | | | | | | 7400* | 7500 |
| 103 | 002.52 | AFTER JCT PIONEER RD | | 3 | | | | | 5300 | 5400 | 6300* | 6300 |
| 103 | 011.09 | BEFORE JCT VERNON AVE*BAY ST | | 3 | | | | | 4000 | 4200 | 4500* | 4500 |
| 103 | 011.86 | AFTER JCT SANDRIDGE RD | | 3 | | | | | | | 2100* | 2100 |

** 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 103 | 015.92 | BEFORE JCT OYSTERVILLE RD | | 3 | | | | | | | 570* | 570 |
| 103 | 016.25 | BEFORE JCT OYSTERVILLE RD | | 3 | | | | | | | 620* | 630 |
| 103 | 016.25 | AFTER JCT OYSTERVILLE RD | | 3 | | | | | 190 | 200 | 330* | 330 |
| | STATE ROUTE NO 104 MAINLINE SR 101 TO SR 522/L F PRK | | | | | | | | | | | |
| 104 | 000.41 | AFTER JCT SR 104 W BND | | 1 | | | | | 6200 | 6300 | 6500* | 6500 |
| 104 | 008.87 | BEFORE JCT SR 19-BEAVER VALLEY RD | | 1 | 07 | 05 | 02 | 14 | 6900 | 7000 | 7000+ | 6900 |
| 104 | 008.87 | AFTER JCT SR 19-BEAVER VALLEY RD | | 1 | 07 | 05 | 02 | 13 | 12000 | 12000 | 12000+ | 12000 |
| 104 | 013.76 | BEFORE JCT PARADISE BAY RD*SHINE RD | | 1 | | | | | 13000 | 13000 | 13000* | 13000 |
| 104 | 013.92 | AT ADC LOCATION R085 | | 1 | | | | | 15000* | 15000* | 16000* | 16000* |
| 104 | 015.59 | AFTER JCT SR 104 WYE CONN | | 1 | | | | | 5300 | 5400 | 4700* | 5600* |
| 104 | 016.51 | BEFORE JCT GAMBLE WAY | | 1 | | | | | | | | 5300* |
| 104 | 020.58 | BEFORE JCT SR 307 | | 1 | | | | | 6600 | 6700 | 6300* | 6300 |
| 104 | 020.58 | AFTER JCT SR 307 | | 1 | | | | | 17000 | 18000 | 14000* | 14000 |
| 104 | 023.06 | BEFORE JCT PARCELL RD WYE CONN | | 1 | | | | | | | 12000* | 12000 |
| 104 | 023.12 | AFTER JCT BARBER CUTOFF RD WYE CONN | | 1 | | | | | | | 11000* | 11000 |
| 104 | 024.23 | BEFORE JCT ILLINOIS AVE NE | | 1 | | | | | 9400 | 9500 | 8300* | 8500 |
| 104 | ** 024.23 | AFTER JCT ILLINOIS AVE NE | C | 1 | | | | | 4400 | 4500 | 4000* | 4000 |
| 104 | 024.32 | BEFORE JCT KINGSTON RD*IOWA AVE | C | 1 | | | | | 4300 | 4400 | 3900* | 4000 |
| 104 | 024.32 | AFTER JCT KINGSTON RD*IOWA AVE | C | 1 | | | | | 4900 | 5000 | 4400* | 4400 |
| 104 | 024.45B | KINGSTON FERRY LANDING | C | 1 | | | | | 2900* | 3000* | 3300* | 3400* |
| 104 | 024.45 | BEFORE EDMONDS FERRY LANDING | | 1 | | | | | 5800* | 6100* | 6500* | 6700* |
| 104 | 024.50 | BEFORE JCT SR 104 E BND WYE CONN | | 1 | | | | | | | 6400* | 7200* |
| 104 | 024.51 | AFTER JCT SR 524*SUNSET AVE | | 1 | | | | | | | 4400* | 5500* |
| 104 | 025.13 | BEFORE JCT SR 524 SP3RDAVE*PINE ST | | 1 | | | | | 9000 | 9100 | 10000* | 11000 |
| 104 | 025.15 | AFTER JCT SR 524 SPUR WYE CONN | | 1 | | | | | | | 11000* | 11000 |
| 104 | 025.44 | BEFORE JCT SR 104 W BND | | 1 | | | | | 9000 | 11000* | 11000 | 11000 |
| 104 | 025.70 | AFTER JCT SR 104 W BND | | 1 | | | | | 19000 | 18000* | 19000 | 19000 |

** COUPLET SKETCH IN BACK OF BOOK

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 104 | 026.43 | BEFORE JCT 100TH AVE W | | 1 | | | | | 20000 | 20000* | 21000 | 21000 |
| 104 | 026.43 | AFTER JCT 100TH AVE W | | 1 | | | | | 25000 | 22000* | 23000 | 24000 |
| 104 | 026.80 | BEFORE JCT 95TH PL W | | 1 | | | | | 22000 | 22000 | 21000* | 22000 |
| 104 | 027.52 | BEFORE JCT 238TH ST SW WYE CONN | | 1 | | | | | 24000 | 24000* | 26000 | 26000 |
| 104 | 027.58 | AFTER JCT 238TH ST SW WYE CONN | | 1 | | | | | 22000* | 22000* | 23000 | 23000 |
| 104 | 028.83 | BEFORE JCT 76TH AVE NE*MERIDIAN AVE | | 1 | | | | | | 39000* | 41000 | 42000 |
| 104 | 028.83 | AFTER JCT 76TH AVE NE*MERIDIAN AVE | | 1 | | | | | 46000 | 43000* | 44000 | 45000 |
| 104 | 029.41 | AFTER JCT 6TH AVE NE | | 1 | | | | | 52000 | 46000* | 48000 | 49000 |
| 104 | 029.57 | AFTER JCT MEDIAN XROAD | | 1 | | | | | | 35000* | 36000 | 37000 |
| 104 | 030.14 | BEFORE JCT 19TH AVE NE | | 1 | | | | | 23000 | 21000* | 22000 | 23000 |
| 104 | 030.55 | BEFORE JCT NE 195TH ST*25TH AVE NE | | 1 | | | | | 22000 | 21000* | 22000 | 22000 |
| 104 | 030.57 | AFTER JCT NE 195TH ST WYE CONN | | 1 | | | | | 19000 | 18000* | 19000 | 19000 |
| 104 | 032.15 | BEFORE JCT NE 175TH ST | | 1 | | | | | 26000 | 23000* | 24000 | 24000 |
| 104 | 032.15 | AFTER JCT NE 175TH ST | | 1 | | | | | | 22000* | 23000 | 23000 |
| | STATE ROUTE NO 104 COUPLET KNGSTN FERRY LND TO ILLINOIS AVE | | | | | | | | | | | |
| 104COKNGSTN | ** 024.53 | AFTER KINGSTON FERRY LANDING | | 1 | | | | | 2900* | 3000* | 3300* | 3300 |
| 104COKNGSTN | 024.79 | BEFORE JCT IOWA AVE | | 1 | | | | | 4200 | 4300 | 4900* | 5000 |
| 104COKNGSTN | 024.79 | AFTER JCT IOWA AVE | | 1 | | | | | 4200 | 4200 | 3800* | 3900 |
| | STATE ROUTE NO 105 MAINLINE SR 101/RAYMOND TO SR 101 | | | | | | | | | | | |
| 105 | 000.04 | AFTER JCT MILL ST | | 2 | | | | | 4300* | 4400 | 3900* | 4000 |
| 105 | 004.52 | AFTER JCT AIRPORT RD | | 2 | 10 | 04 | | 14 | | | | 1000+ |
| 105 | 018.60 | BEFORE JCT TOKELAND RD | | 2 | | | | | 1100 | 1000* | 1000* | 1000 |
| 105 | 018.60 | AFTER JCT TOKELAND RD | | 2 | | | | | 1800 | 1800* | 1700* | 1700 |
| 105 | 021.65 | AFTER JCT OLD SR 105*LARKIN RD | | 2 | | | | | | 1900* | 1900 | 1900* |
| 105 | 025.71 | AFTER JCT CRANBERRY BCH*CO LINE RD | | 2 | | | | | | 3400* | 3500 | 3000* |
| 105 | 030.21 | BEFORE JCT SR 105 WYE CONN | | 2 | 07 | 01 | | 08 | 4300 | 5300* | 5400 | 4500+ |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 105 | 030.29 | AFTER JCT SR 105 WYE CONN | | 2 | 07 | 03 | | 11 | 3000 | 3600* | 3700 | 3000+ |
| 105 | 030.69 | AFTER JCT MONTESANO ST S | | 2 | | | | | | 6100* | 6300 | 6300 |
| 105 | 030.73 | AT ADC LOCATION R043 | | 2 | | | | | | | 5400* | 5500 |
| 105 | 037.07 | BEFORE JCT JOHNS RIVER RD | | 2 | | | | | | 5000* | 5200 | 5200 |
| 105 | 037.07 | AFTER JCT JOHNS RIVER RD | | 2 | | | | | | 5400* | 5500 | 5600 |
| 105 | 047.39 | BEFORE JCT TAFT RD | | 2 | | | | | 6700 | 6700* | 7000 | 7100 |
| 105 | 047.88 | BEFORE JCT W HUNTLEY ST | | 2 | | | | | | | | 9400* |
| 105 | 047.88 | AFTER JCT W HUNTLEY ST | | 2 | | | | | | 11000* | 12000 | 10000* |
| 105 | 048.59 | BEFORE JCT W MARION ST | | 2 | | | | | | 21000* | 19000 | 19000 |
| 105 | 048.76 | BEFORE JCT SR 101 | | 2 | | | | | 19000 | 20000* | 18000* | 18000 |
| | STATE ROUTE NO 105 SPUR BOONE SR 105 TO SR 101 | | | | | | | | | | | |
| 105SPBOONE | 048.68 | AFTER JCT SCOTT ST | | 2 | | | | | 1300 | 3300* | 3400 | 3500 |
| 105SPBOONE | 048.81 | BEFORE JCT SR 101-W CURTIS ST | | 2 | | | | | 1500 | 1500 | 2500* | 2600 |
| | STATE ROUTE NO 105 SPUR WESTPT SR 105 TO WESTPORT | | | | | | | | | | | |
| 105SPWESTPT | 030.29 | AFTER JCT SR 105 WYE CONN | | 3 | | | | | 2900 | 3500* | 3500 | 2900* |
| 105SPWESTPT | 032.29 | BEFORE JCT W OCEAN AVE*N FORREST ST | | 3 | | | | | 3600 | 3400* | 3500 | 3000* |
| 105SPWESTPT | 032.29 | AFTER JCT W OCEAN AVE*N FORREST ST | | 3 | | | | | 2700 | 2900* | 3000 | 2500* |
| 105SPWESTPT | 032.69 | AFTER JCT W SEATTLE AVE | | 3 | | | | | | 8100* | 8400 | 8400 |
| 105SPWESTPT | 033.75 | BEFORE JCT W WILSON AVE*E WILSON | | 3 | | | | | 5100 | 5000* | 5100 | 4800* |
| 105SPWESTPT | 033.75 | AFTER JCT W WILSON AVE*E WILSON | | 3 | | | | | 3900 | 3900* | 4000 | 3600* |
| 105SPWESTPT | 034.34 | BEFORE JCT WESTHAVEN DR*END ROUTE | | 3 | | | | | | 1800* | 1900 | 1400* |
| | STATE ROUTE NO 106 MAINLINE SR 101 TO SR 3/BELFAIR | | | | | | | | | | | |
| 106 | 000.00 | AFTER JCT SR 101*BEG ROUTE | | 3 | | | | | 1500 | 1600 | 1600* | 1600 |
| 106 | 001.78 | AFTER JCT PURDY CUTOFF RD | | 3 | | | | | | 1400* | 1400 | 1400 |
| 106 | 006.88 | AFTER JCT DALBY RD | | 3 | | | | | | 1900* | 2000 | 2000 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 106 | 012.39 | AFTER TWANOH STATE PARK | | 3 | | | | | | 1600* | 1700 | 1700 |
| 106 | 020.05 | BEFORE JCT SR 3 WYE CONN | | 3 | | | | | 6200 | 5700* | 5900 | 5900 |
| | STATE ROUTE NO 107 MAINLINE SR 101 TO SR 12/MONTE | | | | | | | | | | | |
| 107 | 000.02 | AFTER JCT SR 101 WYE CONN | | 2 | 11 | 07 | 03 | 21 | 2500 | 2100+ | 2100 | 2200 |
| 107 | 002.99 | AFTER JCT BLUE SLOUGH RD WYE CONN | | 2 | 09 | 04 | 01 | 14 | | 3300+ | 3400 | 3400 |
| 107 | 007.91 | BEFORE RAMP SR 12 | | 2 | | | | | 5000* | 5200 | 5300 | 4800* |
| | STATE ROUTE NO 108 MAINLINE SR 8/MCLEARY TO SR 101 | | | | | | | | | | | |
| 108 | 000.00 | AFTER JCT SR 8*BEG ROUTE | | 2 | | | | | 3600* | 3700 | 3800 | 3500* |
| 108 | 000.11 | AFTER JCT ELMA-MCCLEARY RD | | 2 | | | | | 4900 | 5000 | 5100 | 5200* |
| 108 | 001.11 | BEFORE JCT SUMMIT RD*CURRAN ST | | 2 | | | | | 4600 | 4800 | 5100* | 4700* |
| 108 | 001.11 | AFTER JCT SUMMIT RD*CURRAN ST | | 2 | | | | | 3500 | 3600 | 4200* | 3800* |
| 108 | 001.98 | AFTER JCT SUMMIT RD | | 2 | | | | | 2200 | 2300 | 2700* | 2700 |
| 108 | 011.11 | AT SKOOKUM CREEK BRIDGE | | 2 | 12 | 04 | | 16 | 2600 | 2700 | 2900+ | 3000 |
| 108 | 011.90 | BEFORE JCT KAMILCHE LN | | 2 | | | | | 6400* | 6600 | 6800 | 7500* |
| | STATE ROUTE NO 109 MAINLINE SR 101/HOQ TO TAHOLAH | | | | | | | | | | | |
| 109 | ** 000.00 | AFTER JCT SR 101*BEG ROUTE | C | 2 | | | | | 5400 | 5700* | 5900 | 6000 |
| 109 | 000.17 | AFTER JCT GARFIELD ST | | 2 | | | | | | | 8300* | 8400 |
| 109 | 000.44 | AFTER JCT SPRUCE ST | | 2 | | | | | 8800 | 9500* | 9900 | 10000 |
| 109 | 000.93 | BEFORE JCT SPENCER ST | | 2 | | | | | 6500* | 6600 | 6900 | 7000* |
| 109 | 001.79 | BEFORE JCT SR 109 SPLONNGR (SPUR) | | 2 | | | | | 6200 | 6300 | 6800* | 7000 |
| 109 | 001.79 | AFTER JCT SR 109 SPLONNGR (SPUR) | | 2 | | | | | 5100 | 5300 | 7800* | 7800 |
| 109 | 010.24 | AT HUMPTULIPS RIVER BRIDGE | | 2 | 07 | 02 | 01 | 10 | 4100* | 4300 | 4400 | 5200+ |
| 109 | 016.11 | BEFORE JCT SR 115 | | 3 | | | | | | | 5600* | 5600 |
| 109 | 016.11 | AFTER JCT SR 115 | | 3 | | | | | 2800 | 2900 | 3300* | 3300 |
| 109 | 021.39 | AT COPALIS RIVER BRIDGE | | 3 | 08 | 01 | | 09 | 1100 | 1200 | 1400+ | 1400 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 109 | 029.41 | BEFORE JCT OCEAN BEACH RD*MAIN ST | | 3 | | | | | 1100 | 1200 | 1100* | 1100 |
| 109 | 029.41 | AFTER JCT OCEAN BEACH RD*MAIN ST | | 3 | | | | | 1600 | 1700 | 1900* | 2000 |
| 109 | 031.50 | AT MOCLIPS RIVER BRIDGE | | 3 | | | | | 1500* | 1600 | 1600 | 1600* |
| 109 | 032.41 | AFTER JCT MOCLIPS-OLYMPIC HWY | | 3 | 05 | 01 | | 06 | 1100* | 1200 | 1200 | 1200+ |
| 109 | 040.41 | BEFORE JCT CUITAN ST | | 3 | 03 | 01 | | 05 | | | | 1100+ |
| | STATE ROUTE NO 109 COUPLET HQUIAM EMERSON AVE TO 5TH ST | | | | | | | | | | | |
| 109COHQUIAM | ** 000.14 | AFTER JCT SR 109-EMERSON AV*3RD ST | | 2 | | | | | 3000 | 3100 | 3100* | 3200 |
| | STATE ROUTE NO 109 SPUR LONNGR SR 109 TO SR 101 | | | | | | | | | | | |
| 109SPLONNGR | 001.79 | AFTER JCT SR 109*BEG ROUTE | | 2 | 12 | 06 | 01 | 18 | 400 | 410 | 380+ | 390 |
| 109SPLONNGR | 003.61 | BEFORE JCT SR 101*END ROUTE | | 2 | 15 | 04 | | 19 | 430 | 430+ | 440 | 440 |
| | STATE ROUTE NO 110 MAINLINE 101 TO OLYMPIC PK BNDRY | | | | | | | | | | | |
| 110 | 000.00 | AFTER JCT SR 101*BEG ROUTE | | 3 | | | | | 2100 | 2300* | 2400 | 2400 |
| | STATE ROUTE NO 112 MAINLINE RES. E. BDRY TO SR 101 | | | | | | | | | | | |
| 112 | 038.96 | AT EAST TWIN RIVER BRIDGE | | 3 | | | | | 1000 | 1000 | 1400* | 1500 |
| 112 | 049.27 | AFTER JCT WYE RD | | 3 | | | | | | | 2100* | 2100 |
| 112 | 050.98 | AFTER JCT CRESCENT BEACH RD | | 3 | | | | | 2800 | 2900 | 3100* | 3100 |
| 112 | 058.90 | BEFORE JCT PLACE RD*DAN KELLY RD | | 3 | | | | | | | 4700* | 4800 |
| 112 | 058.90 | AFTER JCT PLACE RD*DAN KELLY RD | | 3 | | | | | | | 5900* | 6000 |
| 112 | 061.08 | BEFORE JCT SR 101 | | 3 | | | | | 4700 | 4700* | 4800 | 4800 |
| | STATE ROUTE NO 113 MAINLINE SR 101 TO SR 112 | | | | | | | | | | | |
| 113 | 000.00 | AFTER JCT SR 101*BEG ROUTE | | 3 | | | | | 1100 | 1700* | 1600 | 1600 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | STATE ROUTE NO 115 MAINLINE | OCEAN SHORES TO SR 109 | | | | | | | | | | |
| 115 | 000.03 | AFTER JCT OYHUT RD | | 3 | | | | | 6000 | 6200 | 6600* | 6600 |
| 115 | 002.28 | BEFORE JCT SR 109 | | 3 | 07 | 02 | | 08 | 6000 | 6200 | 6700+ | 6800 |
| | STATE ROUTE NO 116 MAINLINE | SR 19 TO FORT FLAGLER PK | | | | | | | | | | |
| 116 | 000.00 | AFTER JCT SR 19*BEG ROUTE | | 3 | | | | | 5600 | 5800 | 5600* | 6200* |
| 116 | 001.99 | BEFORE JCT OAK BAY RD | | 3 | | | | | | | | 5300* |
| 116 | 002.01 | AFTER JCT OAK BAY RD WYE CONN | | 3 | 09 | 01 | | 11 | 2800 | 2900 | 3000 | 2800+ |
| 116 | 005.50 | BEFORE JCT GARDEN CLUB RD | | 3 | 06 | 01 | | 08 | 1300* | 1400 | 1400 | 1600+ |
| 116 | 009.82 | BEFORE JCT FORTGATE RD | | 3 | 07 | 01 | | 08 | | | | 450+ |
| | STATE ROUTE NO 117 MAINLINE | SR 101 TO PORT DOCKS | | | | | | | | | | |
| 117 | 000.09 | AFTER RAMP SR 101 | | 2 | | | | | 3300 | 3500* | 3700 | 3800 |
| | STATE ROUTE NO 119 MAINLINE | SR 101 TO LAKE CUSHMAN | | | | | | | | | | |
| 119 | 000.00 | AFTER JCT SR 101*BEG ROUTE | | 3 | | | | | 2700 | 2800* | 2800 | 2900 |
| 119 | 002.95 | AFTER LAKE CUSHMAN GOLF COURSE | | 3 | 06 | 02 | | 08 | 1600 | 1900+ | 1900 | 1900 |
| 119 | 006.57 | AFTER JCT LK CUSHMAN PIONEER VLLGE | | 3 | 06 | 02 | | 08 | | 1000+ | 1000 | 1000 |
| 119 | 010.89 | AFTER JCT MT ROSE VILLAGE | | 3 | | | | | | 310* | 320 | 320 |
| | STATE ROUTE NO 121 MAINLINE | SR 5/MAYTOWN TO SR 5 | | | | | | | | | | |
| 121 | 000.00 | AT SR 5 SB*BEG ROUTE | | 3 | | | | | 3300 | 2900* | 3000 | 3000 |
| 121 | 000.07 | AFTER RAMP SR 5 NB | | 3 | | | | | | 1800* | 1800 | 1800 |
| 121 | 002.51 | BEFORE JCT TILLEY RD SW | | 3 | 11 | 02 | 01 | 14 | | 960+ | 980 | 990 |
| 121 | 002.51 | AFTER JCT TILLEY RD SW | | 3 | 06 | 01 | | 08 | | 1900+ | 1900 | 1900 |
| 121 | 006.24 | BEFORE JCT 93RD AVE SE*TILLEY RD S | | 3 | | | | | | 3400* | 3500 | 3500 |
| 121 | 006.24 | AFTER JCT 93RD AVE SE*TILLEY RD S | | 3 | 09 | 02 | | 10 | | 3600+ | 3700 | 3700 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 121 | 006.54 | AFTER JCT CASE RD SW | | 3 | 07 | 01 | | 09 | 5700 | 6700+ | 6900 | 7000 |
| 121 | 007.56 | BEFORE RAMP SR 5 NB | | 3 | 09 | 03 | 01 | 13 | 7700 | 8000+ | 8200 | 8200 |
| 121 | 007.67 | AT SR 5 BRIDGE | | 3 | | | | | | 6600* | 6800 | 6800 |
| | STATE ROUTE NO 122 MAINLINE SR 12 TO SR 12/MOSSYROCK | | | | | | | | | | | |
| 122 | 000.00 | AFTER JCT SR 12*BEG ROUTE | | 3 | | | | | 830* | 860 | 880 | 900* |
| 122 | 001.94 | AFTER JCT CINEBAR RD WYE CONN | | 3 | | | | | | | | 670* |
| 122 | 007.88 | BEFORE JCT SR 12 | | 3 | | | | | 910* | 940 | 960 | 950* |
| | STATE ROUTE NO 123 MAINLINE SR 12 TO SR 410 | | | | | | | | | | | |
| 123 | 000.01B | AFTER JCT SR 12 WYE CONN | | 2 | | | | | 1200* | 1300 | 1400 | 1400 |
| 123 | 003.88 | AT ADC LOCATION R040 NORTH | | 2 | | | | | 860 | 910* | 920 | 940 |
| 123 | 016.28 | BEFORE JCT SR 410 WYE CONN | | 2 | 09 | 01 | | 10 | | | | 1100+ |
| | STATE ROUTE NO 124 MAINLINE SR 12 TO SR 12/WAITSBURG | | | | | | | | | | | |
| 124 | 000.00 | AFTER JCT SR 12*BEG ROUTE | | 2 | | | | | 4800 | 4800 | 4200* | 4200 |
| 124 | 005.23 | BEFORE JCT ICE HARBOR RD | | 2 | 08 | 07 | 03 | 17 | 3200* | 3200 | 3300 | 3100+ |
| 124 | 005.23 | AFTER JCT ICE HARBOR RD | | 2 | 07 | 08 | 04 | 19 | 2700* | 2700 | 2700 | 2800+ |
| 124 | 009.66 | AFTER JCT ADKINS RD | | 2 | 07 | 09 | 05 | 21 | 1900 | 1900 | 1900 | 2000+ |
| 124 | 022.58 | AFTER JCT W LAMAR RD | | 2 | 09 | 09 | 07 | 25 | | | | 1400+ |
| 124 | 040.87 | AFTER JCT BOLLES RD | | 2 | 13 | 07 | 05 | 25 | 1200* | 1200 | 1300+ | 1300 |
| 124 | 044.98 | BEFORE JCT SR 12*COPPEI ST | | 2 | | | | | 2400* | 2400 | 2400 | 2400 |
| | STATE ROUTE NO 125 MAINLINE OREGON ST. LN TO SR 124 | | | | | | | | | | | |
| 125 | 000.00 | OREGON ST LINE*BEG ROUTE | | 1 | | | | | 14000* | 14000* | 15000* | 14000* |
| 125 | 000.01 | BEFORE JCT STATE LINE RD | | 1 | | | | | 14000 | 14000 | 14000* | 15000 |
| 125 | 001.88 | BEFORE JCT COLLEGE AVE | | 1 | | | | | 16000 | 17000 | 16000* | 16000 |
| 125 | 001.88 | AFTER JCT COLLEGE AVE | | 1 | | | | | 15000 | 15000 | 14000* | 14000 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 125 | 004.45 | BEFORE JCT PLAZA WAY*MILITARY RD | | 1 | | | | | 12000 | 12000 | 11000* | 12000 |
| 125 | 004.47 | AFTER JCT MILITARY RD WYE CONN | | 1 | | | | | 19000 | 19000 | 18000* | 18000 |
| 125 | 005.14 | BEFORE JCT W BIRCH | | 1 | | | | | 20000* | 20000 | 21000 | 21000 |
| 125 | 005.14 | AFTER JCT W BIRCH | | 1 | | | | | 18000* | 18000 | 19000* | 20000 |
| 125 | 005.21 | BEFORE JCT W POPLAR ST | | 1 | | | | | 18000* | 18000 | 19000* | 20000 |
| 125 | 005.21 | AFTER JCT W POPLAR ST | | 1 | | | | | 16000 | 16000 | 15000* | 15000 |
| 125 | 005.41 | BEFORE JCT W ROSE ST | | 1 | | | | | 13000* | 14000 | 13000* | 13000 |
| 125 | 005.41 | AFTER JCT W ROSE ST | | 1 | | | | | 7300* | 7300 | 7500* | 7500 |
| 125 | 006.09 | BEFORE JCT SR 125 SP125SP*13TH AVE | | 2 | | | | | | | | 5000* |
| 125 | 006.09 | AFTER JCT SR 125 SP125SP*13TH AVE | | 2 | | | | | | | | 3700* |
| 125 | 006.51 | AFTER JCT REES AVE | | 2 | | | | | | | | 3300* |
| 125 | 006.58 | AFTER JCT MAY ST | | 2 | | | | | 2900* | 2800 | 2900 | 2900 |
| 125 | 006.76 | LEAVING CITY OF WALLA WALLA | | 2 | 11 | 03 | 01 | 15 | 1100 | 1100+ | 1100 | 1100 |
| 125 | 023.67 | BEFORE JCT SR 124 | | 3 | 13 | 07 | 03 | 23 | 360 | 360 | 360 | 550+ |
| | STATE ROUTE NO 125 SPUR 125SP SR 125 TO SR 12 | | | | | | | | | | | |
| 125SP125SP | 006.09 | AFTER JCT SR 125*13TH AV*BEG ROUTE | | 1 | | | | | 2500 | 2500 | 2600 | 2200* |
| 125SP125SP | 006.75 | BEFORE JCT SR 12 WYE CONN | | 1 | | | | | | | | 1700* |
| | STATE ROUTE NO 127 MAINLINE SR 12/DODGE TO SR 26 | | | | | | | | | | | |
| 127 | 000.03 | AFTER JCT SR 12*BEG ROUTE | | 1 | 10 | 09 | 02 | 22 | 690 | 690 | 430+ | 430 |
| 127 | 019.53 | BEFORE JCT BIG ALKALI RD | | 1 | 10 | 14 | 15 | 39 | 1100 | 1100 | 740+ | 740 |
| 127 | 020.44 | AFTER JCT PENEWAWA RD | | 1 | 07 | 13 | 09 | 29 | 960* | 870+ | 880 | 890 |
| 127 | 027.05 | BEFORE JCT SR 26 | | 1 | | | | | 1000* | 1000 | 1000 | 1000 |
| | STATE ROUTE NO 128 MAINLINE SR 12 TO IDAHO ST LINE | | | | | | | | | | | |
| 128 | 000.00 | AFTER JCT SR 12*BEG ROUTE | | 2 | | | | | 3400 | 3900* | 4000 | 4100 |
| 128 | 000.51 | BEFORE JCT SR 193 | | 3 | 09 | 07 | 02 | 18 | 3700 | 3700 | 3800+ | 3800 |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 128 | 000.51 | AFTER JCT SR 193 | | 3 | 10 | 12 | 03 | 26 | | | 3900+ | 3900 |
| 128 | 002.24 | IDAHO STATE LINE | | 3 | | | | | 4600* | 4500* | 4700 | 4800 |
| | STATE ROUTE NO 129 MAINLINE OREGON TO SR 12/CLARKSTN | | | | | | | | | | | |
| 129 | 000.00 | OREGON ST LINE*BEG ROUTE | | 2 | | | | | 310* | 390* | 410* | 410* |
| 129 | 035.73 | BEFORE JCT FAIRGROUNDS RD | | 2 | 19 | 05 | | 24 | 630* | 630 | 640 | 650+ |
| 129 | 036.27 | BEFORE JCT 1ST ST WYE CONN | | 2 | 09 | 02 | | 12 | | | | 1500+ |
| 129 | 036.29 | AFTER JCT WASHINGTON ST WYE CONN | | 2 | 08 | 01 | | 09 | 4100 | 4200 | 4300 | 3000+ |
| 129 | 039.57 | AFTER JCT POST LN | | 2 | 06 | 01 | | 08 | 5600* | 5700 | 5800 | 5700+ |
| 129 | 040.81 | BEFORE SOUTHWAY BRIDGE RAMPS | | 2 | 05 | 01 | | 06 | | | 7300+ | 7400 |
| 129 | 042.55 | BEFORE JCT SR 12 | | 2 | | | | | 8600 | 9900* | 10000 | 11000 |
| | STATE ROUTE NO 129 SPUR 6THST SR 129 TO SR 12 | | | | | | | | | | | |
| 129SP6THST | 042.42 | BEFORE JCT SR 12-BRDGE ST | | 2 | | | | | 1900 | 1700* | 1800 | 1800 |
| | STATE ROUTE NO 131 MAINLINE NAT FOREST BDRY TO SR 12 | | | | | | | | | | | |
| 131 | 002.07 | BEFORE JCT SR 12 | | 3 | | | | | 2200* | 2200 | 2300 | 2300 |
| | STATE ROUTE NO 141 MAINLINE SR 14/BINGEN TO CO. LINE | | | | | | | | | | | |
| 141 | 000.00 | AFTER JCT SR 14*BEG ROUTE | | 3 | | | | | 5600 | 4900* | 4300* | 4400 |
| | STATE ROUTE NO 141 SPUR UNDRWD SR 141 TO SR 14 | | | | | | | | | | | |
| 141SPUNDRWD | 006.85 | BEFORE JCT SR 14*END ROUTE | | 3 | | | | | 2200 | 2300* | 2400 | 2400 |
| | STATE ROUTE NO 142 MAINLINE SR 14/LYLE TO SR 97 | | | | | | | | | | | |
| 142 | 000.00 | AFTER JCT SR 14*BEG ROUTE | | 3 | | | | | 930 | 900* | 910 | 910 |
| 142 | 010.00 | AT KLICKITAT RIVER BRIDGE | | 3 | 11 | 06 | 02 | 18 | | | | 640+ |
| 142 | 013.26 | AFTER JCT DURKEE RD | | 3 | 12 | 02 | | 14 | | | | 540+ |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 142 | 013.64 | SGN ENT KLICKITAT | | 3 | | | | | 550 | 590* | 600 | 540 |
| 142 | 023.61 | BEFORE JCT GLENWOOD RD | | 3 | 09 | 03 | | 12 | 340 | 410* | 420 | 350+ |
| 142 | 023.69 | AFTER JCT GLENWOOD RD WYE CONN | | 3 | 13 | 04 | | 17 | 600 | 640* | 650 | 680+ |
| 142 | 030.32 | AFTER JCT ESTEB RD WYE CONN | | 3 | 11 | 03 | | 14 | | | | 1100+ |
| 142 | 034.29 | BEFORE JCT N COLUMBUS AVE | | 3 | | | | | 4200 | 4200 | 4400 | 3900* |
| 142 | 034.29 | AFTER JCT N COLUMBUS AVE | | 3 | | | | | 5400 | 5500 | 5700 | 5400* |
| 142 | 034.79 | AFTER JCT N ROOSEVELT ST | | 3 | | | | | | | | 4300* |
| 142 | 035.29 | BEFORE JCT SR 97 | | 3 | | | | | 2700* | 3100* | 3200 | 3300 |
| | STATE ROUTE NO 150 MAINLINE MANSON TO SR 97/CHELAN | | | | | | | | | | | |
| 150 | 000.30 | BEGIN ROUTE | | 3 | | | | | | | 4800* | 4700 |
| 150 | 000.51 | AFTER JCT QUETILQUASOON RD | | 3 | | | | | 5100 | 5100 | 4800* | 4800 |
| 150 | 001.54 | AFTER JCT WAPATO LAKE RD | | 3 | | | | | 6400 | 6500 | 5900* | 5900 |
| 150 | 006.26 | BEFORE JCT DIETRICH RD | | 3 | | | | | | | 7900* | 7900 |
| 150 | 006.26 | AFTER JCT DIETRICH RD | | 3 | | | | | | | 8000* | 7900 |
| 150 | 006.95 | BEFORE JCT NO SEEUM RD | | 3 | | | | | 9100 | 9200 | 8200* | 8200 |
| 150 | 006.95 | AFTER JCT NO SEEUM RD | | 3 | | | | | 9800 | 9900 | 9100* | 9100 |
| 150 | 007.97 | BEFORE JCT COLUMBIA ST | | 3 | | | | | 11000 | 11000 | 11000 | 9500* |
| 150 | 007.97 | AFTER JCT COLUMBIA ST | | 3 | | | | | 8500 | 8600 | 8700 | 7000* |
| 150 | 008.25 | BEFORE JCT SR 97AR (ALT)*WOODIN AVE | | 3 | | | | | 8400 | 8500 | 8200* | 6900* |
| 150 | 009.15 | AFTER JCT SR 97AR (ALT) WYE CONN | | 3 | | | | | | | 5500* | 5600 |
| 150 | 010.20 | AFTER JCT WILLMORTH DR | | 3 | | | | | | | 3500* | 3500 |
| 150 | 012.06 | BEFORE JCT SR 97 | | 3 | | | | | 2200 | 2200 | 2800* | 2900 |
| | STATE ROUTE NO 153 MAINLINE SR 97/PATEROS TO SR 20 | | | | | | | | | | | |
| 153 | 001.68 | BEFORE JCT ALTA LAKE RD | | 2 | | | | | | | 2300* | 2300 |
| 153 | 001.68 | AFTER JCT ALTA LAKE RD | | 2 | | | | | | | 2000* | 2000 |
| 153 | 006.63 | BEFORE JCT BLACK CANYON RD | | 2 | 12 | 03 | 01 | 15 | 1600+ | 1600 | 1600 | 1600 |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 153 | 013.99 | AFTER JCT MCFARLAND CREEK RD | | 2 | 11 | 04 | | 15 | 1200+ | 1200 | 1200 | 1200 |
| 153 | 016.82 | AFTER JCT GOLD CREEK LOOP RD | | 2 | 12 | 04 | 01 | 17 | | | | 1200+ |
| 153 | 023.26 | AFTER JCT OLD CARLTON RD | | 2 | 09 | 04 | | 14 | | | | 1400+ |
| 153 | 030.74 | BEFORE JCT SR 20 | | 2 | | | | | 2100* | 2100 | 2200* | 1800* |
| | STATE ROUTE NO 155 MAINLINE SR 2 TO SR 97/OMAK | | | | | | | | | | | |
| 155 | 000.07 | AFTER JCT PODEY RD | | 2 | | | | | 740* | 730 | 740 | 1200* |
| 155 | 022.79 | BEFORE JCT AIRPORT RD | | 2 | 08 | 03 | | 12 | 900* | 890 | 900 | 1500+ |
| 155 | 022.79 | AFTER JCT AIRPORT RD | | 2 | | | | | 1500 | 1500 | 1500 | 1700* |
| 155 | 024.24 | AFTER JCT WESTERN AVE WYE CONN | | 2 | | | | | | | | 3500* |
| 155 | 025.68 | BEFORE JCT SR 174 WYE CONN | | 2 | | | | | | | | 5000* |
| 155 | 025.73 | AFTER JCT SR 174 WYE CONN | | 2 | | | | | 7400 | 7400 | 7400 | 5900* |
| 155 | 028.04 | ENTERING CITY OF COULEE DAM | | 2 | | | | | | | | 5800* |
| 155 | 028.49 | BEFORE JCT ROOSEVELT WAY | | 2 | | | | | 6400 | 6400 | 5700* | 5600 |
| 155 | 028.49 | AFTER JCT ROOSEVELT WAY | | 2 | | | | | 3500 | 3500 | 3100* | 2900* |
| 155 | 042.39 | BEFORE JCT MCGINNIS LAKE RD | | 2 | | | | | 3100 | 2600* | 2700 | 2700 |
| 155 | 042.39 | AFTER JCT MCGINNIS LAKE RD | | 2 | | | | | 3600 | 3100* | 3100 | 3100 |
| 155 | 044.59 | AFTER JCT CO RD | | 2 | | | | | | | | 1500* |
| 155 | 080.43 | BEFORE JCT FIFTH AVE E | | 2 | | | | | | | | 4100* |
| | STATE ROUTE NO 155 SPUR OMAK SR 155 TO SR 215 | | | | | | | | | | | |
| 155SPOMAK | 080.52 | BEFORE JCT SR 215*END ROUTE | | 2 | | | | | 7200* | 7300 | 7400* | 7500 |
| | STATE ROUTE NO 160 MAINLINE SR 16 TO FERRY DOCK | | | | | | | | | | | |
| 160 | 001.32 | BEFORE JCT CONVERSE AVE SE | | 2 | | | | | | 13000* | 14000 | 14000 |
| 160 | 003.11 | BEFORE JCT BODLE RD SE | | 2 | | | | | | 6400* | 6600 | 6800 |
| 160 | 007.26 | BEFORE JCT SOUTHWORTH DR SE | | 2 | | | | | | 2300* | 2400 | 2400 |
| 160 | 007.47 | SOUTHWORTH FERRY LANDING | | 2 | | | | | 1900* | 1900* | 1900* | 1900* |

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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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | STATE ROUTE NO 161 MAINLINE | SR 7 TO SR 18/FEDRL WAY | | | | | | | | | | |
| 161 | 002.89 | BEFORE JCT MASHELL AVE S | | 2 | | | | | | | | 1100* |
| 161 | 003.04 | BEFORE JCT CENTER ST E | | 2 | | | | | | | | 800* |
| 161 | 003.04 | AFTER JCT CENTER ST E | | 2 | | | | | | | | 5800* |
| 161 | 006.12 | BEFORE JCT EATONVILLE CUTOFF RD | | 2 | 08 | 02 | 02 | 13 | | | | 6700+ |
| 161 | 006.12 | AFTER JCT EATONVILLE CUTOFF RD | | 2 | 09 | 03 | 02 | 14 | | | | 4600+ |
| 161 | 009.80 | BEFORE JCT 352ND ST E | | 2 | | | | | | | 5500* | 5500 |
| 161 | 009.80 | AFTER JCT 352ND ST E | | 2 | | | | | | | 5700* | 5800 |
| 161 | 013.17 | AFTER JCT 304TH ST E*KAPOWSIN HWY | | 2 | 07 | 04 | 01 | 13 | | | | 7400+ |
| 161 | 018.21 | BEFORE JCT 224TH ST E | | 2 | 08 | 02 | 01 | 10 | 9800 | 10000 | 10000 | 13000+ |
| 161 | 018.21 | AFTER JCT 224TH ST E | | 2 | 07 | 02 | | 09 | | | | 19000+ |
| 161 | 021.36 | BEFORE JCT 176TH ST E*SUNRISE BLVD | | 2 | | | | | 25000 | 27000* | 28000 | 29000 |
| 161 | 021.37 | AFTER JCT 176TH ST E WYE CONN | | 2 | | | | | 26000 | 26000 | 27000 | 31000* |
| 161 | 023.74 | AFTER JCT 136TH ST E | | 2 | | | | | | 38000* | 39000 | 40000 |
| 161 | 024.24 | BEFORE JCT 128TH ST E | | 2 | | | | | | | | 40000* |
| 161 | 024.24 | AFTER JCT 128TH ST E | | 2 | | | | | | | | 42000* |
| 161 | 025.22 | BEFORE JCT 39TH AVE SW WYE CONN | | 2 | | | | | 47000 | 48000 | 41000* | 42000 |
| 161 | 025.65 | BEFORE JCT MERIDIAN ST WYE CONN | | 2 | | | | | | | | 47000* |
| 161 | 028.82 | AFTER JCT VALLEY AVE E WYE CONN | | 2 | | | | | 14000* | 14000 | 15000 | 15000 |
| 161 | 030.34 | BEFORE CHRISELLA RD E | | 2 | | | | | 15000 | 15000 | 16000 | 16000* |
| 161 | 032.09 | BEFORE JCT MILTON WAY (OLD SR 514) | | 2 | | | | | | | | 19000* |
| 161 | 032.13 | AFTER JCT JOVITA BLVD E | | 2 | | | | | | | | 23000* |
| 161 | 032.58 | BEFORE JCT MILITARY RD S | | 2 | | | | | 20000* | 20000 | 21000 | 22000* |
| 161 | 032.93 | AFTER JCT 28TH AVE S | | 2 | 04 | | | 04 | 17000 | 18000+ | 18000 | 19000 |
| 161 | 033.54 | BEFORE JCT S 370TH ST | | 2 | | | | | 17000* | 17000 | 18000 | 18000 |
| 161 | 033.54 | AFTER JCT S 370TH ST | | 2 | | | | | 18000* | 18000 | 19000 | 19000 |
| 161 | 034.50 | BEFORE JCT S 356TH ST | | 2 | | | | | 23000* | 23000 | 24000 | 25000 |

