2003 Annual Traffic Report

Washington State Department of Transportation

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

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INTRODUCTION

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

Report Contents

The Annual Traffic Report contains Annual Average Daily Traffic (AADT) volumes for the years 2000 through 2003. The AADT volumes are included only at locations where actual traffic counts have been conducted in one or more of the last four years. An asterisk or plus sign placed beside a traffic volume signifies that the AADT was derived from a traffic count conducted during the year for which the AADT is provided. All other volumes shown in this report are estimates based on traffic counts conducted in prior years and factored to an AADT using patterns from Automated Data Collection (ADC) Stations. Blanks in the traffic volume portion indicate that no traffic volume data is available.

Note that because estimated AADTs are sometimes revised for accuracy as new data becomes available, previous years' traffic volumes provided in this report may not always reflect those found in previous publications.

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

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

Additional Contents

A list of ADC Stations and maps of their locations are included in the foreword of this report. Also provided is a summary of 2003 data from these traffic recorders, as well as a ten-year history of AADTs for ADC sites, Ferry Systems, and Toll Crossings. Data from these are used in the calculation of seasonal traffic variations and in the estimation of AADTs from mechanical counts of 48 or 72 hours in duration. Integral to performing these estimations is the use of Average Weekday to Annual Average Daily Traffic conversion factors, which are included for ADC locations where sufficient data was collected in 2003. Also included on the back inside cover of this report is a copy of the 2003 Washington State Traffic Flow Map.

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

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

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

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

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

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

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

The leg identification for traffic volume data is found in the location's description. At intersections the leg is defined as before or after, based on the increasing direction of mileposts. This publication reflects the state highway system as it existed as of December 2003.

Americans With Disabilities Act (ADA) Information

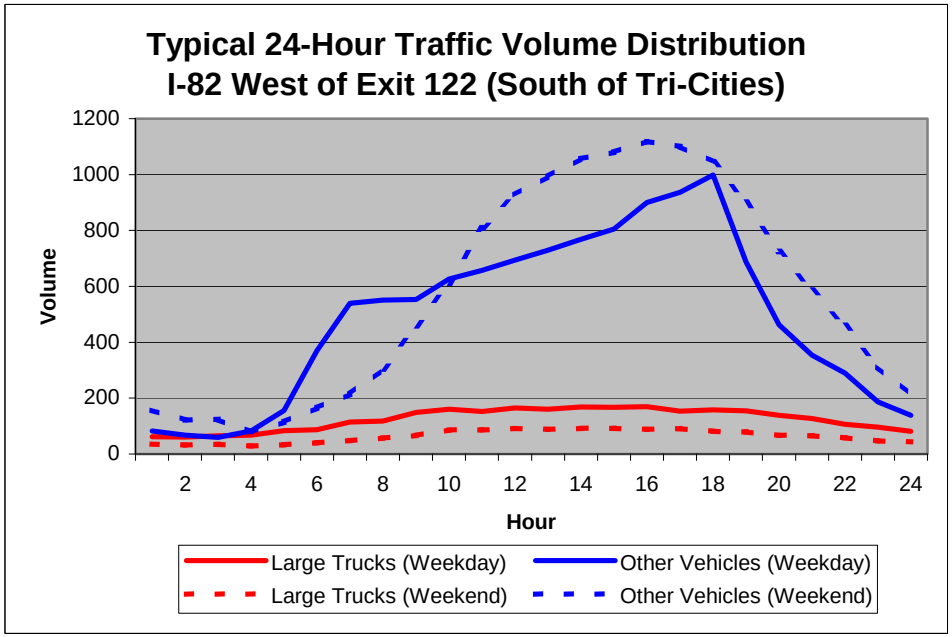
Persons with disabilities may request this information be prepared and supplied in alternate formats by calling the Washington State Department of Transportation at (360) 705-7097. Persons that are deaf or are hard of hearing may access the Washington State Telecommunications Relay Service at **7-1-1**, and ask to be connected to (360) 705-7097.

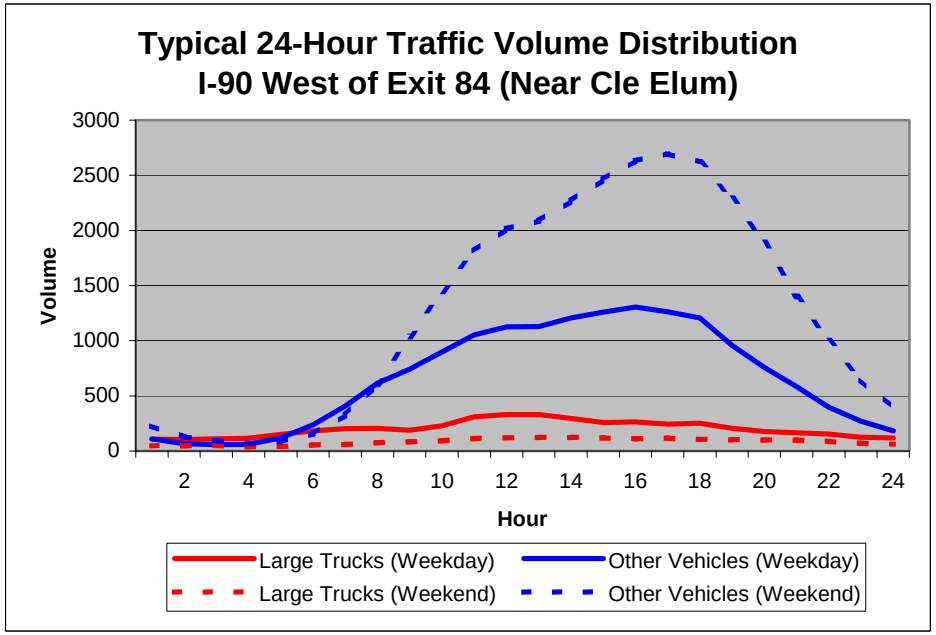
Roger Horton
General Manager
Transportation Data Office