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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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 161 | 034.50 | AFTER JCT S 356TH ST | | 2 | | | | | 23000* | 23000 | 24000 | 24000 |
| | | STATE ROUTE NO 162 MAINLINE SR 410/SUMNER TO SR 165 | | | | | | | | | | |
| 162 | 000.08 | AFTER RAMP SR 410 | | 3 | | | | | 18000* | 18000 | 21000* | 21000 |
| 162 | 003.21 | BEFORE JCT PIONEER WAY E*BOWMAN HIL | | 3 | | | | | | | 18000* | 18000 |
| 162 | 005.35 | BEFORE JCT MILITARY RD E | | 3 | | | | | 15000* | 15000 | 16000 | 16000 |
| 162 | 005.36 | AFTER JCT MILITARY RD E WYE CONN | | 3 | | | | | 15000* | 15000 | 16000 | 16000 |
| 162 | 008.77 | AFTER JCT OLD PIONEER WAY E | | 3 | | | | | 9500 | 9700 | 14000* | 14000 |
| 162 | 010.97 | AFTER JCT ORVILLE RD E | | 3 | | | | | | | 6800* | 6800 |
| 162 | 019.73 | BEFORE JCT SR 165 WYE CONN | | 3 | | | | | | | 5400* | 5500 |
| | | STATE ROUTE NO 163 MAINLINE SR 16 UX TO FERRY TERMINAL | | | | | | | | | | |
| 163 | 000.20 | AFTER JCT N 11TH ST | | 1 | | | | | 25000* | 25000 | 26000 | 27000 |
| 163 | 000.69 | BEFORE JCT N 21ST ST*WESTGATE BLVD | | 1 | | | | | 22000* | 22000 | 23000 | 23000 |
| 163 | 000.69 | AFTER JCT N 21ST ST*WESTGATE BLVD | | 1 | | | | | 20000* | 20000 | 21000 | 21000* |
| 163 | 001.70 | BEFORE JCT N 37TH ST | | 1 | | | | | 15000 | 15000 | 14000* | 14000 |
| 163 | 001.70 | AFTER JCT N 37TH ST | | 1 | | | | | 12000 | 12000 | 9600* | 9800 |
| 163 | 002.33 | AFTER JCT N 46TH ST | | 1 | | | | | 8000* | 8100 | 7100* | 7200 |
| 163 | 002.83 | AFTER JCT N 51ST ST | | 1 | | | | | 3900* | 3900 | 4100 | 5600* |
| 163 | 003.06 | BEFORE JCT PARK WAY | | 1 | | | | | 3500 | 3500 | 3400* | 3400 |
| 163 | 003.09 | AFTER POINT DEFIANCE PARK | | 1 | | | | | 2400 | 2500 | 2800* | 2900 |
| 163 | 003.37 | PT DEFIANCE FERRY LANDNG | | 1 | | | | | 1300* | 1400* | 1400* | 1300* |
| | | STATE ROUTE NO 164 MAINLINE SR 18 TO SR 410/ENUMCLAW | | | | | | | | | | |
| 164 | 000.41 | AFTER JCT OFF RAMP WYE CONN | | 2 | | | | | 32000 | 33000 | 22000* | 22000 |
| 164 | 000.91 | BEFORE JCT 12TH ST SE | | 2 | | | | | | | 33000* | 34000 |
| 164 | 000.91 | AFTER JCT 12TH ST SE | | 2 | | | | | | | 32000* | 33000 |
| 164 | 002.07 | BEFORE JCT RIVERWALK DR SE | | 2 | | | | | | | 24000* | 29000* |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 164 | 002.07 | AFTER JCT RIVERWALK DR SE | | 2 | | | | | | | | 30000* |
| 164 | 006.92 | AFTER JCT SE 392ND ST | | 2 | 05 | 01 | 01 | 07 | 13000+ | 13000 | 14000 | 14000 |
| 164 | 007.51 | BEFORE JCT SE 400TH ST | | 2 | | | | | | | | 14000* |
| 164 | 012.24 | BEFORE JCT 228TH AVE SE | | 2 | 08 | 01 | | 09 | 11000 | 10000+ | 11000 | 11000 |
| 164 | 013.45 | BEFORE JCT SE 440TH ST | | 2 | | | | | | 8300* | 8700 | 8800 |
| 164 | 013.45 | AFTER JCT SE 440TH ST | | 2 | | | | | | 9800* | 10000 | 10000 |
| 164 | 014.11 | BEFORE JCT HARDING ST | | 2 | | | | | | | 12000* | 12000 |
| 164 | 014.11 | AFTER JCT HARDING ST | | 2 | | | | | | | 11000* | 11000 |
| 164 | 014.52 | BEFORE JCT SR 169*PORTER ST | | 2 | | | | | 12000 | 12000 | 10000* | 10000 |
| 164 | 014.52 | AFTER JCT SR 169*PORTER ST | | 2 | 05 | 01 | 01 | 07 | 11000 | 12000 | 11000+ | 11000 |
| 164 | 014.63 | BEFORE JCT COLE ST | | 2 | | | | | | | 11000* | 11000 |
| 164 | 014.63 | AFTER JCT COLE ST | | 2 | | | | | | | 11000* | 11000 |
| 164 | 014.68 | AFTER JCT RAILROAD ST | | 2 | 07 | | | 08 | | 9300+ | 9900 | 10000 |
| 164 | 014.75 | BEFORE JCT FIRST ST | | 2 | | | | | | | 9900* | 10000 |
| 164 | 014.75 | AFTER JCT FIRST ST | | 2 | | | | | | | 9600* | 9700 |
| 164 | 014.83 | BEFORE JCT SECOND ST | | 2 | 04 | 01 | 01 | 06 | | | | 9900+ |
| 164 | 014.83 | AFTER JCT SECOND ST | | 2 | 04 | 01 | 01 | 06 | | | 10000* | 10000+ |
| | STATE ROUTE NO 165 MAINLINE MT RAINIER BRY TO SR 410 | | | | | | | | | | | |
| 165 | 010.91 | BEFORE JCT FAIRFAX FOREST PRESERVE | | 3 | | | | | | | 240* | 240 |
| 165 | 010.91 | AFTER JCT FAIRFAX FOREST PRESERVE | | 3 | | | | | 1600 | 1600 | 330* | 330 |
| 165 | 019.55 | BEFORE JCT SR 162 WYE CONN | | 3 | | | | | 4300 | 4400 | 6000* | 6000 |
| 165 | 019.60 | AFTER JCT SR 162 | | 3 | | | | | 4400 | 4500 | 6400* | 6400 |
| 165 | 021.15 | BEFORE JCT RIVER ST*RYAN RD | | 3 | | | | | 5000 | 5800* | 5900 | 6000 |
| 165 | 021.15 | AFTER JCT RIVER ST*RYAN RD | | 3 | | | | | | 8000* | 8200 | 8300 |
| 165 | 021.22 | BEFORE JCT 112TH ST E | | 3 | | | | | | | | 7200* |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | STATE ROUTE NO 166 MAINLINE SR 16 TO PRT ORCHARD ECL | | | | | | | | | | | |
| 166 | 000.02 | AFTER JCT SR 16*BEG ROUTE | | 2 | | | | | 14000* | 15000 | 15000 | 13000* |
| 166 | 002.90 | BEFORE JCT SIDNEY AVE | | 2 | | | | | 15000* | 16000 | 16000 | 14000 |
| 166 | 003.88 | BEFORE JCT SR 166 COORCHRD (CPLT) | | 2 | | | | | | | | 14000* |
| 166 | 003.94 | AFTER JCT SR 166 COORCHRD (CPLT) | | 2 | | | | | 17000 | 17000 | 18000 | 15000* |
| | STATE ROUTE NO 167 MAINLINE SR 5/TACOMA TO SR 900 | | | | | | | | | | | |
| 167 | 000.00 | AT SR 5*BEG ROUTE | | 1 | | | | | 3500* | 3500 | 3700 | 3700 |
| 167 | 000.02 | AFTER JCT FRONTAGE RD-E 28TH ST | | 1 | | | | | 6900* | 7000 | 7300 | 7400 |
| 167 | 000.28 | AFTER SR 5*BAY ST | | 1 | | | | | 40000* | 41000 | 39000 | 39000 |
| 167 | 000.35 | AFTER JCT MEDIAN XROAD | | 1 | | | | | 37000* | 37000 | 36000* | 36000 |
| 167 | 000.57 | BEFORE JCT GRANDVIEW ST | | 1 | | | | | 37000* | 37000 | 36000* | 36000 |
| 167 | 003.66 | BEFORE JCT 48TH ST E*66TH AVE E | | 1 | | | | | 23000* | 23000 | 24000 | 27000* |
| 167 | 003.66 | AFTER JCT 48TH ST E*66TH AVE E | | 1 | | | | | 22000* | 22000 | 23000 | 27000* |
| 167 | 005.16 | AFTER JCT 15TH ST NW*87TH AVE E | | 1 | | | | | 26000 | 26000 | 25000* | 25000 |
| 167 | 005.46B | BEFORE JCT 11TH ST NW | | 1 | | | | | | | 23000* | 24000 |
| 167 | 005.46B | AFTER JCT 11TH ST NW | | 1 | | | | | | | 25000* | 26000 |
| 167 | 005.60B | AFTER JCT 9TH ST NW | | 1 | | | | | 30000 | 30000 | 27000* | 27000 |
| 167 | 005.96B | AFTER JCT 4TH ST NW | | 1 | | | | | 33000 | 33000 | 30000* | 31000 |
| 167 | 006.16B | BEFORE JCT SR 167 WYE CONN | | 1 | | | | | | | 28000* | 29000 |
| 167 | 006.19B | AFTER JCT CITY ST | | 1 | | | | | | | 30000* | 30000 |
| 167 | ** 005.26 | AFTER JCT SR 167 COUPLET | C | 1 | | | | | 20000 | 20000 | 18000* | 20000* |
| 167 | 005.73 | BEFORE RAMP SR 512 | | 1 | | | | | 36000* | 36000 | 38000* | 39000 |
| 167 | 005.98 | AT SR 512 | | 1 | | | | | 31000* | 31000 | 32000* | 32000 |
| 167 | 006.68 | BEFORE RAMP SR 410 | | 1 | | | | | 79000* | 80000 | 88000* | 89000 |
| 167 | 007.03 | AT SR 410 BRIDGE | | 1 | | | | | 49000 | 50000 | 51000* | 52000 |
| 167 | 011.15 | AFTER RAMP 8TH ST E | | 1 | | | | | 75000* | 76000 | 80000 | 81000 |

** 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 167 | 014.94 | AFTER RAMP SR 18 WB | | 1 | | | | | 90000 | 91000 | 96000 | 101000* |
| 167 | 015.77 | AT 15TH ST NW | | 1 | | | | | | | | 85000* |
| 167 | 016.20 | AFTER RAMP 15TH ST NW | | 1 | | | | | | | | 104000* |
| 167 | 017.93 | AT S 277TH ST | | 1 | | | | | | | | 93000* |
| 167 | 018.24 | AFTER RAMP S 277TH ST | | 1 | | | | | | | | 108000* |
| 167 | 019.93 | AFTER RAMP SR 516 | | 1 | | | | | 77000 | 78000 | 83000 | 95000* |
| 167 | 021.31 | AT 84TH AVE SE BRIDGE | | 1 | | | | | | | | 81000* |
| 167 | 021.78 | AFTER RAMP N CENTRAL AVE | | 1 | | | | | 85000 | 87000 | 92000 | 107000* |
| 167 | 023.70 | AT ADC LOCATION P6 | | 1 | | | | | 99000* | 101000* | 106000* | 109000* |
| 167 | 024.77 | AFTER RAMP SW 43RD ST | | 1 | | | | | | | | 115000* |
| 167 | 026.20 | BEFORE RAMP SR 405 | | 1 | | | | | | | | 71000* |
| | STATE ROUTE NO 167 COUPLET PUYALP MILWAUKEE AVE TO SR 167 | | | | | | | | | | | |
| 167COPUYALP | ** 006.18 | BEFORE JCT SR 161 | | 2 | | | | | | | | 20000* |
| | STATE ROUTE NO 169 MAINLINE SR 164 TO SR 405/RENTON | | | | | | | | | | | |
| 169 | 000.00 | AFTER JCT SR 164*BEG ROUTE | | 2 | 06 | 01 | | 07 | 8000 | 8100 | 8000+ | 8100 |
| 169 | 000.17 | BEFORE JCT WASHINGTON AVE | | 2 | 06 | 01 | | 07 | | | 7500+ | 7600 |
| 169 | 000.17 | AFTER JCT WASHINGTON AVE | | 2 | 10 | 01 | | 11 | | | 7700+ | 7800 |
| 169 | 000.67 | BEFORE JCT MCHUGH AVE*SE 432ND ST | | 2 | 06 | 01 | | 07 | 9300 | 9400 | 8900+ | 9100 |
| 169 | 000.67 | AFTER JCT MCHUGH AVE*SE 432ND ST | | 2 | 04 | 01 | | 05 | 8400 | 8500 | 8000+ | 8100 |
| 169 | 000.98 | BEFORE JCT SE 427TH ST | | 2 | | | | | 8200* | 8300 | 8600 | 7700* |
| 169 | 000.98 | AFTER JCT SE 427TH ST | | 2 | | | | | 8200* | 8300 | 8600 | 7700* |
| 169 | 002.67 | BEFORE JCT SE 400TH ST | | 2 | | | | | 9000* | 9100 | 9500 | 9700 |
| 169 | 002.67 | AFTER JCT SE 400TH ST | | 2 | | | | | 8800* | 8900 | 9300 | 9500 |
| 169 | 006.02 | AFTER JCT SE GREEN VALLEY RD | | 2 | | | | | 8200* | 8300 | 8700 | 8800 |
| 169 | 007.63 | AFTER JCT LAWSON ST | | 2 | | | | | 9300* | 9400 | 10000* | 10000 |
| 169 | 007.69 | AFTER JCT BAKER ST | | 2 | 07 | 02 | 01 | 09 | | 9100+ | 9500 | 9700 |

** 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 169 | 008.28 | AFTER JCT RAVENSDALE RD | | 2 | | | | | 9500* | 9600 | 10000 | 10000 |
| 169 | 010.02 | AFTER JCT SE 288TH ST | | 2 | 12 | 02 | 01 | 15 | | | | 10000+ |
| 169 | 011.44 | BEFORE JCT SR 516*KENT KANGLEY RD | | 2 | | | | | | | | 12000* |
| 169 | 011.44 | AFTER JCT SR 516*KENT KANGLEY RD | | 2 | | | | | 14000 | 14000 | 15000 | 16000* |
| 169 | 012.38 | BEFORE JCT SE 253RD PL | | 2 | | | | | | | 17000* | 17000 |
| 169 | 012.38 | AFTER JCT SE 253RD PL | | 2 | | | | | | | 15000* | 16000 |
| 169 | 012.53 | BEFORE JCT SE 251ST ST | | 2 | | | | | | | 15000* | 16000 |
| 169 | 012.53 | AFTER JCT SE 251ST ST | | 2 | | | | | | | 17000* | 17000 |
| 169 | 013.14 | BEFORE JCT 231ST AVE SE | | 2 | | | | | 17000* | 17000 | 18000 | 18000 |
| 169 | 013.14 | AFTER JCT 231ST AVE SE | | 2 | | | | | 17000* | 17000 | 18000 | 18000 |
| 169 | 013.86 | BEFORE JCT WITTE RD | | 2 | | | | | 17000 | 17000* | 18000 | 18000 |
| 169 | 013.86 | AFTER JCT WITTE RD | | 2 | | | | | 28000 | 27000* | 28000 | 29000 |
| 169 | 014.04 | AFTER JCT SE WAX RD | | 2 | 08 | 01 | 01 | 10 | 27000 | 23000+ | 24000 | 25000 |
| 169 | 017.68 | BEFORE JCT CEDAR GROVE RD | | 1 | | | | | 15000 | 18000* | 19000 | 19000 |
| 169 | 017.68 | AFTER JCT CEDAR GROVE RD | | 1 | | | | | 15000 | 18000* | 19000 | 19000 |
| 169 | 019.22 | AFTER JCT SE JONES RD*196TH AVE SE | | 1 | | | | | | | | 22000* |
| 169 | 022.08 | BEFORE JCT 152ND AVE SE | | 1 | | | | | 17000* | 19000 | 22000* | 23000 |
| 169 | 022.08 | AFTER JCT 152ND AVE SE | | 1 | | | | | 18000* | 21000 | 24000 | 25000 |
| 169 | 022.32 | AFTER JCT 149TH AVE SE | | 1 | | | | | | | 29000* | 29000 |
| 169 | 023.00 | AFTER JCT 140TH WAY SE WYE CONN | | 1 | | | | | 32000 | 34000* | 36000 | 36000 |
| 169 | 023.34 | BEFORE JCT 131ST AVE SE | | 1 | | | | | | | 34000* | 34000 |
| 169 | 023.34 | AFTER JCT 131ST AVE SE | | 1 | | | | | | | 34000* | 34000 |
| 169 | 023.99 | BEFORE JCT SE 7TH ST*MONROE AVE SE | | 1 | | | | | 26000* | 26000 | 27000 | 27000 |
| 169 | 023.99 | AFTER JCT SE 7TH ST*MONROE AVE SE | | 1 | 04 | 06 | 03 | 13 | 26000+ | 27000 | 28000 | 28000 |
| | STATE ROUTE NO 170 MAINLINE SR 17 TO WARDEN | | | | | | | | | | | |
| 170 | 000.00 | AFTER JCT SR 17*BEG ROUTE | | 3 | | | | | 3100* | 2900* | 2900 | 2500* |
| 170 | 003.68 | BEFORE JCT S MAIN ST | | 3 | | | | | | | | 2700* |

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\+ SOURCE OF TRUCK PERCENTAGES

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | STATE ROUTE NO 171 MAINLINE SR 90 TO SR 17/MOSES LK | | | | | | | | | | | |
| 171 | 000.12 | AFTER RAMP SR 90 | | 1 | 07 | 02 | | 08 | 7000 | 7200+ | 7600 | 7700 |
| 171 | 000.21 | AFTER JCT MELVA LN WYE CONN | | 1 | | | | | 8000 | 8100 | 8300* | 8500 |
| 171 | 000.75 | BEFORE JCT BURRESS AVE | | 1 | | | | | 11000 | 11000 | 11000* | 11000 |
| 171 | 002.02 | BEFORE JCT 3RD AVE | | 1 | | | | | 17000* | 18000 | 18000* | 18000 |
| 171 | 002.06 | AFTER JCT 3RD AVE WYE CONN | | 1 | | | | | 12000* | 12000 | 13000* | 13000 |
| 171 | 002.74 | BEFORE JCT ASH ST | | 1 | | | | | 18000* | 18000 | 19000 | 19000 |
| 171 | 002.74 | AFTER JCT ASH ST | | 1 | | | | | 18000* | 18000 | 19000 | 19000 |
| 171 | 002.89 | BEFORE JCT STRATFORD RD*ALDER ST | | 1 | | | | | 19000* | 20000 | 21000* | 21000 |
| 171 | 002.89 | AFTER JCT STRATFORD RD*ALDER ST | | 1 | | | | | 15000* | 15000 | 16000 | 16000 |
| 171 | 003.02 | AFTER JCT PIONEER WAY | | 2 | | | | | 3900 | 4000 | 3900* | 3900 |
| 171 | 003.82 | BEFORE JCT SR 17 | | 2 | | | | | 4600 | 4700 | 5100* | 5200 |
| | STATE ROUTE NO 172 MAINLINE SR 2/FARMER TO SR 17 | | | | | | | | | | | |
| 172 | 000.00 | AFTER JCT SR 2*BEG ROUTE | | 3 | 15 | 05 | 02 | 22 | 140 | 140 | 120+ | 120 |
| 172 | 006.01 | BEFORE JCT 6 NW RD | | 3 | | | | | 160* | 160 | 160 | 160 |
| 172 | 006.01 | AFTER JCT 6 NW RD | | 3 | | | | | 300* | 300 | 300 | 300 |
| 172 | 022.68 | BEFORE JCT FIFTH AVE | | 3 | | | | | 400* | 400 | 410 | 400 |
| 172 | 022.68 | AFTER JCT FIFTH AVE | | 3 | | | | | 310* | 320 | 320 | 320 |
| 172 | 035.08 | BEFORE JCT SR 17 | | 3 | 18 | 03 | 03 | 23 | 190 | 150+ | 150 | 150 |
| | STATE ROUTE NO 173 MAINLINE SR 17 TO SR 97/BREWSTER | | | | | | | | | | | |
| 173 | 000.02 | AFTER JCT SR 17 WYE CONN | | 3 | | | | | 2400 | 2300 | 1800* | 1800 |
| 173 | 001.34 | BEFORE JCT 10TH ST*COLUMBIA AVE | | 3 | | | | | | | 2000* | 1900 |
| 173 | 001.34 | AFTER JCT 10TH ST*COLUMBIA AVE | | 3 | | | | | | | 1200* | 1200 |
| 173 | 002.48 | BEFORE JCT DEZELLEM HILL RD | | 3 | | | | | | | 1500* | 1500 |
| 173 | 002.52 | AFTER JCT CO RD | | 3 | | | | | | | 2200* | 2200 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 173 | 010.62 | BEFORE JCT CO RD | | 3 | | | | | | | 2500* | 2500 |
| 173 | 010.62 | AFTER JCT CO RD | | 3 | | | | | | | 4100* | 4100 |
| 173 | 011.96 | BEFORE JCT SR 97 WYE CONN | | 3 | | | | | 4700 | 4600 | 3000* | 3000 |
| | STATE ROUTE NO 174 MAINLINE SR 17/LEAHY TO SR 21 | | | | | | | | | | | |
| 174 | 000.14 | AFTER JCT P NE | | 2 | 11 | 10 | 02 | 23 | 520 | 500+ | 500 | 500 |
| 174 | 019.55 | BEFORE JCT SR 174 SPCRWNPT (SPUR) | | 2 | | | | | 920 | 930 | 780* | 770 |
| 174 | 019.55 | AFTER JCT SR 174 SPCRWNPT (SPUR) | | 2 | | | | | 1000 | 1000 | 880* | 880 |
| 174 | 020.81 | AFTER JCT E ST | | 2 | | | | | | | 1500* | 1500 |
| 174 | 021.43 | BEFORE JCT SR 155 WYE CONN | | 2 | | | | | | | | 1900* |
| 174 | 021.51 | AFTER JCT SR 155 WYE CONN | | 3 | | | | | 3400 | 3500 | 3500 | 3100* |
| 174 | 024.32 | AFTER JCT SPRING CANYON RD | | 3 | 10 | 05 | 01 | 16 | | 1700+ | 1700 | 1700 |
| | STATE ROUTE NO 174 SPUR CRWNPT SR 174 TO CROWN PT VISTA | | | | | | | | | | | |
| 174SPCRWNPT | 019.55 | AFTER JCT SR 174*BEG ROUTE | | 3 | | | | | 190 | 190 | 150* | 150 |
| | STATE ROUTE NO 181 MAINLINE SR 516/KENT TO SR 405 | | | | | | | | | | | |
| 181 | 005.34 | AFTER JCT SR 516 WYE CONN | | 1 | | | | | 28000 | 28000* | 30000 | 30000 |
| 181 | 005.56 | BEFORE JCT MEEKER ST | | 1 | | | | | | | | 25000* |
| 181 | 005.56 | AFTER JCT MEEKER ST | | 1 | | | | | | | | 25000* |
| 181 | 005.93 | BEFORE JCT JAMES ST | | 1 | | | | | 25000 | 26000* | 27000 | 27000 |
| 181 | 005.93 | AFTER JCT JAMES ST | | 1 | | | | | 29000 | 31000* | 32000 | 33000 |
| 181 | 006.70 | BEFORE JCT S 228TH ST | | 1 | | | | | 29000 | 30000* | 31000 | 32000 |
| 181 | 006.70 | AFTER JCT S 228TH ST | | 1 | | | | | 34000 | 32000* | 34000 | 34000 |
| 181 | 007.71 | BEFORE JCT S 212TH ST | | 1 | | | | | 32000 | 33000* | 34000 | 35000 |
| 181 | 009.75 | BEFORE JCT S 180TH ST WYE CONN | | 1 | | | | | 26000 | 34000* | 35000 | 36000 |
| 181 | 009.76 | AFTER JCT S 180TH ST | | 1 | | | | | 23000 | 29000* | 30000 | 31000 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | STATE ROUTE NO 182 MAINLINE SR 82 TO SR 395/PASCO | | | | | | | | | | | |
| 182 | 000.00 | AT SR 82*BEG ROUTE | | 5 | 07 | 11 | 04 | 22 | 6100 | 6800 | 7000 | 6100+ |
| 182 | 000.44 | AFTER RAMP SR 82 | | 5 | | | | | 12000 | 12000* | 12000 | 12000 |
| 182 | 003.37 | BEFORE RAMP SR 240*WELLSIAN WAY | | 5 | | | | | 20000* | 22000 | 23000 | 24000* |
| 182 | 003.44 | AFTER RAMP QUEENSGATE DR | | 5 | | | | | | | | 24000* |
| 182 | 003.89 | AFTER RAMP SR 240 | | 5 | | | | | | | | 13000* |
| 182 | 004.40 | BEFORE SR 240*GEORGE WA WAY | | 5 | | | | | 32000* | 35000 | 36000 | 37000 |
| 182 | 004.40 | AFTER SR 240*GEORGE WA WAY | | 5 | | | | | 31000* | 34000 | 35000 | 36000* |
| 182 | 006.34 | AT ADC LOCATION R081 | | 5 | | | | | 25000* | 28000 | 30000* | 30000* |
| 182 | 008.36 | BEFORE RAMP RD 68 | | 5 | | | | | 22000* | 25000 | 25000 | 27000* |
| 182 | 011.40 | BEFORE RAMP SR 395 | | 5 | | | | | 21000 | 24000* | 25000 | 25000 |
| 182 | 013.00 | AFTER RAMP EBCD LANE | | 5 | | | | | 29000 | 31000* | 32000 | 32000 |
| 182 | 013.93 | BEFORE RAMP SR 395 EBCD/WBCD LANES | | 5 | | | | | 27000* | 30000* | 31000 | 32000 |
| 182 | 014.37 | AT SR 395 * SR 397 | | 5 | | | | | 11000* | 13000* | 13000 | 14000 |
| 182 | 014.92 | AFTER RAMP SR 395 EBCD LANE | | 5 | | | | | 13000* | 14000 | 15000 | 16000* |
| | STATE ROUTE NO 193 MAINLINE SR 128 TO PORT OF WILMA | | | | | | | | | | | |
| 193 | 000.51 | AFTER JCT SR 128*BEG ROUTE | | 3 | 17 | 19 | 05 | 42 | 1700 | 1700 | 1700+ | 1700 |
| | STATE ROUTE NO 194 MAINLINE ALMOTA TO SR 195/PULLMAN | | | | | | | | | | | |
| 194 | 000.00 | AFTER JCT PORT OF ALMOTA*ALMOTA RD | | 3 | 08 | 10 | 01 | 19 | 700 | 710 | 210+ | 210 |
| 194 | 000.08 | AFTER JCT ALMOTA RD | | 3 | 07 | 09 | 01 | 18 | | | 200+ | 200 |
| 194 | 006.44 | BEFORE JCT ALMOTA RD | | 3 | 05 | 04 | 01 | 10 | 310* | 770+ | 780 | 780 |
| 194 | 009.63 | BEFORE JCT NAURET RD | | 3 | 01 | 01 | 01 | 04 | 190* | 640+ | 640 | 650 |
| 194 | 009.63 | AFTER JCT NAURET RD | | 3 | 03 | 02 | 01 | 05 | 180* | 610+ | 620 | 620 |
| 194 | 010.99 | AFTER JCT EVANS RD | | 3 | 02 | 02 | 01 | 05 | 260 | 660+ | 670 | 670 |
| 194 | 011.13 | AFTER JCT BENEDICT RD | | 3 | | | | | 220* | 570 | 580 | 580 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 194 | 018.32 | BEFORE JCT WAWAWAI-PULLMAN RD | | 3 | 10 | 03 | 01 | 14 | 520 | 530 | 380+ | 390 |
| 194 | 021.01 | BEFORE JCT SR 195 | | 3 | 09 | 02 | | 11 | 1000 | 1000 | 810+ | 810 |
| | STATE ROUTE NO 195 MAINLINE IDAHO ST LN TO SR 90 | | | | | | | | | | | |
| 195 | 000.00B | IDAHO ST LINE*BEG ROUTE | | 1 | | | | | 3600* | 3600* | 3600* | 3700* |
| 195 | 000.02 | BEFORE JCT SR 195 SPUR WYE CONN | | 1 | | | | | 4200 | 4100 | 3700* | 3700 |
| 195 | 000.06 | AFTER JCT SR 195 SPGNESSE (SPUR) | | 1 | 06 | 06 | 03 | 15 | 4300 | 4200 | 3800+ | 3800 |
| 195 | 003.15 | BEFORE JCT TAUFEN RD | | 1 | 06 | 07 | 03 | 16 | 4100* | 3900+ | 4000 | 4000 |
| 195 | 006.01 | AT ADC LOCATION P13 | | 1 | | | | | 4500* | 4400* | 4400 | 4300* |
| 195 | 008.76 | BEFORE JCT CHURCH RD #9400 | | 1 | | | | | | | | 4400* |
| 195 | 015.31 | BEFORE JCT CHAMBERS RD #9620 | | 1 | 06 | 08 | 03 | 18 | 4000+ | 3900 | 4000 | 4000 |
| 195 | 015.46 | AFTER JCT STALEY RD #9030 | | 1 | 06 | 08 | 03 | 18 | 4100+ | 4000 | 4000 | 4000 |
| 195 | 018.11 | AFTER JCT WILBOURN*KIRKENDAHL RDS | | 1 | 06 | 05 | 02 | 13 | 4600* | 4400+ | 4400 | 4400 |
| 195 | 019.94 | BEFORE JCT SR 195 WYE CONN | | 1 | 10 | 05 | 02 | 17 | 4400 | 4300 | 4700+ | 4700 |
| 195 | 021.64 | BEFORE JCT SR 194*OLD WAWAWAI RD | | 1 | 07 | 11 | 04 | 23 | | | 3000+ | 3100 |
| 195 | 022.20 | AT ADC LOCATION P14 | | 1 | | | | | 2700* | 2800* | 2700* | 2800* |
| 195 | 022.83 | AFTER RAMP SR 270 | | 1 | | | | | 6600 | 7000* | 7100 | 7100 |
| 195 | 033.46 | BEFORE JCT PRUNE ORCHARD RD | | 1 | | | | | 6600* | 7200 | 7300 | 7400 |
| 195 | 035.01 | BEFORE JCT PARVIN RD | | 1 | 07 | 06 | 03 | 16 | 6200 | 7000+ | 7100 | 7100 |
| 195 | 039.08 | AFTER JCT CEDAR ST | | 1 | | | | | 5800* | 5800 | 5900 | 5900* |
| 195 | 042.81 | AFTER JCT BILL WILSON RD | | 1 | 07 | 07 | 03 | 17 | 5600* | 5700+ | 5800 | 5800 |
| 195 | 047.99 | BEFORE JCT SR 23*ROBERT SCHOLZ RD | | 1 | 06 | 08 | 05 | 19 | 4200+ | 4200 | 4200 | 4300 |
| 195 | 047.99 | AFTER JCT SR 23*ROBERT SCHOLZ RD | | 1 | 07 | 09 | 05 | 22 | 3700+ | 3600 | 3700 | 3700 |
| 195 | 062.30 | BEFORE RAMP SR 271 | | 1 | | | | | 5200 | 4200* | 4200 | 4300 |
| 195 | 062.94 | AFTER RAMP SR 271 | | 1 | | | | | 5200 | 4500* | 4600 | 4600 |
| 195 | 065.78 | AFTER JCT CO RD WYE CONN | | 1 | 06 | 06 | 04 | 17 | 4800* | 5100+ | 5100 | 5100 |
| 195 | 078.93 | BEFORE JCT CHENEY SPANGLE RD | | 1 | | | | | 5000 | 5300* | 5300 | 5400 |
| 195 | 078.94 | AFTER JCT CHENEY SPANGLE WYE CONN | | 1 | | | | | 5500 | 5800* | 5700 | 5800 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 195 | 082.05 | BEFORE JCT SPANGLE CRK*CAMERON RDS | | 1 | | | | | 6200 | 6400 | 6900* | 7000 |
| 195 | 087.70 | AT ADC LOCATION P15 | | 1 | | | | | 8100* | 8400* | 8400* | 8500 |
| 195 | 094.94 | BEFORE JCT MEDIAN XROAD*CHESTNUT ST | | 1 | | | | | 13000* | 13000 | 14000 | 14000 |
| | STATE ROUTE NO 195 SPUR GNESSE SR 195 TO IDAHO ST LINE | | | | | | | | | | | |
| 195SPGNESSE | 000.10 | BEFORE JCT SR 195 WYE CONN | | 1 | 15 | 17 | 02 | 33 | | | 100+ | 100 |
| | STATE ROUTE NO 197 MAINLINE OREGON ST LINE TO SR 14 | | | | | | | | | | | |
| 197 | 000.00 | OREGON ST LINE*BEG ROUTE | | 2 | | | | | 4400* | 4600* | 5000* | 5100* |
| 197 | 000.80 | BEFORE JCT DALLESPORT RD | | 2 | 09 | 05 | 03 | 16 | | | | 6000+ |
| 197 | 001.15 | AFTER JCT DOCK RD | | 2 | 08 | 06 | 03 | 16 | | | | 3600+ |
| 197 | 003.14 | BEFORE JCT SR 14 WYE CONN | | 2 | 05 | 05 | 03 | 14 | 3400* | 3300 | 3400 | 3800+ |
| | STATE ROUTE NO 202 MAINLINE SR 522 TO SR 90/N. BEND | | | | | | | | | | | |
| 202 | 000.00 | AT SR 522*BEG ROUTE | | 2 | | | | | 25000* | 25000 | 26000 | 26000 |
| 202 | 000.10 | AFTER JCT ON RAMP WYE CONN | | 2 | | | | | 35000* | 36000 | 37000 | 38000 |
| 202 | 002.19 | BEFORE JCT NE 145TH ST WYE CONN | | 2 | | | | | 5800* | 5900 | 6100 | 6300 |
| 202 | 002.22 | AFTER JCT NE 145TH ST WYE CONN | | 2 | | | | | 7800* | 7900 | 8300 | 8400 |
| 202 | 004.77 | BEFORE JCT NE 116TH ST | | 2 | 05 | 01 | | 07 | 16000+ | 16000 | 16000 | 17000 |
| 202 | 004.77 | AFTER JCT NE 116TH ST | | 2 | 04 | 01 | 01 | 06 | 14000+ | 14000 | 15000 | 15000 |
| 202 | 005.95 | BEFORE JCT NE 98TH ST | | 2 | | | | | | 17000* | 18000 | 18000 |
| 202 | 005.95 | AFTER JCT NE 98TH ST | | 2 | | | | | 17000 | 18000* | 19000 | 19000 |
| 202 | ** 007.03 | BEFORE JCT SR 908*164TH AVE NE | C | 2 | | | | | | | | 5900* |
| 202 | 007.03 | AFTER JCT SR 908*164TH AVE NE | C | 2 | | | | | 19000 | 19000 | 20000 | 18000* |
| 202 | 007.69 | BEFORE JCT MEDIAN XROAD*NE 76TH ST | | 2 | | | | | | | | 33000* |
| 202 | 007.69 | AFTER JCT MEDIAN XROAD*NE 76TH ST | | 2 | | | | | | | | 38000* |
| 202 | 007.80 | AFTER JCT ON RAMP WYE CONN | | 2 | | | | | | | | 46000* |
| 202 | 008.02 | AFTER JCT NE 70TH ST | | 2 | 05 | 08 | 06 | 19 | | | | 26000+ |

** COUPLET SKETCH IN BACK OF BOOK

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 202 | 008.66 | AFTER JCT 185TH AVE NE WYE CONN | | 2 | 04 | 02 | 01 | 07 | | 24000+ | 25000 | 26000 |
| 202 | 009.04 | BEFORE JCT PVT RD*187TH AVE NE | | 2 | 04 | 02 | 01 | 07 | 30000 | 24000+ | 25000 | 26000 |
| 202 | 009.19 | AFTER JCT 192ND DR NE | | 2 | 07 | 02 | 01 | 09 | | 22000+ | 23000 | 23000 |
| 202 | 009.49 | AFTER JCT 196TH AVE NE | | 2 | 07 | 02 | 01 | 09 | | 22000+ | 22000 | 23000 |
| 202 | 009.87 | BEFORE JCT 204TH PL NE | | 2 | 07 | 01 | | 08 | 25000 | 23000+ | 24000 | 25000 |
| 202 | 010.27 | BEFORE JCT 208TH AVE NE*SAHALEE WAY | | 2 | | | | | 24000 | 24000 | 26000* | 27000 |
| 202 | 010.28 | AFTER JCT SAHALEE WAY WYE CONN | | 2 | | | | | 12000 | 12000* | 13000* | 14000 |
| 202 | 011.75 | AFTER JCT 228TH AVE NE | | 2 | 08 | 01 | | 09 | 12000 | 11000+ | 12000 | 12000 |
| 202 | 013.00 | BEFORE JCT 244TH AVE NE | | 2 | | | | | 10000* | 10000 | 11000 | 11000 |
| 202 | 013.00 | AFTER JCT 244TH AVE NE | | 2 | 07 | 02 | 01 | 09 | 10000* | 10000 | 11000 | 11000+ |
| 202 | 013.83 | AFTER JCT NE AMES LAKE RD | | 2 | 08 | 03 | | 11 | 7200* | 7300 | 7700 | 9100+ |
| 202 | 015.60 | AFTER JCT TOLT HILL RD | | 2 | 12 | 01 | | 13 | | | | 5700+ |
| 202 | 018.25 | BEFORE JCT 292ND AVE SE | | 2 | | | | | 6400 | 6500 | 6800* | 7000 |
| 202 | 018.25 | AFTER JCT 292ND AVE SE | | 2 | | | | | 5800 | 5900 | 6900* | 7000 |
| 202 | 020.64 | BEFORE JCT 324TH AVE SE | | 2 | | | | | 4900* | 5000 | 5200 | 5300 |
| 202 | 020.64 | AFTER JCT 324TH AVE SE | | 2 | | | | | 5200* | 5200 | 5500 | 5600 |
| 202 | 021.70 | BEFORE JCT PRSTN-FALL CITY WYE CONN | | 2 | | | | | 7200* | 7300 | 7600 | 7800 |
| 202 | 021.83 | BEFORE JCT SR 203 | | 2 | | | | | 9600* | 11000* | 12000* | 13000 |
| 202 | 021.83 | AFTER JCT SR 203 | | 2 | | | | | 6900* | 8400* | 9000* | 9200 |
| 202 | 023.02 | BEFORE JCT 356TH DR SE*356TH AVE SE | | 2 | | | | | | | 8000* | 8200 |
| 202 | 023.02 | AFTER JCT 356TH DR SE*356TH AVE SE | | 2 | | | | | | | 6900* | 7000 |
| 202 | 024.18 | AFTER JCT 372ND AVE SE | | 2 | 07 | 01 | | 09 | | | | 5600+ |
| 202 | 026.95 | BEFORE JCT RIVER ST | | 2 | | | | | 7600* | 7700 | 8100 | 8200 |
| 202 | 026.95 | AFTER JCT RIVER ST | | 2 | | | | | 8500* | 8600 | 8900 | 9100 |
| 202 | 030.32 | BEFORE JCT SOUTH FORK AVE | | 2 | | | | | 10000* | 10000 | 11000 | 11000 |
| 202 | 030.32 | AFTER JCT SOUTH FORK AVE | | 2 | | | | | 9500* | 9600 | 10000 | 10000 |
| 202 | 030.54 | BEFORE RAMP SR 90 | | 2 | | | | | 10000* | 10000 | 11000 | 14000* |
| 202 | 030.60 | AT SR 90 EB | | 2 | 07 | 01 | | 08 | 7100+ | 7200 | 7500 | 7700 |

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | STATE ROUTE NO 202 COUPLET REDMND AVONDALE WAY TO MP 6.97 | | | | | | | | | | | |
| 202COREDMND | ** 007.65 | BEFORE JCT NE 79TH ST | | 2 | | | | | | | | 17000* |
| | STATE ROUTE NO 203 MAINLINE SR 202/FALL CITY TO SR 2 | | | | | | | | | | | |
| 203 | 000.00 | AFTER JCT SR 202*BEG ROUTE | | 2 | | | | | 6000* | 7100* | 8200* | 8400 |
| 203 | 005.20B | BEFORE JCT NE 32ND ST*NE TOLT HILL | | 2 | | | | | 6100* | 6200 | 6400 | 6500 |
| 203 | 005.20B | AFTER JCT NE 32ND ST*NE TOLT HILL | | 2 | 06 | 03 | 01 | 09 | 8200+ | 8300 | 8700 | 8800 |
| 203 | 005.97 | AFTER JCT ENTWISTLE ST | | 2 | | | | | | 8200* | 8600 | 8700 |
| 203 | 007.67 | BEFORE JCT NE 77TH ST | | 2 | | | | | 6900 | 7000* | 7300 | 8100 |
| 203 | 008.82 | BEFORE JCT LAKE JOY RD | | 2 | | | | | 6800 | 6900* | 7200 | 8000* |
| 203 | 008.82 | AFTER JCT LAKE JOY RD | | 2 | | | | | 5700 | 5300* | 5500 | 6500* |
| 203 | 012.62 | BEFORE JCT NE 124TH ST*NOVELTY RD | | 2 | | | | | 6400* | 7600* | 7900 | 8000 |
| 203 | 012.65 | AFTER JCT NOVELTY RD WYE CONN | | 2 | | | | | 9200* | 9900* | 10000 | 11000 |
| 203 | 024.17 | BEFORE JCT SR 2 | | 2 | | | | | 12000* | 12000 | 13000* | 13000* |
| | STATE ROUTE NO 204 MAINLINE SR 2 TO SR 9 | | | | | | | | | | | |
| 204 | 000.34 | BEFORE JCT SUNNYSIDE BLVD | | 2 | 04 | 01 | 01 | 06 | | 23000+ | 24000 | 24000 |
| 204 | 001.44 | AFTER JCT 81ST AVE SE | | 2 | 03 | 02 | 01 | 06 | 23000 | 21000+ | 22000 | 22000 |
| 204 | 002.25 | BEFORE JCT 91ST AVE NE | | 2 | | | | | | | 22000* | 22000 |
| | STATE ROUTE NO 205 MAINLINE OREGON ST LINE TO SR 5 | | | | | | | | | | | |
| 205 | 026.59 | OREGON ST LINE*BEG ROUTE | | 5 | | | | | 118000* | 121000* | 124000* | 127000* |
| 205 | 029.09 | AT ADC LOCATION R051 | | 5 | | | | | 93000* | 95000 | 97000* | 99000 |
| 205 | 036.27 | BEFORE RAMP NE 134TH ST | | 5 | | | | | | 45000* | 46000 | 49000* |
| | STATE ROUTE NO 206 MAINLINE SR 2 TO MT SPOKANE ST PK | | | | | | | | | | | |
| 206 | 000.00 | AFTER JCT SR 2*BEG ROUTE | | 1 | | | | | 12000* | 12000 | 12000 | 13000 |

** 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 206 | 000.04 | AFTER JCT MARKET ST | | 2 | | | | | 3500 | 3500 | 3600 | 8700* |
| 206 | 002.37 | BEFORE JCT BRUCE RD | | 3 | | | | | | | | 3100* |
| 206 | 002.37 | AFTER JCT BRUCE RD | | 3 | | | | | | | | 1800* |
| 206 | 015.39 | BEFORE SGN MT SPOKANE STATE PRK | | 3 | 10 | 01 | | 11 | 220 | 230 | 230 | 280+ |
| | STATE ROUTE NO 207 MAINLINE SR 2/COLE TO TELMA | | | | | | | | | | | |
| 207 | 004.34 | BEFORE JCT CHIWAWA LP RD WYE CONN | | 3 | 10 | 03 | | 13 | | | 1800+ | 1800 |
| | STATE ROUTE NO 211 MAINLINE SR 2 TO SR 20/USK | | | | | | | | | | | |
| 211 | 000.07 | AFTER JCT SR 2 WYE CONN | | 2 | 08 | 06 | 02 | 16 | 2000* | 2000 | 2000 | 1900+ |
| 211 | 005.76 | AFTER JCT BUCK CREEK RD | | 2 | 10 | 05 | 02 | 17 | 1600 | 1700+ | 1700 | 1700 |
| 211 | 015.19 | BEFORE JCT SR 20 | | 2 | 07 | 07 | 04 | 19 | | | | 1200+ |
| | STATE ROUTE NO 215 MAINLINE SR 20 TO SR 97/OMAK | | | | | | | | | | | |
| 215 | 000.94 | BEFORE JCT OAK ST | | 2 | | | | | 7600* | 7700 | 7900 | 7900 |
| 215 | 000.94 | AFTER JCT OAK ST | | 2 | | | | | | | 7300* | 7300 |
| 215 | 003.64 | BEFORE JCT JASMINE ST S | | 2 | | | | | 8000* | 8100 | 8300 | 8400 |
| 215 | 003.66 | AFTER JCT JASMINE ST S WYE CONN | | 2 | | | | | 7500* | 7500 | 7700 | 7800 |
| 215 | 003.96 | BEFORE JCT EMERY ST | | 2 | | | | | 8000* | 8100 | 8300 | 8400 |
| 215 | 003.96 | AFTER JCT EMERY ST | | 2 | | | | | 8100* | 8200 | 8400 | 8500 |
| 215 | 004.66 | AFTER JCT ASH ST S | | 2 | | | | | 7500* | 7600 | 7900 | 8000 |
| 215 | 005.05 | BEFORE JCT SR 155 SPOMAK*CENTRL AVE | | 2 | | | | | 12000 | 13000 | 13000* | 14000 |
| 215 | 006.11 | BEFORE JCT QUINCE ST | | 2 | | | | | 11000* | 11000 | 11000 | 11000 |
| 215 | 006.11 | AFTER JCT QUINCE ST | | 2 | | | | | 8500* | 8600 | 8900 | 9100 |
| 215 | 006.22 | BEFORE JCT SR 97 WYE CONN | | 2 | | | | | 9400* | 9500 | 10000 | 10000 |
| | STATE ROUTE NO 221 MAINLINE SR 14/PATTERSON TO SR 22 | | | | | | | | | | | |
| 221 | 000.00 | AFTER JCT SR 14*BEG ROUTE | | 2 | | | | | 1800* | 1900 | 1900* | 1900 |

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\+ SOURCE OF TRUCK PERCENTAGES

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 221 | 013.10 | AT ADC LOCATION P17 | | 2 | | | | | 1500* | 1600* | 1800* | 1800* |
| 221 | 026.07 | BEFORE JCT SR 22 | | 2 | | | | | 1900* | 2400* | 2700 | 2700 |
| | STATE ROUTE NO 224 MAINLINE SR 82/KIONA TO SR 240 | | | | | | | | | | | |
| 224 | 004.24 | BEFORE JCT RED MOUNTAIN RD | | 3 | 04 | 01 | | 05 | | 2100+ | 2200 | 2200 |
| 224 | 004.24 | AFTER JCT RED MOUNTAIN RD | | 3 | 02 | 01 | | 03 | 2200* | 2300 | 2300 | 2500+ |
| 224 | 006.00 | AFTER JCT RUPPERT RD | | 2 | 07 | 01 | | 09 | 3400* | 3500 | 3600 | 3900+ |
| 224 | 007.04 | AFTER JCT GROSSCUP BLVD | | 2 | | | | | 8500* | 8600 | 8900 | 9000 |
| 224 | 009.86 | BEFORE JCT TERMINAL DR | | 2 | | | | | | | | 17000* |
| 224 | 009.88 | BEFORE JCT SR 240 WYE CONN | | 2 | | | | | 16000* | 16000 | 16000 | 16000 |
| | STATE ROUTE NO 225 MAINLINE SR 224 TO SR 240 | | | | | | | | | | | |
| 225 | 011.32 | BEFORE JCT SR 240 | | 3 | | | | | 1600 | 1100* | 1100 | 1200 |
| | STATE ROUTE NO 231 MAINLINE SR 23 TO SR 395/VALLEY | | | | | | | | | | | |
| 231 | 028.11 | BEFORE JCT SR 2 | | 3 | | | | | 360 | 420* | 420 | 420 |
| 231 | 031.08 | AFTER JCT SR 2 | | 3 | | | | | 1500 | 1600* | 1700 | 1700 |
| 231 | 035.51 | AFTER JCT CO RD | | 3 | 12 | 03 | 02 | 18 | | | | 1100+ |
| 231 | 045.42 | BEFORE JCT SR 291 | | 3 | | | | | 710 | 740* | 750 | 750 |
| 231 | 045.42 | AFTER JCT SR 291 | | 3 | | | | | 680 | 700* | 710 | 700 |
| 231 | 050.39 | AFTER JCT FORD-WELLPINIT RD | | 3 | 08 | 05 | 02 | 15 | | | | 780+ |
| 231 | 062.11 | BEFORE JCT SR 292 WYE CONN | | 3 | 06 | 03 | 01 | 10 | | | | 2000+ |
| 231 | 062.16 | AFTER JCT CITY ST | | 3 | | | | | | | | 1900* |
| 231 | 070.43 | BEFORE JCT BULLDOG RD | | 3 | 10 | 05 | 02 | 17 | | | | 930+ |
| 231 | 070.43 | AFTER JCT BULLDOG RD | | 3 | | | | | 1700 | 1700 | 1700 | 1200* |
| 231 | 075.14 | BEFORE JCT NEWTON LN | | 3 | | | | | 1300 | 1300 | 1200* | 1200 |

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\+ SOURCE OF TRUCK PERCENTAGES

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | STATE ROUTE NO 240 MAINLINE SR 24 TO SR 395/KENNEWCK | | | | | | | | | | | |
| 240 | 000.00 | AFTER JCT SR 24*BEG ROUTE | | 2 | 06 | 12 | 04 | 22 | 1100 | 1100 | 1400+ | 1400 |
| 240 | 020.48 | BEFORE JCT SR 225*CO RD #10-HORN RD | | 2 | | | | | 2300 | 2500* | 2500 | 2600 |
| 240 | 020.49 | AFTER JCT HORN RD WYE CONN | | 2 | | | | | 3700 | 3100* | 3100 | 3200 |
| 240 | 028.27 | BEFORE JCT HAGEN RD*ROBERTSON DR | | 2 | | | | | | 4700* | 4800 | 4900 |
| 240 | 028.83 | BEFORE JCT STEVENS DR WYE CONN | | 2 | 06 | 05 | 01 | 12 | 6300 | 6600+ | 6800 | 6900 |
| 240 | 030.63 | AFTER JCT COAST ST*STEVENS DR | | 1 | | | | | 18000 | 16000* | 17000 | 17000 |
| 240 | 031.99 | BEFORE JCT VAN GIESEN ST WYE CONN | | 1 | | | | | 16000* | 16000 | 17000 | 19000* |
| 240 | 032.04 | AFTER JCT SR 224 WYE CONN | | 1 | | | | | 22000* | 22000 | 23000 | 26000* |
| 240 | 034.57 | BEFORE RAMP SR 182 | | 1 | | | | | 22000* | 22000 | 23000 | 27000* |
| 240 | 034.87 | AT SR 182 BRIDGE | | 5 | 05 | 03 | | 08 | | | | 20000+ |
| 240 | 036.05 | AT SR 182 | | 1 | | | | | 28000* | 28000 | 28000* | 28000 |
| 240 | 036.52 | AFTER RAMP SR 182 | | 1 | | | | | | | 54000* | 55000 |
| 240 | 037.53 | AT ADC LOCATION R062 | | 1 | | | | | | | | 52000* |
| 240 | 038.14 | AFTER RAMP OLD SR 12 | | 1 | | | | | | 33000* | 34000 | 35000 |
| 240 | 038.58 | AFTER RAMP COLUMBIA DR | | 1 | | | | | | 36000* | 38000 | 39000 |
| 240 | 039.63 | BEFORE RAMP EDISON ST | | 1 | | | | | | 32000* | 34000 | 35000 |
| 240 | 040.48 | AT EDISON ST | | 1 | | | | | 26000* | 23000* | 24000 | 24000 |
| 240 | 040.96 | AFTER RAMP EDISON ST | | 1 | | | | | 33000* | 33000 | 35000 | 35000 |
| 240 | 042.74 | BEFORE JCT SR 240 WB | | 1 | | | | | 33000* | 33000 | 34000 | 35000 |
| 240 | 043.16 | BEFORE RAMP SR 395 | | 1 | | | | | 16000* | 16000 | 17000 | 17000 |
| | STATE ROUTE NO 241 MAINLINE SR 22/MABTON TO SR 24 | | | | | | | | | | | |
| 241 | 001.12 | AT SLOUGH BRIDGE | | 3 | | | | | 3300* | 3300 | 3300 | 3400 |
| 241 | 006.25 | BEFORE JCT MABTON-SUNNYSIDE RD | | 3 | 06 | 01 | | 08 | | | | 4400+ |
| 241 | 006.25 | AFTER JCT MABTON-SUNNYSIDE RD | | 3 | 06 | 03 | 03 | 12 | | | | 1400+ |
| 241 | 007.25 | BEFORE JCT WANETA RD*ALEXANDER RD | | 3 | | | | | 1200* | 1300* | 1400 | 1400 |

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\+ SOURCE OF TRUCK PERCENTAGES

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 241 | 007.46 | BEFORE RAMP SR 82 | | 3 | 08 | 01 | 01 | 10 | 3000 | 3300+ | 3300 | 3300 |
| 241 | 007.61 | AFTER RAMP SR 82 | | 3 | | | | | 9100 | 8400* | 8500 | 8500 |
| 241 | 007.96 | BEFORE JCT YAKIMA VLY HY(OLD SR 12) | | 2 | | | | | | 8600* | 8700 | 8800 |
| 241 | 008.00 | AFTER JCT ALLEN RD | | 2 | | | | | 2000 | 3400* | 3400* | 3500 |
| 241 | 008.29 | BEFORE JCT FACTORY RD | | 2 | | | | | | 3200* | 3200 | 3300 |
| 241 | 008.29 | AFTER JCT FACTORY RD | | 2 | | | | | | 3200* | 3200 | 3300 |
| 241 | 025.21 | BEFORE JCT SR 24 | | 3 | 03 | 05 | 03 | 12 | 1200 | 1600+ | 1600 | 1600 |
| | STATE ROUTE NO 243 MAINLINE SR 24/VERNITA TO SR 26 | | | | | | | | | | | |
| 243 | 011.90 | BEFORE JCT 26 SW | | 2 | | | | | | | | 2900* |
| 243 | 011.90 | AFTER JCT 26 SW | | 2 | | | | | | | | 2900* |
| 243 | 013.94 | BEFORE JCT 24 SW | | 2 | 06 | 06 | 03 | 15 | 3500 | 3400 | 3300+ | 3300 |
| 243 | 021.04 | BEFORE JCT LOWER CRAB CREEK RD | | 2 | | | | | | | | 2300* |
| 243 | 021.04 | AFTER JCT LOWER CRAB CREEK RD | | 2 | | | | | | | | 2400* |
| 243 | 021.79 | AFTER JCT BEVERLY-BURKE RD | | 2 | 07 | 10 | 05 | 23 | | | 2100+ | 2100 |
| 243 | 022.94 | BEFORE JCT WANAPUM VILLAGE LANE SW | | 2 | | | | | 2000* | 2000 | 2000 | 2100 |
| 243 | 022.94 | AFTER JCT WANAPUM VILLAGE LANE SW | | 2 | | | | | 2100* | 2100 | 2100 | 2100 |
| 243 | 023.07 | AFTER JCT VILLAGE LOOP SW | | 2 | | | | | 2100* | 2100 | 2100 | 2100 |
| 243 | 023.18 | AFTER JCT VILLAGE LOOP SW | | 2 | | | | | 2100* | 2100 | 2100 | 2100 |
| 243 | 023.28 | AFTER JCT CO RD | | 2 | | | | | 2100* | 2100 | 2100 | 2100 |
| 243 | 028.23 | BEFORE JCT SR 26 WYE CONN | | 2 | 07 | 13 | 06 | 26 | 2000 | 2100+ | 2100 | 2100 |
| | STATE ROUTE NO 260 MAINLINE SR 17 TO SR 26/WASHTUCNA | | | | | | | | | | | |
| 260 | 000.00 | AFTER JCT SR 17*BEG ROUTE | | 3 | | | | | 1400 | 1500 | 1700* | 1700 |
| 260 | 005.82 | BEFORE JCT W CLARK ST | | 3 | | | | | | | 2500* | 2500 |
| 260 | 005.82 | AFTER JCT W CLARK ST | | 3 | | | | | | | 2100* | 2100 |
| 260 | 007.43 | BEFORE RAMP SR 395 SB | | 3 | | | | | 3300* | 3400 | 3400 | 3400 |
| 260 | 007.69 | AFTER JCT BLANTON RD*GARFIELD RD | | 3 | 12 | 05 | 03 | 20 | 730* | 740 | 750 | 720+ |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 260 | 011.76 | AFTER JCT HOON RD | | 3 | 08 | 07 | 04 | 18 | 530 | 620+ | 620 | 630 |
| 260 | 024.73 | BEFORE JCT SR 21 | | 3 | | | | | | | | 560* |
| 260 | 024.73 | AFTER JCT SR 21 | | 3 | | | | | | | | 800* |
| 260 | 025.01 | BEFORE JCT SR 263*SPOKANE AVE | | 3 | | | | | 770 | 780 | 920* | 920 |
| 260 | 025.01 | AFTER JCT SR 263*SPOKANE AVE | | 3 | | | | | 720 | 730 | 600* | 610 |
| 260 | 033.06 | BEFORE JCT SR 261 | | 3 | 11 | 08 | 10 | 29 | 730 | 740 | 590+ | 590 |
| 260 | 033.06 | AFTER JCT SR 261 | | 3 | 09 | 08 | 09 | 26 | 800 | 800 | 660+ | 670 |
| 260 | 039.49 | BEFORE JCT SR 26 | | 3 | | | | | 1200* | 1200 | 1200 | 1200 |
| | STATE ROUTE NO 261 MAINLINE SR 12 TO SR 90 | | | | | | | | | | | |
| 261 | 000.00 | AFTER JCT SR 12*BEG ROUTE | | 3 | | | | | 450 | 430* | 430 | 430 |
| 261 | 029.39 | BEFORE JCT SR 260 | | 3 | | | | | | | 440* | 440 |
| 261 | 035.83 | AFTER JCT SR 26 | | 3 | | | | | 640* | 630 | 640 | 640 |
| 261 | 041.79 | BEFORE JCT RAY RD | | 3 | | | | | 490* | 480 | 490 | 490 |
| 261 | 062.69 | BEFORE RAMP SR 90*SR 90-WEBER RD | | 3 | | | | | 480 | 470 | 580* | 580 |
| | STATE ROUTE NO 262 MAINLINE SR 26 TO SR 17 | | | | | | | | | | | |
| 262 | 000.00 | AFTER JCT SR 26*BEG ROUTE | | 3 | | | | | 260 | 390* | 390 | 390 |
| 262 | 003.47 | BEFORE JCT 12 SE RD | | 3 | | | | | | 480* | 490 | 490 |
| 262 | 003.47 | AFTER JCT 12 SE RD | | 3 | | | | | | 550* | 560 | 560 |
| 262 | 024.22 | BEFORE JCT SR 17 | | 3 | | | | | 650* | 650 | 660 | 680* |
| | STATE ROUTE NO 263 MAINLINE PRT OF WINDUST TO SR 260 | | | | | | | | | | | |
| 263 | 000.02 | AFTER JCT PORT OF WINDUST | | 3 | | | | | | | | 140* |
| 263 | 000.43 | AFTER JCT WALLACE WALKER RD | | 3 | 09 | 20 | 21 | 49 | 200* | 200 | 210 | 180+ |
| 263 | 009.24 | BEFORE JCT SR 260 | | 3 | | | | | 680 | 680 | 770* | 780 |

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\+ SOURCE OF TRUCK PERCENTAGES

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | STATE ROUTE NO 270 MAINLINE SR 195/PULLMAN TO IDAHO | | | | | | | | | | | |
| 270 | 000.06 | AFTER RAMP SR 195 NB | | 1 | 06 | 02 | 01 | 09 | 4100* | 4400+ | 4500 | 4500 |
| 270 | 001.22 | BEFORE JCT CORY LN | | 1 | | | | | 6600 | 6600 | 5000* | 5100 |
| 270 | 001.22 | AFTER JCT CORY LN | | 1 | | | | | 7000 | 7000 | 5500* | 5500 |
| 270 | 002.25 | BEFORE JCT SR 27 WYE CONN | | 1 | | | | | 9500 | 8300* | 7500* | 7700 |
| 270 | 002.27 | AFTER JCT SR 27*OLSON ST | | 1 | | | | | 18000 | 20000* | 19000* | 19000 |
| 270 | ** 002.43 | AFTER JCT HIGH ST | C | 1 | | | | | 8300 | 7200* | 7200* | 7300 |
| 270 | 002.66 | BEFORE JCT SR 270 COUPLET WYE CONN | C | 1 | | | | | 7600 | 7100* | 7100* | 7300 |
| 270 | 002.67 | AFTER JCT SR 270 COPULLMN (COUPLT) | | 1 | | | | | 13000 | 13000* | 14000 | 14000 |
| 270 | 003.02 | AFTER JCT LATAH ST | | 1 | | | | | 12000 | 12000 | 11000* | 12000 |
| 270 | 003.19 | AFTER JCT STADIUM WAY WYE CONN | | 1 | | | | | 14000 | 14000 | 16000* | 17000 |
| 270 | 004.50 | BEFORE JCT AIRPORT RD | | 1 | | | | | 11000 | 11000 | 12000* | 12000 |
| 270 | 004.50 | AFTER JCT AIRPORT RD | | 1 | 06 | 01 | | 07 | 12000* | 12000 | 13000+ | 13000 |
| 270 | 009.07 | BEFORE JCT AIRPORT RD | | 1 | | | | | 12000 | 12000 | 13000* | 13000 |
| 270 | 009.07 | AFTER JCT AIRPORT RD | | 1 | | | | | 13000 | 13000 | 14000* | 14000 |
| 270 | 009.89 | IDAHO STATE LINE | | 1 | | | | | 14000* | 16000* | 14000* | 13000* |
| | STATE ROUTE NO 270 COUPLET PULLMN MAIN ST TO GRAND | | | | | | | | | | | |
| 270COPULLMN | ** 002.69 | AFTER JCT SR 270 WYE CONN | | 1 | | | | | 7300 | 7300* | 8000* | 8200 |
| 270COPULLMN | 002.88 | BEFORE JCT SR 270 WYE CONN | | 1 | | | | | 8200 | 7300* | 7700* | 7800 |
| | STATE ROUTE NO 271 MAINLINE SR 27/OAKESDLE TO SR 195 | | | | | | | | | | | |
| 271 | 000.00 | AFTER JCT SR 27*BEG ROUTE | | 3 | | | | | | | 820* | 820 |
| 271 | 004.50 | BEFORE JCT L D JOHNSON RD | | 3 | 05 | 02 | 01 | 08 | 710* | 720+ | 730 | 730 |
| 271 | 008.38 | BEFORE RAMP SR 195 | | 3 | | | | | 880 | 890* | 910 | 910 |

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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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | STATE ROUTE NO 272 MAINLINE SR 195/COLFAX TO IDAHO | | | | | | | | | | | |
| 272 | 000.05 | AFTER JCT MILL ST | | 3 | | | | | | | 830* | 840 |
| 272 | 001.17 | AFTER JCT HILTY RD #25200 | | 3 | | | | | | | 560* | 570 |
| 272 | 005.38 | BEFORE JCT CLEAR CREEK RD | | 3 | 16 | 04 | 01 | 21 | 620* | 600* | 640+ | 640 |
| 272 | 005.40 | AFTER JCT CLEAR CRK RD WYE CONN | | 3 | | | | | | | 420* | 420 |
| 272 | 011.68 | AFTER JCT ALTERGOTT RD | | 3 | | | | | | | 310* | 310 |
| 272 | 016.52 | BEFORE JCT SR 27 | | 3 | | | | | 420 | 430 | 600* | 600 |
| 272 | 019.23 | IDAHO STATE LINE | | 3 | 11 | 03 | | 14 | 900* | 900* | 860+ | 860 |
| | STATE ROUTE NO 274 MAINLINE SR 27/TEKOA TO IDAHO | | | | | | | | | | | |
| 274 | 000.00 | AFTER JCT SR 27*N CROSBY ST | | 3 | | | | | 1500 | 1500 | 1300* | 1300 |
| 274 | 001.89 | BEFORE JCT CO RD WYE CONN | | 3 | | | | | | | 970* | 970 |
| | STATE ROUTE NO 278 MAINLINE SR 27 TO IDAHO ST LINE | | | | | | | | | | | |
| 278 | 001.08 | AFTER JCT FIRST ST | | 3 | | | | | | | 2700* | 2700 |
| 278 | 002.76 | AT MURPHY CREEK BRIDGE | | 3 | 05 | 02 | | 07 | | | | 2500+ |
| 278 | 005.50 | IDAHO STATE LINE | | 3 | 05 | 02 | | 08 | 1500* | 1800* | 2400+ | 2400 |
| | STATE ROUTE NO 281 MAINLINE SR 90 TO SR 28/QUINCY | | | | | | | | | | | |
| 281 | 000.00 | AT SR 90 BRIDGE*BEG ROUTE | | 1 | | | | | 3400 | 3400 | 3100* | 3100 |
| 281 | 000.12 | AFTER RAMP SR 90 | | 1 | | | | | 3000 | 3000 | 3300* | 3300 |
| 281 | 000.92 | AFTER JCT OLD ALIGNMENT | | 1 | | | | | 2800 | 2800 | 2700* | 2700 |
| 281 | 001.57 | BEFORE JCT 1 NW | | 1 | | | | | | | | 3300* |
| 281 | 001.57 | AFTER JCT 1 NW | | 1 | | | | | | | | 3700* |
| 281 | 002.65 | BEFORE JCT SR 281 SPBURKE (SPUR) | | 1 | | | | | 3400 | 3400 | 3500* | 3400 |
| 281 | 002.65 | AFTER JCT SR 281 SPBURKE (SPUR) | | 1 | | | | | 5200 | 5100 | 5100* | 5000 |
| 281 | 005.56 | BEFORE JCT 5 NW | | 1 | | | | | 5400 | 5400 | 5600* | 5600 |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 281 | 005.56 | AFTER JCT 5 NW | | 1 | | | | | 5100 | 5100 | 5200* | 5200 |
| 281 | 007.56 | BEFORE JCT 7 NW | | 1 | | | | | | | | 5600* |
| 281 | 007.56 | AFTER JCT 7 NW | | 1 | | | | | | | | 4900* |
| 281 | 009.58 | BEFORE JCT 9 NW | | 1 | | | | | 5400 | 5300 | 5400* | 5400 |
| 281 | 009.58 | AFTER JCT 9 NW | | 1 | | | | | 6200 | 6100 | 5300* | 5200 |
| 281 | 010.55 | BEFORE JCT SR 28 | | 1 | | | | | 7200* | 7200 | 7200 | 6800* |
| | 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* | 1900 |
| 281SPBURKE | 004.21 | BEFORE JCT SR 283 | | 1 | | | | | 2700 | 2700 | 3100* | 3000 |
| 281SPBURKE | 004.21 | AFTER JCT SR 283 | | 1 | | | | | 3400 | 3400 | 3200* | 3200 |
| 281SPBURKE | 004.29 | AFTER RAMP SR 90 WB | | 1 | | | | | | | 2100* | 2100 |
| | STATE ROUTE NO 282 MAINLINE SR 28/EPHRATA TO SR 17 | | | | | | | | | | | |
| 282 | 000.01 | AFTER JCT SR 28 WYE CONN | | 2 | | | | | 5400 | 5500 | 5800* | 5800 |
| 282 | 000.29 | AFTER JCT DODSON RD*A ST SE | | 2 | 08 | 02 | | 10 | | | | 4900+ |
| 282 | 002.68 | BEFORE JCT A NW RD | | 2 | | | | | | | | 6100* |
| 282 | 002.68 | AFTER JCT A NW RD | | 2 | | | | | | | | 5100* |
| 282 | 004.85 | BEFORE JCT SR 17 WYE CONN | | 2 | 07 | 02 | 01 | 09 | | | 5300+ | 5300 |
| | STATE ROUTE NO 283 MAINLINE SR 281 TO SR 28 | | | | | | | | | | | |
| 283 | 000.25 | AFTER JCT N FRONTAGE RD | | 2 | | | | | | | 1800* | 1800 |
| 283 | 004.00 | BEFORE JCT ADAMS RD | | 2 | | | | | 1400* | 1300 | 1400 | 1500* |
| 283 | 004.00 | AFTER JCT ADAMS RD | | 2 | | | | | 1300* | 1300 | 1300 | 1500* |
| 283 | 005.96 | BEFORE JCT 5 NW | | 2 | | | | | | | | 1500* |
| 283 | 005.96 | AFTER JCT 5 NW | | 2 | | | | | 1300* | 1300 | 1300 | 1500* |
| 283 | 014.86 | BEFORE JCT SR 28 | | 2 | 09 | 06 | 01 | 16 | | | | 2000+ |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | STATE ROUTE NO 285 MAINLINE SR 28 TO SR 2 | | | | | | | | | | | |
| 285 | 000.00 | AFTER JCT SR 28 COWENTCH (COUPLET) | | 1 | | | | | 23000 | 24000 | 25000 | 25000* |
| 285 | 000.21 | AT ADC LOCATION S103 | | 1 | | | | | 43000* | 45000* | 47000 | 46000* |
| 285 | 000.61 | BEFORE JCT MISSION ST*STEVENS ST | | 1 | | | | | | | | 33000* |
| 285 | 000.61 | AFTER JCT MISSION ST*STEVENS ST | | 1 | | | | | 27000 | 27000 | 29000 | 30000* |
| 285 | 000.71 | BEFORE JCT FERRY ST | | 1 | | | | | 27000 | 27000 | 29000* | 29000* |
| 285 | 000.71 | AFTER JCT FERRY ST | | 1 | | | | | 22000 | 22000 | 23000 | 24000* |
| 285 | 001.11 | BEFORE JCT SR 285 COWENTCH (COUPLT) | | 1 | | | | | 23000 | 24000 | 25000* | 26000 |
| 285 | ** 002.21 | BEFORE JCT FIFTH ST | C | 1 | | | | | 15000 | 15000 | 16000* | 16000 |
| 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 | | | | | 25000 | 25000 | 26000 | 26000* |
| 285 | 003.01 | BEFORE JCT WENATCHEE AVE WYE CONN | | 1 | | | | | | | | 29000* |
| 285 | 003.05 | AFTER JCT WENATCHEE AVE*MILLER ST | | 1 | | | | | | | | 32000* |
| 285 | 003.16 | BEFORE JCT MAPLE ST | | 1 | | | | | 31000* | 32000 | 33000 | 34000 |
| 285 | 003.17 | AFTER JCT MAPLE ST WYE CONN | | 1 | | | | | 32000* | 33000 | 34000* | 39000* |
| 285 | 004.36 | AT WENATCHEE RIVER BRIDGE | | 1 | | | | | | | 36000* | 41000 |
| 285 | 004.48 | BEFORE RAMP PENNY RD | | 1 | | | | | 34000* | 35000 | 36000 | 34000* |
| 285 | 004.58 | AFTER RAMP EASY ST | | 1 | | | | | 21000* | 22000 | 23000 | 23000 |
| | STATE ROUTE NO 285 COUPLET WENTCH MISSION ST TO MISSION ST | | | | | | | | | | | |
| 285COWENTCH | ** 002.86 | AFTER JCT SR 285*SHOPPING CENTER | | 1 | | | | | | | | 20000* |
| 285COWENTCH | 002.96 | BEFORE JCT SPRINGWATER AV*MILLER ST | | 1 | | | | | 19000 | 19000 | 20000 | 20000* |
| 285COWENTCH | 002.98 | AFTER JCT MILLER ST WYE CONN | | 1 | | | | | 13000 | 14000 | 14000 | 11000* |
| 285COWENTCH | 003.52 | BEFORE JCT FIFTH ST | | 1 | | | | | 13000 | 13000 | 15000* | 16000 |
| 285COWENTCH | 004.64 | BEFORE JCT SR 285*END ROUTE | | 1 | | | | | 10000 | 11000 | 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | STATE ROUTE NO 290 MAINLINE SR 2/SPOKANE TO IDAHO | | | | | | | | | | | |
| 290 | 000.09 | AFTER JCT RIVERPOINT BLVD*PINE ST | | 1 | | | | | 10000 | 11000 | 11000* | 11000 |
| 290 | 000.47 | AT SPOKANE RIVER BRIDGE | | 1 | | | | | | 11000* | 12000 | 12000 |
| 290 | 000.66 | BEFORE JCT BUSINESS*CINCINNATI ST | | 1 | | | | | | | 12000* | 12000 |
| 290 | 000.74 | AFTER JCT SR 290 SPHAMLTN (SPUR) | | 1 | | | | | 13000 | 13000 | 15000* | 16000 |
| 290 | 000.82 | AT SPOKANE RIVER BRIDGE | | 1 | | | | | | 14000* | 16000 | 17000 |
| 290 | 001.44 | BEFORE JCT NAPA ST | | 1 | | | | | 9500 | 9700 | 12000* | 12000 |
| 290 | 001.51 | AFTER JCT CRESTLINE ST | | 1 | | | | | | | | 10000* |
| 290 | 002.48 | BEFORE JCT DESMET ST | | 1 | | | | | 10000 | 10000 | 13000* | 14000 |
| 290 | 002.48 | AFTER JCT DESMET ST | | 1 | | | | | 7400 | 7500 | 11000* | 11000 |
| 290 | 002.53 | AFTER JCT THOR ST | | 1 | | | | | 7600 | 7700 | 11000* | 12000 |
| 290 | 003.22 | BEFORE JCT HAVANA ST | | 1 | | | | | 7400 | 7500 | 11000* | 11000 |
| 290 | 003.34 | BEFORE JCT MISSION AVE | | 1 | | | | | 7900 | 8000 | 11000* | 11000 |
| 290 | 003.35 | AFTER JCT MISSION AVE WYE CONN | | 1 | | | | | | | 29000* | 30000 |
| 290 | 004.29 | BEFORE JCT FANCHER WAY | | 1 | | | | | 21000 | 22000* | 28000* | 28000 |
| 290 | 004.29 | AFTER JCT FANCHER WAY | | 1 | | | | | 17000 | 19000* | 24000* | 25000 |
| 290 | 005.30 | AFTER JCT PARK RD | | 1 | | | | | | 18000* | 24000 | 24000 |
| 290 | 006.31 | BEFORE JCT ARGONNE RD WYE CONN | | 1 | | | | | | | | 22000* |
| 290 | 006.33 | AFTER JCT ARGONNE RD | | 1 | | | | | | | 21000* | 21000 |
| 290 | 007.38 | BEFORE JCT UNIVERSITY RD | | 1 | | | | | | | | 20000* |
| 290 | 007.38 | AFTER JCT UNIVERSITY RD | | 1 | | | | | | | | 20000* |
| 290 | 008.42 | BEFORE JCT SR 27 WYE CONN | | 1 | | | | | 17000 | 17000* | 19000 | 19000 |
| 290 | 008.43 | AFTER JCT SR 27-PINES RD*PINES RD | | 1 | | | | | 18000* | 18000* | 20000 | 20000* |
| 290 | 009.02 | BEFORE JCT MCDONALD RD | | 1 | | | | | | | | 20000* |
| 290 | 009.02 | AFTER JCT MCDONALD RD | | 1 | | | | | | | | 18000* |
| 290 | 009.51 | AFTER JCT EVERGREEN RD | | 1 | | | | | 16000* | 16000 | 18000* | 18000 |
| 290 | 010.27 | BEFORE JCT PROGRESS RD | | 1 | | | | | | | | 18000* |

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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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 290 | 010.27 | AFTER JCT PROGRESS RD | | 1 | | | | | | | | 19000* |
| 290 | 011.54 | BEFORE JCT FLORA RD | | 1 | | | | | | | | 16000* |
| 290 | 011.54 | AFTER JCT FLORA RD | | 1 | | | | | | | | 17000* |
| 290 | 012.50 | BEFORE JCT BARKER RD | | 2 | | | | | 14000 | 14000 | 16000* | 17000* |
| 290 | 012.50 | AFTER JCT BARKER RD | | 2 | | | | | | | 11000* | 17000* |
| 290 | 012.53 | AFTER JCT OLD SR 290 | | 2 | | | | | 9400 | 9500 | 9800 | 12000* |
| 290 | 016.89 | BEFORE JCT STARR RD | | 2 | | | | | | | | 11000* |
| 290 | 016.89 | AFTER JCT STARR RD | | 2 | | | | | | | | 7500* |
| 290 | 018.05 | BEFORE JCT IDAHO RD WYE CONN | | 2 | 08 | 07 | 03 | 17 | 6700+ | 6700 | 6900 | 7000 |
| 290 | 018.07 | AFTER JCT IDAHO RD | | 2 | | | | | 6600* | 6700 | 6800 | 6900 |
| 290 | 018.38 | IDAHO STATE LINE | | 2 | | | | | 5500* | 5700* | 5800* | 5800* |
| | STATE ROUTE NO 290 SPUR HAMLTN SR 290 TO SR 90 UXING WB | | | | | | | | | | | |
| 290SPHAMLTN | 000.74 | AFTER JCT SR 290*BEG ROUTE | | 1 | | | | | 31000 | 31000 | 33000* | 32000* |
| | STATE ROUTE NO 291 MAINLINE SR 2/SPOKANE TO SR 231 | | | | | | | | | | | |
| 291 | 000.07 | AFTER JCT ATLANTIC ST | | 1 | | | | | | | 27000* | 27000 |
| 291 | 001.18 | BEFORE JCT ASH ST | | 1 | | | | | 30000 | 30000 | 28000* | 28000 |
| 291 | 001.18 | AFTER JCT ASH ST | | 1 | | | | | 30000 | 30000 | 32000 | 29000* |
| 291 | 002.21 | BEFORE JCT INDIAN TRAIL RD | | 1 | | | | | 26000 | 26000 | 26000* | 26000 |
| 291 | 002.21 | AFTER JCT INDIAN TRAIL RD | | 1 | | | | | 13000 | 14000 | 14000* | 14000 |
| 291 | 003.06 | BEFORE JCT NINE MILE RD WYE CONN | | 1 | | | | | 10000 | 10000 | 11000* | 11000 |
| 291 | 003.10 | AFTER JCT NINE MILE RD WYE CONN | | 1 | | | | | 16000 | 16000 | 18000* | 18000 |
| 291 | 005.22 | BEFORE JCT SEVEN MILE RD*LOWELL RD | | 2 | | | | | 11000 | 11000 | 12000* | 11000* |
| 291 | 005.22 | AFTER JCT SEVEN MILE RD*LOWELL RD | | 2 | | | | | 8400 | 8500 | 9300* | 9200* |
| 291 | 006.16 | AFTER JCT KENDICK RD | | 2 | | | | | 7000 | 7600* | 7900 | 8000 |
| 291 | 009.11 | BEFORE JCT RUTTER PKWY | | 3 | | | | | | | | 7800* |
| 291 | 009.20 | BEFORE JCT CHARLES RD | | 3 | | | | | | | | 8900* |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 291 | 009.20 | AFTER JCT CHARLES RD | | 3 | | | | | | | | 7100* |
| 291 | 033.09 | BEFORE JCT SR 231 | | 3 | | | | | 220 | 270* | 270 | 270 |
| | STATE ROUTE NO 292 MAINLINE SR 231 TO SR 395/LOON LK | | | | | | | | | | | |
| 292 | 000.00 | AFTER JCT SR 231*BEG ROUTE | | 3 | | | | | 1600 | 1600 | 1600 | 1800* |
| 292 | 005.91 | BEFORE JCT SR 395 | | 3 | | | | | | | 4300* | 4300 |
| | STATE ROUTE NO 300 MAINLINE BELFAIR ST PK TO SR 3 | | | | | | | | | | | |
| 300 | 000.00 | BELFAIR STATE PK BNDRY | | 3 | 05 | 01 | | 06 | 5800 | 6000 | 6100 | 5800+ |
| 300 | 002.25 | BEFORE JCT SAND HILL RD WYE CONN | | 3 | | | | | | 7800* | 8000 | 8100 |
| 300 | 002.27 | AFTER JCT SAND HILL RD | | 3 | 04 | 01 | | 05 | 11000 | 11000* | 11000 | 10000+ |
| 300 | 003.17 | BEFORE JCT SR 300 WYE CONN | | 3 | | | | | 12000* | 12000 | 12000 | 12000 |
| 300 | 003.19 | AFTER JCT SR 300 WYE CONN | | 3 | | | | | 6400* | 6500 | 6800 | 6900 |
| 300 | 003.35 | BEFORE JCT SR 3 | | 3 | | | | | 5800* | 5800 | 6100 | 5200* |
| | STATE ROUTE NO 302 MAINLINE SR 3 TO SR 16/PURDY | | | | | | | | | | | |
| 302 | 000.00 | AFTER JCT SR 3*BEG ROUTE | | 2 | | | | | 1900* | 2000 | 2000 | 1900* |
| 302 | 001.26 | BEFORE JCT N BAY RD (OLD SR 302) | | 2 | | | | | | | | 1400* |
| 302 | 001.26 | AFTER JCT N BAY RD (OLD SR 302) | | 2 | 07 | 01 | | 09 | | | | 3400+ |
| 302 | 007.69 | AFTER JCT WRIGHT BLISS RD(OLD 302) | | 2 | 07 | 01 | | 08 | | | | 4700+ |
| 302 | 010.55 | BEFORE JCT SR 302 WYE CONN | | 2 | 05 | 01 | | 06 | 7200 | 7500 | 7600 | 7000+ |
| 302 | 010.60 | AFTER JCT SR 302 WYE CONN | | 2 | | | | | 14000 | 14000 | 15000 | 15000* |
| 302 | 011.58 | BEFORE JCT 118TH AVE NW | | 2 | | | | | | | | 14000* |
| 302 | 011.58 | AFTER JCT 118TH AVE NW | | 2 | | | | | | | | 14000* |
| 302 | 015.83 | BEFORE JCT SR 302 WYE CONN | | 2 | | | | | | | | 21000* |
| 302 | 016.60 | AFTER JCT BURNHAM DR NW*GOODNOUGH | | 2 | | | | | 23000* | 23000 | 24000 | 24000* |
| 302 | 016.87 | AT SR 16 WB | | 2 | | | | | 11000* | 12000 | 12000 | 11000* |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | STATE ROUTE NO 302 SPUR PURDY SR 302 TO SR 16 OXING | | | | | | | | | | | |
| 302SPPURDY | 015.93 | AFTER JCT PURDY LN NW | | 2 | | | | | | | | 12000* |
| 302SPPURDY | 016.91 | BEFORE RAMP SR 16 SB | | 2 | | | | | 3000* | 3000 | 3100 | 3100* |
| 302SPPURDY | 017.13 | AT SR 16 BRIDGE | | 2 | | | | | 1500* | 1500 | 1600 | 1600* |
| | STATE ROUTE NO 303 MAINLINE SR 304 BREMERTON TO SR 3 | | | | | | | | | | | |
| 303 | 000.00B | AFTER JCT SR 304*BEG ROUTE | | 1 | | | | | 8600 | 8700 | 7300* | 7400 |
| 303 | 000.00 | BEFORE JCT 6TH ST | | 1 | | | | | 12000 | 12000 | 8400* | 8500 |
| 303 | 000.26 | BEFORE JCT 11TH ST | | 1 | | | | | 17000 | 17000 | 15000* | 15000 |
| 303 | 000.26 | AFTER JCT 11TH ST | | 1 | | | | | 38000 | 38000 | 34000* | 34000 |
| 303 | 001.06 | AT PORT WASHINGTON NARROWS | | 1 | | | | | 44000 | 44000 | 39000* | 40000 |
| 303 | 001.97 | BEFORE JCT SYLVAN WAY (OLD SR 306) | | 1 | | | | | 35000 | 35000 | 33000* | 33000 |
| 303 | 002.75 | AFTER JCT RIDDELL RD | | 1 | | | | | 41000 | 35000* | 32000 | 32000 |
| 303 | 003.75 | BEFORE JCT MC WILLIAMS RD | | 1 | | | | | 35000 | 35000 | 30000* | 31000 |
| 303 | 003.75 | AFTER JCT MC WILLIAMS RD | | 1 | | | | | 32000 | 32000 | 32000* | 33000 |
| 303 | 004.10 | AFTER JCT BENTLEY DR NE | | 1 | | | | | | 34000* | 33000 | 34000 |
| 303 | 005.38 | BEFORE JCT BROWNSVILLE HWY NE | | 1 | | | | | 28000 | 29000 | 28000* | 28000 |
| 303 | 005.43 | AFTER JCT BROWNSVILLE HWY WYE CONN | | 1 | | | | | 26000 | 26000 | 24000* | 25000 |
| 303 | 008.25 | BEFORE RAMP SILVERDALE WAY | | 1 | | | | | 27000 | 27000 | 28000* | 28000 |
| 303 | 008.49 | BEFORE RAMP SR 3 | | 1 | | | | | 18000 | 18000 | 19000 | 21000* |
| 303 | 008.69 | AT SR 3 BRIDGE | | 1 | | | | | | | | 15000* |
| 303 | 008.94 | BEFORE JCT CLEAR CREEK RD | | 1 | | | | | 7900* | 8300* | 8700 | 8800* |
| 303 | 008.94 | AFTER JCT CLEAR CREEK RD | | 1 | | | | | 10000* | 11000* | 12000 | 12000* |
| | STATE ROUTE NO 304 MAINLINE SR 3/BREM TO FERRY DOCK | | | | | | | | | | | |
| 304 | 002.00 | BEFORE JCT NAVAL AVE | | 1 | | | | | 16000 | 16000 | 14000* | 14000 |
| 304 | 002.00 | AFTER JCT NAVAL AVE | | 1 | | | | | 16000 | 16000 | 15000* | 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 304 | 002.63 | BEFORE JCT SR 303*WARREN AVE | | 1 | | | | | 16000 | 17000 | 14000* | 15000 |
| 304 | 002.63 | AFTER JCT SR 303*WARREN AVE | | 1 | | | | | 9800 | 9900 | 9900* | 10000 |
| 304 | 002.91 | BEFORE JCT PACIFIC AVE | | 1 | | | | | 8300 | 8400 | 8600* | 8800 |
| 304 | 003.51 | BREMERTON FERRY LANDING | | 1 | | | | | 2100* | 2000* | 2000* | 2100* |
| | STATE ROUTE NO 305 MAINLINE WINSLOW FERRY DK TO SR 3 | | | | | | | | | | | |
| 305 | 000.02 | WINSLOW FERRY LANDING | | 1 | | | | | 6200* | 6000* | 6600* | 6400* |
| 305 | 000.21 | BEFORE JCT WINSLOW WAY WYE CONN | | 1 | | | | | 7000 | 6800 | 8000* | 8100 |
| 305 | 000.98 | BEFORE JCT HIGH SCHOOL RD | | 1 | | | | | 11000 | 11000 | 12000* | 12000 |
| 305 | 000.98 | AFTER JCT HIGH SCHOOL RD | | 1 | 04 | 01 | | 05 | 16000 | 16000 | 17000+ | 17000 |
| 305 | 001.64 | AFTER JCT MADISON AVE | | 1 | | | | | 18000 | 18000 | 19000* | 20000 |
| 305 | 004.27 | BEFORE JCT E DAY RD WYE CONN | | 1 | | | | | 16000 | 16000 | 18000* | 18000 |
| 305 | 004.29 | AFTER JCT W DAY RD WYE CONN | | 1 | | | | | 19000 | 19000 | 21000* | 21000 |
| 305 | 005.22 | AFTER JCT HIDDEN COVE RD | | 1 | | | | | | | 20000* | 20000 |
| 305 | 005.32 | BEFORE JCT MANUAL RD | | 1 | | | | | | 20000* | 21000 | 22000 |
| 305 | 006.01 | BEFORE JCT SEABOLD*PORT MADISON RDS | | 1 | | | | | | 20000* | 21000 | 21000 |
| 305 | 006.01 | AFTER JCT SEABOLD*PORT MADISON RDS | | 1 | | | | | | 20000* | 21000 | 21000 |
| 305 | 006.82 | AT AGATE PASS BRIDGE | | 1 | | | | | 18000 | 19000* | 20000 | 20000 |
| 305 | 007.19 | BEFORE JCT PVT RD*SUQUAMISH WAY NE | | 1 | | | | | 18000 | 19000 | 21000* | 21000 |
| 305 | 007.19 | AFTER JCT PVT RD*SUQUAMISH WAY NE | | 1 | | | | | 16000 | 17000 | 18000* | 18000 |
| 305 | 008.80 | BEFORE JCT TOTTEN*LEMOLO SHORE DR | | 1 | | | | | | 17000* | 18000 | 18000 |
| 305 | 008.80 | AFTER JCT TOTTEN*LEMOLO SHORE DR | | 1 | | | | | | 17000* | 18000 | 18000 |
| 305 | 009.64 | AFTER JCT DELATE RD | | 1 | | | | | 17000 | 17000 | 18000* | 19000 |
| 305 | 011.43 | AFTER JCT HOSTMARK ST | | 1 | | | | | 16000 | 17000* | 17000* | 18000 |
| 305 | 011.67 | AFTER JCT LINCOLN ST | | 1 | | | | | | 17000* | 18000 | 18000 |
| 305 | 012.02 | AFTER JCT NE LIBERTY RD WYE CONN | | 1 | | | | | | 20000* | 21000 | 21000 |
| 305 | 012.82 | BEFORE JCT SR 307-BOND RD*BOND RD | | 1 | | | | | 22000 | 23000 | 23000* | 24000 |
| 305 | 012.82 | AFTER JCT SR 307-BOND RD*BOND RD | | 1 | | | | | 22000 | 22000 | 26000* | 26000 |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 305 | 013.43 | BEFORE JCT ON/OFF RAMP WYE CONNS | | 1 | | | | | 21000 | 22000* | 23000 | 25000* |
| | STATE ROUTE NO 307 MAINLINE SR 305 TO SR 104 | | | | | | | | | | | |
| 307 | 000.00 | AFTER JCT SR 305*BEG ROUTE | | 1 | | | | | 13000 | 14000 | 12000* | 12000 |
| 307 | 005.25 | BEFORE JCT SR 104 | | 1 | | | | | 9100 | 9200 | 11000* | 11000 |
| | STATE ROUTE NO 308 MAINLINE SR 3 TO NAVAL RES BDRY | | | | | | | | | | | |
| 308 | 000.09 | AFTER RAMP SR 3 | | 3 | | | | | 6900* | 7100 | 7700 | 6900* |
| | STATE ROUTE NO 310 MAINLINE SR 3 TO SR 304 | | | | | | | | | | | |
| 310 | 000.05 | AFTER JCT ON/OFF RAMP WYE CONNS | | 1 | | | | | 29000* | 29000 | 30000 | 31000* |
| 310 | 000.54 | BEFORE JCT OYSTER BAY AVE | | 1 | | | | | 30000 | 30000 | 34000* | 35000 |
| 310 | 000.54 | AFTER JCT OYSTER BAY AVE | | 1 | | | | | 34000 | 34000 | 34000* | 34000 |
| 310 | 000.78 | BEFORE JCT NATIONAL AVE WYE CONN | | 1 | | | | | 35000 | 35000 | 36000* | 37000 |
| 310 | 000.80 | AFTER JCT NATIONAL AVE | | 1 | | | | | 40000 | 40000 | 41000* | 42000 |
| 310 | 001.68 | BEFORE JCT 6TH ST | | 1 | | | | | 22000 | 22000 | 17000* | 18000 |
| 310 | 001.84 | BEFORE JCT SR 304-BURWELL ST | | 1 | | | | | 10000 | 10000 | 11000* | 11000 |
| | STATE ROUTE NO 395 MAINLINE OREGON ST LINE TO CANADA | | | | | | | | | | | |
| 395 | 013.42 | AFTER RAMP SR 82 | | 1 | 08 | 11 | 03 | 22 | 11000 | 11000 | 12000+ | 12000 |
| 395 | 014.88 | BEFORE JCT W 27TH AVE WYE CONN | | 1 | 09 | 11 | 03 | 23 | 12000* | 13000 | 13000 | 12000+ |
| 395 | 014.92 | AFTER JCT W 27TH AVE WYE CONN | | 1 | | | | | 13000* | 13000 | 14000 | 12000* |
| 395 | 016.17 | BEFORE JCT W 10TH AVENUE | | 1 | | | | | 15000* | 15000 | 16000 | 15000* |
| 395 | 016.17 | AFTER JCT W 10TH AVENUE | | 1 | | | | | 22000* | 22000 | 23000 | 21000* |
| 395 | 016.42 | AFTER JCT MEDIAN XROAD*W 7TH AVE | | 1 | | | | | 22000* | 22000 | 23000 | 21000 |
| 395 | 016.92 | AFTER JCT W KENNEWICK AVENUE | | 1 | | | | | 20000* | 20000 | 22000* | 22000 |
| 395 | 017.11 | AFTER JCT VISTA WAY*CLEARWATER AVE | | 1 | | | | | 27000 | 28000 | 26000* | 26000 |
| 395 | 017.59 | BEFORE JCT MEDIAN XROAD*YELM ST | | 1 | | | | | 32000* | 32000 | 34000 | 34000 |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 395 | 017.60 | AFTER JCT YELM ST WYE CONN | | 1 | | | | | 38000* | 38000 | 40000 | 41000 |
| 395 | 018.00 | BEFORE RAMP SR 240 | | 1 | | | | | 38000* | 38000 | 40000 | 41000 |
| 395 | 018.30 | AFTER RAMP COLUMBIA DR | | 1 | | | | | 28000* | 28000 | 29000 | 30000 |
| 395 | 018.58 | AFTER SR 240*COLUMBIA DR RAMPS | | 1 | | | | | 46000* | 47000 | 48000 | 49000 |
| 395 | 019.44 | AFTER RAMP SYLVESTER ST | | 1 | | | | | 30000* | 31000 | 32000 | 36000* |
| 395 | 020.28 | BEFORE RAMP SR 182 EB | | 1 | | | | | 27000 | 31000* | 33000 | 33000 |
| 395 | 023.30 | AFTER RAMP SR 12-SR 182 | | 1 | | | | | 17000* | 23000* | 23000 | 24000 |
| 395 | 023.55 | AFTER JCT HILLSBORO ST WYE CONN | | 1 | | | | | 12000* | 13000 | 14000* | 14000 |
| 395 | 027.20 | AT ADC LOCATION B03 | | 1 | | | | | 11000* | 11000* | 12000* | 12000* |
| 395 | 030.18 | AFTER JCT SELPH LANDING*CREST LOCH | | 1 | | | | | 9100* | 9500 | 9800 | 11000* |
| 395 | 036.24 | AT ADC LOCATION R061 | | 1 | | | | | | 10000* | 11000 | 11000* |
| 395 | 054.21 | BEFORE RAMP SR 260 | | 1 | 08 | 14 | 05 | 27 | | | | 8100+ |
| 395 | 055.73 | AFTER RAMP SR 260 | | 1 | 11 | 15 | 05 | 31 | 5000* | 5200 | 5400 | 6500+ |
| 395 | 081.59 | BEFORE RAMP SR 21 | | 1 | | | | | 4800* | 5000 | 5200 | 6600* |
| 395 | 082.77 | AFTER RAMP SR 21 | | 1 | 10 | 15 | 05 | 30 | 5300* | 5600 | 5800 | 7000+ |
| 395 | 093.01 | AT ADC LOCATION P7C | | 1 | | | | | | | 6200* | 6300* |
| 395 | 164.51 | AFTER JCT SR 2 WYE CONN | | 1 | | | | | 20000 | 21000 | 21000 | 20000* |
| 395 | 165.07 | AFTER JCT GRAVES RD | | 1 | | | | | | | | 24000* |
| 395 | 165.32 | BEFORE JCT HAWTHORNE RD | | 1 | | | | | 23000 | 23000 | 24000* | 24000 |
| 395 | 165.32 | AFTER JCT HAWTHORNE RD | | 1 | | | | | 27000 | 27000 | 24000* | 24000 |
| 395 | 166.60 | AFTER JCT HASTINGS RD | | 1 | | | | | 21000 | 21000 | 20000* | 20000 |
| 395 | 169.14 | BEFORE JCT HATCH RD | | 1 | | | | | 14000 | 14000 | 14000* | 14000 |
| 395 | 169.14 | AFTER JCT HATCH RD | | 1 | 06 | 02 | 01 | 09 | 13000 | 14000 | 14000+ | 14000 |
| 395 | 179.46 | BEFORE JCT SHORT RD WYE CONN | | 1 | | | | | 11000 | 10000 | 11000* | 11000* |
| 395 | 179.53 | AFTER JCT SHORT RD | | 1 | | | | | 7900 | 7600 | 8100* | 7300* |
| 395 | 182.82 | AFTER JCT SPOTTED RD | | 1 | | | | | 7900 | 7700 | 8300* | 8300 |
| 395 | 190.29 | AT ADC LOCATION R063 | | 1 | | | | | 8400* | 8100* | 8200* | 8200* |
| 395 | 190.58 | AFTER JCT SR 292*GARDEN SPOT RD | | 1 | | | | | 6100 | 5900 | 6600* | 6600 |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 395 | 202.43 | BEFORE JCT SR 231 | | 1 | | | | | 5300 | 5100 | 5800* | 5800 |
| 395 | 202.43 | AFTER JCT SR 231 | | 1 | | | | | 6600 | 6400 | 7200* | 7100 |
| 395 | 207.45 | BEFORE JCT LINCOLN AVE | | 1 | | | | | | | | 9200* |
| 395 | 207.45 | AFTER JCT LINCOLN AVE | | 1 | | | | | | | | 8300* |
| 395 | 207.81 | BEFORE JCT 2ND ST*SAND CANYON RD | | 1 | | | | | 7100 | 7100 | 7200* | 7100 |
| 395 | 207.81 | AFTER JCT 2ND ST*SAND CANYON RD | | 1 | | | | | 6200 | 6200 | 6600* | 6600 |
| 395 | 213.10 | BEFORE JCT BLUE CREEK RD | | 1 | | | | | 6700* | 6700 | 6700 | 6800 |
| 395 | 213.10 | AFTER JCT BLUE CREEK RD | | 1 | | | | | 6000* | 6100 | 6100 | 6200* |
| 395 | 215.54 | BEFORE JCT ADDY-GIFFORD RD | | 1 | 07 | 05 | 03 | 15 | | | | 6600+ |
| 395 | 225.77 | BEFORE JCT ORIN RICE RD | | 1 | | | | | 7200 | 7200 | 7600* | 7500 |
| 395 | 225.77 | AFTER JCT ORIN RICE RD | | 1 | | | | | 8100 | 8100 | 8300* | 8200 |
| 395 | 230.30 | AFTER JCT 8TH AVE W | | 1 | | | | | 12000 | 12000 | 13000* | 13000 |
| 395 | 231.72 | BEFORE JCT WILLIAMS LAKE RD | | 1 | | | | | 9800 | 9800 | 11000* | 9900* |
| 395 | 231.72 | AFTER JCT WILLIAMS LAKE RD | | 1 | | | | | 8000 | 8000 | 8700* | 8700* |
| 395 | 239.13 | BEFORE JCT SR 25 WYE CONN | | 1 | | | | | 6800* | 6900 | 7300* | 7200 |
| 395 | 239.15 | AFTER JCT SR 25 WYE CONN | | 1 | | | | | 5700 | 5700 | 5600* | 5600 |
| 395 | 247.27 | BEFORE JCT COUNTY SHOP RD | | 1 | 11 | 04 | 03 | 19 | 1500* | 1500 | 1500 | 1500+ |
| 395 | 252.92 | BEFORE JCT BARSTOW BR RD*CO RD | | 1 | | | | | 1100 | 1100 | 1200* | 1100 |
| 395 | 252.92 | AFTER JCT BARSTOW BR RD*CO RD | | 1 | | | | | 920 | 900 | 1000* | 970 |
| 395 | 260.00 | AT ADC LOCATION P26 | | 1 | | | | | 730* | 720* | 730* | 690* |
| 395 | 270.26 | INTERNATIONAL BOUNDARY | | 1 | | | | | 400 | 360* | 370 | 350 |
| | STATE ROUTE NO 397 MAINLINE PIERT ROAD TO SR 182 | | | | | | | | | | | |
| 397 | 000.04 | AFTER JCT PIERT RD WYE CONN | | 3 | | | | | 1300* | 1400 | 1400 | 1400 |
| 397 | 000.60 | AFTER JCT LECHELT RD | | 3 | | | | | 2200* | 2200 | 2200 | 2300 |
| 397 | 000.95 | BEFORE JCT GAME FARM RD WYE CONN | | 3 | | | | | 2200* | 2200 | 2200 | 2300 |
| 397 | 000.98 | AFTER JCT GAME FARM RD | | 3 | | | | | 2900* | 2900 | 3000 | 3000 |
| 397 | 001.22 | BEFORE JCT FINLEY RD WYE CONN | | 3 | | | | | 2900* | 2900 | 3000 | 3000 |