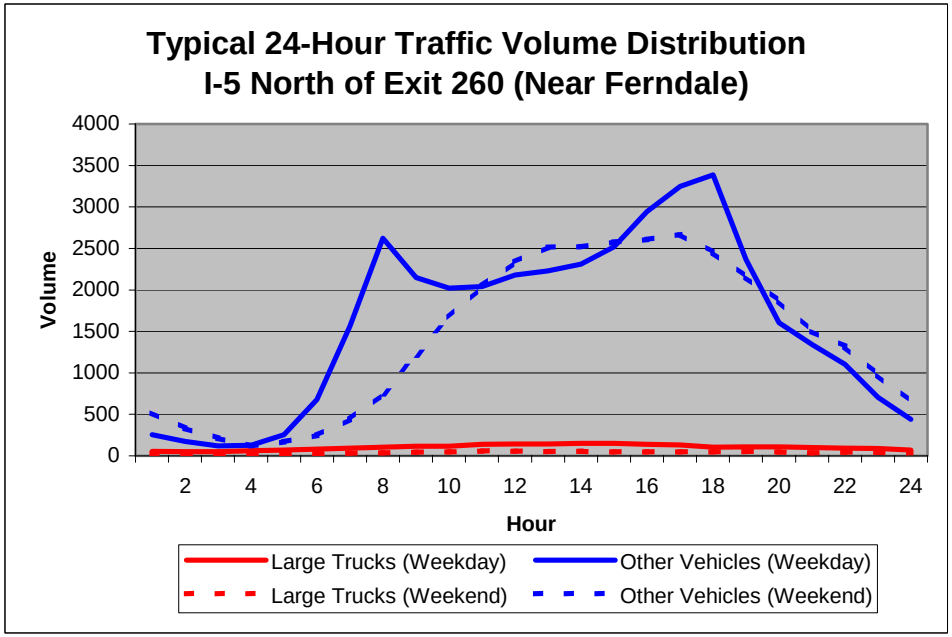
ANNUAL FEATURED ANALYSIS

What time of day do large trucks, those towing one or more trailers, travel on our state highways? The charts on this page depict hourly traffic fluctuations at representative rural locations on three primary highways used for moving freight within Washington State. The charts compare the traffic volumes of large trucks and other vehicles during weekday (Tuesday through Thursday) and weekend (Saturday and Sunday) conditions. Each chart is based on April 2003 data, with this month being chosen for analysis purposes because traffic volumes in April tend to provide particularly good representations of annual averages.

The charts indicate that while other types of traffic are considerably reduced during the late hours of the night, large truck traffic continues much less abated. This is due to the long distances that are often traveled and because long-haul truckers have economic incentives to drive during the least congested periods of the day. Additionally, the interconnection between trucking and the other components of the nation's system for distributing goods, such as rail and shipping, frequently require cargo to be picked up and delivered at times that do not fall within a typical workday. Although not shown, urban locations tend to display similarly modest changes in large truck volume over the course of the day. However, the higher proportion of local truck traffic in urban areas can result in subtly different curves than those displayed for rural roadways.







AUTOMATED DATA COLLECTION
STATION LOCATIONS AND DESCRIPTIONS BY SITE

RURAL SITES

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

RURAL SITES

ADC SITE	SR	MILE POST	RELATED ROADWAY TYPE	LOCATION DESCRIPTION
P33	290	17.66		W/O IDAHO RD
P7C	395	93.01		S/O SR 90 I/C
P8	5	44.30		N/O KELSO WEIGH STATION
R001	5	207.76		S/O SR 530 I/C
R003E	101	361.81		E/O SR 8 - OLYMPIA
R003N	101	361.37		N/O SR 8 - OLYMPIA
R003W	8	20.67		AT SR 101 BRIDGE - OLYMPIA
R008	12	307.90		E/O SR 730 WALLULA SPUR
R014	90	254.23		E/O FISHTRAP ROAD I/C
R019	5	86.32		S/O SR 12 I/C - GRAND MOUND
R020	17	30.37		S/O LEE ROAD - OTHELLO
R023	101	281.15		S/O ORCAS AND HOLLAND DRIVES
R037	20	191.90		W/O RADER ROAD - WINTHROP
R038	2	50.12		E/O NE OLD CASCADE HIGHWAY
R039	90	33.56		W/O 468TH AVE SE I/C - NORTH BEND
R040N	123	3.88		N/O ENTRANCE/EXIT OHANAPECOSH CAMPGROUND
R040W	12	135.10		W/O COAL CREEK BRIDGE
R041	97	13.41		N/O STATE FRONTAGE ROAD
R042	90	136.59		E/O WANAPUM ROAD I/C - VANTAGE
R043	105	31.92		AT ELK RIVER BRIDGE - WESTPORT
R045	5	20.14		S/O SR 503 I/C - WOODLAND
R047E	2	104.84		E/O SR 97 - DRYDEN
R047S	97	178.19		S/O OLD BLEWETT ROAD
R047W	2	103.92		W/O GREEN AND SAUNDERS ROADS - PESHASTIN
R048	82	24.83		E/O SELAH CREEK REST AREA ON RAMP
R054	101	104.55		S/O HENSEL ROAD - HUMPTULIPS
R055	90	180.33		E/O SR 17 I/C - MOSES LAKE
R057	970	6.85		W/O TEANAWAY ROAD
R058	2	80.20		E/O NASON RIDGE ROAD
R061	395	36.24		N/O E ELM ROAD
R063	395	190.29		S/O SR 292 - LOON LAKE
R064	2	250.50		W/O GUNNING ROAD
R066	26	43.06		E/O SR 17 I/C
R067	12	390.66		AT PATAHA CREEK BRIDGE