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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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 397 | 001.27 | AFTER JCT FINLEY RD WYE CONN | | 3 | 08 | 03 | | 11 | 4000* | 4000 | 4100 | 3900+ |
| 397 | 001.69 | BEFORE JCT COCHRAN RD WYE CONN | | 3 | | | | | 4000* | 4000 | 4100 | 3900 |
| 397 | 002.40 | AFTER JCT BOWLES RD WYE CONN | | 3 | | | | | 6700* | 6700 | 6900 | 7000 |
| 397 | 002.81 | AFTER JCT HANEY RD | | 3 | 04 | 04 | 02 | 10 | 7200+ | 7200 | 7400 | 7500 |
| 397 | 003.17 | AFTER JCT PERKINS RD WYE CONN | | 3 | 08 | 05 | 01 | 15 | 8100* | 8100 | 8300 | 8500+ |
| 397 | 003.79 | BEFORE JCT BRYSON BROWN RD WYE CONN | | 3 | | | | | 8100* | 8100 | 8300 | 8500 |
| 397 | 003.81 | AFTER JCT BRYSON BROWN RD | | 3 | | | | | 8600* | 8600 | 8800 | 8900 |
| 397 | 003.90 | AFTER JCT E 26TH AVE | | 3 | | | | | 8400* | 8400 | 8600 | 8700 |
| 397 | 004.21 | AFTER JCT E 25TH AVE | | 3 | | | | | 8200* | 8300 | 8500 | 8600 |
| 397 | 004.44 | AFTER JCT BERNATH RD | | 3 | | | | | 8100* | 8200 | 8400 | 8500 |
| 397 | 004.70 | AFTER JCT MEDIAN XROAD*FINLEY RD | | 3 | | | | | 10000* | 10000 | 10000 | 11000 |
| 397 | 005.17 | AFTER JCT S YEW ST | | 3 | | | | | 10000* | 10000 | 11000 | 11000 |
| 397 | 006.15 | BEFORE JCT E 3RD AVE | | 1 | | | | | 9100* | 9100 | 9400 | 11000* |
| 397 | 006.15 | AFTER JCT E 3RD AVE | | 1 | | | | | 11000* | 11000 | 11000 | 12000* |
| 397 | 006.40 | BEFORE JCT E GUM ST-E 3RD AVE | | 1 | | | | | 11000* | 11000 | 11000 | 12000 |
| 397 | 006.40 | AFTER JCT E GUM ST-E 3RD AVE | | 1 | | | | | 16000* | 16000 | 16000* | 17000 |
| 397 | 007.71 | BEFORE JCT W AINSWORTH ST*S 10TH AV | | 1 | | | | | 20000 | 20000 | 18000* | 18000 |
| 397 | 007.71 | AFTER JCT W AINSWORTH ST*S 10TH AV | | 1 | | | | | 5400 | 5500 | 7000* | 7100 |
| 397 | 008.78 | BEFORE JCT SR 397 WYE CONN | | 1 | | | | | 4300 | 4300 | 4600* | 4700 |
| 397 | 008.80 | AFTER JCT SR 397*E AINSWORTH ST WYE | | 1 | | | | | 3400 | 3500 | 4300* | 4400 |
| 397 | 011.02 | BEFORE JCT E JAMES ST | | 1 | | | | | 9500* | 9600 | 10000 | 10000 |
| 397 | 011.05 | BEFORE RAMP SR 182 | | 1 | | | | | 10000* | 11000 | 11000 | 11000 |
| | STATE ROUTE NO 401 MAINLINE SR 101/MEGLER TO SR 4 | | | | | | | | | | | |
| 401 | 000.01 | AT ADC LOCATION S841 | | 1 | | | | | 2300* | 2300* | 2300 | 2300* |
| 401 | 011.27 | BEFORE JCT S VALLEY RD*PARPALA RD | | 1 | | | | | 2200 | 2000* | 2100 | 2100 |
| 401 | 011.27 | AFTER JCT S VALLEY RD*PARPALA RD | | 1 | | | | | 3100 | 3000* | 3100 | 3100 |
| 401 | 012.13 | BEFORE JCT SR 4 | | 1 | | | | | 4100 | 3100* | 3600* | 3600 |

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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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | STATE ROUTE NO 405 MAINLINE SR 5/TUKWILA TO SR 5 | | | | | | | | | | | |
| 405 | 000.00 | AT SR 5 SB*BEG ROUTE | | 5 | | | | | 52000 | 71000* | 73000 | 75000 |
| 405 | 000.45 | AFTER RAMP SR 5 NB | | 5 | | | | | 129000 | 132000* | 135000 | 139000 |
| 405 | 000.54 | AFTER RAMP TUKWILA PKWY | | 5 | | | | | 134000 | 139000* | 142000 | 146000 |
| 405 | 003.99 | AT SR 169 | | 5 | | | | | 100000 | 104000* | 107000 | 109000 |
| 405 | 004.50 | AFTER RAMP SR 169 | | 5 | | | | | 109000 | 112000* | 114000 | 117000 |
| 405 | 004.90 | BEFORE RAMP SR 900 | | 5 | | | | | 127000 | 128000* | 131000 | 134000 |
| 405 | 005.40 | AT SR 900 BRIDGE | | 5 | | | | | 112000 | 115000* | 118000 | 121000 |
| 405 | 005.71 | AFTER RAMP SR 900 | | 5 | | | | | 125000 | 129000* | 132000 | 135000 |
| 405 | 006.51 | AT NE 30TH ST | | 5 | | | | | 121000 | 125000* | 128000 | 131000 |
| 405 | 007.47 | AT NE 44TH ST | | 5 | | | | | 122000 | 126000* | 129000 | 132000 |
| 405 | 007.69 | AFTER RAMP NE 44TH ST | | 5 | | | | | 128000 | 131000* | 134000 | 138000 |
| 405 | 009.61 | AFTER RAMP 112TH AVE SE | | 5 | | | | | 135000 | 140000* | 143000 | 146000 |
| 405 | 011.16 | AT SR 90 | | 5 | | | | | 100000 | 107000* | 110000 | 112000 |
| 405 | 011.69 | AFTER RAMP SR 90 | | 5 | | | | | 185000* | 193000* | 198000 | 202000 |
| 405 | 012.77 | AT SE 8TH ST BRIDGE | | 5 | | | | | 173000 | 184000* | 188000 | 193000 |
| 405 | 012.99 | AFTER RAMP SE 8TH ST | | 5 | | | | | 190000 | 201000* | 206000 | 211000 |
| 405 | 013.55 | AT NE 4TH ST | | 5 | | | | | 141000 | 152000* | 156000 | 160000 |
| 405 | 014.92 | AT NORTHUP WAY BRIDGE | | 5 | | | | | 116000 | 122000* | 125000 | 128000 |
| 405 | 017.61 | AFTER RAMP NE 70TH PL | | 5 | | | | | 170000 | 175000* | 179000 | 184000 |
| 405 | 018.09 | AT SR 908 BRIDGE | | 5 | | | | | 147000 | 152000* | 155000 | 159000 |
| 405 | 018.69 | AFTER RAMP NBCD LANE | | 5 | | | | | | 175000* | 179000 | 183000 |
| 405 | 020.31 | AT NE 124TH ST | | 5 | | | | | 109000 | 116000* | 118000 | 121000 |
| 405 | 022.62 | AT NE 160TH ST | | 5 | | | | | 120000 | 126000* | 129000 | 132000 |
| 405 | 023.88 | AFTER RAMP SR 522 | | 5 | | | | | 93000 | 91000* | 94000 | 96000 |
| 405 | 024.02 | AFTER RAMP SR 522 | | 5 | | | | | 104000 | 102000* | 104000 | 107000 |
| 405 | 024.48 | AT NE 195TH ST | | 5 | | | | | 93000 | 91000* | 93000 | 96000 |

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\+ SOURCE OF TRUCK PERCENTAGES

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 405 | 024.89 | AFTER RAMP NE 195TH ST | | 5 | | | | | 99000 | 99000* | 101000 | 103000 |
| 405 | 026.75 | AT SR 527 | | 5 | | | | | 70000 | 68000* | 70000 | 71000 |
| 405 | 028.99 | AT ADC LOCATION S824 | | 5 | | | | | 88000* | 89000* | 91000 | 93000 |
| | STATE ROUTE NO 409 MAINLINE FERRY DOCK TO SR 4 | | | | | | | | | | | |
| 409 | 000.00 | PUGET ISLAND FERRY | | 3 | | | | | 340* | 320* | 330 | 290* |
| 409 | 000.09 | BEFORE JCT SUNNY SANDS RD | | 3 | 09 | 01 | | 09 | | | | 280+ |
| 409 | 000.09 | AFTER JCT SUNNY SANDS RD | | 3 | 07 | 01 | | 07 | | 630 | 640 | 660+ |
| 409 | 003.84 | BEFORE JCT SR 4 | | 3 | | | | | 2900* | 2700 | 2600* | 2600 |
| | STATE ROUTE NO 410 MAINLINE SR 167/SUMNER TO SR 12 | | | | | | | | | | | |
| 410 | 008.84 | AT SR 167 SB*BEG ROUTE | | 2 | 05 | 02 | | 08 | 36000+ | 37000 | 38000 | 39000 |
| 410 | 009.02 | AFTER RAMP SR 167 | | 2 | | | | | 60000* | 61000 | 62000* | 63000 |
| 410 | 010.12 | BEFORE RAMP SR 162 | | 2 | | | | | 49000* | 49000 | 52000* | 53000 |
| 410 | 010.79 | AFTER RAMP SR 162 | | 2 | | | | | 42000* | 43000 | 44000* | 45000 |
| 410 | 013.37 | BEFORE JCT SUMNER BKLY HWY*181ST AV | | 2 | | | | | 39000* | 40000 | 42000 | 43000* |
| 410 | 013.37 | AFTER JCT SUMNER BKLY HWY*181ST AV | | 2 | | | | | 33000* | 34000 | 35000 | 35000* |
| 410 | 015.60 | BEFORE JCT 214TH AVE E | | 2 | | | | | 21000* | 21000 | 22000 | 25000* |
| 410 | 015.60 | AFTER JCT 214TH AVE E | | 2 | | | | | 17000* | 18000 | 18000 | 20000* |
| 410 | 016.81 | BEFORE JCT 233RD AVE E | | 2 | | | | | 17000 | 18000* | 19000 | 19000 |
| 410 | 020.68 | BEFORE JCT SR 165 | | 2 | | | | | | | | 16000* |
| 410 | 020.73 | AFTER JCT SR 165 WYE CONN | | 2 | | | | | | | | 17000* |
| 410 | 022.46 | BEFORE JCT 244TH AVE SE | | 2 | | | | | | | | 20000* |
| 410 | 022.46 | AFTER JCT 244TH AVE SE | | 2 | | | | | 13000* | 13000 | 13000 | 14000* |
| 410 | 023.28 | AFTER JCT SEMANSKI ST | | 2 | | | | | 12000* | 12000 | 13000* | 13000 |
| 410 | 023.68 | BEFORE JCT SE 456TH ST | | 2 | | | | | | | 13000* | 13000 |
| 410 | 023.68 | AFTER JCT SE 456TH ST | | 2 | | | | | 13000* | 13000 | 13000* | 14000 |
| 410 | 024.12 | BEFORE JCT COLE ST WYE CONN | | 2 | | | | | | | 13000* | 14000 |

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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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 410 | 024.14 | AFTER JCT COLE ST | | 2 | | | | | | | 8700* | 9400* |
| 410 | 024.29 | BEFORE JCT ROOSEVELT AVE | | 2 | 07 | 03 | 01 | 11 | 8000+ | 8100 | 8700 | 9400 |
| 410 | 024.31 | AFTER JCT ROOSEVELT AVE WYE CONN | | 2 | 06 | 03 | 01 | 09 | 10000+ | 10000 | 11000 | 11000 |
| 410 | 024.40 | AFTER JCT PVT RD*MT VILLA DR | | 2 | | | | | 10000* | 11000 | 11000 | 11000 |
| 410 | 024.63 | AFTER JCT STEVENSON AVE | | 2 | | | | | 11000* | 11000 | 12000 | 12000 |
| 410 | 024.92 | BEFORE JCT WATSON ST | | 2 | | | | | | | 11000* | 11000 |
| 410 | 024.92 | AFTER JCT WATSON ST | | 2 | | | | | | | 8000* | 8200 |
| 410 | 025.64 | BEFORE JCT FARMAN ST N*284TH AVE SE | | 2 | | | | | | | | 9300* |
| 410 | 025.64 | AFTER JCT FARMAN ST N*284TH AVE SE | | 2 | | | | | 6200 | 6400 | 6500 | 6100* |
| 410 | 029.72 | BEFORE JCT MUD MTN RD WYE CONN | | 2 | | | | | | 3100* | 3100 | 3200 |
| 410 | 047.41 | BEFORE JCT CHINOOK LN E | | 2 | | | | | | 1800* | 1900 | 1900 |
| 410 | 057.49 | BEFORE JCT CRYSTAL MOUNTAIN BLVD | | 2 | | | | | 1300 | 1600* | 1700 | 1700 |
| 410 | 065.68 | BEFORE JCT SR 123 WYE CONN | | 3 | 06 | 02 | | 09 | | | | 1500+ |
| 410 | 065.75 | AFTER JCT SR 123 | | 2 | 11 | 04 | | 16 | 1000 | 1000 | 1000 | 970+ |
| 410 | 103.21 | AFTER JCT BALD MOUNTAIN RD | | 3 | 10 | 02 | | 13 | 1400* | 1400 | 1500 | 1500+ |
| 410 | 116.26 | AT ADC LOCATION S818 | | 3 | | | | | | 2200* | 2300* | 2400* |
| | STATE ROUTE NO 411 MAINLINE SR 432/LONGVIEW TO SR 5 | | | | | | | | | | | |
| 411 | 000.00 | AT SR 432 WB*BEG ROUTE | | 2 | | | | | 14000* | 15000* | 16000* | 17000 |
| 411 | 000.03 | AFTER JCT CITY ST | | 2 | | | | | 9400* | 10000* | 8800* | 9000 |
| 411 | 001.50 | BEFORE JCT WASHINGTON ST | | 2 | | | | | 15000* | 15000 | 16000 | 16000 |
| 411 | 001.50 | AFTER JCT WASHINGTON ST | | 2 | | | | | 15000* | 16000 | 16000 | 17000 |
| 411 | 001.67 | BEFORE JCT SR 411 SPKELSO*W MAIN ST | | 3 | | | | | 15000* | 15000 | 16000 | 18000* |
| 411 | 001.68 | AFTER JCT SR 411 SPUR WYE CONN | | 3 | | | | | 11000* | 12000 | 12000 | 12000* |
| 411 | 002.00 | BEFORE JCT FISHERS LN | | 3 | | | | | 11000 | 12000* | 12000 | 13000 |
| 411 | 002.00 | AFTER JCT FISHERS LN | | 3 | | | | | 13000 | 15000* | 16000 | 16000 |
| 411 | 002.97 | BEFORE JCT NEVADA DR | | 3 | | | | | | 15000* | 15000 | 16000 |
| 411 | 002.97 | AFTER JCT NEVADA DR | | 3 | | | | | | 15000* | 16000 | 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 411 | 003.07 | BEFORE JCT ALPHA DR | | 3 | 04 | 01 | | 05 | 14000 | 14000 | 14000 | 15000+ |
| 411 | 003.07 | AFTER JCT ALPHA DR | | 3 | | | | | | 13000* | 14000 | 14000 |
| 411 | 003.15 | AFTER JCT BEACON HILL DR | | 3 | | | | | 9600 | 12000* | 13000 | 13000 |
| 411 | 004.58 | BEFORE JCT SPARKS DR | | 3 | | | | | | 10000* | 10000 | 11000 |
| 411 | 004.58 | AFTER JCT SPARKS DR | | 3 | | | | | | 9500* | 9800 | 10000 |
| 411 | 007.97 | AT ADC LOCATION S819 | | 3 | | | | | 4100* | 4200* | 4300* | 4500* |
| 411 | 012.01 | BEFORE JCT CO RD (OLD SR 411) | | 3 | | | | | 6300 | 6500 | 5200* | 5400 |
| 411 | 012.01 | AFTER JCT CO RD (OLD SR 411) | | 3 | | | | | 8600 | 8800 | 6100* | 6200 |
| 411 | 012.74 | BEFORE JCT HUNTINGTON AVE | | 3 | | | | | 6800* | 7000 | 7200 | 7400 |
| 411 | 012.77 | AFTER JCT COWLITZ ST E | | 3 | | | | | 6000* | 6200 | 6400 | 6500 |
| 411 | 013.44 | BEFORE RAMP SR 5 | | 3 | | | | | 5700 | 5900 | 5800* | 5900 |
| 411 | 013.48 | SR 5 OXING WPS | | 3 | | | | | | | 8200* | 8400 |
| | STATE ROUTE NO 411 SPUR KELSO SR 411 TO SR 4 | | | | | | | | | | | |
| 411SPKELSO | 001.67 | AFTER JCT SR 411-1ST AVE*BEG ROUTE | | 2 | | | | | 9600* | 9700 | 10000 | 12000* |
| 411SPKELSO | 001.92 | BEFORE JCT GRANT ST | | 2 | | | | | 4100 | 4000* | 4100 | 4800* |
| | STATE ROUTE NO 432 MAINLINE SR 4/LONGVIEW TO SR 5 | | | | | | | | | | | |
| 432 | 000.02 | AFTER JCT SR 4 WYE CONN | | 2 | 14 | 07 | 01 | 22 | | | | 3500+ |
| 432 | 000.84 | AFTER JCT WILLOW GROVE RD | | 2 | | | | | | 3500* | 3600 | 3900 |
| 432 | 002.58 | BEFORE JCT BRADFORD PL | | 2 | | | | | | 4200* | 4400 | 4500 |
| 432 | 002.58 | AFTER JCT BRADFORD PL | | 2 | | | | | | 4300* | 4500 | 4600 |
| 432 | 002.78 | AFTER JCT MEMORIAL PARK DR | | 2 | | | | | | 4200* | 4400 | 4400 |
| 432 | 003.30 | BEFORE JCT 38TH AVE | | 2 | 11 | 04 | 01 | 17 | 4700* | 4800 | 5000 | 4900+ |
| 432 | 003.31 | AFTER JCT 38TH AVE WYE CONN | | 2 | | | | | 9000* | 9100 | 9500 | 7300* |
| 432 | 003.77 | BEFORE JCT PRUDENTIAL BLVD WYE CONN | | 2 | | | | | | | 7700* | 7800 |
| 432 | 003.80 | AFTER JCT PRUDENTIAL BLVD WYE CONN | | 2 | | | | | | | 10000* | 10000 |
| 432 | 003.88 | AFTER WEYERHAEUSER PULP CO | | 2 | | | | | 8800* | 8900 | 9300 | 9500 |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 432 | 004.40 | BEFORE JCT WASHINGTON WAY WYE CONN | | 2 | | | | | 9800* | 9900 | 10000* | 10000 |
| 432 | 004.45 | AFTER JCT WASHINGTON WAY WYE CONN | | 1 | | | | | 9000* | 9100 | 9600* | 9800 |
| 432 | 005.36 | BEFORE JCT 26TH AVE | | 1 | | | | | | 9500* | 9900 | 10000 |
| 432 | 005.36 | AFTER JCT 26TH AVE | | 1 | 08 | 06 | 02 | 15 | | 9400+ | 9800 | 10000 |
| 432 | 006.07 | BEFORE JCT SR 433 WYE CONN | | 1 | | | | | 9100 | 9200 | 9500* | 9700 |
| 432 | 006.10 | AFTER JCT SR 433*OREGON WAY | | 1 | | | | | 17000* | 19000* | 19000 | 20000 |
| 432 | 006.44 | AFTER JCT COLUMBIA BLVD | | 1 | | | | | 16000* | 17000 | 18000 | 19000 |
| 432 | 006.68 | AFTER JCT INTERNATIONAL WAY | | 1 | | | | | 18000* | 18000 | 19000 | 19000 |
| 432 | 007.04 | BEFORE JCT CALIFORNIA WAY | | 1 | | | | | 20000* | 21000* | 22000 | 22000 |
| 432 | 007.04 | AFTER JCT CALIFORNIA WAY | | 1 | | | | | 21000* | 22000 | 23000 | 23000 |
| 432 | 007.47 | BEFORE RAMP SR 432 | | 1 | | | | | | | 20000* | 21000 |
| 432 | 007.52 | AFTER RAMP SR 432 | | 1 | | | | | 14000* | 15000* | 16000* | 17000 |
| 432 | 007.64 | AT SR 432-3RD AVE BRIDGE | | 1 | | | | | | 15000* | 15000 | 15000 |
| 432 | 007.75 | AFTER RAMP SR 432-3RD AVE | | 1 | | | | | 16000* | 16000* | 17000 | 17000 |
| 432 | 008.17 | AFTER RAMP SR 432-3RD AVE | | 1 | | | | | 30000* | 33000* | 35000 | 35000 |
| 432 | 008.63 | BEFORE JCT TENNANT WAY CONNECTION | | 1 | | | | | | 32000* | 33000 | 34000 |
| 432 | 008.63 | AFTER JCT TENNANT WAY CONNECTION | | 1 | | | | | | 29000* | 31000 | 31000 |
| 432 | 009.66 | AFTER RAMP DIKE RD | | 1 | | | | | 29000* | 30000 | 33000* | 34000 |
| 432 | 010.10 | BEFORE RAMP SR 5 | | 1 | | | | | 28000* | 30000* | 31000 | 39000* |
| 432 | 010.33 | AT SR 5 | | 1 | | | | | | | | 26000* |
| | STATE ROUTE NO 433 MAINLINE OREGON ST LINE TO SR 432 | | | | | | | | | | | |
| 433 | 000.70 | AT ADC LOCATION S503 | | 1 | | | | | 20000* | 20000* | 21000* | 20000* |
| 433 | 000.92 | BEFORE JCT SR 432 WYE CONN | | 1 | | | | | | 23000* | 22000* | 21000 |
| | STATE ROUTE NO 500 MAINLINE SR 5/VAN TO SR 14/CAMAS | | | | | | | | | | | |
| 500 | 000.00 | AFTER RAMP NE 39TH STREET*BEG ROUTE | | 1 | | | | | 23000 | 24000 | 25000 | 26000* |
| 500 | 001.12 | BEFORE JCT ST JOHNS BLVD WYE CONN | | 1 | | | | | 36000 | 40000* | 41000 | 39000* |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 500 | 001.14 | AFTER JCT ST JOHNS BLVD WYE CONN | | 1 | | | | | 38000* | 42000* | 44000 | 45000 |
| 500 | 001.81 | AFTER JCT NE 42ND AVE WYE CONN | | 1 | | | | | 38000* | 39000 | 40000 | 41000 |
| 500 | 002.37 | BEFORE JCT NE 54TH AVE WYE CONN | | 1 | | | | | 38000* | 39000 | 40000 | 41000 |
| 500 | 002.39 | AFTER JCT NE 54TH AVE WYE CONN | | 1 | | | | | 41000* | 42000 | 44000 | 45000 |
| 500 | 003.88 | BEFORE JCT NE THURSTON WAY WYE CONN | | 1 | | | | | 41000 | 47000* | 44000* | 45000 |
| 500 | 003.90 | AFTER JCT NE THURSTON WAY WYE CONN | | 1 | | | | | | 59000* | 55000* | 56000 |
| 500 | 005.40 | BEFORE JCT NE 112TH AVE*NE GHER RD | | 1 | | | | | | 65000* | 68000 | 69000 |
| 500 | 005.43 | AFTER JCT NE GHER RD*NE 112TH AVE | | 1 | | | | | | 45000* | 41000* | 42000 |
| 500 | 005.94 | BEFORE JCT SR 500*NE FOURTH PL BV W | | 1 | | | | | | | 41000* | 42000 |
| 500 | 005.97 | AFTER JCT SR 503*SR 500 WYE CONNS | | 1 | | | | | 33000 | 36000* | 34000* | 34000 |
| 500 | 006.28 | BEFORE JCT NE 123RD AVE | | 1 | | | | | | 31000* | 32000 | 33000 |
| 500 | 006.28 | AFTER JCT NE 123RD AVE | | 1 | | | | | | 30000* | 32000 | 32000 |
| 500 | 006.32 | AFTER JCT NE 124TH AVE | | 1 | | | | | 29000 | 28000* | 30000 | 30000 |
| 500 | 006.71 | BEFORE JCT NE 131ST AVE | | 1 | | | | | | 28000* | 29000 | 30000 |
| 500 | 006.71 | AFTER JCT NE 131ST AVE | | 1 | | | | | | 26000* | 27000 | 28000 |
| 500 | 007.03 | BEFORE JCT NE 137TH AVE | | 1 | | | | | 24000 | 26000* | 27000* | 27000 |
| 500 | 007.03 | AFTER JCT NE 137TH AVE | | 1 | | | | | 20000 | 23000* | 24000* | 25000 |
| 500 | 007.53 | AFTER JCT NE 147TH AVE*NE WARD RD | | 1 | 06 | 02 | | 08 | 12000 | 12000* | 13000 | 16000+ |
| 500 | 008.30 | BEFORE JCT NE 162ND AVE | | 3 | | | | | 12000 | 13000* | 14000 | 15000* |
| 500 | 008.30 | AFTER JCT NE 162ND AVE | | 3 | | | | | 7700 | 9300* | 9600 | 10000* |
| 500 | 010.27 | BEFORE JCT NE 199TH AVE | | 3 | | | | | 4600 | 4700 | 4500* | 4600 |
| 500 | 010.27 | AFTER JCT NE 199TH AVE | | 3 | | | | | 2700 | 2700 | 2900* | 2900 |
| 500 | 013.84 | BEFORE JCT NE 28TH ST | | 3 | | | | | 1800 | 1900 | 1900* | 1900 |
| 500 | 013.84 | AFTER JCT NE 28TH ST | | 3 | | | | | 3700 | 3800 | 3800* | 3800 |
| 500 | 015.23 | BEFORE JCT NE 19TH ST | | 3 | | | | | | | 3700* | 3700 |
| 500 | 015.23 | AFTER JCT NE 19TH ST | | 3 | | | | | 4600 | 4700 | 4300* | 4300 |
| 500 | 017.26 | BEFORE JCT SE LEADBETTER RD | | 3 | | | | | | | 4700* | 4700 |
| 500 | 017.26 | AFTER JCT SE LEADBETTER RD | | 3 | | | | | | | 5700* | 5800 |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 500 | 017.90 | BEFORE JCT NE LAKE RD WYE CONN | | 3 | | | | | 7000* | 7000 | 7300 | 7400 |
| 500 | 017.93 | AFTER JCT NE LAKE RD | | 3 | | | | | 9100* | 9200 | 9500 | 9600 |
| 500 | 018.75 | BEFORE JCT NE 15TH AVE | | 3 | | | | | 8200 | 8200* | 8500 | 8600 |
| 500 | 018.75 | AFTER JCT NE 15TH AVE | | 3 | | | | | 6000 | 6100* | 6300 | 6400 |
| 500 | 019.15 | BEFORE JCT NE GARFIELD ST*NE 3RD AV | | 3 | | | | | 6300* | 6400 | 6600 | 6700 |
| 500 | 019.15 | AFTER JCT NE GARFIELD ST*NE 3RD AV | | 3 | | | | | 7900* | 8000 | 8200 | 8300 |
| 500 | 019.48 | BEFORE JCT SE EVERETT ST | | 3 | | | | | 5300 | 5300 | 5500 | 5600* |
| 500 | 020.37 | BEFORE JCT SR 14 | | 3 | | | | | 4500* | 4600 | 4800 | 4800 |
| | STATE ROUTE NO 501 MAINLINE SR 5/VANCOUVER TO SR 5 | | | | | | | | | | | |
| 501 | 000.00 | ENTERING CITY OF VANCOUVER*BEG ROUT | | 1 | | | | | | | 20000* | 21000 |
| 501 | 000.13 | AFTER RAMP SR 5 WYE CONN | | 1 | | | | | 20000* | 21000 | 23000* | 24000 |
| 501 | 000.41 | BEFORE JCT C ST | | 1 | | | | | | 21000* | 22000 | 22000 |
| 501 | 000.88 | AFTER JCT MAIN ST | | 1 | | | | | 17000 | 18000* | 21000* | 21000 |
| 501 | 001.34 | AFTER JCT KAUFFMAN AVE | | 1 | | | | | 15000 | 16000* | 17000 | 17000 |
| 501 | 001.89 | BEFORE JCT FRUIT VALLEY RD WYE CONN | | 1 | | | | | 13000 | 13000 | 16000* | 17000 |
| 501 | 001.91 | AFTER JCT FRUIT VALLEY RD*KOTOBUKI | | 1 | | | | | 7900 | 8000 | 11000* | 11000 |
| 501 | 002.24 | AFTER JCT SW 26TH ST EXT | | 1 | | | | | 6200 | 6200 | 8800* | 9000 |
| 501 | 004.10 | AFTER JCT OLD LOWER RIVER RD | | 2 | | | | | | | 1200* | 1300 |
| 501 | 005.24 | BEFORE JCT PROP ALIGNMENT SR 501 | | 2 | 04 | 02 | 03 | 09 | | | | 1500+ |
| 501 | 005.30 | AFTER JCT PROP ALGN SR 501 WYE CON | | 2 | | | | | 610 | 620 | 650 | 1100* |
| 501 | 017.92 | BEFORE JCT NW REIMAN RD*NW HASCALL | | 3 | | | | | | 3900* | 4000 | 4000 |
| 501 | 017.95 | AFTER JCT NW REIMAN RD WYE CONN | | 3 | | | | | | 4000* | 4100 | 4200 |
| 501 | 019.05 | BEFORE JCT NW 31ST AVE | | 3 | | | | | 4900 | 3500* | 3600 | 3700 |
| 501 | 019.05 | AFTER JCT NW 31ST AVE | | 3 | | | | | 6700 | 5100* | 5300 | 5300 |
| 501 | 019.63 | BEFORE JCT NW 19TH AVE | | 3 | | | | | | 6100* | 6200 | 6300 |
| 501 | 019.63 | AFTER JCT NW 19TH AVE | | 3 | | | | | | 6500* | 6700 | 6700 |
| 501 | 019.75 | BEFORE JCT NW TIMM RD | | 3 | | | | | 7100 | 5600* | 5800 | 7200* |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 501 | 019.78 | AFTER RAMP SR 5 | | 3 | | | | | | 6600* | 6700 | 6800 |
| | STATE ROUTE NO 502 MAINLINE SR 5 TO SR 503/BATTLEGD | | | | | | | | | | | |
| 502 | 000.00B | AT SR 5 UXING*BEG ROUTE | | 1 | | | | | 13000 | 12000* | 13000 | 13000 |
| 502 | 000.06 | AFTER JCT NE 179TH ST | | 1 | 06 | 01 | | 08 | 14000 | 13000+ | 14000 | 14000 |
| 502 | 000.81 | AFTER JCT NE 194TH ST | | 1 | | | | | | | 11000* | 11000 |
| 502 | 001.05 | BEFORE JCT NE 199TH ST | | 1 | | | | | 11000* | 13000* | 11000 | 11000 |
| 502 | 001.05 | AFTER JCT NE 199TH ST | | 1 | | | | | 9500* | 11000* | 9900 | 10000 |
| 502 | 001.55 | BEFORE JCT NE 209TH ST | | 1 | | | | | | | 9900* | 10000 |
| 502 | 001.55 | AFTER JCT NE 209TH ST | | 1 | | | | | | | 9200* | 9300 |
| 502 | 002.05 | BEFORE JCT NE 10TH AVE | | 1 | | | | | 11000 | 11000* | 9200 | 9300 |
| 502 | 002.05 | AFTER JCT NE 10TH AVE | | 1 | | | | | 10000 | 11000* | 8900 | 9000 |
| 502 | 003.05 | BEFORE JCT NE 29TH AVE | | 1 | | | | | 9000* | 11000* | 11000 | 11000 |
| 502 | 003.05 | AFTER JCT NE 29TH AVE | | 1 | | | | | 8800* | 10000* | 11000 | 11000 |
| 502 | 004.04 | BEFORE JCT NE 50TH AVE | | 1 | | | | | 9000* | 10000 | 11000 | 11000 |
| 502 | 004.04 | AFTER JCT NE 50TH AVE | | 1 | | | | | 9100* | 10000 | 11000 | 11000 |
| 502 | 005.03 | BEFORE JCT NE 72ND AVE | | 1 | | | | | 9800 | 11000* | 11000 | 11000 |
| 502 | 005.03 | AFTER JCT NE 72ND AVE | | 1 | | | | | 12000 | 12000* | 12000 | 13000 |
| 502 | 007.04 | BEFORE JCT NW 20TH AVE*SW 20TH AVE | | 1 | | | | | 11000* | 11000 | 11000 | 12000 |
| 502 | 007.04 | AFTER JCT NW 20TH AVE*SW 20TH AVE | | 1 | | | | | 13000* | 13000 | 13000 | 14000 |
| 502 | 007.54 | BEFORE JCT SR 503 WYE CONN | | 1 | | | | | 14000 | 16000* | 16000* | 16000 |
| | STATE ROUTE NO 503 MAINLINE SR 500 TO SR 5/WOODLAND | | | | | | | | | | | |
| 503 | 000.02 | AFTER JCT SR 500 WYE CONN | | 1 | | | | | 31000 | 34000* | 31000* | 31000 |
| 503 | 000.73 | BEFORE JCT NE 76TH ST | | 1 | | | | | 32000* | 35000 | 36000 | 35000* |
| 503 | 000.73 | AFTER JCT NE 76TH ST | | 1 | | | | | 28000* | 31000 | 32000 | 30000* |
| 503 | 000.99 | BEFORE JCT PADDEN PKWY WYE CONN | | 1 | | | | | | | 31000* | 32000 |
| 503 | 001.04 | AFTER JCT PADDEN PKWY WYE CONN | | 1 | | | | | | | 33000* | 34000 |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 503 | 001.60 | AFTER JCT NE 95TH ST | | 1 | | | | | 24000* | 26000 | 27000 | 30000* |
| 503 | 001.80 | BEFORE JCT NE 99TH ST | | 1 | | | | | 23000* | 26000 | 27000 | 27000 |
| 503 | 001.80 | AFTER JCT NE 99TH ST | | 1 | | | | | 22000* | 24000 | 25000 | 25000 |
| 503 | 002.81 | BEFORE JCT NE 119TH ST | | 1 | | | | | 22000 | 24000* | 28000* | 28000 |
| 503 | 002.81 | AFTER JCT NE 119TH ST | | 1 | | | | | 18000 | 23000* | 25000* | 26000 |
| 503 | 003.43 | BEFORE JCT NE 131ST ST | | 1 | | | | | | | 24000* | 24000 |
| 503 | 003.43 | AFTER JCT NE 131ST ST | | 1 | | | | | | | 24000* | 24000 |
| 503 | 004.30 | BEFORE JCT NE CAPLES RD WYE CONN | | 1 | | | | | 19000* | 24000 | 25000 | 25000 |
| 503 | 004.32 | AFTER JCT NE CAPLES RD WYE CONN | | 1 | | | | | 16000* | 20000 | 21000 | 21000 |
| 503 | 004.58 | AFTER JCT NE 154TH ST | | 1 | | | | | 15000* | 19000 | 20000 | 20000 |
| 503 | 006.08 | BEFORE JCT MEDIAN XROAD*NE 179TH ST | | 1 | | | | | | | 19000* | 19000 |
| 503 | 006.08 | AFTER JCT MEDIAN XROAD*NE 179TH ST | | 1 | | | | | | | 20000* | 20000 |
| 503 | 006.59 | BEFORE JCT MEDIAN XROAD*NE 189TH ST | | 1 | | | | | 12000 | 19000* | 20000 | 20000 |
| 503 | 007.08 | BEFORE JCT NE 199TH ST WYE CONN | | 1 | | | | | 11000 | 21000* | 22000 | 23000 |
| 503 | 007.11 | AFTER JCT NE 199TH ST WYE CONN | | 1 | | | | | | 16000* | 17000 | 17000 |
| 503 | 008.07 | BEFORE JCT SR 502*MAIN ST WYE CONN | | 1 | | | | | 12000 | 16000* | 17000* | 17000 |
| 503 | 008.11 | AFTER JCT SR 502*MAIN ST WYE CONN | | 2 | | | | | 12000 | 14000* | 15000* | 15000 |
| 503 | 009.35 | AFTER JCT NE 244TH ST | | 2 | | | | | 14000 | 12000* | 13000 | 13000 |
| 503 | 010.63 | BEFORE JCT NE 269TH ST*NE POTTER RD | | 2 | | | | | 9200 | 9500 | 10000* | 10000 |
| 503 | 010.63 | AFTER JCT NE 269TH ST*NE POTTER RD | | 2 | | | | | 8000 | 8200 | 9200* | 9200 |
| 503 | 014.35 | BEFORE JCT NE GABRIEL RD | | 2 | | | | | | 9500* | 7300* | 7400 |
| 503 | 014.35 | AFTER JCT NE GABRIEL RD | | 2 | | | | | | 6800* | 5300* | 5300 |
| 503 | 016.11 | BEFORE JCT NE 156TH AVE | | 2 | | | | | | 5700* | 5800 | 5900 |
| 503 | 016.11 | AFTER JCT NE 156TH AVE | | 2 | | | | | | 3100* | 3200 | 3200 |
| 503 | 020.44 | BEFORE JCT NE 399TH ST | | 2 | | | | | 2400 | 2400 | 2500* | 2500 |
| 503 | 020.44 | AFTER JCT NE 399TH ST | | 2 | | | | | 2800 | 2900 | 3200* | 3200 |
| 503 | 020.94 | BEFORE JCT NE 221ST AVE | | 2 | | | | | | | 3000* | 3000 |
| 503 | 020.94 | AFTER JCT NE 221ST AVE | | 2 | | | | | 600 | 620 | 680* | 690 |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 503 | 022.61 | BEFORE JCT NE 419TH ST | | 2 | | | | | 480 | 490 | 750* | 760 |
| 503 | 022.61 | AFTER JCT NE 419TH ST | | 2 | | | | | 1800 | 1800 | 2100* | 2100 |
| 503 | 024.81 | AFTER JCT NE HEALY RD | | 2 | | | | | 1300 | 1400 | 1200* | 1200 |
| 503 | 031.31 | BEFORE JCT SR 503 SPCOUGAR (SPUR) | | 2 | | | | | 670 | 690 | 950* | 950 |
| 503 | 031.31 | AFTER JCT SR 503 SPCOUGAR (SPUR) | | 2 | | | | | 870 | 890 | 1400* | 1400 |
| 503 | 033.04 | AFTER JCT BAKER RD | | 2 | | | | | 780 | 800 | 1400* | 1400 |
| 503 | 044.12 | BEFORE JCT MERWIN VILLAGE RD | | 2 | | | | | 1500 | 1500 | 1900* | 1900 |
| 503 | 044.12 | AFTER JCT MERWIN VILLAGE RD | | 2 | | | | | 1700 | 1700 | 2000* | 2000 |
| 503 | 046.50 | AFTER JCT ENGLERT RD | | 2 | 08 | 02 | | 10 | | | 2500+ | 2500 |
| 503 | 048.52 | BEFORE JCT NIEMI RD | | 2 | | | | | 2600 | 2700 | 3100* | 3100 |
| 503 | 048.52 | AFTER JCT NIEMI RD | | 2 | | | | | 2900 | 2900 | 3300* | 3400 |
| 503 | 049.41 | AFTER JCT LITTLE KALAMA RIVER RD | | 2 | 08 | 02 | | 11 | | | 4600+ | 4700 |
| 503 | 052.28 | BEFORE WOODLAND MIDDLE SCHOOL | | 2 | | | | | | 5500* | 5800 | 5900 |
| 503 | 052.28 | AFTER WOODLAND MIDDLE SCHOOL | | 2 | | | | | | 5800* | 6100 | 6200 |
| 503 | 053.00 | BEFORE JCT GUN CLUB RD | | 2 | | | | | | 6900* | 7200 | 7400 |
| 503 | 053.00 | AFTER JCT GUN CLUB RD | | 2 | | | | | | 8500* | 8400* | 8500 |
| 503 | 053.95 | AFTER JCT N GOERIG ST | | 2 | | | | | 9100 | 9200 | 9600 | 9500* |
| 503 | 054.31 | BEFORE JCT S LEWIS RIVER HWY | | 2 | | | | | 14000 | 14000* | 15000* | 15000 |
| 503 | 054.33 | AFTER JCT ATLANTIC ST | | 2 | | | | | 16000 | 17000* | 18000 | 18000 |
| | STATE ROUTE NO 503 SPUR COUGAR SR 503 TO SKAMANIA CO. | | | | | | | | | | | |
| 503SPCOUGAR | 031.31 | AFTER JCT SR 503*BEG ROUTE | | 3 | | | | | 970 | 1000 | 1700* | 1700 |
| 503SPCOUGAR | 039.73 | SGN ENT SKAMANIA COUNTY | | 3 | 08 | 02 | | 10 | 810 | 830 | 820+ | 820 |
| | STATE ROUTE NO 504 MAINLINE SR 5 TO MT ST HELENS | | | | | | | | | | | |
| 504 | 000.15 | AFTER JCT OLD PAC HWY*DOUGHERTY DR | | 3 | | | | | 10000 | 10000 | 10000* | 10000 |
| 504 | 009.09 | BEFORE JCT HALL RD | | 3 | | | | | 4500 | 4600 | 4300* | 4400 |
| 504 | 009.09 | AFTER JCT HALL RD | | 3 | | | | | 4100 | 4200 | 3900* | 4000 |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 504 | 014.72 | BEFORE JCT SR 505 | | 3 | | | | | 1700* | 1700 | 1200* | 1300 |
| 504 | 014.72 | AFTER JCT SR 505 | | 3 | | | | | 1800* | 1800 | 1300* | 1300 |
| 504 | 018.98 | AT ADC LOCATION S840 | | 3 | | | | | 1300* | 1300 | 1100* | 1100* |
| 504 | 033.06 | BEFORE N FORK VIEWPOINT | | 3 | | | | | | | 920* | 930 |
| 504 | 033.08 | AFTER N FORK VIEWPOINT | | 3 | | | | | | | 910* | 920 |
| 504 | 042.98 | BEFORE JCT SR 504 WYE CONN | | 3 | | | | | | | 700* | 710 |
| 504 | 043.07 | AFTER JCT SR 504 WYE CONN | | 3 | | | | | | | 670* | 680 |
| 504 | 046.82 | ENTERING SKAMANIA COUNTY | | 3 | 03 | | | 03 | | | 730+ | 740 |
| | STATE ROUTE NO 505 MAINLINE WINLOCK TO SR 504 | | | | | | | | | | | |
| 505 | 000.00 | AFTER JCT KERRON ST (OLD SR603) | | 3 | | | | | 4100* | 4200 | 4300 | 4400 |
| 505 | 005.46 | BEFORE JCT JACKSON HWY*PLOMONDON RD | | 3 | | | | | 2900* | 3000 | 3100 | 3100 |
| 505 | 005.46 | AFTER JCT JACKSON HWY*PLOMONDON RD | | 3 | | | | | 4300* | 4400 | 4500 | 4600 |
| 505 | 006.32 | BEFORE JCT ASH ST (OLD SR 505) | | 3 | | | | | 4700* | 4800 | 4900 | 5000 |
| 505 | 006.32 | AFTER JCT ASH ST (OLD SR 505) | | 3 | | | | | 6100* | 6300 | 6400 | 6500 |
| 505 | 006.45 | BEFORE JCT ST HELENS ST | | 3 | | | | | 6300* | 6400 | 6600 | 6700 |
| 505 | 006.45 | AFTER JCT ST HELENS ST | | 3 | | | | | 4800* | 4900 | 5000 | 5100 |
| 505 | 019.29 | BEFORE JCT SR 504 | | 3 | | | | | 670* | 690 | 660* | 660 |
| | STATE ROUTE NO 506 MAINLINE RYDERWOOD TO SR 5 | | | | | | | | | | | |
| 506 | 000.00 | AFTER JCT SECOND ST*BEG ROUTE | | 3 | | | | | 310 | 320 | 330 | 240* |
| 506 | 000.36 | AFTER JCT SIXTH ST | | 3 | 04 | 02 | | 06 | | | | 420+ |
| 506 | 001.78 | AFTER JCT WILDWOOD RD | | 3 | 09 | 04 | 01 | 14 | | | | 730+ |
| 506 | 005.73 | BEFORE JCT WINLOCK VADER RD | | 3 | 11 | 03 | | 14 | 1400 | 1500 | 1300* | 980+ |
| 506 | 005.73 | AFTER JCT WINLOCK VADER RD | | 3 | 18 | 02 | | 20 | 2100 | 2200 | 1800* | 1500+ |
| 506 | 009.87 | BEFORE JCT FRONTAGE RD | | 3 | | | | | | | | 2000* |
| 506 | 009.89 | AFTER RAMP SR 5 | | 3 | | | | | | | | 1000* |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | STATE ROUTE NO 507 MAINLINE SR 5/CENTRALIA TO SR 7 | | | | | | | | | | | |
| 507 | 000.07 | AFTER JCT ELLSBURY ST | | 3 | | | | | 14000 | 13000* | 13000 | 14000 |
| 507 | 000.27 | AFTER JCT YEW ST | | 3 | | | | | | | | 9700* |
| 507 | 000.91 | BEFORE JCT SR 507 COPEARL (COUPLET) | | 3 | | | | | 7700* | 7800 | 8100 | 8500* |
| 507 | ** 000.95 | AFTER JCT S TOWER AVE*E CHERRY ST | C | 3 | | | | | 9000* | 9100 | 9500 | 9800* |
| 507 | 001.11 | BEFORE JCT E PEAR ST | C | 3 | | | | | 9600* | 9700 | 10000 | 10000 |
| 507 | 001.18 | BEFORE JCT E WALNUT ST | C | 3 | | | | | 9600* | 9700 | 10000 | 10000 |
| 507 | 001.26 | BEFORE JCT W LOCUST ST*E LOCUST ST | C | 3 | | | | | 9300* | 9400 | 9800 | 10000 |
| 507 | 001.46 | BEFORE JCT E MAGNOLIA ST | C | 3 | | | | | 6400* | 6500 | 6800 | 6900 |
| 507 | 001.52 | BEFORE JCT E MAPLE ST | C | 3 | | | | | 6300* | 6400 | 6600 | 6400 |
| 507 | 001.52 | AFTER JCT E MAPLE ST | C | 3 | | | | | 6500 | 6600 | 6800 | 6600* |
| 507 | 002.18 | BEFORE JCT E SIXTH ST WYE CONN | C | 3 | | | | | | | | 5200* |
| 507 | 002.26 | AFTER JCT SR 507 COPEARL (COUPLET) | | 3 | | | | | 8800 | 8900 | 9300 | 8900* |
| 507 | 004.60 | BEFORE JCT BIG HANAFORD RD | | 3 | 08 | 02 | 01 | 11 | | | | 4700+ |
| 507 | 004.60 | AFTER JCT BIG HANAFORD RD | | 3 | 06 | 01 | | 07 | | | | 2100+ |
| 507 | 028.29 | AFTER JCT SE 2ND ST*SECOND ST NE | | 2 | | | | | | 15000* | 16000 | 16000 |
| 507 | 029.24 | BEFORE JCT CREEK ST*BALD HILLS RD | | 2 | | | | | | | | 17000* |
| 507 | 029.24 | AFTER JCT CREEK ST*BALD HILLS RD | | 2 | | | | | 10000 | 14000* | 15000 | 11000 |
| 507 | 029.59 | AFTER JCT GROVE RD | | 2 | | | | | | 11000* | 12000 | 12000 |
| 507 | 031.10 | BEFORE JCT SR 702 | | 2 | | | | | 13000 | 14000* | 15000 | 15000* |
| 507 | 031.10 | AFTER JCT SR 702 | | 2 | | | | | 8700 | 8700* | 9100 | 9500* |
| 507 | 035.19 | AFTER JCT 288TH ST S | | 2 | | | | | 12000 | 10000* | 11000 | 11000 |
| 507 | 036.22 | AFTER ROY | | 2 | | | | | | 9800* | 10000 | 10000 |
| 507 | 038.49 | AT MUCK CREEK OVERFLOW | | 2 | | | | | | | | 9400* |
| 507 | 043.49 | BEFORE PARK AND RIDE LOT | | 2 | | | | | | | | 12000* |
| 507 | 043.50 | BEFORE JCT SR 7 WYE CONN | | 2 | | | | | | | | 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | STATE ROUTE NO 507 COUPLET PEARL SIXTH ST TO W CHERRY ST | | | | | | | | | | | |
| 507COPEARL | ** 002.26 | AFTER JCT SR 507-E 6TH ST*W 6TH ST | | 3 | | | | | 5000 | 5000 | 5200 | 5300* |
| 507COPEARL | 002.93 | BEFORE JCT W MAPLE ST | | 3 | | | | | 6300 | 6400 | 6700 | 6600* |
| 507COPEARL | 002.93 | AFTER JCT W MAPLE ST | | 3 | | | | | 6700* | 6800 | 7100 | 7000 |
| 507COPEARL | 003.00 | BEFORE JCT W MAGNOLIA ST | | 3 | | | | | 6700* | 6800 | 7100 | 7000 |
| 507COPEARL | 003.00 | AFTER JCT W MAGNOLIA ST | | 3 | | | | | 7000* | 7100 | 7400 | 7500 |
| 507COPEARL | 003.13 | BEFORE JCT W MAIN ST | | 3 | | | | | 7400 | 7500 | 7800 | 7300* |
| 507COPEARL | 003.20 | AFTER JCT W LOCUST ST | | 3 | | | | | 8900* | 9000 | 9400 | 8800 |
| 507COPEARL | 003.35 | BEFORE JCT W PEAR ST | | 3 | | | | | 9300* | 9400 | 9800 | 10000 |
| 507COPEARL | 003.35 | AFTER JCT W PEAR ST | | 3 | | | | | 9500* | 9600 | 10000 | 10000 |
| 507COPEARL | 003.49 | BEFORE JCT SR 507-W CHERRY ST | | 3 | | | | | 9400* | 9500 | 9900 | 10000* |
| | STATE ROUTE NO 508 MAINLINE SR 5 TO SR 7/MORTON | | | | | | | | | | | |
| 508 | 000.16 | AFTER RAMP SR 5 | | 3 | 10 | 07 | 03 | 19 | 5200 | 5900+ | 6200 | 6300 |
| 508 | 000.25 | AFTER JCT FOREST RD | | 3 | 08 | 02 | | 10 | 2700 | 3100 | 4300+ | 4400 |
| 508 | 002.44 | BEFORE JCT JACKSON HWY | | 3 | | | | | | | 3800* | 3800 |
| 508 | 002.44 | AFTER JCT JACKSON HWY | | 3 | | | | | | | 4100* | 4100 |
| 508 | 003.18 | BEFORE JCT GUERRIER RD | | 3 | | | | | | | 4100* | 4100 |
| 508 | 003.18 | AFTER JCT GUERRIER RD | | 3 | | | | | | | 4100* | 4200 |
| 508 | 003.69 | BEFORE JCT TAUSCHER RD | | 3 | | | | | | | 4000* | 4000 |
| 508 | 003.69 | AFTER JCT TAUSCHER RD | | 3 | | | | | | | 4100* | 4200 |
| 508 | 004.70 | BEFORE JCT GISH RD | | 3 | | | | | | | 3800* | 3800 |
| 508 | 004.70 | AFTER JCT GISH RD | | 3 | | | | | | | 3500* | 3500 |
| 508 | 008.39 | AFTER JCT CARLISLE AVE*LEONARD RD | | 3 | | | | | | | 3300* | 3300 |
| 508 | 013.31 | BEFORE JCT CENTRALIA ALPHA RD | | 3 | | | | | | | 1700* | 1700 |
| 508 | 018.02 | BEFORE JCT CINEBAR RD | | 3 | | | | | 1300 | 1400 | 1400* | 1400 |
| 508 | 018.02 | AFTER JCT CINEBAR RD | | 3 | | | | | 920 | 940 | 1300* | 1300 |