AUTOMATED DATA COLLECTION
STATION LOCATIONS AND DESCRIPTIONS BY SITE

RURAL SITES

ADC SITE	SR	MILE POST	RELATED ROADWAY TYPE	LOCATION DESCRIPTION
R068	97	293.42		N/O COPPLE ROAD - OMAK
R069	101	254.35		AT WEIGH STATION-PORT ANGELES
R070	395	234.75		N/O GREENWOOD LOOP ROAD
R073	101	203.93		E/O SR 113/BURNT MOUNTAIN ROAD
R074	101	28.95		N/O SR 4 - NEMAH
R075	12	77.78		E/O KENNEDY ROAD – SALKUM
R076	14	100.64		W/O SR 14 MARYHILL SPUR
R077	14	102.27		W/O MARYHILL ROAD - STONEHENGE
R083	9	32.98		N/O 269TH PLACE NE - BRYANT
R084	97	220.55		N/O BRAYS ROAD - ORONDO
R085	104	13.92		AT HOOD CANAL BRIDGE
R086	82	132.03		S/O SR 14 I/C
R088	16	18.65		N/O SR 302 PURDY SPUR – BURLEY
R089	3	28.68		S/O LAKE FLORA ROAD
R094	5	210.30		AT 236TH ST NE UXING
R095	104	19.48		W/O OLD PORT GAMBLE ROAD WYE CONN
R096	307	2.31		S/O NE GUNDERSON ROAD

RURAL SITES

ADC SITE	SR	MILE POST	RELATED ROADWAY TYPE	LOCATION DESCRIPTION
S612	24	43.50		AT COLUMBIA RIVER BRIDGE - VERNITA
S706	20	20.02		E/O RHODODENDRON PARK DRIVE
S803	5	269.41		S/O BIRCH BAY/LYNDEN ROAD I/C
S818E	12	185.62		E/O SR 410 I/C
S818S	12	185.25		S/O SR 410 I/C
S818W	410	116.26		W/O SR 12
S819	411	7.97		S/O SANDY BEND ROAD - LEXINGTON
S820	20	304.60		W/O FAIRGROUNDS ROAD - REPUBLIC
S826	90	23.54		E/O JONES ROAD I/C PRESTON
S838	18	27.62		S/O SR 90 - ECHO GLEN
S840	504	19.43		E/O PRIVATE ROAD 1900 - KID VALLEY
S841E	401	0.01		NE/O SR 101 - MEGLER
S841S	101	0.46		S/O SR 401 - MEGLER
S841W	101	0.47		NW/O SR 401 - MEGLER
S901	90	47.71		AT TINKHAM ROAD UXING
S902	90	52.24		AT SR 906 BRIDGE
S903	90	63.98		AT CABIN CREEK ROAD UXING

AUTOMATED DATA COLLECTION
STATION LOCATIONS AND DESCRIPTIONS BY SITE

URBAN SITES

ADC SITE	SR	MILE POST	RELATED ROADWAY TYPE	LOCATION DESCRIPTION
D1	405	9.26		AT 112TH AVENUE SE UXING - BELLEVUE
D10	520	4.00		W/O 76TH AVENUE NE UXING
D11	16	1.10		E/O UNION AVENUE BRIDGE - FIRCREST
D12	18	12.55		AT 180TH AVENUE SE UXING - COVINGTON
D13	518	0.35		E/O SR 509 I/C - SEATAC
D14	509	26.37		N/O SR 518 I/C - BURIEN
D3	512	1.53		W/O SR 7 I/C - PARKLAND
FY02	20	55.67	SPANACRT	AT ANACORTES FERRY LANDING
FY04	104	24.45		AT EDMONDS FERRY LANDING
FY06	304	3.51		AT BREMERTON FERRY LANDING
FY08	525	8.47		AT MUKILTEO FERRY LANDING
FY09	163	3.37		AT POINT DEFIANCE FERRY LANDING
OR01	5	0.00		AT OREGON BORDER
OR04	205	26.59		AT OREGON BORDER
P06	14	11.90		E/O ALPINE ROAD - CAMAS
P07	14	17.70		E/O 32ND STREET - WASHOUGAL
P1	5	184.48		N/O 164TH STREET SW - EVERETT
P19	522	13.30		W/O SR 9 I/C - WOODINVILLE
P20	18	5.26		E/O SR 164 I/C – AUBURN EAST
P29	82	34.02		N/O SR 24 - YAKIMA
P3	5	176.72		AT NE 185TH STREET UXING
P4	5	106.70		AT BOULEVARD ROAD UXING - OLYMPIA
P5	5	1.98		S/O SR 500-NE 39TH STREET I/C
P6	167	23.70		N/O S 212TH STREET I/C
R017	90	4.22		AT EAST END OF MT BAKER TUNNEL
R021	2	289.79		N/O WALTON AVENUE – DIVISION ST, SPOKANE
R034	5	131.18		N/O S 56TH STREET I/C
R036	90	285.23		W/O SPRAGUE AVENUE I/C - SPOKANE
R044	16	8.43		W/O TACOMA NARROWS BRIDGE - TACOMA
R046	5	168.84		S/O NE 45TH STREET I/C
R050	3	44.33		N/O NEWBERRY HILL I/C
R051	205	28.84		N/O MILL PLAIN I/C - VANCOUVER
R052	2	0.26		E/O SR 5 I/C – EVERETT
R053	2	119.77		E/O SR 97 AR I/C - WENATCHEE

URBAN SITES

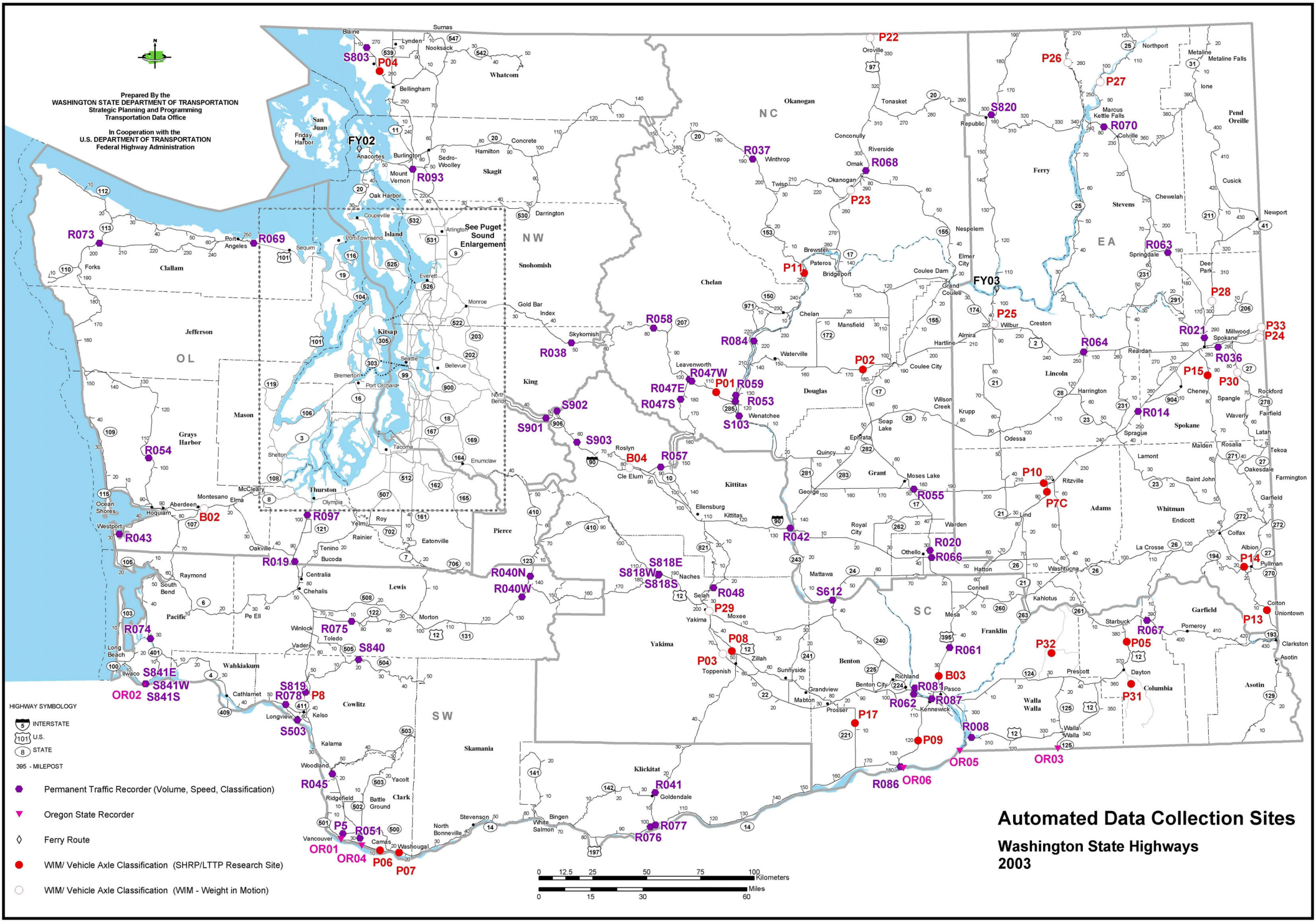
ADC SITE	SR	MILE POST	RELATED ROADWAY TYPE	LOCATION DESCRIPTION
R059	97	201.53	AR	N/O OHME GARDEN AND WAREHOUSE ROADS
R060	5	111.01		S/O SR 510 I/C
R062	240	37.53		W/O COLUMBIA PARK TRAIL I/C - RICHLAND
R078	4	55.14		W/O SR 432 AND COAL CREEK ROAD - LONGVIEW
R081	182	6.34		AT COLUMBIA RIVER BRIDGE - PASCO
R082	5	193.29		S/O PACIFIC AVENUE I/C - EVERETT
R087	395	18.58		AT COLUMBIA RIVER BRIDGE
R090	7	58.20		N/O 38TH STREET I/C
R091	5	119.39		N/O DUPONT I/C
R092	5	126.76		S/O SR 512 I/C
R093	5	226.96		N/O SR 536 I/C
R097	5	100.54		S/O TUMWATER BLVD I/C
R098	101	366.69		E/O COOPER POINT RD I/C
R17R	90	4.22	RL090EXP	AT EAST END OF MT BAKER TUNNEL
R49R	5	168.31	RL005EXP	AT E ROANOKE STREET UXING
S103	285	0.21		AT COLUMBIA RIVER BRIDGE - WENATCHEE
S189	5	179.88		N/O 220TH STREET SW I/C
S201	5	155.38		N/O SR 405/SR 518 I/C
S202	5	162.35		N/O CORSON AVENUE I/C
S203	90	10.82		E/O SR 405 I/C
S204	405	13.04		N/O SE 8TH STREET I/C
S205	5	153.48		S/O SR 405/SR 518 I/C
S502	520	0.00		AT SR 520 BEGIN ROUTE
S503	433	0.70		AT COLUMBIA RIVER BRIDGE - LONGVIEW
S533	520	7.93		W/O 148TH AVENUE NE I/C
S547	520	12.01		E/O WEST LAKE SAMMAMISH PKWY
S809	5	148.07		S/O SR 516 I/C - MIDWAY
S821	405	6.95		N/O NE 30TH STREET I/C
S822	405	18.71		N/O SR 908 I/C
S824	405	28.99		N/O SR 527 I/C - BOTHELL
S825	90	14.65		W/O SR 900 I/C - ISSAQUAH
S837	5	136.80		S/O SR 99 I/C - FIFE
S839	599	1.40		E/O SR 99 I/C - TUKWILA