** COUPLET SKETCH IN BACK OF BOOK

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+ SOURCE OF TRUCK PERCENTAGES

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 508 | 032.21 | AFTER JCT ONEILL RD | | 3 | | | | | | | 2400* | 2400 |
| 508 | 032.84 | BEFORE JCT SR 7 | | 3 | | | | | 3400 | 3400 | 2500* | 3100* |
| | STATE ROUTE NO 509 MAINLINE SR 705/TACOMA TO SR 99 | | | | | | | | | | | |
| 509 | 000.51 | BEFORE RAMP PORTLAND AVE | | 1 | | | | | | 23000* | 24000 | 24000 |
| 509 | 002.33 | BEFORE JCT PT OF TACOMA RD WYE CONN | | 1 | | | | | | | 28000* | 28000 |
| 509 | 002.37 | AFTER JCT PT OF TACOMA RD WYE CONN | | 1 | | | | | | | 29000* | 29000 |
| 509 | 005.69B | BEFORE JCT NORPOINT WAY WYE CONN | | 1 | | | | | | | 18000* | 18000 |
| 509 | 005.72B | AFTER JCT NORPOINT WAY WYE CONN | | 1 | | | | | | | 8800* | 8900 |
| 509 | 006.38B | BEFORE JCT OLD SR 509 WYE CONN | | 1 | | | | | | | 5200* | 5300 |
| 509 | 003.22 | AFTER JCT OLD SR 509 WYE CONN | | 2 | | | | | 6100 | 6100 | 5000* | 5000 |
| 509 | 005.80 | AFTER JCT SLAYDEN RD NE | | 2 | | | | | 5000 | 5100 | 6000* | 6100 |
| 509 | 007.23 | AFTER JCT WHITTIER ST NE | | 2 | | | | | | | 3000* | 3000 |
| 509 | 007.79 | BEFORE JCT WATER ST NE*SPRING ST NE | | 2 | | | | | | 3200* | 3300 | 3400 |
| 509 | 007.79 | AFTER JCT WATER ST NE*SPRING ST NE | | 2 | | | | | | 3200* | 3400 | 3400 |
| 509 | 009.08 | BEFORE JCT 47TH AVE SW | | 2 | | | | | 6100 | 5000* | 4900* | 5000 |
| 509 | 009.08 | AFTER JCT 47TH AVE SW | | 2 | | | | | 3100 | 2900* | 4000* | 4100 |
| 509 | 011.24 | BEFORE JCT 21ST AVE SW WYE CONN | | 2 | | | | | 4500 | 4600 | 4600* | 4700 |
| 509 | 011.25 | AFTER JCT 21ST AVE SW | | 2 | | | | | 19000 | 19000 | 18000* | 19000 |
| 509 | 011.50 | AFTER JCT SW 312TH ST WYE CONN | | 2 | | | | | 13000 | 14000 | 13000* | 13000 |
| 509 | 019.62 | AFTER JCT SR 516 | | 1 | | | | | 19000 | 19000 | 20000* | 20000 |
| 509 | 020.13 | BEFORE JCT S 220TH ST | | 1 | 03 | | | 03 | 21000* | 19000+ | 21000 | 21000 |
| 509 | 020.13 | AFTER JCT S 220TH ST | | 1 | | | | | 21000* | 20000* | 21000 | 22000 |
| 509 | 020.32 | BEFORE JCT S 218TH ST | | 1 | | | | | 18000 | 18000 | 18000* | 19000 |
| 509 | 020.41 | BEFORE JCT DES MOINES MEM DR Y CONN | | 1 | | | | | 22000 | 23000 | 23000* | 24000 |
| 509 | 020.47 | AFTER JCT DES MOINES WY S WYE CONN | | 1 | | | | | 12000 | 12000 | 12000* | 12000 |
| 509 | 020.75 | AFTER JCT S 216TH ST | | 1 | | | | | 10000 | 10000 | 10000* | 11000 |
| 509 | 021.79 | BEFORE JCT SW 200TH ST | | 1 | | | | | 12000 | 12000 | 12000* | 12000 |

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\+ SOURCE OF TRUCK PERCENTAGES

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 509 | 022.78 | BEFORE JCT SW 185TH ST | | 1 | | | | | | 15000* | 16000 | 16000 |
| 509 | 022.78 | AFTER JCT SW 185TH ST | | 1 | 06 | | | 07 | | 15000+ | 16000 | 17000 |
| 509 | 023.07 | AFTER JCT NORMANDY ROAD | | 1 | | | | | 15000 | 15000 | 16000* | 16000 |
| 509 | 023.46 | BEFORE JCT SR 509 WYE CONN | | 1 | | | | | 17000 | 17000 | 16000* | 17000 |
| 509 | 023.48 | AFTER JCT SR 509*1ST AVE S WYE CONN | | 1 | | | | | 3500 | 3500 | 3200* | 3300 |
| 509 | 023.88B | AFTER JCT S NORMANDY RD WYE CONN | | 1 | | | | | | | 9900* | 10000 |
| 509 | 024.23B | AFTER JCT 8TH AVE S | | 1 | | | | | | | 15000* | 15000 |
| 509 | 024.35B | AT SR 509 BRIDGE | | 1 | | | | | 14000 | 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 |
| 509 | 026.37 | AT ADC LOCATION D14 | | 1 | | | | | 51000* | 52000* | 56000* | 57000* |
| | STATE ROUTE NO 510 MAINLINE SR 5 TO SR 507/YELM | | | | | | | | | | | |
| 510 | 002.62 | BEFORE JCT MARTIN WAY SE | | 2 | | | | | | | | 15000* |
| 510 | 002.63 | AFTER JCT MARTIN WAY SE WYE CONN | | 2 | | | | | | | | 14000* |
| 510 | 004.28 | BEFORE JCT PACIFIC HWY*MARVIN ROAD | | 2 | | | | | 11000 | 11000 | 12000 | 11000* |
| 510 | 004.28 | AFTER JCT PACIFIC HWY*MARVIN ROAD | | 2 | | | | | 9300 | 9400 | 9800 | 9500* |
| 510 | 006.30 | BEFORE JCT OLD PACIFIC HWY WYE CONN | | 2 | | | | | 8100 | 8200 | 8500 | 7500* |
| 510 | 006.35 | AFTER JCT OLD PACIFIC HWY | | 2 | | | | | 9100 | 9200 | 9600 | 9000* |
| 510 | 009.09 | BEFORE JCT RESERVATION RD SE | | 2 | | | | | 5400 | 5500 | 5700 | 5300* |
| 510 | 009.27 | AFTER JCT YELM HWY SE | | 2 | | | | | 10000 | 10000 | 11000 | 11000* |
| 510 | 010.21 | BEFORE JCT SHE-NAH-NUM DR | | 2 | | | | | 10000 | 11000* | 11000 | 12000 |
| 510 | 010.21 | AFTER JCT SHE-NAH-NUM DR | | 2 | | | | | | 11000* | 11000 | 11000 |
| 510 | 010.40 | BEFORE JCT MUK-SET-WEI DR | | 2 | | | | | 9700 | 9600* | 10000 | 10000* |
| 510 | 010.74 | AFTER JCT CHURCH KALAMA RD | | 2 | | | | | | | | 10000* |
| | STATE ROUTE NO 512 MAINLINE SR 5 TO SR 167/PUYALLUP | | | | | | | | | | | |
| 512 | 001.53 | AT ADC LOCATION D3 | | 1 | | | | | 75000* | 79000* | 82000* | 83000 |

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\+ SOURCE OF TRUCK PERCENTAGES

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 512 | 011.55 | BEFORE RAMP SR 167 | | 1 | | | | | 68000* | 71000 | 74000 | 75000 |
| 512 | 011.71 | AFTER RAMP SR 167 | | 1 | | | | | 34000* | 36000 | 37000* | 38000 |
| 512 | 012.06 | AT SR 167 BRIDGE | | 1 | | | | | | | 37000* | 38000 |
| | STATE ROUTE NO 513 MAINLINE SR 520 TO MAGNUSON PK | | | | | | | | | | | |
| 513 | 000.15 | BEFORE JCT E SHELBY ST WYE CONN | | 1 | | | | | | | | 49000* |
| 513 | 001.29 | AFTER JCT NE 45TH ST WYE CONN | | 1 | | | | | | | | 38000* |
| 513 | 003.35 | BEFORE JCT NE 65TH ST*W G MAGNUSON | | 1 | | | | | 16000 | 16000 | 16000 | 13000* |
| | STATE ROUTE NO 515 MAINLINE SR 516 TO SR 900/RENTON | | | | | | | | | | | |
| 515 | 000.00 | AFTER JCT SR 516*BEG ROUTE | | 2 | | | | | 25000 | 25000 | 25000* | 25000 |
| 515 | 002.02 | BEFORE JCT SE 224TH ST | | 2 | | | | | 27000* | 27000 | 28000 | 29000 |
| 515 | 002.02 | AFTER JCT SE 224TH ST | | 2 | | | | | 27000* | 28000 | 29000 | 30000 |
| 515 | 002.20 | BEFORE JCT SE 222ND PL | | 2 | 03 | 04 | 01 | 07 | | | 25000+ | 25000 |
| 515 | 002.20 | AFTER JCT SE 222ND PL | | 2 | | | | | | | 29000* | 29000 |
| 515 | 002.59 | BEFORE JCT SE 217TH ST | | 2 | | | | | 30000* | 30000 | 28000* | 29000 |
| 515 | 002.59 | AFTER JCT SE 217TH ST | | 2 | | | | | 29000* | 29000 | 27000* | 28000 |
| 515 | 002.84 | BEFORE JCT SE 212TH ST | | 2 | | | | | 29000* | 29000 | 30000 | 31000 |
| 515 | 002.87 | AFTER JCT SE 212TH ST | | 2 | | | | | 30000* | 30000 | 31000 | 32000 |
| 515 | 003.86 | BEFORE JCT SE 196TH ST | | 2 | 04 | 05 | 01 | 10 | 24000 | 24000+ | 25000 | 25000 |
| 515 | 004.53 | BEFORE JCT SE 186TH ST | | 2 | 04 | 05 | | 09 | 21000+ | 21000 | 22000 | 22000 |
| 515 | 004.53 | AFTER JCT SE 186TH ST | | 2 | 02 | 04 | 01 | 07 | 21000+ | 21000 | 22000 | 22000 |
| 515 | 004.88 | BEFORE JCT SE 180TH ST | | 2 | | | | | 28000* | 28000 | 29000 | 30000 |
| 515 | 004.88 | AFTER JCT SE 180TH ST | | 2 | | | | | 25000* | 26000 | 27000 | 27000 |
| 515 | 006.75 | BEFORE JCT S PUGET DR WYE CONN | | 2 | | | | | 18000 | 19000* | 19000 | 20000 |
| 515 | 006.76 | AFTER JCT S 15TH ST*S PUGET DR | | 2 | | | | | 34000 | 32000* | 33000 | 33000 |
| 515 | 007.68 | BEFORE JCT SR 515 S BND WYE CONN | | 2 | | | | | | | | 24000* |
| 515 | 007.70 | AFTER JCT SR 900 E BND | | 2 | | | | | | | | 11000* |

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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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 515 | 007.82 | BEFORE JCT SR 900 CO2NDST (COUPLET) | | 2 | | | | | | | | 12000* |
| | STATE ROUTE NO 516 MAINLINE SR 509 TO SR 169 | | | | | | | | | | | |
| 516 | 000.01 | AFTER JCT OLD SR 509 | | 1 | | | | | 14000 | 14000 | 11000* | 11000 |
| 516 | 000.71 | BEFORE JCT 16TH PL S WYE CONN | | 1 | | | | | | | 12000* | 12000 |
| 516 | 000.75 | AFTER JCT 16TH PL S WYE CONN | | 1 | | | | | | | 12000* | 13000 |
| 516 | 000.94 | BEFORE JCT 20TH AVE S | | 1 | 03 | 01 | | 04 | 13000+ | 13000 | 13000 | 14000 |
| 516 | 000.94 | AFTER JCT 20TH AVE S | | 1 | 04 | 01 | | 05 | 14000+ | 14000 | 15000 | 15000 |
| 516 | 001.48 | BEFORE JCT 24TH AVE S*25TH AVE S | | 1 | | | | | | | 14000* | 15000 |
| 516 | 001.90 | AFTER JCT 30TH AVE S WYE CONN | | 1 | | | | | 36000* | 36000 | 38000 | 35000* |
| 516 | 004.52 | BEFORE JCT SR 181*OLD SR 181-68TH | | 1 | | | | | 22000 | 22000* | 23000 | 23000* |
| 516 | 004.53 | AFTER JCT SR 181 WYE CONN | | 1 | | | | | | 38000* | 39000 | 38000* |
| 516 | 004.72 | AFTER RAMP SR 167 | | 1 | | | | | 26000* | 27000 | 28000 | 27000 |
| 516 | 004.77 | AFTER JCT 74TH AVE S | | 1 | | | | | 26000* | 27000 | 28000 | 27000 |
| 516 | 005.30 | BEFORE JCT S CENTRAL AVE | | 1 | | | | | 19000 | 20000 | 18000* | 18000 |
| 516 | 005.68 | BEFORE JCT SMITH ST*N CENTRAL AVE | | 1 | | | | | 22000* | 23000 | 24000 | 19000* |
| 516 | 005.68 | AFTER JCT SMITH ST*N CENTRAL AVE | | 1 | | | | | 31000* | 32000 | 33000 | 28000* |
| 516 | 007.34 | BEFORE JCT SR 515*104TH AVE SE | | 1 | | | | | | | 33000* | 34000 |
| 516 | 007.34 | AFTER JCT SR 515*104TH AVE SE | | 1 | | | | | | | 40000* | 40000 |
| 516 | 007.43 | AFTER JCT SE 256TH ST WYE CONN | | 1 | | | | | | | 32000* | 33000 |
| 516 | 007.82 | BEFORE JCT 111TH AVE SE | | 1 | | | | | 34000* | 35000 | 36000 | 37000 |
| 516 | 007.82 | AFTER JCT 111TH AVE SE | | 1 | | | | | 33000* | 34000 | 35000 | 36000 |
| 516 | 008.73 | BEFORE JCT 124TH AVE SE WYE CONN | | 1 | | | | | | | 32000* | 33000 |
| 516 | 008.75 | AFTER JCT 124TH AVE SE | | 1 | | | | | | | 29000* | 30000 |
| 516 | 009.38 | AFTER JCT 132ND AVE SE | | 1 | | | | | | | 32000* | 32000 |
| 516 | 010.12 | BEFORE JCT 144TH AVE SE | | 1 | | | | | 31000* | 32000 | 33000 | 34000 |
| 516 | 010.12 | AFTER JCT 144TH AVE SE | | 1 | | | | | 31000* | 31000 | 32000 | 33000 |
| 516 | 010.61 | BEFORE JCT 152ND AVE SE*152ND WAY | | 1 | | | | | | | 30000* | 30000 |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 516 | 010.61 | AFTER JCT 152ND AVE SE*152ND WAY | | 1 | | | | | | | 26000* | 26000 |
| 516 | 011.13 | AFTER JCT 160TH AVE SE | | 1 | | | | | | | 23000* | 23000 |
| 516 | 011.42 | BEFORE RAMP SR 18 | | 1 | | | | | | | | 26000* |
| 516 | 011.51 | AFTER RAMP SR 18 | | 2 | | | | | | | | 30000* |
| 516 | 011.87 | BEFORE JCT 172ND AVE SE | | 2 | | | | | 26000* | 27000 | 28000 | 28000 |
| 516 | 011.87 | AFTER JCT 172ND AVE SE | | 2 | | | | | 27000* | 28000 | 29000 | 29000 |
| 516 | 012.08 | BEFORE JCT SE WAX RD WYE CONN | | 2 | | | | | | | | 23000* |
| 516 | 012.12 | AFTER JCT SE WAX RD WYE CONN | | 2 | | | | | 23000 | 23000 | 24000 | 26000* |
| 516 | 013.11 | BEFORE JCT 192ND AVE SE | | 2 | | | | | 22000* | 22000 | 23000 | 24000 |
| 516 | 013.11 | AFTER JCT 192ND AVE SE | | 2 | | | | | 19000* | 20000 | 20000 | 21000 |
| 516 | 015.10 | BEFORE JCT WITTE RD SE | | 2 | | | | | 13000 | 15000* | 15000 | 15000 |
| 516 | 015.10 | AFTER JCT WITTE RD SE | | 2 | | | | | 10000 | 13000* | 13000 | 14000 |
| 516 | 015.38 | BEFORE JCT 228TH AVE SE | | 2 | | | | | | | 12000* | 12000 |
| 516 | 015.38 | AFTER JCT 228TH AVE SE | | 2 | | | | | | | 11000* | 12000 |
| 516 | 016.22 | BEFORE JCT SR 169 | | 2 | | | | | | | | 12000* |
| | STATE ROUTE NO 518 MAINLINE SR 509 TO SR 5/TUKWILA | | | | | | | | | | | |
| 518 | 000.35 | AT ADC LOCATION D13 | | 1 | | | | | 54000* | 56000* | 57000* | 58000* |
| | STATE ROUTE NO 519 MAINLINE SR 90 TO FERRY TERMINAL | | | | | | | | | | | |
| 519 | 000.14 | BEFORE JCT ROYAL BROUGHAM WY*4TH AV | | 1 | | | | | | | | 34000* |
| 519 | 000.14 | AFTER JCT ROYAL BROUGHAM WY*4TH AV | | 1 | | | | | 18000 | 19000 | 19000 | 18000* |
| 519 | 000.48 | BEFORE JCT SR 519*ALASKN WY WYE CON | | 1 | | | | | | | | 9800* |
| 519 | 000.51 | AFTER JCT SR 519*RYL BRGHM WYE CONN | | 1 | | | | | | | | 14000* |
| | STATE ROUTE NO 520 MAINLINE SR 5/SEATTLE TO SR 202 | | | | | | | | | | | |
| 520 | 000.00 | AT JCT SR 5*BEG ROUTE | | 1 | | | | | 48000 | 48000* | 50000 | 56000* |
| 520 | 000.36 | AFTER RAMP SR 5 | | 1 | | | | | 94000 | 99000* | 103000 | 94000* |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 520 | 000.94 | AT SR 513 | | 1 | | | | | 73000 | 74000* | 77000 | 71000* |
| 520 | 001.43 | AFTER RAMP SR 513 | | 1 | | | | | 94000 | 103000* | 107000 | 92000* |
| 520 | 004.00 | AT ADC LOCATION D10 | | 1 | | | | | 102000* | 103000* | 108000 | 102000* |
| 520 | 004.62 | AFTER RAMP 84TH AVE NE | | 1 | | | | | 91000 | 98000* | 102000 | 93000* |
| 520 | 005.39 | AFTER RAMP 92ND AVE NE-FLYER STOP | | 1 | | | | | 96000 | 105000* | 110000 | 101000* |
| 520 | 005.99 | AFTER RAMP LK WA BLVD (OLD SR 908) | | 1 | | | | | 82000 | 85000* | 89000 | 83000* |
| 520 | 006.47 | AFTER RAMP 108TH AVE NE | | 1 | | | | | 89000 | 104000* | 109000 | 98000 |
| 520 | 007.21 | AFTER RAMP SR 405 NB | | 1 | | | | | 113000 | 137000* | 143000 | 129000 |
| 520 | 007.35 | AFTER RAMP 124TH AVE NE | | 1 | | | | | 92000 | 108000* | 113000 | 102000* |
| 520 | 009.60 | AFTER RAMP 148TH AVE NE | | 1 | | | | | 71000 | 84000 | 87000 | 92000* |
| 520 | 011.22 | AFTER RAMP WBCD LANE | | 1 | | | | | 66000 | 78000 | 82000 | 82000* |
| 520 | 012.01 | AFTER RAMP W LK SAMMAMISH PRKWY NE | | 1 | | | | | | | | 64000* |
| 520 | 012.83 | AT SR 202-BN RR | | 1 | | | | | | | | 31000* |
| | STATE ROUTE NO 522 MAINLINE SR 5/SEATTLE TO SR 2 | | | | | | | | | | | |
| 522 | 000.77 | BEFORE JCT 15TH AVE NE | | 1 | | | | | 32000* | 32000 | 34000 | 34000 |
| 522 | 000.77 | AFTER JCT 15TH AVE NE | | 1 | | | | | 30000* | 30000 | 31000 | 32000 |
| 522 | 003.21 | BEFORE JCT NE 125TH ST (OLD SR 513) | | 1 | | | | | 27000* | 27000 | 28000 | 29000 |
| 522 | 003.21 | AFTER JCT NE 125TH ST (OLD SR 513) | | 1 | | | | | 29000* | 29000 | 31000 | 31000 |
| 522 | 004.65 | BEFORE JCT NE 153RD ST | | 1 | | | | | 43000* | 43000 | 45000 | 46000 |
| 522 | 004.76 | BEFORE JCT NE 155TH ST | | 1 | | | | | 42000* | 43000 | 45000 | 45000 |
| 522 | 006.54 | BEFORE JCT 60TH AVE NE | | 1 | | | | | 54000* | 54000 | 57000 | 58000 |
| 522 | 006.54 | AFTER JCT 60TH AVE NE | | 1 | | | | | 53000* | 54000 | 56000 | 57000 |
| 522 | 007.21 | BEFORE JCT 68TH AVE NE | | 1 | | | | | 45000* | 45000 | 47000 | 48000 |
| 522 | 007.21 | AFTER JCT 68TH AVE NE | | 1 | | | | | 38000* | 38000 | 40000 | 40000 |
| 522 | 008.15 | BEFORE JCT 83RD PL NE | | 1 | | | | | 37000* | 37000 | 39000 | 40000 |
| 522 | 013.30 | AT ADC LOCATION P19 | | 1 | | | | | 35000* | 35000* | 36000* | 36000 |
| 522 | 022.51 | BEFORE RAMP 164TH ST | | 1 | | | | | | | 21000* | 22000 |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 522 | 024.61 | AT SR 2 BRIDGE | | 1 | 07 | 03 | 01 | 10 | | | 14000* | 13000+ |
| | STATE ROUTE NO 524 MAINLINE SR 104/EDMONDS TO SR 522 | | | | | | | | | | | |
| 524 | 000.00B | AFTER JCT SR 104*SUNSET AVE | | 1 | | | | | | | 2900* | 3300* |
| 524 | 000.00 | BEFORE JCT SR 524 SP3RDAVE*MAIN ST | | 1 | | | | | 4700* | 4800 | 5000 | 5100 |
| 524 | 000.00 | AFTER JCT SR 524 SP3RDAVE*MAIN ST | | 1 | | | | | 6700* | 6800 | 7000 | 7200 |
| 524 | 000.82 | BEFORE JCT 9TH AVE N WYE CONN | | 1 | | | | | 9800 | 9900 | 10000* | 10000 |
| 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 |
| 524 | 001.32 | AFTER JCT OLYMPIC AVE | | 1 | | | | | 11000 | 11000 | 10000* | 10000 |
| 524 | 002.61 | BEFORE JCT 76TH AVE W | | 1 | | | | | 16000* | 17000 | 17000 | 17000* |
| 524 | 002.61 | AFTER JCT 76TH AVE W | | 1 | | | | | 20000* | 20000 | 21000 | 20000* |
| 524 | 004.64 | BEFORE JCT SR 524 SPCEDRWY*44TH AVE | | 1 | | | | | | | 30000* | 31000 |
| 524 | 004.64 | AFTER JCT SR 524 SPCEDRWY*44TH AVE | | 1 | | | | | 33000 | 34000 | 30000* | 31000 |
| 524 | 005.14 | BEFORE JCT ON RAMP WYE CONN | | 1 | | | | | | | | 42000* |
| 524 | 005.37 | AFTER RAMP SR 5 NB | | 2 | | | | | 19000 | 19000 | 20000 | 24000* |
| 524 | 006.14 | BEFORE JCT W CYPRESS WAY | | 2 | 05 | | | 05 | 16000+ | 17000 | 17000 | 18000 |
| 524 | 006.14 | AFTER JCT W CYPRESS WAY | | 2 | 02 | | | 03 | 14000+ | 14000 | 15000 | 15000 |
| 524 | 006.79 | BEFORE JCT LARCH WAY | | 2 | | | | | 16000* | 16000 | 17000 | 17000 |
| 524 | 006.79 | AFTER JCT LARCH WAY | | 2 | | | | | 16000* | 16000 | 17000 | 17000 |
| 524 | 007.80 | BEFORE JCT BARTLETT RD | | 2 | | | | | 14000* | 14000 | 15000 | 15000 |
| 524 | 007.84 | AFTER JCT FILBERT DR | | 2 | | | | | 13000* | 13000 | 14000 | 14000 |
| 524 | 009.48 | BEFORE JCT SR 527 WYE CONN | | 2 | | | | | 16000* | 17000 | 17000 | 18000 |
| 524 | 009.52 | AFTER JCT SR 527 WYE CONN | | 2 | | | | | 15000* | 15000 | 16000 | 16000 |
| 524 | 010.86 | BEFORE JCT YORK RD | | 2 | | | | | 10000 | 11000 | 11000 | 12000* |
| 524 | 010.86 | AFTER JCT YORK RD | | 2 | | | | | 11000 | 11000 | 12000 | 15000* |
| 524 | 010.97 | AFTER JCT 204TH ST SE | | 2 | | | | | 8700 | 8800 | 9200 | 8400* |
| 524 | 012.84 | BEFORE JCT SR 9 | | 3 | | | | | | | 10000* | 9000* |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 524 | 012.84 | AFTER JCT SR 9 | | 3 | | | | | 6700 | 6700 | 8400* | 7600* |
| | STATE ROUTE NO 524 SPUR CEDRWY SR 524 TO SR 5 UXING NB | | | | | | | | | | | |
| 524SPCEDRWY | 004.64 | AFTER JCT SR 524*BEG ROUTE | | 1 | | | | | 33000 | 33000 | 25000* | 25000 |
| 524SPCEDRWY | 005.07 | BEFORE JCT OFF RAMP WYE CONN | | 1 | | | | | | | 25000* | 26000 |
| 524SPCEDRWY | 005.14 | AT SR 5 NB*END ROUTE | | 1 | | | | | | | | 33000* |
| | STATE ROUTE NO 524 SPUR 3RDAVE SR 524 TO SR 104 | | | | | | | | | | | |
| 524SP3RDAVE | 000.69 | BEFORE JCT SR 104 WYE CONN | | 1 | | | | | 1300 | 1400 | 1400* | 1400 |
| | STATE ROUTE NO 525 MAINLINE SR 5 TO SR 20/RACE ROAD | | | | | | | | | | | |
| 525 | 002.78 | AT SR 99 BRIDGE | | 1 | | | | | 24000* | 24000 | 25000 | 25000 |
| 525 | 002.99 | AFTER RAMP SR 99 SB | | 1 | | | | | 21000* | 22000 | 23000 | 23000 |
| 525 | 003.55 | BEFORE JCT BEVERLY PARK RD WYE CONN | | 1 | | | | | 26000* | 27000 | 28000 | 28000 |
| 525 | 003.57 | AFTER JCT BEVERLY PARK RD WYE CONN | | 1 | | | | | 31000* | 31000 | 32000 | 33000 |
| 525 | 003.99 | BEFORE JCT 121ST ST SW | | 1 | | | | | 30000* | 30000 | 31000 | 32000 |
| 525 | 003.99 | AFTER JCT 121ST ST SW | | 1 | | | | | 32000* | 32000 | 34000 | 34000 |
| 525 | 004.11 | AFTER JCT HARBOUR PT BLVD SW | | 1 | | | | | 26000* | 26000 | 27000 | 28000 |
| 525 | 004.60 | BEFORE JCT RUSSELL RD | | 1 | | | | | 26000* | 27000 | 28000 | 28000 |
| 525 | 004.60 | AFTER JCT RUSSELL RD | | 1 | | | | | 25000* | 26000 | 27000 | 27000 |
| 525 | 005.59 | BEFORE JCT PAINE FIELD BLVD WYE CON | | 1 | | | | | | | 28000* | 28000 |
| 525 | 006.51 | BEFORE JCT SR 526*84TH ST SW | | 1 | | | | | 23000 | 23000 | 14000* | 14000 |
| 525 | 006.51 | AFTER JCT SR 526*84TH ST SW | | 1 | | | | | 18000 | 18000 | 18000* | 18000 |
| 525 | 007.01 | BEFORE JCT 76TH ST SW | | 1 | | | | | 17000* | 17000 | 18000 | 18000 |
| 525 | 007.01 | AFTER JCT 76TH ST SW | | 1 | | | | | 15000* | 16000 | 15000* | 16000 |
| 525 | 008.18 | BEFORE JCT 5TH ST | | 1 | | | | | 14000* | 14000 | 14000 | 13000* |
| 525 | 008.18 | AFTER JCT 5TH ST | | 1 | | | | | 10000* | 11000 | 11000 | 9400* |
| 525 | 008.35 | BEFORE JCT 2ND ST | | 1 | | | | | 9000 | 9100 | 9300* | 9500 |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 525 | 008.35 | AFTER JCT 2ND ST | | 1 | | | | | 9100 | 9200 | 9300* | 9400 |
| 525 | 008.47 | AFTER MUKILTEO FERRY LANDING | | 1 | | | | | 6500* | 6400* | 6300* | 6100* |
| 525 | 008.50 | BEFORE JCT COLUMBIA BEACH DR | | 1 | | | | | 7000* | 6900 | 7200 | 7300 |
| 525 | 008.50 | AFTER JCT COLUMBIA BEACH DR | | 1 | | | | | 6100* | 6000 | 6200 | 6400 |
| 525 | 008.79 | BEFORE JCT HUMPHREY RD | | 1 | | | | | 6500 | 6600 | 6700* | 6400* |
| 525 | 008.80 | AFTER JCT WILSON PL | | 1 | | | | | 7500 | 7600 | 8100* | 7900* |
| 525 | 008.96 | BEFORE JCT DEER LAKE RD | | 1 | | | | | 7800* | 7900 | 8300 | 8400 |
| 525 | 008.96 | AFTER JCT DEER LAKE RD | | 1 | | | | | 8900* | 9100 | 9400 | 9200* |
| 525 | 009.06 | AFTER JCT BOB GALBREATH RD | | 1 | | | | | 8400* | 8500 | 8800 | 8800* |
| 525 | 009.99 | BEFORE JCT CEDAR VISTA DR | | 1 | | | | | 8900* | 9000 | 9300 | 8800 |
| 525 | 009.99 | AFTER JCT CEDAR VISTA DR | | 1 | | | | | 8900* | 9000 | 9400 | 8800* |
| 525 | 011.10 | BEFORE JCT CULTUS BAY RD*LANGLEY RD | | 1 | 07 | 01 | | 08 | | | 9200+ | 9400 |
| 525 | 012.25 | BEFORE JCT MAXWELTON RD | | 1 | | | | | 9300* | 9400 | 9800 | 10000 |
| 525 | 012.25 | AFTER JCT MAXWELTON RD | | 1 | | | | | 9900* | 10000 | 10000 | 11000 |
| 525 | 013.20 | AFTER JCT CRAW RD | | 1 | | | | | | 10000* | 11000 | 11000 |
| 525 | 013.55 | AFTER JCT PIONEER PARK PL | | 1 | 09 | 01 | | 10 | | 11000+ | 11000 | 11000 |
| 525 | 014.68 | BEFORE JCT BAYVIEW RD | | 1 | | | | | 11000 | 11000* | 12000 | 12000* |
| 525 | 014.68 | AFTER JCT BAYVIEW RD | | 1 | | | | | 10000 | 11000 | 11000* | 11000* |
| 525 | 016.93 | BEFORE JCT DOUBLE BLUFF RD | | 1 | 11 | 01 | | 13 | | 11000* | 12000+ | 12000 |
| 525 | 016.93 | AFTER JCT DOUBLE BLUFF RD | | 1 | 08 | 01 | | 09 | | 11000+ | 12000 | 12000 |
| 525 | 018.08 | BEFORE JCT FISH RD*MAIN ST | | 1 | | | | | 7800* | 7900 | 8900 | 9100 |
| 525 | 018.08 | AFTER JCT FISH RD*MAIN ST | | 1 | | | | | 9600* | 9700 | 11000* | 11000 |
| 525 | 018.92 | BEFORE JCT BUSH POINT RD*HONEYMOON | | 1 | | | | | 8300* | 8400 | 9100* | 9300 |
| 525 | 018.92 | AFTER JCT BUSH POINT RD*HONEYMOON | | 1 | | | | | 5100* | 5200 | 5400* | 5500 |
| 525 | 024.29 | BEFORE JCT CHRISTENSON RD | | 1 | 06 | 01 | | 07 | 5300 | 5300 | 5100+ | 5200 |
| 525 | 024.29 | AFTER JCT CHRISTENSON RD | | 1 | | | | | 5200 | 5300 | 5300* | 5400 |
| 525 | 030.52 | BEFORE JCT SR 20*RACE RD | | 1 | | | | | 6000* | 6100 | 6300 | 6500 |