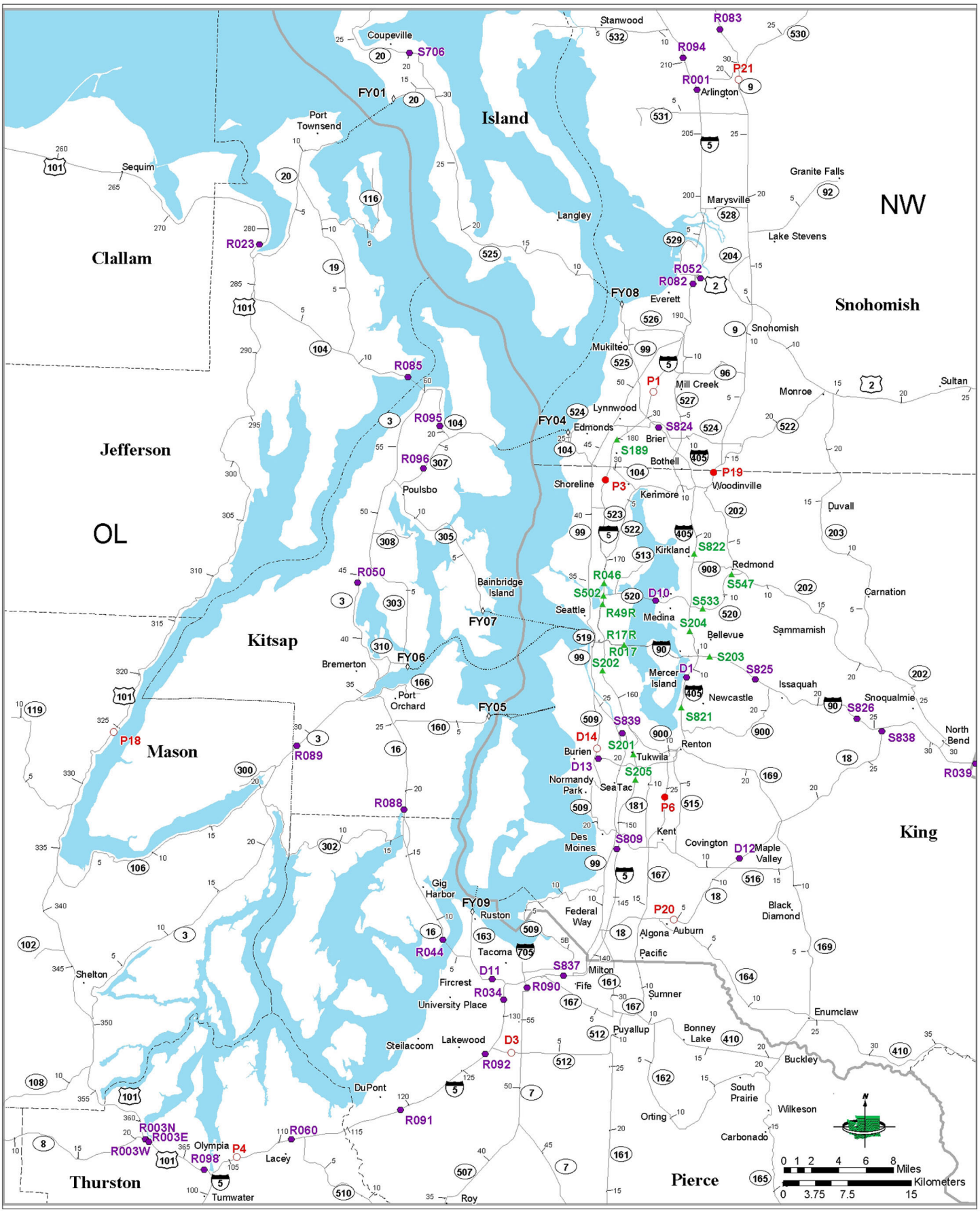
AUTOMATED DATA COLLECTION
STATION LISTING BY LOCATION