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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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | STATE ROUTE NO 526 MAINLINE SR 525 TO SR 5/EVERETT | | | | | | | | | | | |
| 526 | 000.00 | AFTER JCT SR 525*BEG ROUTE | | 1 | | | | | 18000 | 18000 | 10000* | 10000 |
| 526 | 000.79 | BEFORE BOEING | | 1 | | | | | 23000 | 23000 | 26000* | 26000 |
| 526 | 000.80 | AFTER JCT MEDIAN XROAD | | 1 | | | | | 27000 | 27000 | 29000* | 29000 |
| 526 | 001.23 | BEFORE RAMP AIRPORT RD | | 1 | | | | | 35000* | 36000 | 37000 | 38000 |
| 526 | 001.43 | AT AIRPORT RD BRIDGE | | 1 | | | | | 26000* | 27000 | 28000 | 28000 |
| 526 | 001.65 | AFTER RAMP AIRPORT RD | | 1 | | | | | 44000* | 45000 | 47000 | 48000 |
| 526 | 001.97 | AT S-E RAMP | | 1 | | | | | 14000* | 14000 | 14000 | 15000 |
| 526 | 002.31 | AFTER RAMP SEAWAY BLVD | | 1 | | | | | 63000* | 63000 | 66000 | 67000 |
| 526 | 003.54 | AT EVERGREEN WAY | | 1 | | | | | 53000* | 54000 | 56000 | 57000 |
| 526 | 003.73 | AFTER RAMP EVERGREEN WAY | | 1 | | | | | 78000* | 78000 | 82000 | 83000 |
| | 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* | 16000 |
| 527 | 001.58 | BEFORE JCT 240TH ST SE | | 1 | | | | | 14000* | 14000 | 15000 | 15000 |
| 527 | 001.58 | AFTER JCT 240TH ST SE | | 1 | | | | | 19000* | 19000 | 20000 | 20000 |
| 527 | 001.98 | BEFORE JCT 234TH ST SE | | 1 | | | | | 19000* | 19000 | 20000 | 21000 |
| 527 | 001.98 | AFTER JCT 234TH ST SE | | 1 | | | | | 19000* | 20000 | 20000 | 21000 |
| 527 | 002.37 | BEFORE JCT 228TH ST SE WYE CONN | | 1 | | | | | 21000 | 21000 | 25000* | 25000 |
| 527 | 002.41 | AFTER JCT 228TH ST SE WYE CONN | | 1 | | | | | 41000 | 42000 | 38000* | 38000 |
| 527 | 002.58 | BEFORE JCT ON RAMP WYE CONN | | 1 | | | | | 38000* | 38000 | 40000 | 41000 |
| 527 | 002.74 | AFTER SR 405 | | 1 | | | | | 44000* | 45000 | 47000 | 48000 |
| 527 | 002.93 | AFTER JCT CANYON PRK BLVD*220TH ST | | 1 | | | | | | | 35000* | 36000 |
| 527 | 003.73 | BEFORE JCT SR 524 WYE CONN | | 1 | | | | | 34000* | 34000 | 36000 | 36000 |
| 527 | 003.75 | AFTER JCT SR 524 WYE CONN | | 1 | | | | | 32000* | 32000 | 33000 | 34000 |
| 527 | 004.72 | BEFORE JCT 192ND ST SE | | 1 | | | | | 28000* | 28000 | 29000 | 30000 |
| 527 | 004.72 | AFTER JCT 192ND ST SE | | 1 | | | | | 27000* | 27000 | 29000 | 29000 |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 527 | 005.50 | BEFORE JCT 180TH ST SE | | 1 | | | | | | | 27000* | 27000 |
| 527 | 005.50 | AFTER JCT 180TH ST SE | | 1 | | | | | | | 30000* | 31000 |
| 527 | 006.61 | BEFORE JCT MILL CREEK RD WYE CONN | | 1 | | | | | | | 28000* | 29000 |
| 527 | 006.63 | AFTER JCT 164TH ST*MILL CRK WYE CON | | 1 | | | | | | | 21000* | 22000 |
| 527 | 008.37 | BEFORE JCT DUMAS RD*136TH ST SE | | 1 | | | | | 24000* | 24000 | 22000* | 23000 |
| 527 | 008.37 | AFTER JCT DUMAS RD*136TH ST SE | | 1 | | | | | 16000* | 16000 | 15000 | 15000 |
| 527 | 008.85 | BEFORE JCT SR 96-132ND ST SE | | 1 | | | | | 14000 | 14000 | 13000* | 13000 |
| 527 | 008.86 | AFTER JCT SR 96 WYE CONN | | 1 | | | | | 18000* | 19000 | 18000* | 19000 |
| 527 | 009.01 | BEFORE JCT 129TH PL SE | | 1 | | | | | 18000* | 19000 | 19000 | 20000 |
| | STATE ROUTE NO 528 MAINLINE SR 5/MARYSVILLE TO SR 9 | | | | | | | | | | | |
| 528 | 000.36 | BEFORE JCT SR 529*STATE AVE | | 2 | | | | | 26000 | 26000 | 20000 | 20000* |
| 528 | 000.36 | AFTER JCT SR 529*STATE AVE | | 2 | | | | | 19000 | 19000 | 17000 | 17000* |
| 528 | 003.46 | BEFORE JCT SR 9 | | 2 | | | | | 7400* | 7500 | 7800 | 8000 |
| | STATE ROUTE NO 529 MAINLINE SR 5/EVERETT TO SR 528 | | | | | | | | | | | |
| 529 | 000.29 | AFTER JCT SR 2 COEVRETT (COUPLET) | | 1 | | | | | | | | 9100* |
| 529 | 001.46 | BEFORE JCT W MARINE VIEW DR | | 1 | | | | | 4200 | 4200 | 3500* | 3600 |
| 529 | 001.46 | AFTER JCT W MARINE VIEW DR | | 1 | | | | | 11000 | 11000 | 14000* | 14000 |
| 529 | 004.92B | AT SR 529 NB | | 1 | | | | | 7300 | 7400 | 9000* | 9200 |
| 529 | 003.82 | AT SNOHOMISH RIVER | | 1 | | | | | | | 27000* | 27000 |
| 529 | 005.24 | AT UNION SLOUGH BRIDGE | | 1 | | | | | | | 28000* | 28000 |
| 529 | 005.79 | BEFORE RAMP SR 5 SB*SR 5 NB | | 1 | | | | | | | 30000* | 30000 |
| 529 | 006.21 | BEFORE EBEY SLOUGH | | 1 | | | | | | | | 12000* |
| 529 | 006.69 | BEFORE JCT SR 528 | | 1 | | | | | 13000 | 13000 | 10000 | 12000* |
| | STATE ROUTE NO 530 MAINLINE SR 5 TO SR 20 | | | | | | | | | | | |
| 530 | 016.95 | AT SR 5*BEG ROUTE | | 2 | | | | | | 11000* | 13000* | 13000 |

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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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 530 | 017.04 | AFTER RAMP SR 5 | | 2 | 08 | 04 | 02 | 13 | 16000* | 16000* | 20000* | 18000+ |
| 530 | 017.47 | AFTER JCT OLD SR 99 WYE CONN | | 2 | | | | | 14000* | 16000* | 17000 | 17000 |
| 530 | 020.79 | BEFORE JCT SR 9 | | 2 | | | | | 12000* | 14000 | 13000* | 13000 |
| 530 | 020.91 | AFTER JCT SR 9 WYE CONN | | 2 | | | | | | | 6300* | 6400 |
| 530 | 021.30 | AFTER JCT BROADWAY AVE(OLD SR 530) | | 2 | 06 | 02 | 02 | 10 | 11000 | 13000+ | 14000 | 14000 |
| 530 | 022.14 | BEFORE JCT 234TH ST | | 2 | 05 | 02 | 01 | 08 | 13000 | 14000 | 12000+ | 12000 |
| 530 | 022.14 | AFTER JCT 234TH ST | | 2 | | | | | 8700 | 9000* | 8200* | 8300 |
| 530 | 025.52 | BEFORE JCT JIM CREEK RD | | 2 | | | | | 5700 | 6700* | 6800 | 6900 |
| 530 | 025.52 | AFTER JCT JIM CREEK RD | | 2 | | | | | 4500 | 5200* | 5300 | 5400 |
| 530 | 026.77 | BEFORE JCT 139TH AVE NE | | 2 | | | | | | 4600* | 4700 | 4800 |
| 530 | 026.77 | AFTER JCT 139TH AVE NE | | 2 | | | | | 4400 | 4900* | 5100 | 5100 |
| 530 | 032.73 | BEFORE JCT CO RD*LAKE CAVANAUGH RD | | 2 | | | | | | | 4000* | 4100 |
| 530 | 032.73 | AFTER JCT CO RD*LAKE CAVANAUGH RD | | 2 | 07 | 04 | 02 | 13 | | | 3800+ | 3800 |
| 530 | 034.98 | AFTER JCT WHITMAN RD | | 2 | | | | | | | 3300* | 3400 |
| 530 | 043.74 | BEFORE JCT SWEDE HEAVEN*MINE ROADS | | 2 | 07 | 04 | 05 | 16 | 3600 | 3700 | 3800 | 3600+ |
| 530 | 043.74 | AFTER JCT SWEDE HEAVEN*MINE ROADS | | 2 | 08 | 04 | 03 | 15 | 3800 | 3900 | 3400+ | 3400 |
| 530 | 045.44 | AFTER JCT SQUIRE CREEK PARK RD | | 2 | | | | | | | 3100* | 3200 |
| 530 | 049.37 | AFTER JCT SAUK PRAIRIE RD | | 2 | | | | | | | 1400* | 1500 |
| 530 | 053.80 | AFTER JCT SAUK PRAIRIE RD | | 2 | | | | | 1400 | 1400 | 790* | 800 |
| 530 | 067.66 | BEFORE JCT SR 20 WYE CONN | | 2 | 14 | 04 | | 18 | 1200* | 1200 | 1200 | 1000+ |
| | STATE ROUTE NO 531 MAINLINE WENBERG STATE PK TO SR 9 | | | | | | | | | | | |
| 531 | 000.00 | AFTER WENBERG ST PRK*BEG ROUTE | | 3 | | | | | 1500 | 1500 | 960* | 960 |
| 531 | 001.44 | BEFORE JCT LAKEWOOD RD | | 3 | | | | | | | | 2700* |
| 531 | 001.44 | AFTER JCT LAKEWOOD RD | | 3 | | | | | | | 6300* | 6900* |
| 531 | 002.10 | BEFORE JCT FREESTAD RD | | 3 | | | | | | | | 8200* |
| 531 | 002.10 | AFTER JCT FREESTAD RD | | 3 | | | | | | | | 8400* |
| 531 | 004.03 | BEFORE JCT 172ND ST NW WYE CONN | | 3 | | | | | | | | 10000* |

* 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 531 | 004.07 | AFTER JCT FORTY FIVE RD | | 3 | | | | | | 7000* | 7700* | 9100* |
| 531 | 004.58 | AFTER JCT 3RD AVE NE | | 3 | | | | | 8500 | 8300 | 8400* | 8500 |
| 531 | 005.13 | BEFORE JCT 11TH AVE NE | | 3 | | | | | | 8300* | 8600 | 8500* |
| 531 | 005.13 | AFTER JCT 11TH AVE NE | | 3 | | | | | | | | 11000* |
| 531 | 005.47 | BEFORE JCT 16TH DR NE | | 3 | | | | | 11000* | 11000 | 11000 | 12000* |
| 531 | 005.50 | AFTER JCT 19TH DR NE | | 3 | | | | | | | | 14000* |
| 531 | 006.13 | BEFORE JCT 27TH AVE NE*SPRING LANE | | 3 | | | | | 13000* | 12000* | 13000 | 14000* |
| 531 | 006.13 | AFTER JCT 27TH AVE NE*SPRING LANE | | 3 | | | | | | | | 17000* |
| 531 | 006.27 | BEFORE JCT OFF RAMP WYE CONN | | 3 | | | | | 14000 | 13000 | 15000* | 15000 |
| 531 | 006.29 | AFTER RAMP SR 5 | | 3 | 08 | 02 | 02 | 12 | 20000 | 19000+ | 19000 | 20000 |
| 531 | 006.44 | AFTER JCT OFF RAMP WYE CONN | | 3 | | | | | 23000 | 30000* | 32000* | 33000* |
| 531 | 006.50 | AFTER JCT SMOKEY PT DR | | 3 | | | | | | | | 30000* |
| 531 | 007.12 | BEFORE JCT 43RD AVE NE | | 3 | | | | | 19000 | 20000* | 20000 | 21000 |
| 531 | 007.12 | AFTER JCT 43RD AVE NE | | 3 | 07 | 02 | 01 | 10 | 19000 | 18000+ | 18000 | 19000 |
| 531 | 008.59 | BEFORE JCT 67TH AVE NE-ARMAR RD | | 3 | | | | | 10000* | 10000 | 12000* | 12000 |
| 531 | 008.59 | AFTER JCT 67TH AVE NE-ARMAR RD | | 3 | | | | | 6000* | 6000 | 8100* | 8200 |
| 531 | 009.88 | BEFORE JCT SR 9 | | 3 | 07 | 01 | | 08 | | | | 6700+ |
| | STATE ROUTE NO 532 MAINLINE CAMANO ISLAND TO SR 5 | | | | | | | | | | | |
| 532 | 000.30 | BEFORE JCT N CAMANO DR | | 3 | | | | | 12000* | 12000 | 13000* | 13000 |
| 532 | 000.42 | AFTER JCT N CAMANO DR WYE CONN | | 3 | | | | | 14000* | 14000 | 15000* | 16000 |
| 532 | 001.85 | BEFORE JCT GOOD RD | | 3 | | | | | 15000* | 15000 | 16000 | 16000 |
| 532 | 002.91 | ENTERING SNOHOMISH COUNTY | | 3 | | | | | | | 17000* | 17000 |
| 532 | 004.03 | BEFORE JCT 102ND AVE NW | | 3 | | | | | 14000* | 14000 | 15000 | 20000* |
| 532 | 004.03 | AFTER JCT 102ND AVE NW | | 3 | | | | | 16000* | 16000 | 17000 | 18000* |
| 532 | 005.25 | BEFORE JCT PIONEER HWY (OLD SR 530) | | 3 | | | | | 15000* | 16000 | 16000 | 17000 |
| 532 | 005.25 | AFTER JCT PIONEER HWY (OLD SR 530) | | 3 | | | | | 15000* | 15000 | 16000 | 16000 |
| 532 | 008.74 | BEFORE JCT 28TH AVE*SUNDAY LAKE RD | | 3 | | | | | 12000* | 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 532 | 009.79 | BEFORE JCT 12TH AVE*SUNDAY LAKE RD | | 3 | 07 | 01 | | 08 | 13000+ | 13000 | 13000 | 13000 |
| 532 | 009.79 | AFTER JCT 12TH AVE*SUNDAY LAKE RD | | 3 | | | | | 14000* | 14000* | 15000 | 15000 |
| 532 | 009.94 | BEFORE JCT OLD 99 NORTH | | 3 | 03 | 01 | | 05 | | 14000+ | 15000 | 15000 |
| 532 | 010.00 | BEFORE JCT OFF RAMP WYE CONN | | 3 | | | | | 14000* | 15000 | 15000 | 17000* |
| 532 | 010.09 | AT SR 5 NB | | 3 | | | | | 8300 | 10000* | 11000 | 11000 |
| | STATE ROUTE NO 534 MAINLINE SR 5 TO SR 9 | | | | | | | | | | | |
| 534 | 000.00 | BEGIN AT SR 5 OXING EPS | | 3 | | | | | 6700 | 6900 | 7000 | 7000* |
| 534 | 001.02 | BEFORE JCT BULSON RD | | 3 | | | | | | 2600* | 2600 | 2800 |
| 534 | 001.02 | AFTER JCT BULSON RD | | 3 | 06 | 01 | | 07 | 1800 | 1700* | 1700 | 1900+ |
| 534 | 002.07 | AFTER JCT ESTATE DR | | 3 | 04 | | | 04 | | | | 1200+ |
| 534 | 005.08 | BEFORE JCT SR 9 | | 3 | 06 | 01 | | 07 | 860* | 910 | 930 | 1100+ |
| | STATE ROUTE NO 536 MAINLINE SR 20 TO SR 5/MT VERNON | | | | | | | | | | | |
| 536 | 000.02 | AFTER RAMP SR 20 EB | | 2 | 03 | 01 | | 04 | 8700 | 9200* | 9600 | 8300+ |
| 536 | 004.55 | AFTER JCT BARKER ST | | 2 | | | | | | | | 19000* |
| 536 | 004.87 | BEFORE JCT MAIN ST | | 2 | | | | | 20000* | 21000 | 21000 | 22000 |
| 536 | 004.87 | AFTER JCT MAIN ST | | 2 | | | | | 19000* | 19000 | 20000 | 20000 |
| 536 | 004.91 | BEFORE JCT 1ST ST WYE CONN | | 2 | | | | | | | | 19000* |
| 536 | 004.94 | AFTER JCT 1ST ST WYE CONN | | 2 | | | | | 9900* | 10000 | 10000 | 11000* |
| | STATE ROUTE NO 538 MAINLINE SR 5/MT VERNON TO SR 9 | | | | | | | | | | | |
| 538 | 000.00 | AT SR 5*BEG ROUTE | | 3 | | | | | 20000* | 20000 | 21000 | 21000* |
| 538 | 000.06 | AFTER JCT ON/OFF RAMP WYE CONNS | | 3 | | | | | 26000* | 26000 | 27000 | 25000* |
| 538 | 000.27 | BEFORE JCT RIVERSIDE DR | | 3 | | | | | 24000* | 24000 | 25000 | 24000 |
| 538 | 000.41 | BEFORE JCT URBAN AVE | | 3 | | | | | 23000 | 24000 | 25000 | 25000* |
| 538 | 000.41 | AFTER JCT URBAN AVE | | 3 | | | | | 24000 | 25000 | 26000 | 26000* |
| 538 | 000.59 | AFTER JCT LEIGH WAY | | 3 | | | | | | | | 24000* |

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\+ SOURCE OF TRUCK PERCENTAGES

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 538 | 000.70 | AFTER JCT CONTINENTAL PL | | 3 | | | | | 22000 | 23000 | 24000 | 22000* |
| 538 | 000.89 | BEFORE FIRE STATION | | 3 | | | | | | 23000* | 24000 | 24000 |
| 538 | 000.93 | AFTER JCT WINDSOR DR | | 3 | | | | | | 21000* | 22000 | 22000 |
| 538 | 001.03 | BEFORE JCT N 18TH ST | | 3 | | | | | | | | 21000* |
| 538 | 001.03 | AFTER JCT N 18TH ST | | 3 | | | | | 24000 | 24000 | 25000 | 21000* |
| 538 | 001.27 | BEFORE JCT LA VENTURE RD | | 3 | | | | | | | | 19000* |
| 538 | 001.27 | AFTER JCT LA VENTURE RD | | 3 | | | | | 17000 | 17000 | 18000 | 14000* |
| 538 | 002.28 | BEFORE JCT WAUGH*MARTIN ROADS | | 3 | | | | | 9600* | 9700 | 10000 | 8700* |
| 538 | 002.28 | AFTER JCT WAUGH*MARTIN ROADS | | 3 | | | | | 7200* | 7300 | 7600 | 7000* |
| 538 | 003.62 | BEFORE JCT SR 9 WYE CONN | | 3 | | | | | 6400* | 6500 | 6700 | 6100* |
| | STATE ROUTE NO 539 MAINLINE SR 5/BELLINGHM TO CANADA | | | | | | | | | | | |
| 539 | 000.05 | BEFORE RAMP SR 5 | | 1 | | | | | | 30000* | 31000 | 34000* |
| 539 | 000.06 | AFTER JCT ON/OFF RAMP WYE CONNS | | 1 | | | | | 41000 | 41000 | 43000 | 44000* |
| 539 | 002.48 | BEFORE JCT KELLY RD | | 1 | 07 | 02 | 01 | 10 | | 16000+ | 17000 | 17000 |
| 539 | 002.48 | AFTER JCT KELLY RD | | 1 | | | | | | 18000* | 19000 | 19000 |
| 539 | 007.51 | BEFORE JCT SR 544*W POLE RD | | 1 | | | | | 15000* | 15000 | 15000 | 16000* |
| 539 | 007.51 | AFTER JCT SR 544*W POLE RD | | 1 | 07 | 03 | 03 | 13 | 14000* | 14000* | 15000 | 16000+ |
| 539 | 008.57 | AFTER JCT WISER LAKE RD | | 1 | 06 | 04 | 02 | 12 | 13000+ | 13000 | 14000 | 14000 |
| 539 | 010.77 | BEFORE JCT TROMP RD | | 1 | 06 | 03 | 02 | 11 | 12000+ | 12000 | 13000 | 13000 |
| 539 | 010.80 | AFTER JCT FRONT ST | | 1 | 05 | 04 | 03 | 11 | 11000+ | 11000 | 11000 | 11000 |
| 539 | 011.28 | AFTER JCT E MAIN ST*W MAIN ST | | 1 | | | | | 8400* | 8500 | 8800 | 8900 |
| 539 | 012.54 | BEFORE JCT SR 546*BADGER RD | | 1 | 09 | 04 | 03 | 17 | 7900* | 8000 | 8300 | 8000+ |
| 539 | 012.54 | AFTER JCT SR 546*BADGER RD | | 1 | 05 | 05 | 03 | 12 | 4800* | 4800 | 5000 | 4400+ |
| 539 | 015.16 | INTERNATIONAL BOUNDARY | | 1 | 05 | 03 | 02 | 09 | 3800* | 3900 | 4000 | 4800+ |
| | STATE ROUTE NO 542 MAINLINE SR 5 TO MT BAKER | | | | | | | | | | | |
| 542 | 000.00 | AT SR 5 BRIDGE*BEG ROUTE | | 2 | | | | | 21000 | 22000* | 23000 | 25000* |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 542 | 000.06 | AFTER RAMP SR 5 | | 2 | | | | | 30000 | 29000* | 30000 | 33000* |
| 542 | 007.13 | BEFORE JCT SAND RD | | 2 | 05 | 01 | 01 | 08 | 8000* | 8200 | 8500 | 9200+ |
| 542 | 007.13 | AFTER JCT SAND RD | | 2 | 11 | 01 | 01 | 13 | 7500* | 7600 | 7900 | 8200+ |
| 542 | 008.87 | BEFORE JCT SMITH RD | | 2 | | | | | | | 7100* | 7200 |
| 542 | 008.87 | AFTER JCT SMITH RD | | 2 | | | | | | | 9100* | 9300 |
| 542 | 009.96 | BEFORE JCT SR 9 WYE CONN | | 2 | 04 | 01 | 01 | 07 | 8700 | 9900* | 10000 | 12000+ |
| 542 | 009.98 | AFTER JCT SR 9 | | 2 | 08 | 01 | 01 | 10 | 8300 | 9300 | 9600 | 11000+ |
| 542 | 014.57 | BEFORE JCT SR 9 | | 2 | | | | | 7300 | 7600* | 7800 | 7200* |
| 542 | 014.58 | AFTER JCT SR 9 WYE CONN | | 2 | | | | | 5800 | 5200* | 5400 | 4900* |
| 542 | 022.80 | BEFORE JCT SR 547 WYE CONN | | 2 | | | | | 3500* | 3500 | 3600 | 3700 |
| 542 | 022.91 | AFTER JCT SR 547 | | 3 | | | | | 2400* | 2500 | 2600 | 2600 |
| 542 | ** 054.01 | AFTER JCT SR 542 COUPLET WYE CONN | C | 3 | | | | | | 290* | 300 | 300 |
| | | STATE ROUTE NO 542 COUPLET MTBAKR SR 542 TO SR 542 | | | | | | | | | | |
| 542COMTBAKR | ** 054.62 | AFTER JCT SR 542 WYE CONN | | 3 | | | | | | 270* | 280 | 280 |
| | | STATE ROUTE NO 543 MAINLINE SR 5 TO CANADA | | | | | | | | | | |
| 543 | 000.20 | BEFORE RAMP SR 5 | | 1 | | | | | 4900 | 4500* | 4600 | 4700 |
| 543 | 000.20 | AFTER RAMP SR 5 | | 1 | 07 | 20 | 05 | 32 | | | | 9100+ |
| 543 | 000.29 | AFTER JCT BOBLETT ST | | 1 | | | | | 9800* | 11000 | 10000* | 11000 |
| | | STATE ROUTE NO 544 MAINLINE SR 539 TO SR 9/NOOKSACK | | | | | | | | | | |
| 544 | 000.00 | AFTER JCT SR 539*BEG ROUTE | | 3 | 06 | 05 | 02 | 13 | 5500* | 5400 | 5600 | 5500+ |
| 544 | 001.97 | BEFORE JCT HANNEGAN RD | | 3 | 05 | 02 | 01 | 08 | 4700 | 4700+ | 4800 | 4900 |
| 544 | 001.97 | AFTER JCT HANNEGAN RD | | 3 | | | | | 5500 | 5200* | 5400 | 5400 |
| 544 | 005.01 | BEFORE JCT EVERSON GOSHEN RD | | 3 | | | | | | 5200* | 5300 | 4800* |
| 544 | 005.01 | AFTER JCT EVERSON GOSHEN RD | | 3 | | | | | | | | 5700* |
| 544 | 007.52 | AFTER JCT EVERSON RD (OLD ALIGN) | | 3 | | | | | | 6900* | 7100 | 7200 |

** COUPLET SKETCH IN BACK OF BOOK

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 544 | 008.05 | AFTER JCT WASHINGTON ST | | 3 | 08 | 02 | 01 | 10 | 7400 | 6100+ | 6300 | 6400 |
| 544 | 009.01 | BEFORE JCT SR 9 | | 3 | 06 | 02 | 01 | 08 | 6900 | 5700 | 6000+ | 6100 |
| | STATE ROUTE NO 546 MAINLINE SR 539 TO SR 9 | | | | | | | | | | | |
| 546 | 001.50 | BEFORE JCT DEPOT RD | | 1 | 05 | 06 | 03 | 14 | | 5700+ | 5900 | 5900 |
| | STATE ROUTE NO 547 MAINLINE SR 542 TO SR 9/SUMAS | | | | | | | | | | | |
| 547 | 000.09 | AFTER JCT SR 542 WYE CONN | | 3 | | | | | 3200* | 3300 | 3300 | 3400 |
| 547 | 003.24 | BEFORE JCT LIMESTONE RD WYE CONN | | 3 | 04 | 01 | | 05 | 1900 | 2000* | 2000 | 1900+ |
| 547 | 003.26 | AFTER JCT LIMESTONE RD | | 3 | 05 | 01 | | 06 | | 1900+ | 2000 | 2000 |
| 547 | 008.88 | AFTER JCT HILLVIEW RD | | 3 | 08 | 01 | | 09 | 1500 | 1800+ | 1900 | 1900 |
| 547 | 010.79 | BEFORE JCT SR 9*CHERRY ST | | 3 | | | | | 2600* | 2700 | 2800 | 2200* |
| | STATE ROUTE NO 548 MAINLINE SR 5 TO SR 5/BLAINE | | | | | | | | | | | |
| 548 | 000.09 | AFTER RAMP SR 5 | | 3 | | | | | 7500 | 7500* | 7600 | 9100* |
| 548 | 000.29 | BEFORE JCT PORTAL WAY | | 3 | 06 | 03 | 03 | 12 | | | 7600+ | 9100 |
| 548 | 000.29 | AFTER JCT PORTAL WAY | | 3 | | | | | | | 6100* | 6200 |
| 548 | 000.97 | BEFORE JCT VISTA DR | | 3 | | | | | 4700 | 5300* | 5500 | 5600 |
| 548 | 000.97 | AFTER JCT VISTA DR | | 3 | | | | | 2900 | 3500* | 3600 | 3700 |
| 548 | 004.93 | BEFORE JCT KICKERVILLE RD | | 3 | | | | | 2500 | 2500 | 2900* | 2900 |
| 548 | 004.93 | AFTER JCT KICKERVILLE RD | | 3 | | | | | 2800 | 2800 | 3200* | 3200 |
| 548 | 006.98 | AFTER JCT BAY RD WYE CONN | | 3 | | | | | | 1900* | 2000 | 2000 |
| 548 | 008.96 | BEFORE JCT BIRCH BAY LYNDEN RD | | 3 | | | | | 2000 | 2100 | 2100 | 2800* |
| 548 | 008.96 | AFTER JCT BIRCH BAY LYNDEN RD | | 3 | | | | | 2100 | 2100 | 2200 | 2600* |
| 548 | 010.85 | BEFORE JCT DRAYTON HARBOR RD | | 3 | | | | | 2300 | 2600* | 2700 | 2700 |
| 548 | 010.85 | AFTER JCT DRAYTON HARBOR RD | | 3 | | | | | 5800 | 6500* | 6700 | 6800 |
| 548 | 011.80 | BEFORE JCT PEACE PORTAL DR*BELL RD | | 3 | | | | | 5700* | 5800 | 6000 | 6000 |
| 548 | 011.80 | AFTER JCT PEACE PORTAL DR*BELL RD | | 3 | 06 | 01 | 06 | 13 | 5600+ | 5700 | 5900 | 6000 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 548 | 012.14 | BEFORE JCT HUGHES AVE | | 3 | | | | | | | 5900* | 6000 |
| 548 | 012.14 | AFTER JCT HUGHES AVE | | 3 | | | | | 6400 | 6500 | 6200* | 6200 |
| 548 | 013.78 | BEFORE JCT MARINE DR | | 3 | | | | | 8500 | 8600 | 8600* | 8700 |
| | STATE ROUTE NO 599 MAINLINE SR 5 TO SR 99 | | | | | | | | | | | |
| 599 | 000.00 | AT SR 5 BRIDGE*BEG ROUTE | | 1 | | | | | 38000 | 33000* | 35000 | 36000 |
| 599 | 000.27 | AFTER RAMP SR 5 | | 1 | | | | | 34000 | 38000* | 40000 | 41000 |
| 599 | 001.40 | AT ADC LOCATION S839 | | 1 | | | | | 33000* | 34000* | 36000* | 37000 |
| 599 | 001.75 | BEFORE RAMP SR 99 | | 1 | | | | | 29000 | 31000* | 32000 | 33000 |
| | STATE ROUTE NO 702 MAINLINE SR 507/MCKENNA TO SR 7 | | | | | | | | | | | |
| 702 | 000.00 | AFTER JCT SR 507*BEG ROUTE | | 2 | 08 | 03 | | 11 | 7000 | 7200 | 7400 | 6000+ |
| 702 | 003.32 | AFTER JCT 40TH AVE S*ALLEN RD | | 2 | 09 | 03 | | 12 | | | | 3800+ |
| | STATE ROUTE NO 706 MAINLINE SR 7/ELBE TO MT RAINIER | | | | | | | | | | | |
| 706 | 000.00 | AFTER JCT SR 7*BEG ROUTE | | 2 | 05 | 01 | | 06 | 2800* | 2900 | 3000 | 3200+ |
| 706 | 013.44 | AFTER JCT 387TH AVE CT E | | 2 | 04 | | | 05 | 740 | 760 | 780 | 2200+ |
| | STATE ROUTE NO 730 MAINLINE OREGON TO SR 12/WALLULA | | | | | | | | | | | |
| 730 | 000.00 | OREGON ST LINE*BEG ROUTE | | 2 | | | | | 2300* | 2400* | 2400* | 2500* |
| 730 | 005.82 | BEFORE JCT SR 730 SPWALULA (SPUR) | | 2 | 07 | 28 | 15 | 49 | 2600 | 2200+ | 2300 | 2200 |
| 730 | 005.92 | AFTER JCT SR 730 SPWALULA WYE CONN | | 2 | | | | | | 1800* | 1900 | 1800 |
| | STATE ROUTE NO 730 SPUR WALULA SR 730 TO SR 12 | | | | | | | | | | | |
| 730SPWALULA | 006.12 | BEFORE JCT SR 12*END ROUTE | | 2 | | | | | | 1600* | 1600 | 1600 |
| | STATE ROUTE NO 821 MAINLINE SR 82/YAKIMA TO SR 82 | | | | | | | | | | | |
| 821 | 000.29 | BEFORE JCT SR 823-HARRISON RD | | 3 | | | | | | | | 6300* |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 821 | 000.29 | AFTER JCT SR 823-HARRISON RD | | 3 | 05 | 01 | | 06 | 4500 | 4500 | 4500 | 3800+ |
| 821 | 025.08 | BEFORE RAMP SR 82 | | 3 | | | | | 870* | 860 | 870 | 750* |
| | STATE ROUTE NO 823 MAINLINE SR 12 TO SR 821 | | | | | | | | | | | |
| 823 | 000.03B | AFTER RAMP SR 82 EB | | 1 | | | | | | | | 6300* |
| 823 | 000.08 | AFTER JCT FRONTAGE RD WYE CONN | | 1 | | | | | 27000 | 28000 | 24000* | 27000* |
| 823 | 001.43 | BEFORE JCT NACHES AVE*1ST ST | | 1 | | | | | 22000 | 22000 | 21000* | 22000 |
| 823 | 001.43 | AFTER JCT NACHES AVE*1ST ST | | 1 | | | | | 10000 | 10000 | 9800* | 10000 |
| 823 | 001.54 | AFTER JCT NACHES AVE*WENAS ST | | 1 | | | | | 10000 | 10000 | 9700* | 9700 |
| 823 | 002.74 | BEFORE JCT SR 823 WYE CONN | | 2 | | | | | | | 9500* | 9500 |
| 823 | 002.86 | AFTER JCT N WENAS RD WYE CONN | | 2 | | | | | | | 4300* | 4300 |
| | STATE ROUTE NO 900 MAINLINE SR 5 TO SR 90/ISSAQUAH | | | | | | | | | | | |
| 900 | 006.66 | AT SR 5 BRIDGE | | 1 | | | | | 29000 | 29000 | 30000 | 30000* |
| 900 | 007.51 | BEFORE JCT 57TH AVE S | | 1 | | | | | 30000* | 30000 | 32000 | 32000 |
| 900 | 007.71 | BEFORE JCT S 129TH ST WYE CONN | | 1 | | | | | 27000* | 28000 | 29000 | 29000 |
| 900 | 007.74 | AFTER JCT S 129TH ST WYE CONN | | 1 | | | | | 29000* | 29000 | 30000 | 30000* |
| 900 | 009.53 | BEFORE JCT STEVENS AVE SW | | 1 | | | | | 15000* | 16000 | 16000 | 19000* |
| 900 | 009.53 | AFTER JCT STEVENS AVE SW | | 1 | | | | | 14000* | 14000 | 14000 | 17000* |
| 900 | 009.77 | BEFORE JCT HARDIE AVE SW WYE CONN | | 1 | | | | | 13000* | 13000 | 14000 | 17000* |
| 900 | ** 010.49 | BEFORE JCT SR 515-MAIN AVE S | C | 1 | | | | | | | | 7200* |
| 900 | 010.49 | AFTER JCT SR 515-MAIN AVE S | C | 1 | | | | | | | | 6000* |
| 900 | 010.71 | BEFORE JCT SR 900 CO2NDST (COUPLET) | C | 1 | | | | | 6600 | 6600 | 6900 | 4600* |
| 900 | 010.71 | AFTER JCT SR 900 CO2NDST (COUPLET) | C | 1 | | | | | 23000 | 23000 | 24000 | 23000* |
| 900 | 012.50 | AT SR 405 SB | | 1 | | | | | 20000* | 21000* | 22000 | 22000 |
| 900 | 012.60B | AFTER JCT ON RAMP WYE CONN | | 1 | | | | | 19000* | 21000* | 22000 | 22000 |
| 900 | 015.05 | BEFORE JCT 148TH AVE SE | | 1 | | | | | 10000 | 11000 | 9400* | 9600 |
| 900 | 015.05 | AFTER JCT 148TH AVE SE | | 1 | | | | | 8800 | 9400 | 8500* | 8700 |

** 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 900 | 016.18 | BEFORE JCT 164TH AVE SE | | 1 | | | | | 7600* | 7700 | 8000 | 7600* |
| 900 | 016.19 | AFTER JCT 164TH AVE SE WYE CONN | | 1 | | | | | 9800* | 9900 | 10000 | 11000* |
| 900 | 017.41 | BEFORE JCT SE MAY VALLEY RD | | 2 | | | | | 10000* | 10000 | 11000 | 11000 |
| 900 | 017.42 | AFTER JCT SE MAY VALLEY RD WYE CONN | | 2 | | | | | | | | 13000* |
| 900 | 021.42 | BEFORE JCT GILMAN BLVD | | 1 | | | | | 18000 | 22000* | 23000 | 23000 |
| 900 | 021.42 | AFTER JCT GILMAN BLVD | | 1 | | | | | 33000 | 29000* | 30000 | 30000 |
| 900 | 021.64 | AT SR 90 BRIDGE | | 1 | | | | | | | | 35000* |
| | STATE ROUTE NO 900 COUPLET 2NDST MILL AVE TO RAINIER AVE | | | | | | | | | | | |
| 900CO2NDST | ** 010.71 | AFTER JCT SR 900 EB-MILL AVE | | 1 | | | | | 17000 | 17000 | 18000 | 17000* |
| | STATE ROUTE NO 902 MAINLINE SR 90 TO MEDICAL LAKE | | | | | | | | | | | |
| 902 | 000.14 | AFTER JCT CLEAR LAKE RD | | 3 | 08 | 01 | | 09 | 1300* | 1300 | 1300 | 1400+ |
| 902 | 012.17 | AFTER RAMP SR 90 | | 2 | | | | | | | | 7400* |
| | STATE ROUTE NO 903 MAINLINE SR 970 TO FOREST BDRY | | | | | | | | | | | |
| 903 | 000.21 | AFTER JCT SR 903 WYE CONN | | 3 | | | | | 4500* | 4500 | 4700 | 5200* |
| 903 | 006.06 | AFTER JCT ALASKA AVE | | 3 | 10 | 03 | | 13 | | | 2100+ | 2100 |
| 903 | 010.06 | NATIONAL FOREST BNDRY | | 3 | 09 | 03 | | 12 | 900 | 900 | 1300+ | 1300 |
| | STATE ROUTE NO 903 SPUR CLEELM SR 903 TO SR 970 | | | | | | | | | | | |
| 903SPCLEELM | 000.19 | AFTER JCT SR 903*BEG ROUTE | | 3 | | | | | 2500* | 2600 | 2700 | 2600* |
| | STATE ROUTE NO 904 MAINLINE SR 90/TYLER TO SR 90/4LK | | | | | | | | | | | |
| 904 | 000.12 | AFTER RAMP SR 90 | | 3 | | | | | | | 980* | 990 |
| 904 | 004.83 | BEFORE JCT BECKLEY LN | | 3 | 08 | 03 | 02 | 13 | | | | 970+ |
| 904 | 008.82 | BEFORE JCT LANCE HILL RD | | 3 | | | | | | | | 1500* |
| 904 | 008.82 | AFTER JCT LANCE HILL RD | | 3 | 05 | 02 | 01 | 08 | | | | 1700+ |