SR	MILE POST	RELATED ROADWAY TYPE	URBAN/ RURAL	ADC SITE
2	0.26		Urban	R052
2	50.12		Rural	R038
2	80.20		Rural	R058
2	103.92		Rural	R047W
2	104.84		Rural	R047E
2	113.10		Rural	P01
2	119.77		Urban	R053
2	179.10		Rural	P02
2	250.50		Rural	R064
2	289.79		Urban	R021
2	301.40		Rural	P28
3	28.68		Rural	R089
3	44.33		Urban	R050
4	55.14		Urban	R078
5	0.00		Urban	OR01
5	1.98		Urban	P5
5	20.14		Rural	R045
5	44.30		Rural	P8
5	86.32		Rural	R019
5	100.54		Urban	R097
5	106.70		Urban	P4
5	111.01		Urban	R060
5	119.39		Urban	R091
5	126.76		Urban	R092
5	131.18		Urban	R034
5	136.80		Urban	S837
5	148.07		Urban	S809
5	153.48		Urban	S205
5	155.38		Urban	S201
5	162.35		Urban	S202
5	168.84		Urban	R046
5	176.72		Urban	P3
5	179.88		Urban	S189
5	184.48		Urban	P1
5	193.29		Urban	R082
5	207.76		Rural	R001
5	210.30		Rural	R094
5	226.96		Urban	R093
5	261.33		Rural	P04
5	269.41		Rural	S803
5	168.31	RL005EXP	Urban	R49R
7	58.20		Urban	R090
8	20.67		Rural	R003W
9	28.75		Rural	P21
9	32.98		Rural	R083
12	12.30		Rural	B02
12	77.78		Rural	R075
12	135.10		Rural	R040W
12	185.25		Rural	S818S
12	185.62		Rural	S818E
12	307.90		Rural	R008
12	376.98		Rural	P05
12	390.66		Rural	R067
14	11.90		Urban	P06
14	17.70		Urban	P07
14	100.64		Rural	R076
14	102.27		Rural	R077
16	1.10		Urban	D11
16	8.43		Urban	R044
16	18.65		Rural	R088
17	30.37		Rural	R020
18	5.26		Urban	P20
18	12.55		Urban	D12
18	27.62		Rural	S838
20	12.88		Rural	FY01
20	20.02		Rural	S706
20	191.90		Rural	R037
20	304.60		Rural	S820
20	55.67	SPANACRT	Urban	FY02
21	91.55		Rural	P25
21	106.65		Rural	FY03
24	43.50		Rural	S612
25	97.00		Rural	P27
26	43.06		Rural	R066
27	77.30		Rural	P30
82	24.83		Rural	R048
82	34.02		Urban	P29
82	48.50		Rural	P08
82	121.20		Rural	P09
82	132.03		Rural	R086
82	132.60		Rural	OR06
90	4.22		Urban	R017
90	10.82		Urban	S203
90	14.65		Urban	S825
90	23.54		Rural	S826
90	33.56		Rural	R039
90	47.71		Rural	S901
90	52.24		Rural	S902
90	63.98		Rural	S903
90	82.70		Rural	B04
90	136.59		Rural	R042
90	180.33		Rural	R055
90	218.83		Rural	P10
90	254.23		Rural	R014
90	285.23		Urban	R036
90	298.40		Rural	P24
90	4.22	RL090EXP	Urban	R17R
97	13.41		Rural	R041
97	66.30		Rural	P03
97	178.19		Rural	R047S
97	220.55		Rural	R084
97	250.35		Rural	P11
97	286.16		Rural	P23
97	293.42		Rural	R068
97	335.30		Rural	P22

AUTOMATED DATA COLLECTION
STATION LISTING BY LOCATION

SR	MILE POST	RELATED ROADWAY TYPE	URBAN/ RURAL	ADC SITE
97	201.53	AR	Urban	R059
101	0.00		Rural	OR02
101	0.46		Rural	S841S
101	0.47		Rural	S841W
101	28.95		Rural	R074
101	104.55		Rural	R054
101	203.93		Rural	R073
101	254.35		Rural	R069
101	281.15		Rural	R023
101	324.80		Rural	P18
101	361.37		Rural	R003N
101	361.81		Rural	R003E
101	366.69		Urban	R098
104	13.92		Rural	R085
104	19.48		Rural	R095
104	24.45		Urban	FY04
105	31.92		Rural	R043
123	3.88		Rural	R040N
125	0.00		Rural	OR03
160	7.47		Rural	FY05
163	3.37		Urban	FY09
167	23.70		Urban	P6
182	6.34		Urban	R081
195	6.01		Rural	P13
195	22.20		Rural	P14
195	87.70		Rural	P15
205	26.59		Urban	OR04
205	28.84		Urban	R051
221	13.10		Rural	P17
240	37.53		Urban	R062
285	0.21		Urban	S103
290	17.66		Rural	P33
304	3.51		Urban	FY06
305	0.02		Rural	FY07
307	2.31		Rural	R096
395	18.58		Urban	R087
395	27.20		Rural	B03
395	36.24		Rural	R061
395	93.01		Rural	P7C
395	190.29		Rural	R063
395	234.75		Rural	R070
395	260.00		Rural	P26
401	0.01		Rural	S841E
405	6.95		Urban	S821
405	9.26		Urban	D1
405	13.04		Urban	S204
405	18.71		Urban	S822
405	28.99		Urban	S824
410	116.26		Rural	S818W
411	7.97		Rural	S819
433	0.70		Urban	S503
504	19.43		Rural	S840
509	26.37		Urban	D14
512	1.53		Urban	D3
518	0.35		Urban	D13
520	0.00		Urban	S502
520	4.00		Urban	D10
520	7.93		Urban	S533
520	12.01		Urban	S547
522	13.30		Urban	P19
525	8.47		Urban	FY08
599	1.40		Urban	S839
730	0.00		Rural	OR05
970	6.85		Rural	R057


Prepared By the
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
Strategic Planning and Programming
Transportation Data Office
In Cooperation with the
U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Automated Data Collection Sites
Washington State Highways
2003
HIGHWAY SYMBOLOGY
INTERSTATE
U.S.
STATE
395 - MILEPOST
Permanent Traffic Recorder (Volume, Speed, Classification)
Oregon State Recorder
Ferry Route
WIM/ Vehicle Axle Classification (SHRP/LTTP Research Site)
WIM/ Vehicle Axle Classification (WIM - Weight in Motion)
Kilometers
Miles
See Puget Sound Enlargement
NC
NW
EA
OL
SC
SW
FY02
FY03
S803
P04
R093
R073
R069
R054
B02
R043
R019
R074
S841E
S841W
OR02
S841S
S819
R078
P8
S503
R045
P5
R051
OR01
OR04
P06
P07
R075
S840
R097
S902
S901
S903
R058
R038
B04
R057
R037
R068
P23
P22
S820
R070
P26
P27
P11
R084
R047W
R047E
R047S
P01
R059
R053
S103
P02
R064
R063
P25
P28
R021
P33
P24
R036
P15
P30
R014
P10
P7C
R055
R042
R020
R066
S818E
S818W
S818S
R048
P29
R040N
R040W
S612
P08
P03
R061
B03
R081
R062
R087
P17
R008
P09
OR05
R086
OR06
OR03
P32
P31
P05
R067
P14
P13
R041
R077
R076



2003
Puget Sound Enlargement

Automated Data Collection Sites

- Permanent Traffic Recorder (Volume, Speed, Classification)
- Ferry Route
- NW Region Volume Recorder
- WIM/ Vehicle Axle Classification (SHRP/LTTP Research Site)
- WIM/ Vehicle Axle Classification (WIM - Weight in Motion)

STATE OF WASHINGTON – DEPARTMENT OF TRANSPORTATION
T R I P S S Y S T E M
AUTOMATED DATA COLLECTION RECORDERS – ANNUAL TRAFFIC VOLUME SUMMARY
RURAL STATIONS

RECORDER NUMBER		AVERAGE SUNDAY	AVERAGE SATURDAY	AVERAGE FRIDAY	AVERAGE WEEKDAY	AVERAGE WEEKEND DAY	ANNUAL AVERAGE DAY
B02	BOTHWAYS	19648	20843	24295	20230	21617	20886
B02	EASTBOUND	11404	10051	11064	10091	10846	10498
B02	WESTBOUND	8244	10793	13231	10139	10771	10387
B03	BOTHWAYS	*	*	*		*	13033
B03	NORTHBOUND				6168		6423
B03	SOUTHBOUND						6543
B04	BOTHWAYS	35527	29224	35080	22362	33257	27285
B04	EASTBOUND	15111	15147	19507	11492	16594	13704
B04	WESTBOUND	20417	14078	15574	10870	16663	13581
FY01	BOTHWAYS	1224	1176	1157	887	1185	1014
FY01	EASTBOUND	581	597	591	443	590	504
FY01	WESTBOUND	643	578	567	444	596	510
FY03	BOTHWAYS	204	210	216	169	210	188
FY03	NORTHBOUND						
FY03	SOUTHBOUND						
FY05	BOTHWAYS	1506	1658	2052	1947	1739	1848
FY05	EASTBOUND	615	783	1027	938	809	877
FY05	WESTBOUND	891	876	1025	1009	931	971
FY07	BOTHWAYS	5011	5915	6359	5917	5761	5815
FY07	NORTHBOUND	2753	2931	3081	2984	2921	2947
FY07	SOUTHBOUND	2258	2984	3278	2956	2839	2860
OR02	BOTHWAYS	*	*	*	6481	*	6733
OR02	NORTHBOUND				3245		3349
OR02	SOUTHBOUND				3236		3383
OR03	BOTHWAYS	11642	13358	16153	14838	13723	14267
OR03	NORTHBOUND	5867	6640	7951	7358	6810	7079
OR03	SOUTHBOUND	5809	6718	8202	7477	6912	7188
OR05	BOTHWAYS	2164	2040	2821	2559	2344	2448
OR05	EASTBOUND	1092	1005	1372	1258	1158	1218
OR05	WESTBOUND	1072	1035	1450	1302	1186	1249
OR06	BOTHWAYS	*	*	*	15930	*	16374
OR06	NORTHBOUND				7904		8176
OR06	SOUTHBOUND				8026		8198
P01	BOTHWAYS	18344	19514	23408	19888	20410	20194
P01	EASTBOUND	8260	9999	12550	10072	10262	10152
P01	WESTBOUND	10085	9515	10870	9816	10155	10049