** 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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 904 | 009.10 | AFTER JCT MULLINIX RD | | 3 | | | | | | | | 2500* |
| 904 | 009.68 | AFTER JCT PRESLEY RD | | 3 | | | | | | | | 3600* |
| 904 | 010.93 | BEFORE JCT F ST | | 2 | | | | | | | | 8500* |
| 904 | 010.93 | AFTER JCT F ST | | 2 | | | | | | | | 10000* |
| 904 | 011.93 | BEFORE JCT CHENEY-SPOKANE RD | | 2 | | | | | 11000* | 11000 | 12000 | 13000* |
| 904 | 011.93 | AFTER JCT CHENEY-SPOKANE RD | | 2 | | | | | 10000* | 10000 | 11000 | 12000* |
| | STATE ROUTE NO 906 MAINLINE SR 90/KING TO SR 90/HYAK | | | | | | | | | | | |
| 906 | 000.07 | AFTER JCT ON RAMP WYE CONN | | 3 | | | | | 2000* | 2000 | 2100 | 1900 |
| 906 | 000.63 | BEFORE JCT E SUMMIT RD | | 3 | | | | | 2500* | 2600 | 2600 | 2400* |
| 906 | 002.55 | BEFORE JCT SR 906 SPHYAK*PAC WEST | | 3 | | | | | 460* | 470 | 480 | 430* |
| | STATE ROUTE NO 906 SPUR HYAK SR 906 TO DOT MAINT AREA | | | | | | | | | | | |
| 906SPHYAK | 002.55 | AFTER JCT SR 906*PAC WST*BEG ROUTE | | 3 | | | | | 540* | 550 | 560 | 570 |
| | STATE ROUTE NO 908 MAINLINE SR 405 TO SR 202/REDMOND | | | | | | | | | | | |
| 908 | 003.52 | AT SR 405 SB*BEG ROUTE | | 1 | | | | | 43000 | 44000 | 45000 | 46000* |
| 908 | 004.50 | BEFORE JCT 132ND AVE NE | | 1 | | | | | | | | 38000* |
| 908 | 004.50 | AFTER JCT 132ND AVE NE | | 1 | | | | | | | | 38000* |
| 908 | 006.35 | BEFORE JCT CLEVELAND ST WYE CONN | | 1 | | | | | | | | 28000* |
| 908 | ** 006.36 | AFTER JCT SR 908 COREDMND (COUPLT) | C | 1 | | | | | 11000 | 12000 | 12000 | 12000* |
| 908 | 006.66 | BEFORE JCT SR 202*164TH AVE NE | C | 1 | | | | | | | | 13000* |
| | STATE ROUTE NO 908 COUPLET REDMND SR 202 TO CLEVELAND ST | | | | | | | | | | | |
| 908COREDMND | ** 006.66 | AFTER JCT SR 202*BEG ROUTE | | 1 | | | | | | | | 13000* |
| 908COREDMND | 006.94 | BEFORE JCT SR 908 EB*160TH AVE NE | | 1 | | | | | | | | 20000* |

** COUPLET SKETCH IN BACK OF BOOK

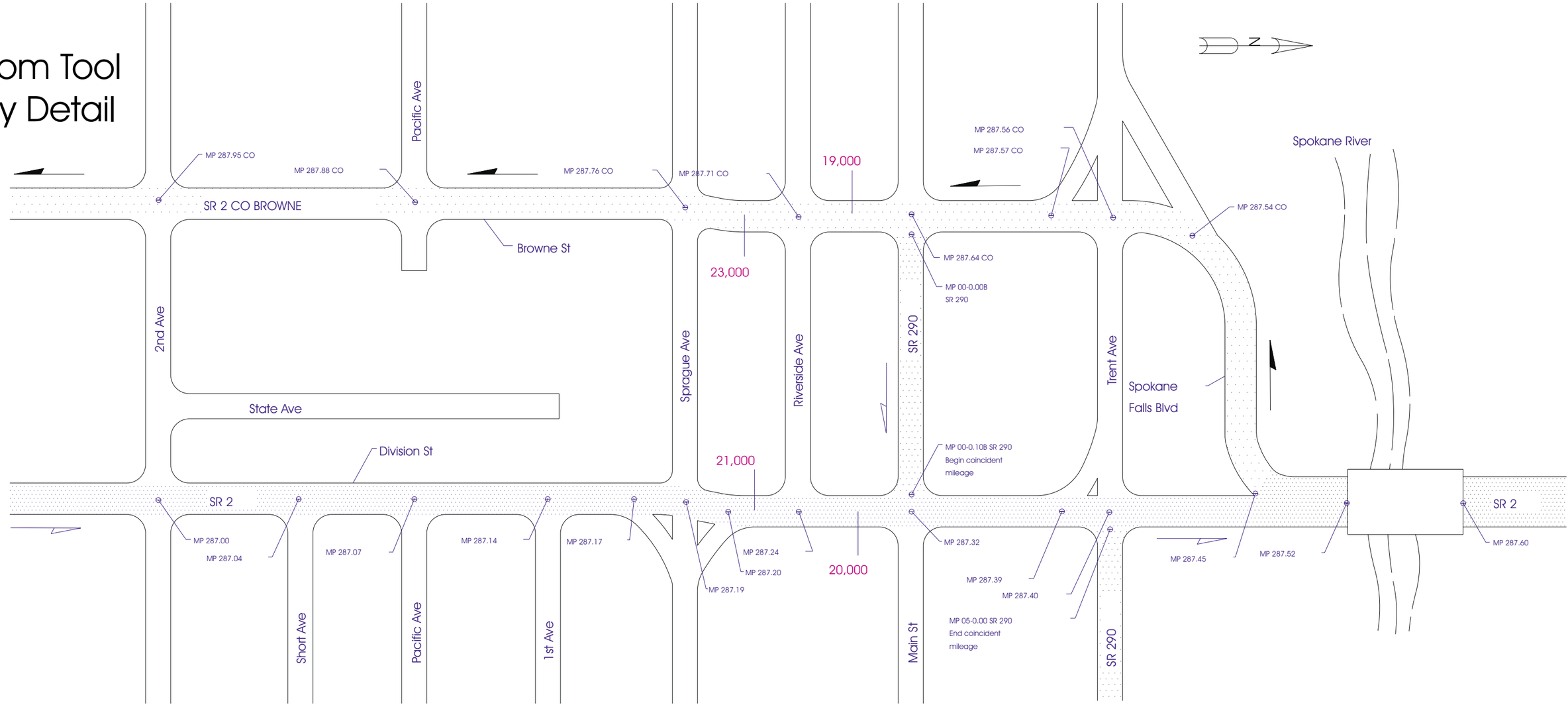
* BASED ON ACTUAL COUNT
+ SOURCE OF TRUCK PERCENTAGES

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 1997 UNITS | 1998 UNITS | 1999 UNITS | 2000 UNITS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | STATE ROUTE NO 970 MAINLINE SR 90 TO SR 97/VIRDEN | | | | | | | | | | | |
| 970 | 000.24 | AFTER RAMP SR 90 | | 1 | | | | | | | | 4900* |
| 970 | 000.76 | AFTER RAMP SR 970 EB | | 1 | | | | | 5300* | 5600 | 5600 | 5000* |
| 970 | 006.85 | AT ADC LOCATION R057 | | 1 | | | | | | 3600* | 3700* | 3800* |
| 970 | 010.31 | BEFORE JCT SR 97 | | 1 | 07 | 05 | 02 | 14 | 3200 | 3400 | 3800+ | 3900 |
| | STATE ROUTE NO 971 MAINLINE SR 97 ALT TO SR 97 ALT | | | | | | | | | | | |
| 971 | 000.01 | AFTER JCT SR 97 ALT WYE CONN | | 3 | | | | | 500 | 540* | 540 | 640* |
| 971 | 015.00 | BEFORE JCT SR 97 ALT WYE CONN | | 3 | | | | | 1000* | 1100 | 1100 | 1700* |

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

Utilize Zoom Tool
to Display Detail



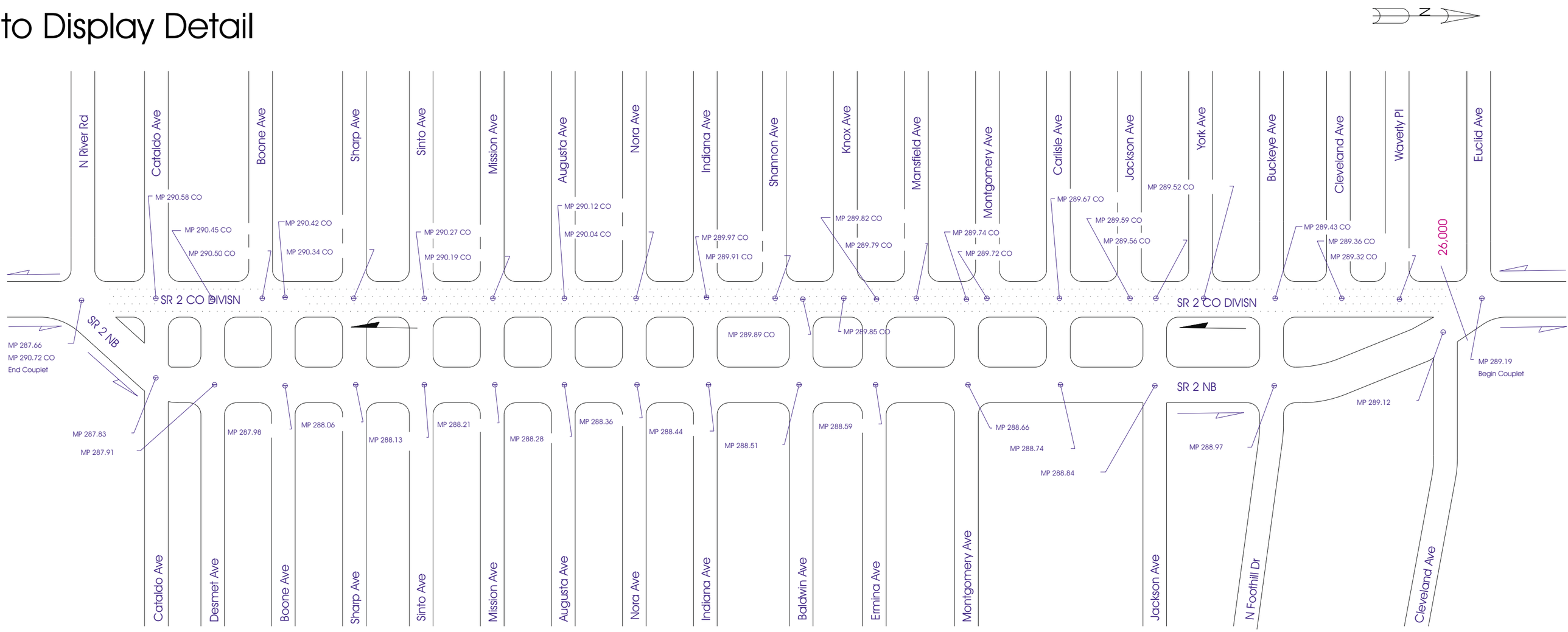

SR 2 BROWNE STREET COUPLET

SPOKANE 2000

Direction of couplet MP 0.00 CO Couplet milepost

Direction of mainline MP 0.00 Mainline milepost

# Utilize Zoom Tool to Display Detail



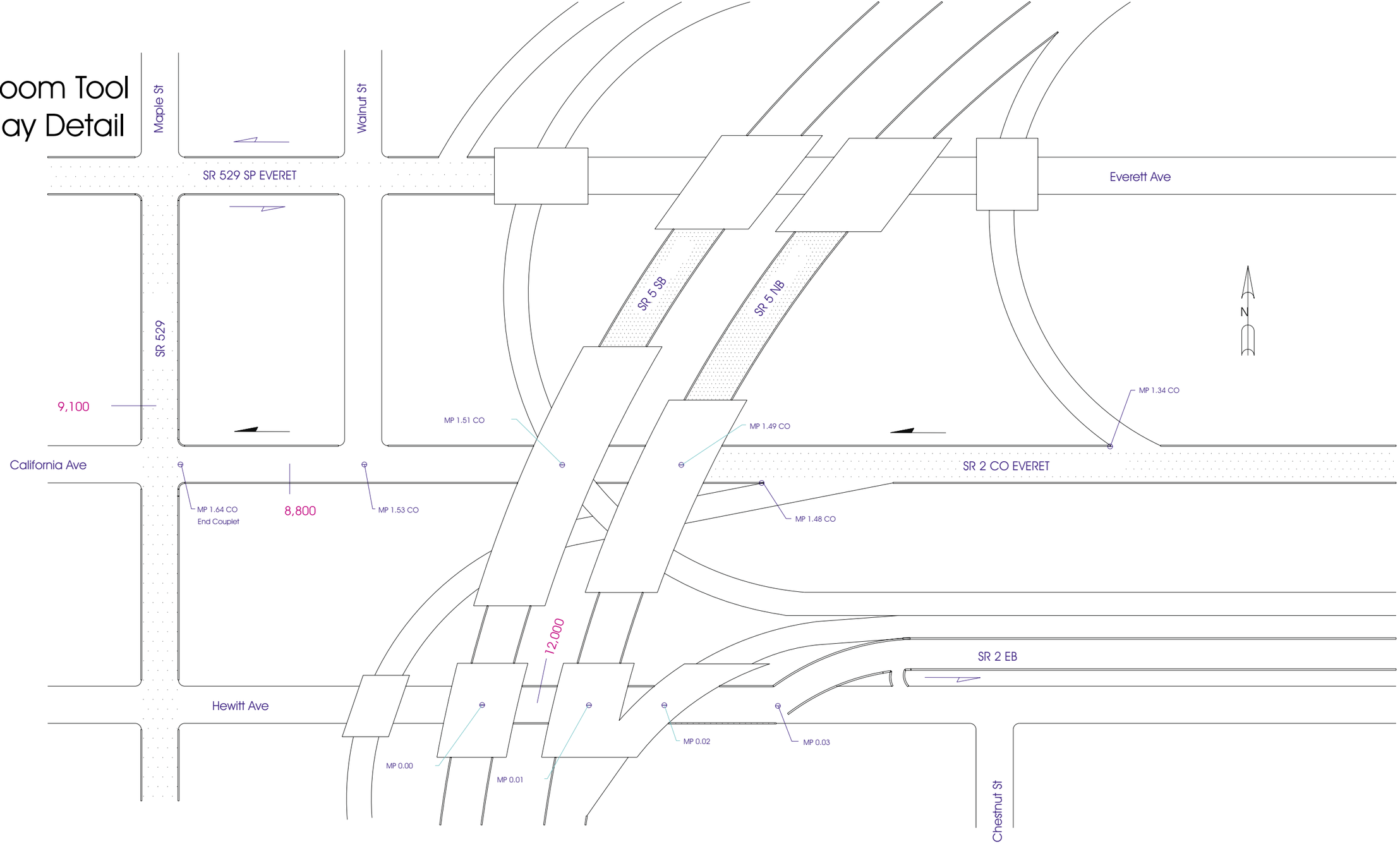

SR 2 DIVISION STREET COUPLET

SPOKANE 2000

Direction of couplet MP 0.00 CO Couplet milepost

Direction of mainline MP 0.00 Mainline milepost

Utilize Zoom Tool to Display Detail



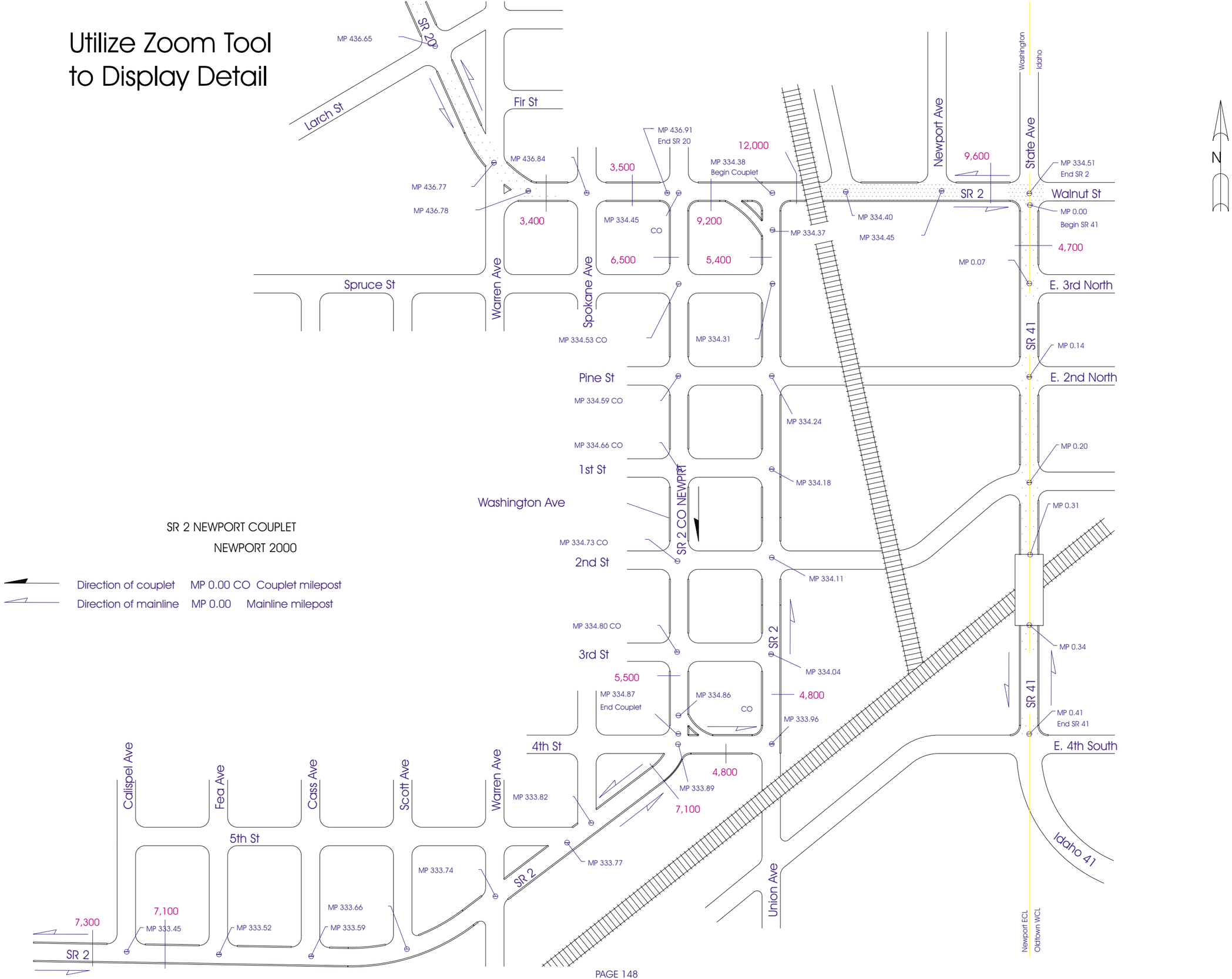

SR 2 EVERETT COUPLET

EVERETT 2000

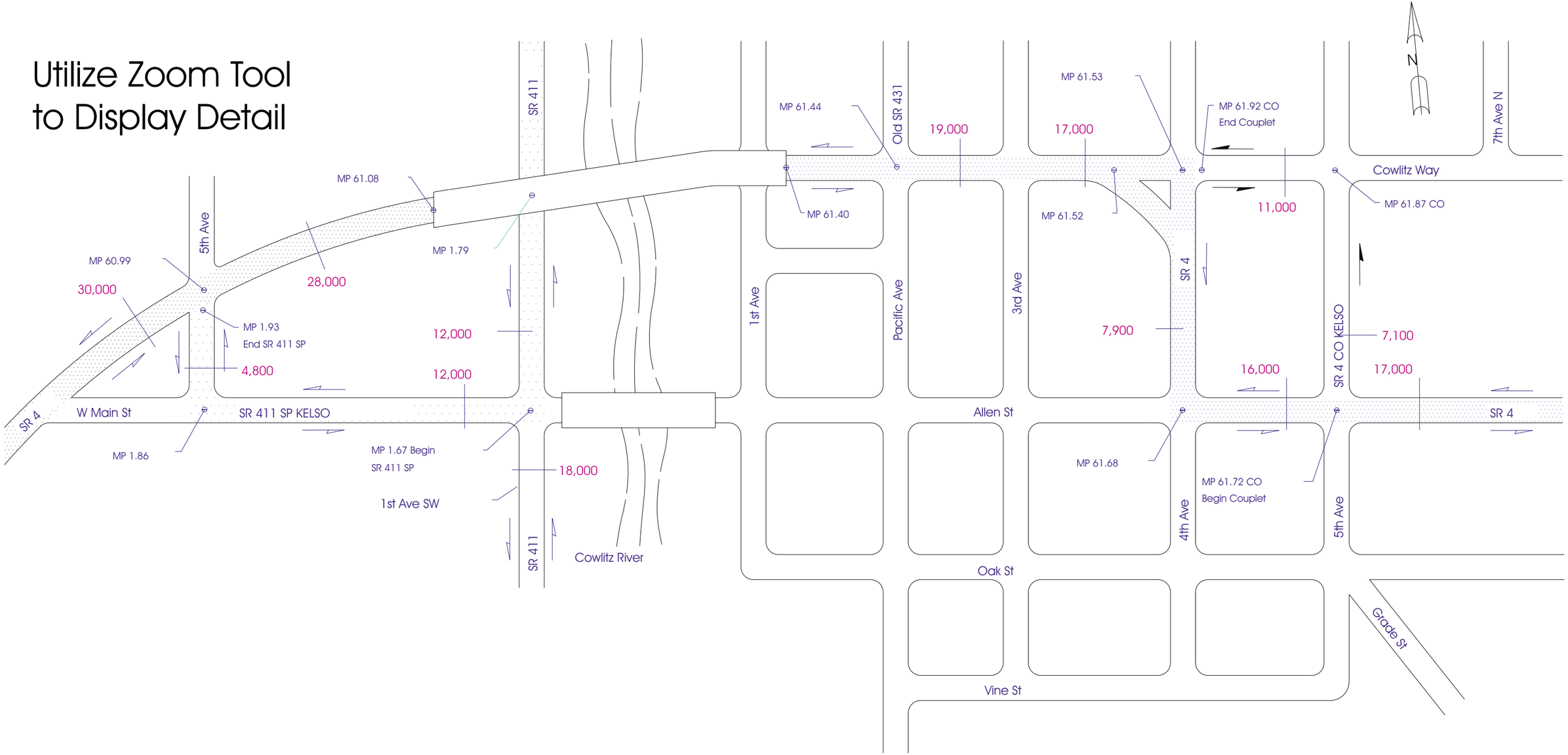
Direction of couplet MP 0.00 CO Couplet milepost

Direction of mainline MP 0.00 Mainline milepost

Utilize Zoom Tool
to Display Detail



# Utilize Zoom Tool to Display Detail



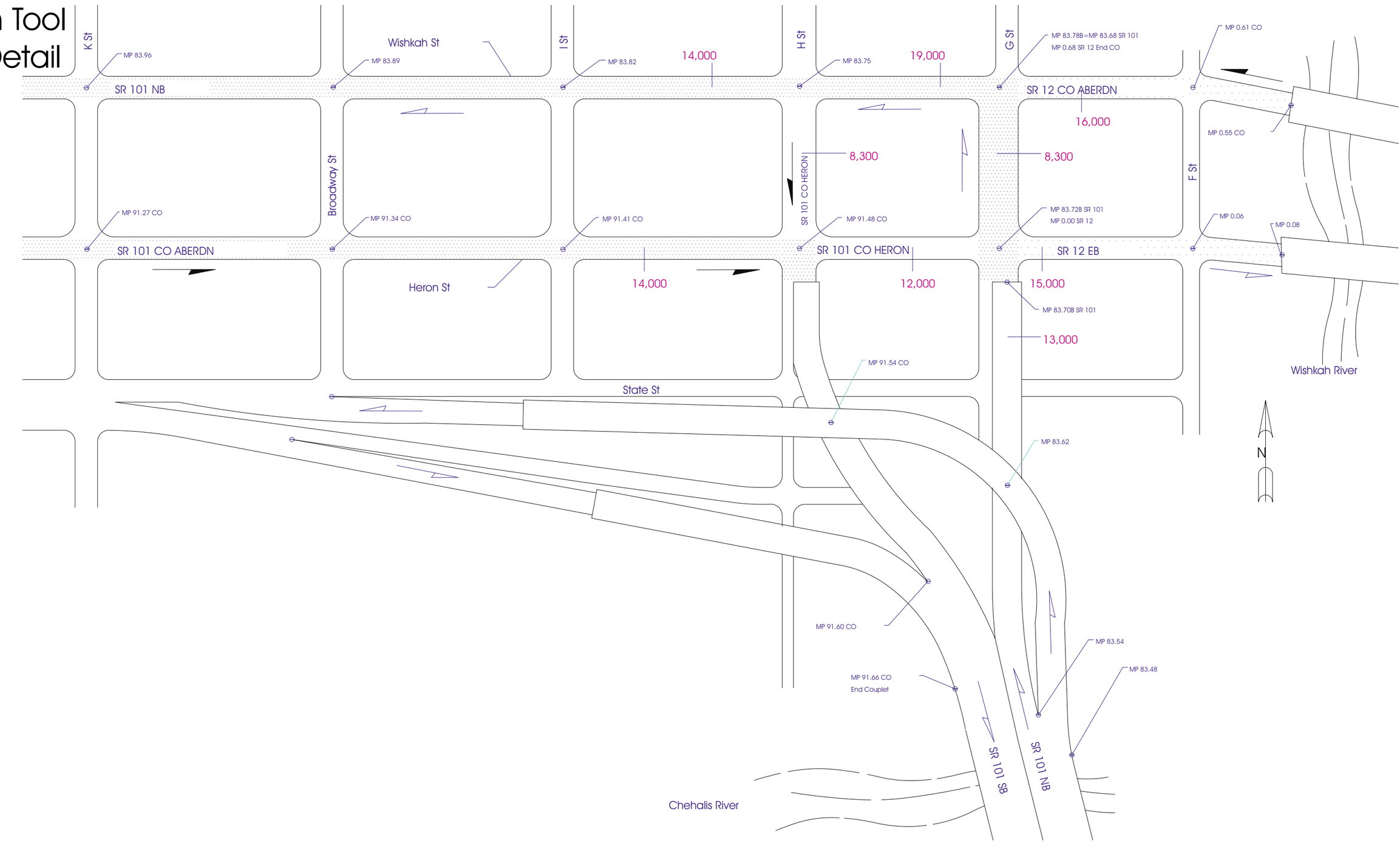

SR 4 KELSO COUPLET

KELSO 2000

Direction of couplet MP 0.00 CO Couplet milepost

Direction of mainline MP 0.00 Mainline milepost

Utilize Zoom Tool to Display Detail



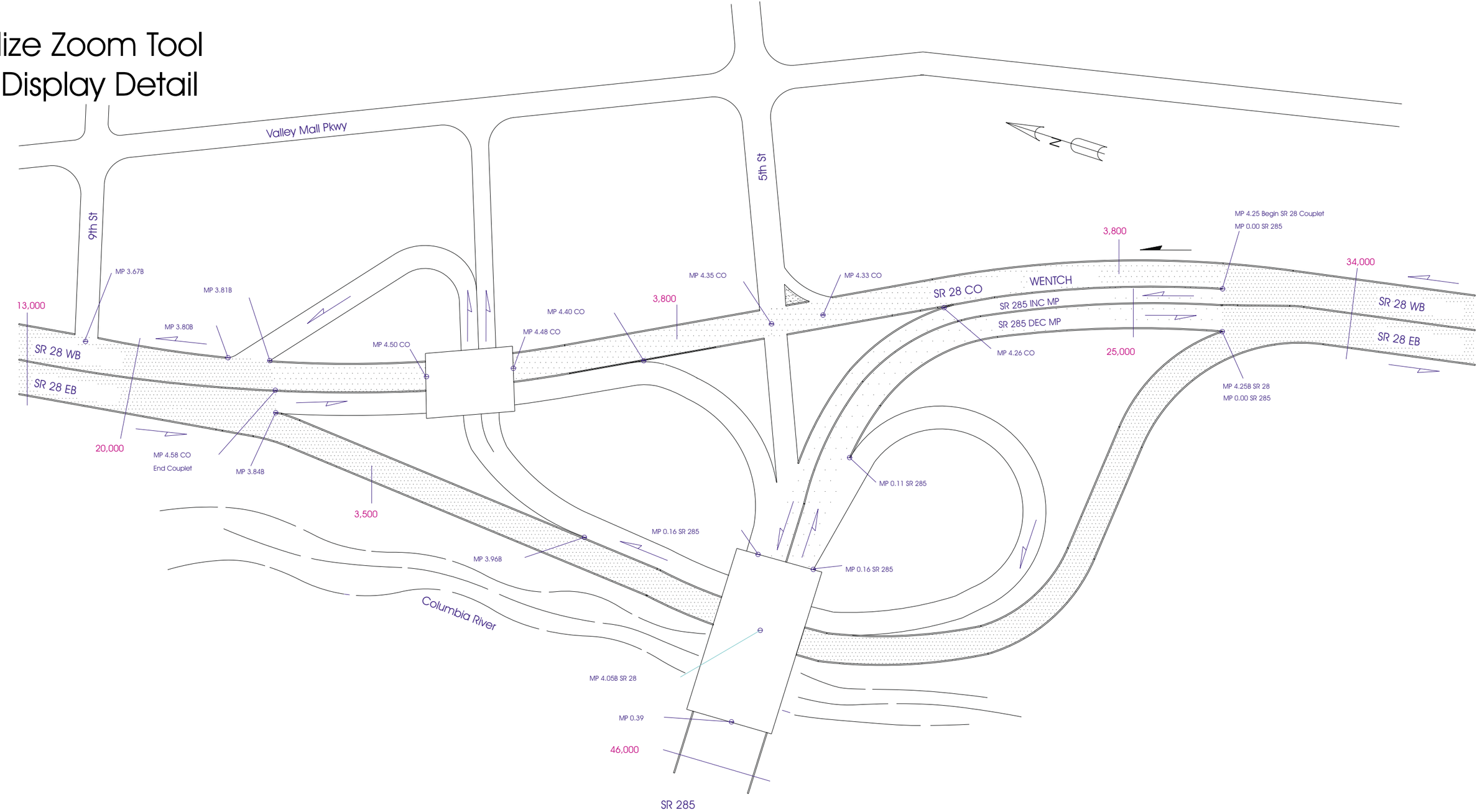

SR 12 AND SR 101 ABERDEEN COUPLETS

ABERDEEN 2000

Direction of couplet MP 0.00 CO Couplet milepost

Direction of mainline MP 0.00 Mainline milepost

# Utilize Zoom Tool to Display Detail



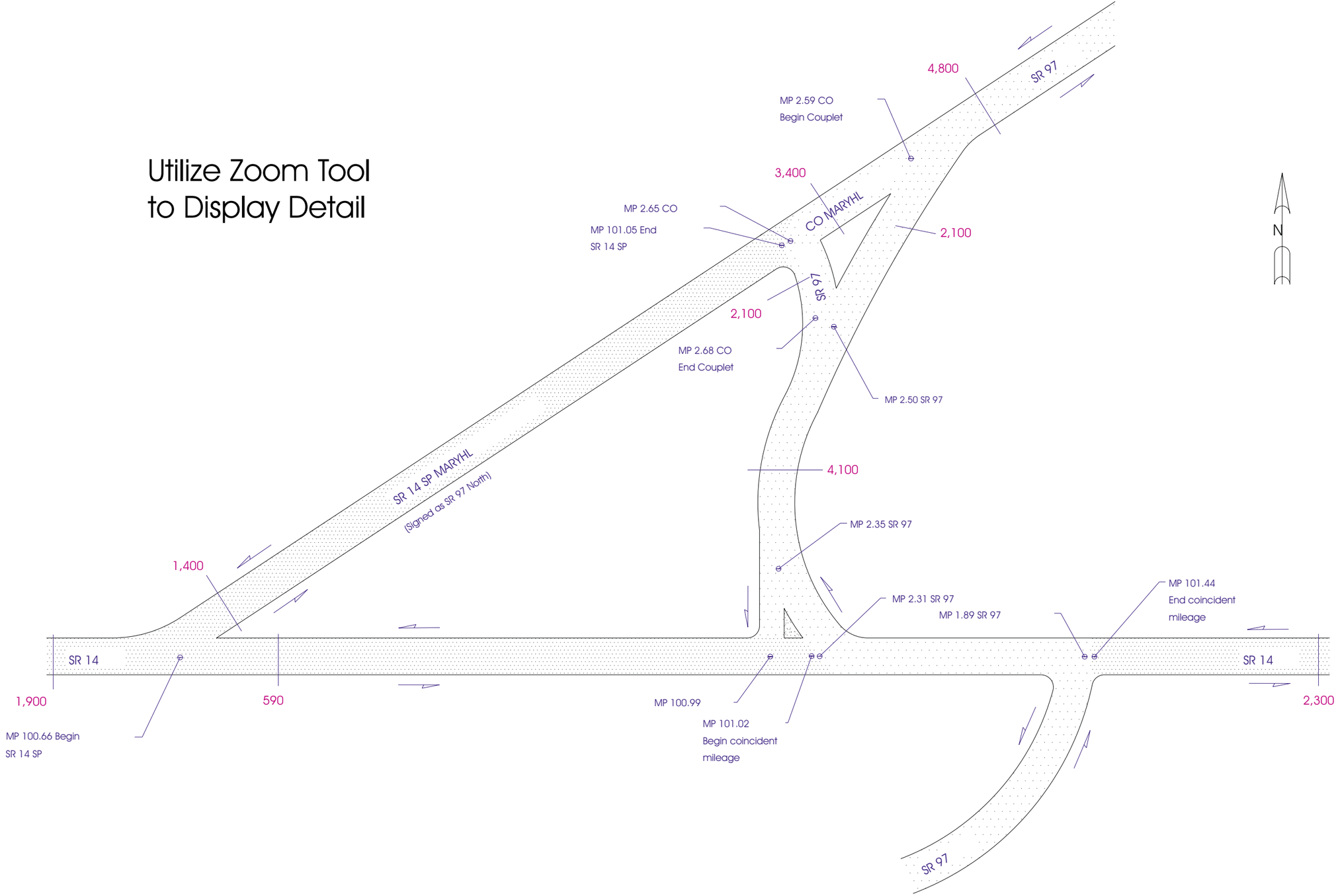

SR 28 EAST WENATCHEE COUPLET

EAST WENATCHEE 2000

Direction of couplet MP 0.00 CO Couplet milepost

Direction of mainline MP 0.00 Mainline milepost

Utilize Zoom Tool
to Display Detail



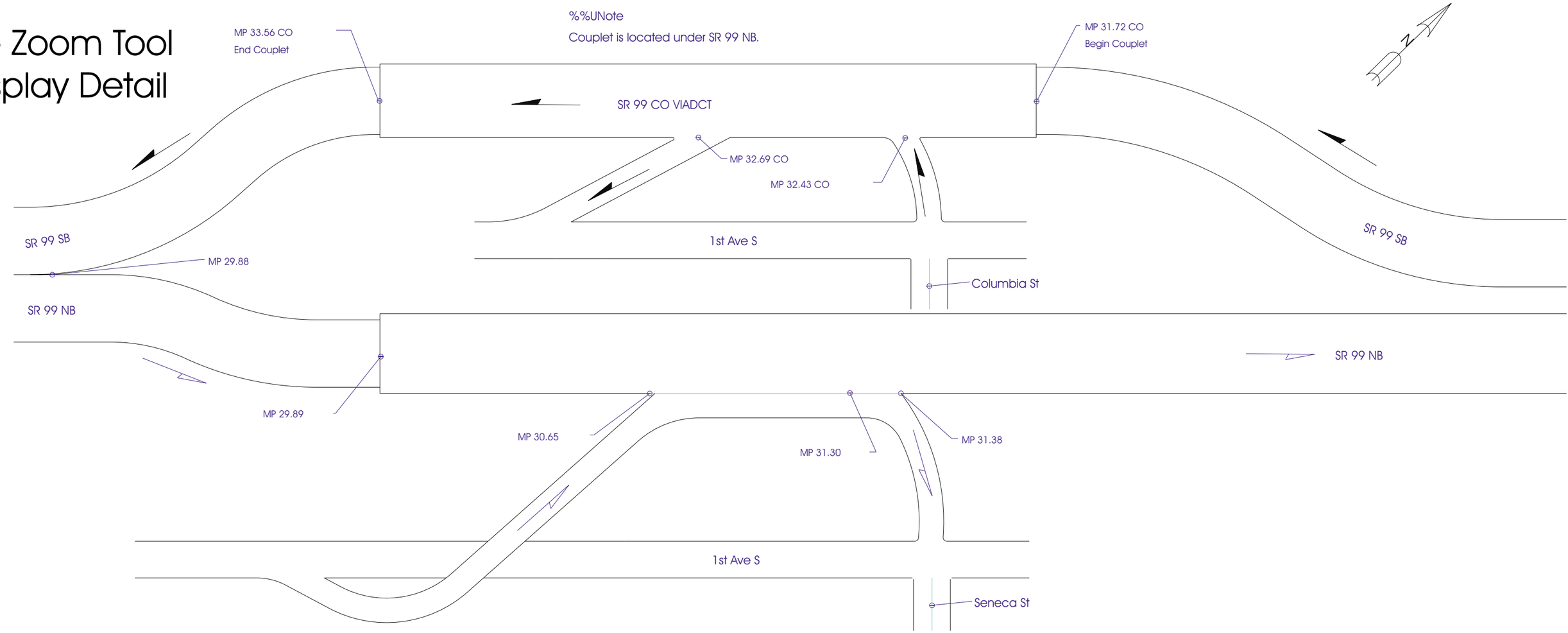

SR 97 MARYHILL COUPLET

MARYHILL 2000

Direction of couplet MP 0.00 CO Couplet milepost

Direction of mainline MP 0.00 Mainline milepost

# Utilize Zoom Tool to Display Detail




(No current data available)

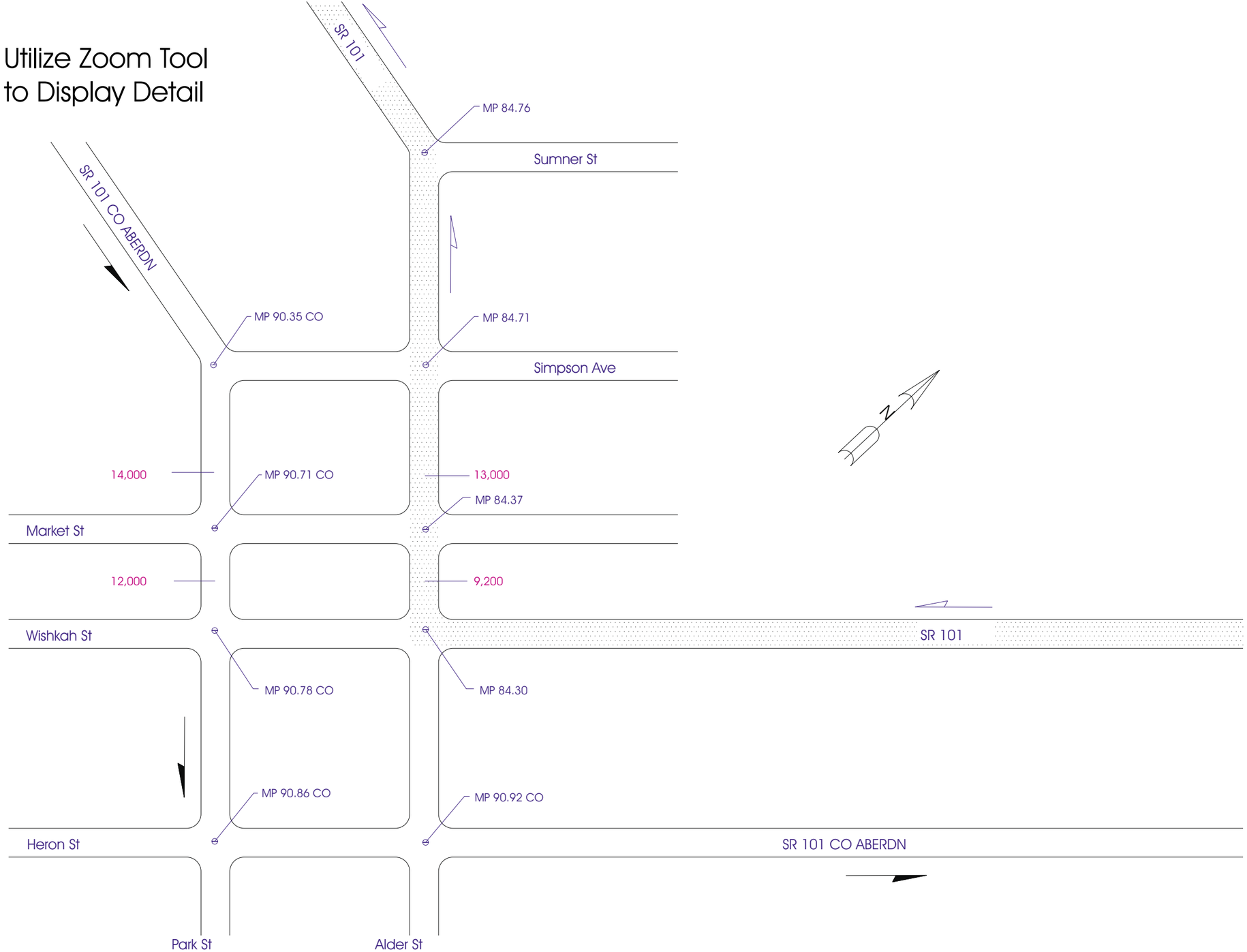
SR 99 ALASKAN WAY VIADUCT

SEATTLE 2000

Direction of couplet MP 0.00 CO Couplet milepost

Direction of mainline MP 0.00 Mainline milepost

Utilize Zoom Tool
to Display Detail



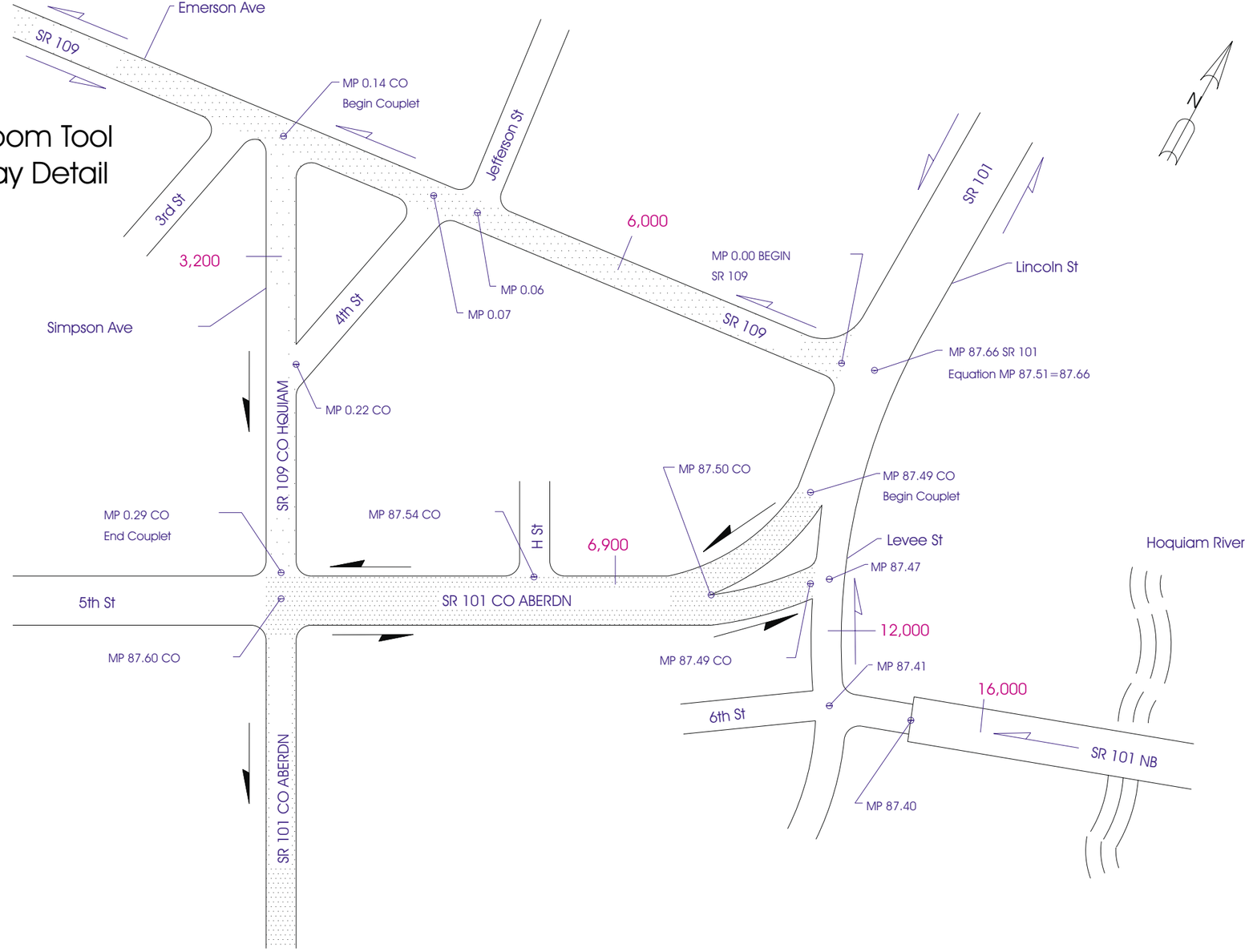

SR 101 ABERDEEN-HOQUIAM COUPLET

ABERDEEN 2000

Direction of couplet MP 0.00 CO Couplet milepost

Direction of mainline MP 0.00 Mainline milepost

Utilize Zoom Tool
to Display Detail



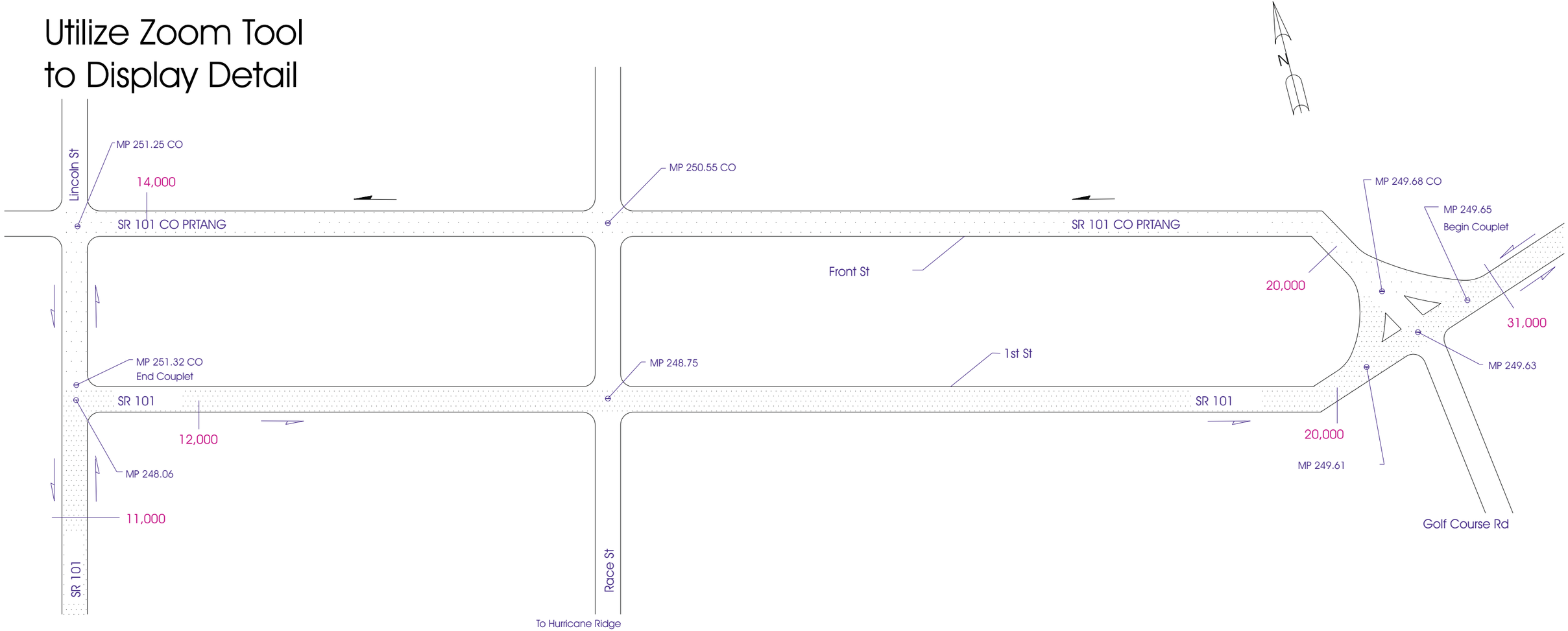

SR 101 AND SR 109 ABERDEEN-HOQUIAM COUPLETS

HOQUIAM 2000

Direction of couplet MP 0.00 CO Couplet milepost

Direction of mainline MP 0.00 Mainline milepost

# Utilize Zoom Tool to Display Detail



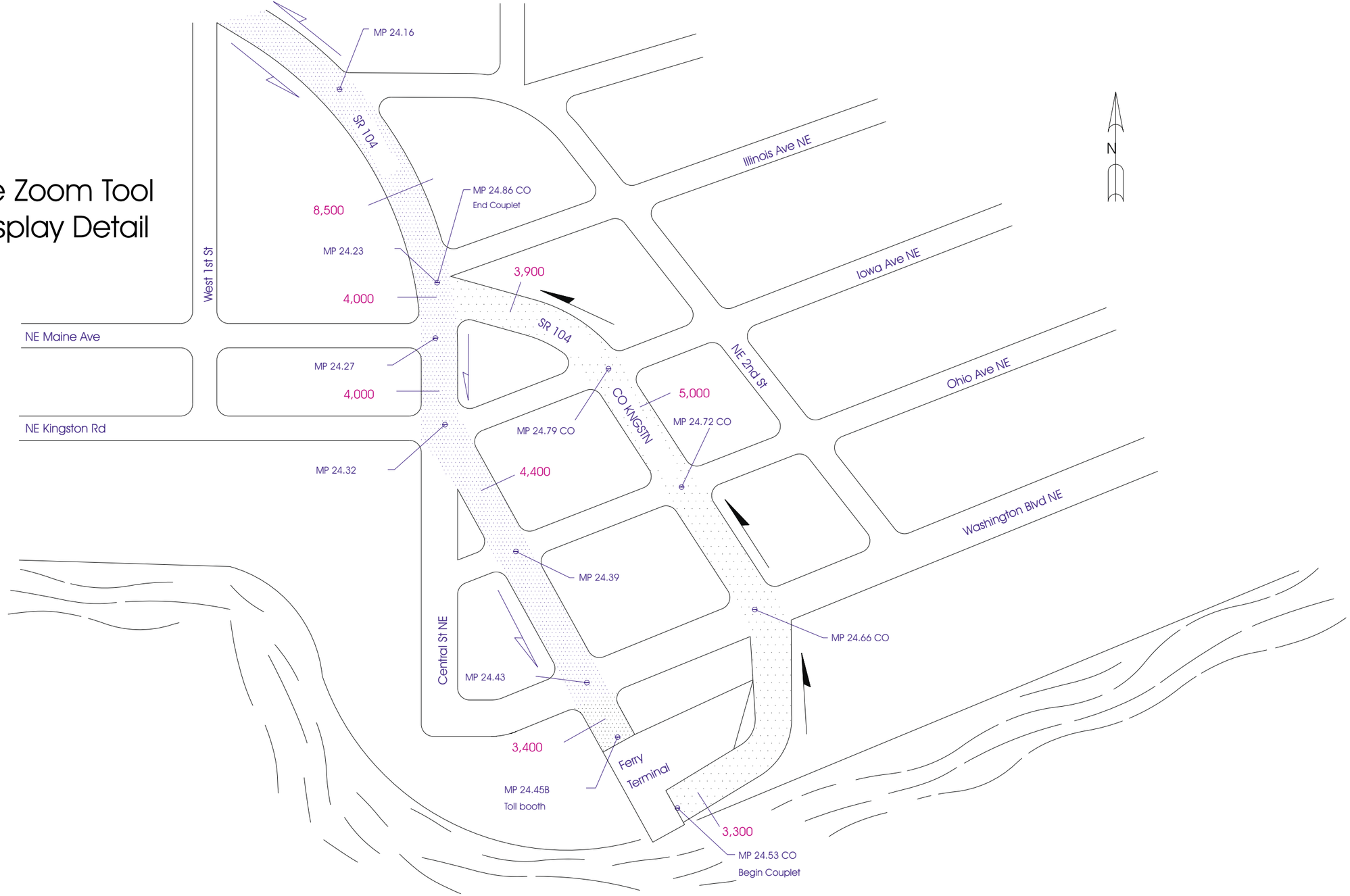

SR 101 PORT ANGELES COUPLET

PORT ANGELES 2000

Direction of couplet MP 0.00 CO Couplet milepost

Direction of mainline MP 0.00 Mainline milepost

Utilize Zoom Tool
to Display Detail



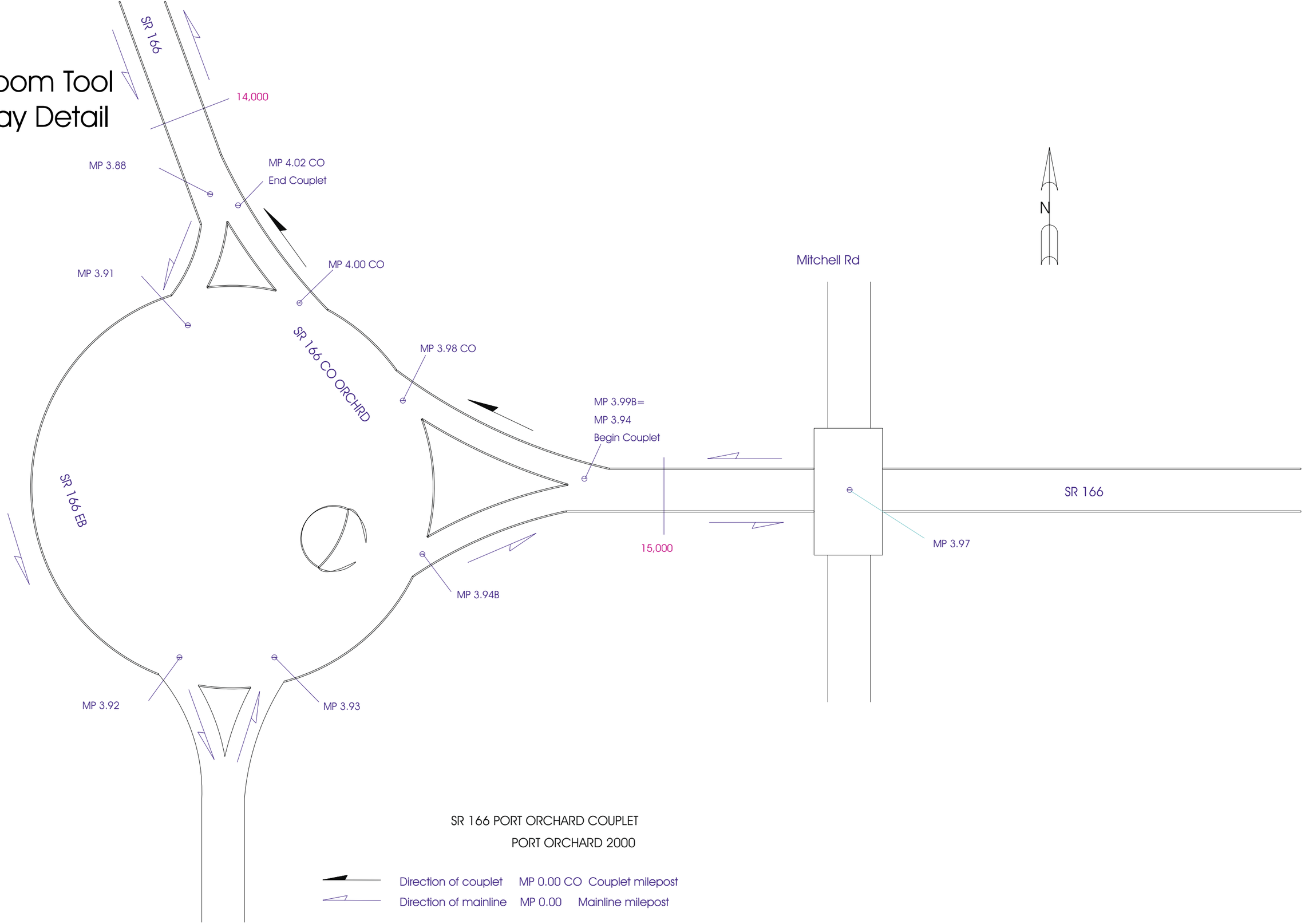

SR 104 KINGSTON COUPLET

KINGSTON 2000

Direction of couplet MP 0.00 CO Couplet milepost

Direction of mainline MP 0.00 Mainline milepost

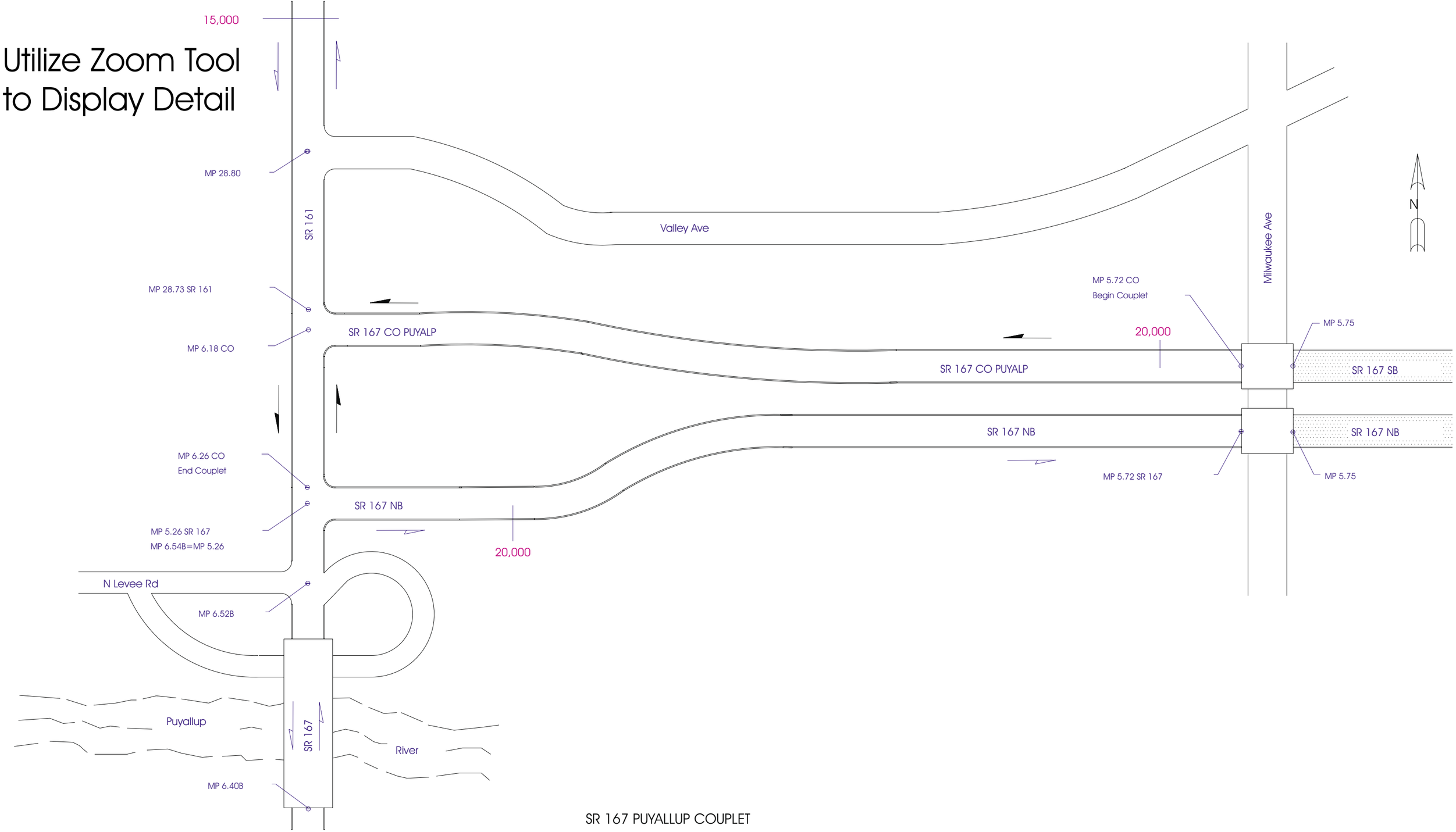
Utilize Zoom Tool
to Display Detail




SR 166 PORT ORCHARD COUPLET
PORT ORCHARD 2000

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

# Utilize Zoom Tool to Display Detail



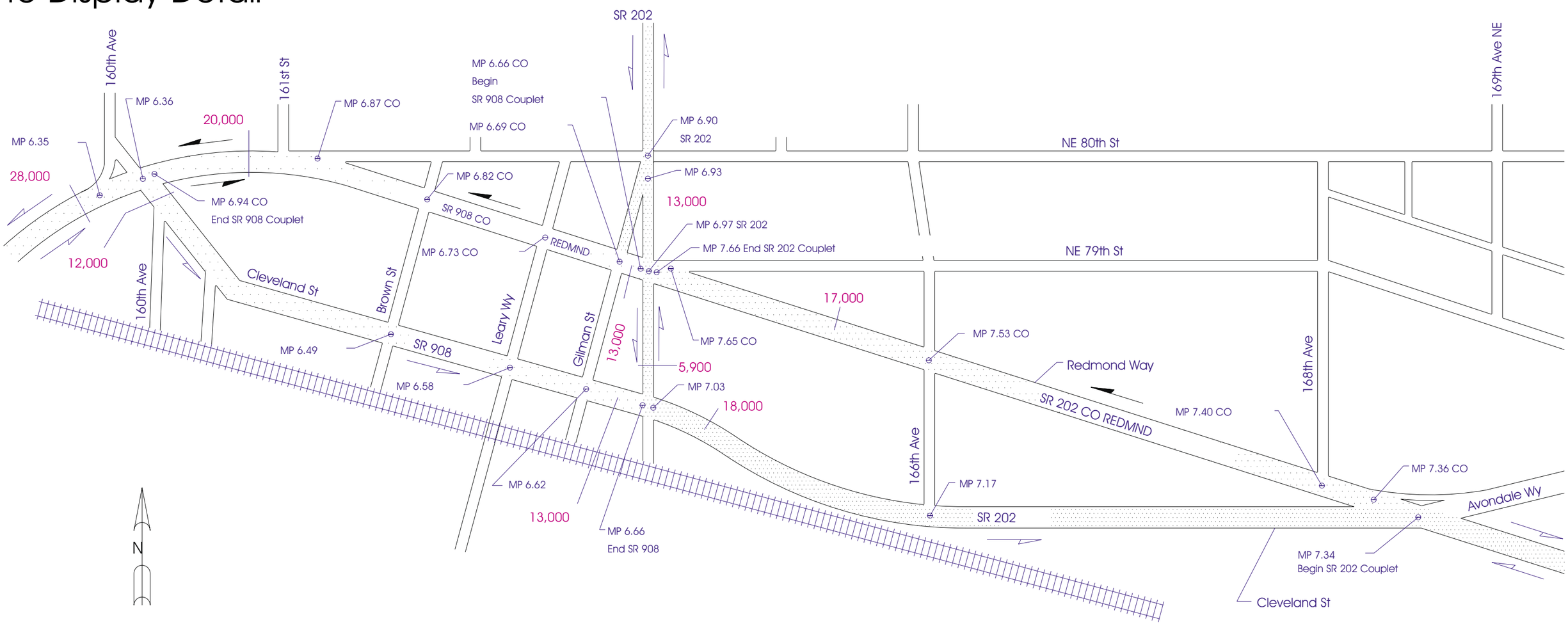

SR 167 PUYALLUP COUPLET

PUYALLUP 2000

Direction of couplet MP 0.00 CO Couplet milepost

Direction of mainline MP 0.00 Mainline milepost

# Utilize Zoom Tool to Display Detail



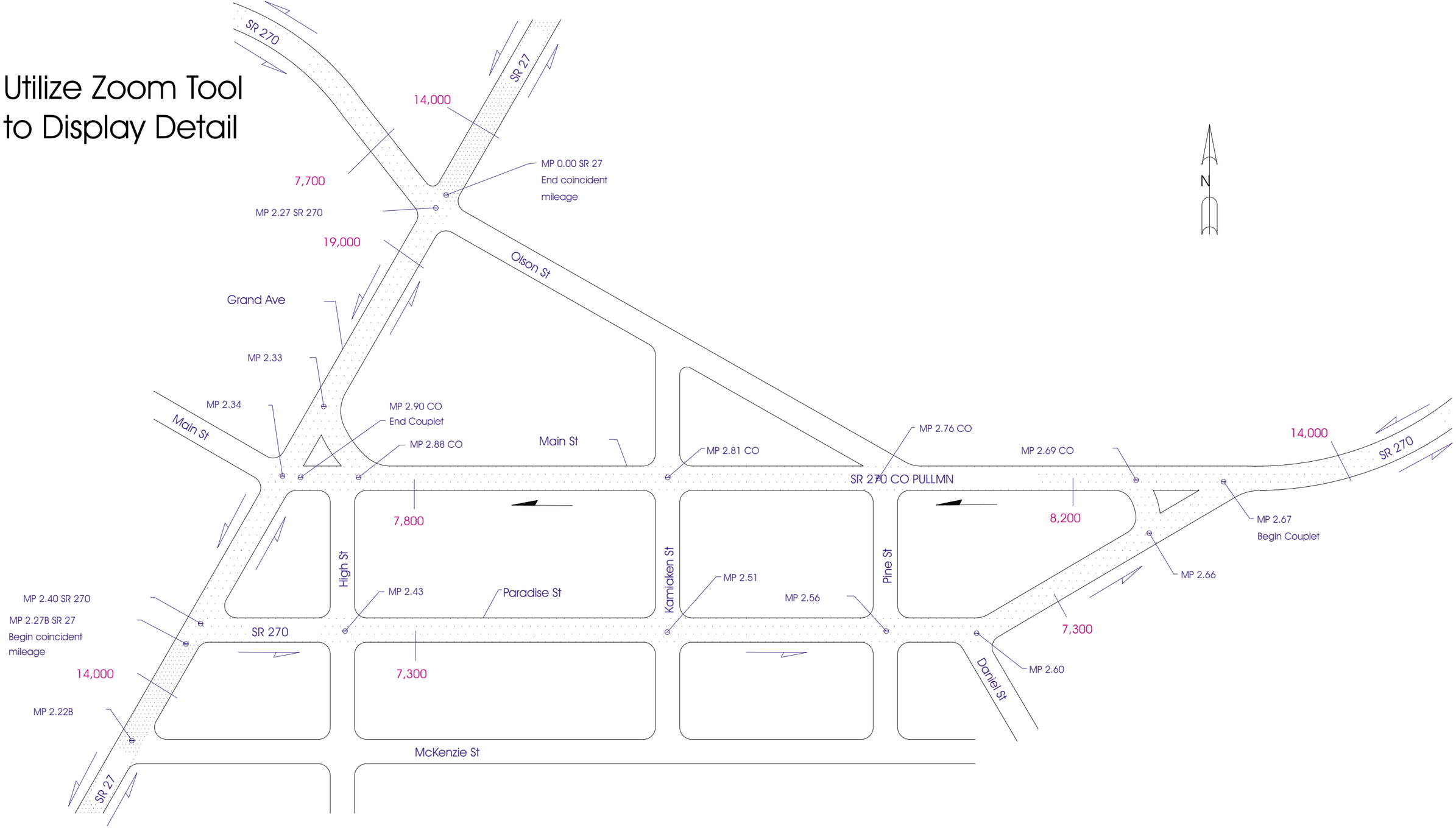

SR 202 AND SR 908 REDMOND COUPLETS

REDMOND 2000

Direction of couplet MP 0.00 CO Couplet milepost

Direction of mainline MP 0.00 Mainline milepost

# Utilize Zoom Tool to Display Detail



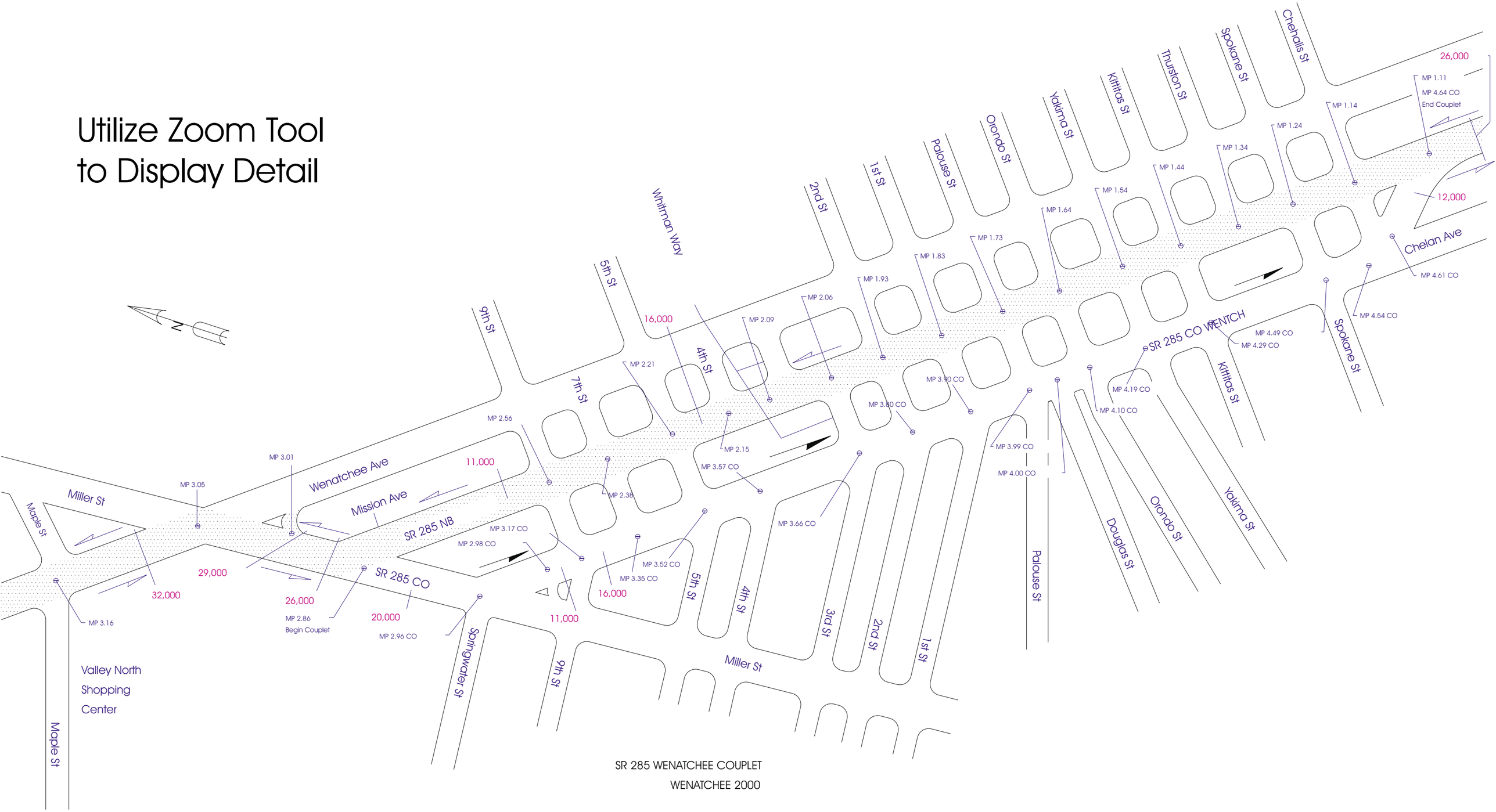

SR 270 PULLMAN COUPLET

PULLMAN 2000

Direction of couplet MP 0.00 CO Couplet milepost

Direction of mainline MP 0.00 Mainline milepost

# Utilize Zoom Tool to Display Detail



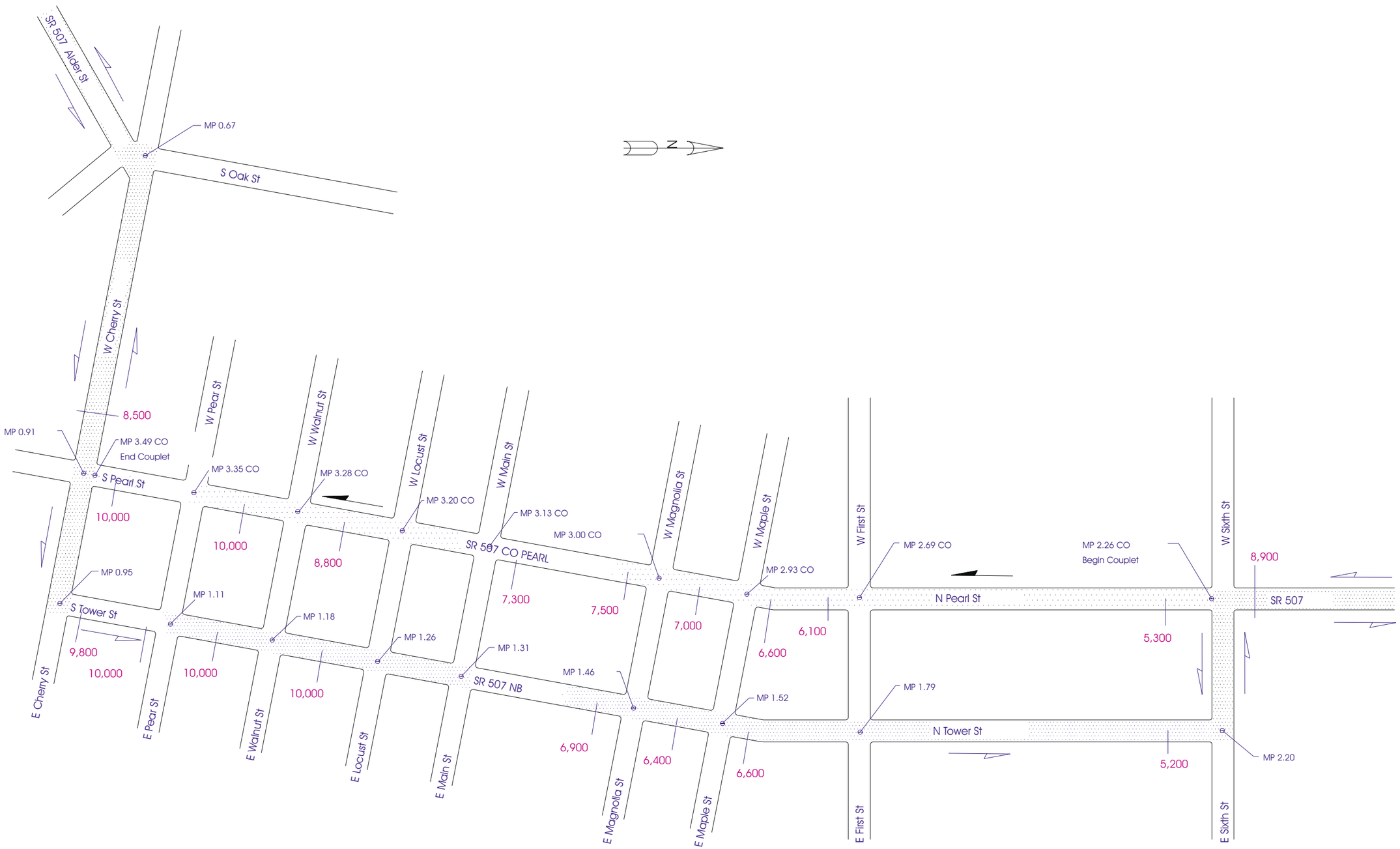

SR 285 WENATCHEE COUPLET

WENATCHEE 2000

Direction of couplet MP 0.00 CO Couplet milepost

Direction of mainline MP 0.00 Mainline milepost

Utilize Zoom Tool
to Display Detail



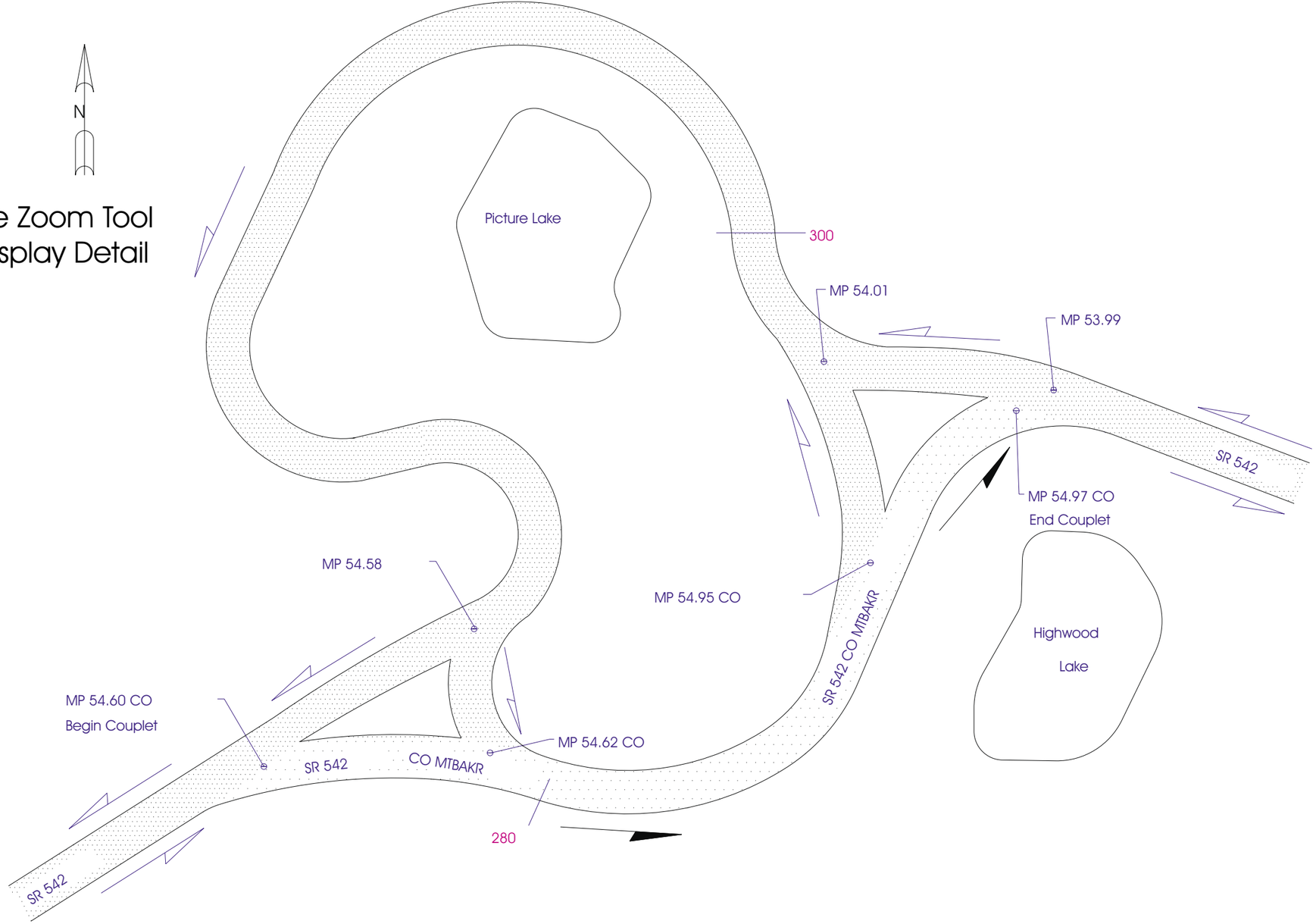

SR 507 PEARL STREET COUPLET

CENTRALIA 2000

Direction of couplet MP 0.00 CO Couplet milepost

Direction of mainline MP 0.00 Mainline milepost

Utilize Zoom Tool
to Display Detail




SR 542 MOUNT BAKER COUPLET

MOUNT BAKER 2000

Direction of couplet MP 0.00 CO Couplet milepost

Direction of mainline MP 0.00 Mainline milepost

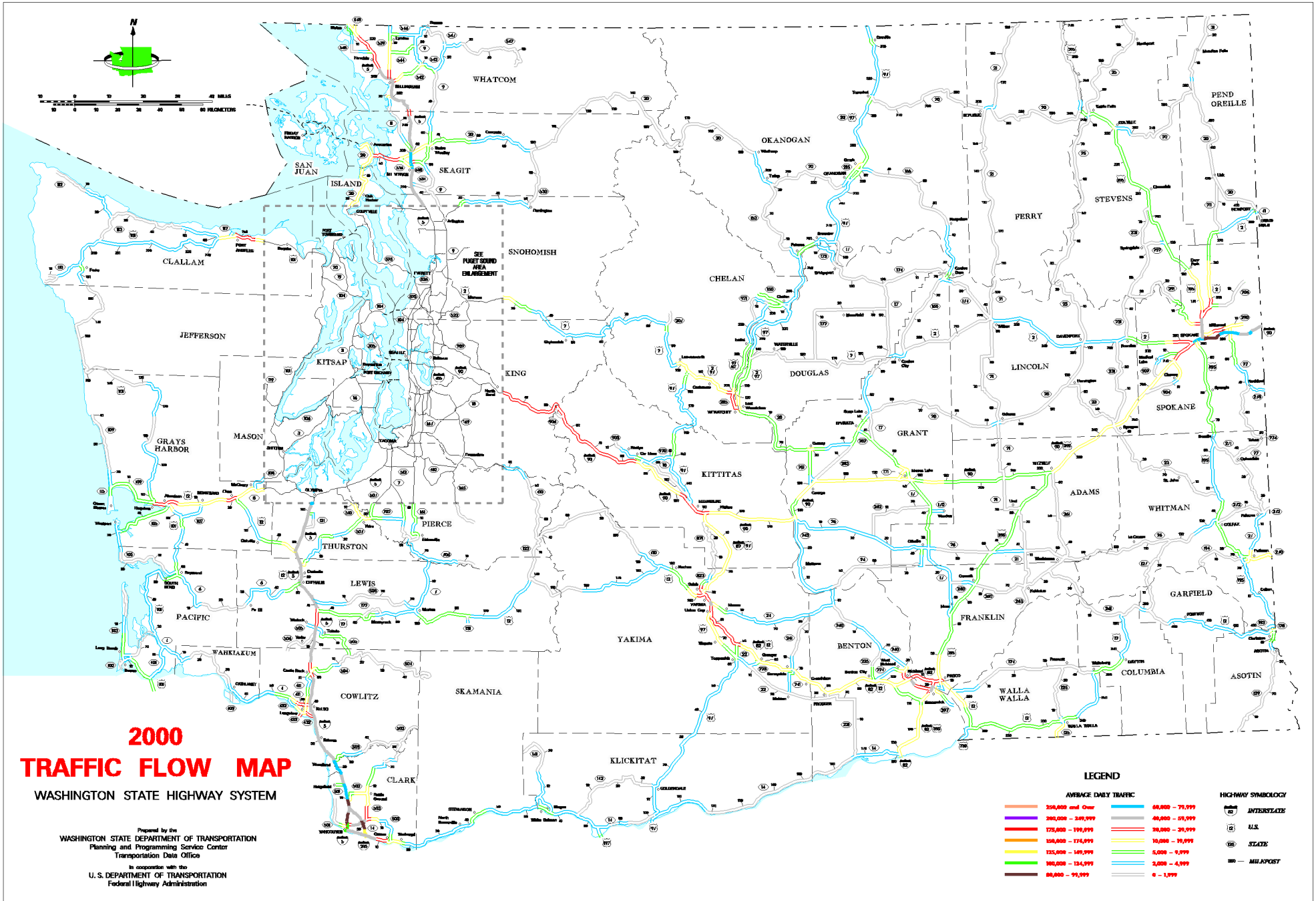
Utilize Zoom Tool
to Display Detail

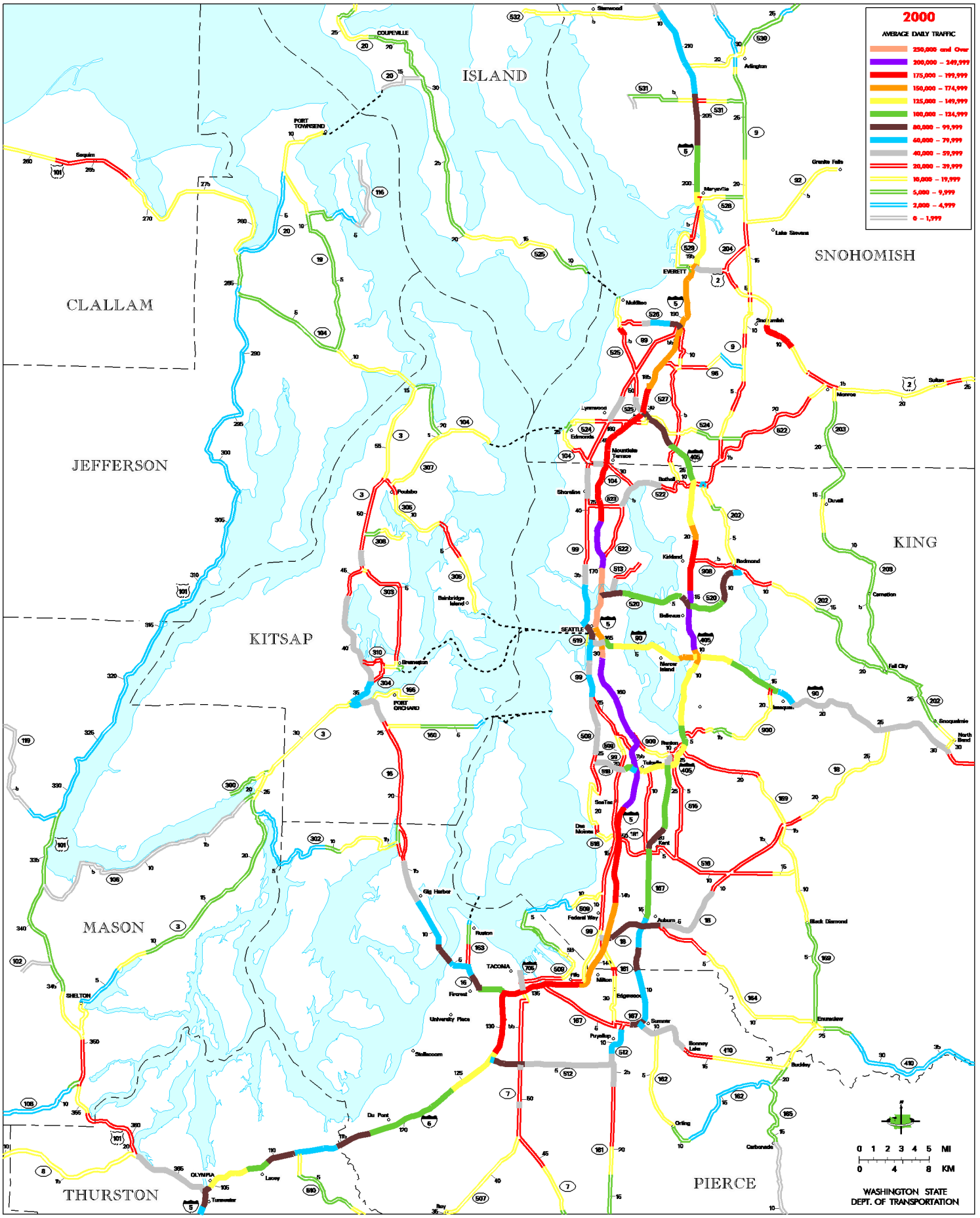
SR 900 2ND STREET COUPLET

RENTON 2000

Direction of couplet MP 0.00 CO Couplet milepost

Direction of mainline MP 0.00 Mainline milepost


N
WHATCOM
SAN JUAN ISLAND
SKAGIT
SNOHOMISH
CLALLAM
JEFFERSON
KITSAP
KING
GRAYS HARBOR
MASON
PIERCE
THURSTON
LEWIS
PACIFIC
WAHKIAKUM
COWLITZ
CLARK
SKAMANIA
KLICKITAT
YAKIMA
KITTITAS
CHELAN
OKANOGAN
DOUGLAS
GRANT
BENTON
FRANKLIN
WALLA WALLA
COLUMBIA
ASOTIN
GARFIELD
WHITMAN
ADAMS
LINCOLN
SPOKANE
FERRY
STEVENS
PEND OREILLE
SEE PUGET SOUND AREA ENLARGEMENT
2000
TRAFFIC FLOW MAP
WASHINGTON STATE HIGHWAY SYSTEM
Prepared by the
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
Planning and Programming Service Center
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
INTERSTATE
U.S.
STATE
MILEPOST




# Puget Sound Enlargement