* NOT AVAILABLE

STATE OF WASHINGTON – DEPARTMENT OF TRANSPORTATION
T R I P S S Y S T E M
AUTOMATED DATA COLLECTION RECORDERS – ANNUAL TRAFFIC VOLUME SUMMARY
RURAL STATIONS

RECORDER NUMBER		AVERAGE SUNDAY	AVERAGE SATURDAY	AVERAGE FRIDAY	AVERAGE WEEKDAY	AVERAGE WEEKEND DAY	ANNUAL AVERAGE DAY
P02	BOTHWAYS	832	726	847	605	801	699
P02	EASTBOUND	359	359	458	300	392	342
P02	WESTBOUND	472	368	391	305	410	358
P03	BOTHWAYS	9506	10851	13398	11580	11256	11394
P03	NORTHBOUND	4922	5444	6622	5806	5665	5721
P03	SOUTHBOUND	4585	5407	6776	5774	5592	5674
P04	BOTHWAYS	*	*	*	41714	*	41023
P04	NORTHBOUND				20510		20182
P04	SOUTHBOUND				21204		20841
P05	BOTHWAYS	*	*	*	1965	*	2164
P05	EASTBOUND				1002		1091
P05	WESTBOUND				963		1073
P08	BOTHWAYS	*	*	*	23740	*	23767
P08	EASTBOUND				11967		11958
P08	WESTBOUND				11773		11809
P09	BOTHWAYS	*	*	*	15001	*	15410
P09	EASTBOUND				7531		7698
P09	WESTBOUND				7470		7672
P10	BOTHWAYS	12016	9499	12422	8396	11322	9795
P10	EASTBOUND	5434	4807	6540	4230	5599	4857
P10	WESTBOUND	6582	4692	5882	4166	5724	4937
P11	BOTHWAYS	3916	3887	4489	3614	4095	3824
P11	NORTHBOUND	1667	1999	2458	1830	2038	1906
P11	SOUTHBOUND	2248	1888	2030	1783	2055	1919
P13	BOTHWAYS	3863	4626	5423	4795	4641	4703
P13	NORTHBOUND	1982	2269	2628	2376	2295	2329
P13	SOUTHBOUND	1881	2357	2796	2419	2347	2374
P14	BOTHWAYS	2651	2995	3573	3013	3075	3035
P14	NORTHBOUND	1330	1486	1771	1499	1529	1507
P14	SOUTHBOUND	1321	1509	1802	1514	1546	1529
P15	BOTHWAYS	*	*	*	8780	*	8856
P15	NORTHBOUND				4426		4446
P15	SOUTHBOUND				4356		4428
P17	BOTHWAYS	1323	1421	2042	2085	1598	1871
P17	NORTHBOUND	734	729	1042	1093	836	979
P17	SOUTHBOUND	589	692	1000	992	762	892

* NOT AVAILABLE

STATE OF WASHINGTON – DEPARTMENT OF TRANSPORTATION
T R I P S S Y S T E M
AUTOMATED DATA COLLECTION RECORDERS – ANNUAL TRAFFIC VOLUME SUMMARY
RURAL STATIONS

RECORDER NUMBER		AVERAGE SUNDAY	AVERAGE SATURDAY	AVERAGE FRIDAY	AVERAGE WEEKDAY	AVERAGE WEEKEND DAY	ANNUAL AVERAGE DAY
P18	BOTHWAYS	2799	2809	2938	2234	2846	2538
P18	NORTHBOUND	1221	1474	1609	1117	1434	1266
P18	SOUTHBOUND	1578	1335	1329	1118	1412	1271
P22	BOTHWAYS	1736	1890	2304	2070	1975	2027
P22	NORTHBOUND	838	936	1150	1019	974	996
P22	SOUTHBOUND	898	953	1152	1049	1001	1028
P25	BOTHWAYS	331	370	387	354	362	357
P25	NORTHBOUND	153	186	198	173	179	175
P25	SOUTHBOUND	178	184	190	181	183	182
P26	BOTHWAYS	574	641	736	677	650	667
P26	NORTHBOUND	276	326	378	337	327	332
P26	SOUTHBOUND	298	315	358	341	323	335
P27	BOTHWAYS	315	335	401	378	350	365
P27	NORTHBOUND	145	168	200	182	171	176
P27	SOUTHBOUND	170	167	200	196	179	189
P28	BOTHWAYS	*	*	*	17824	*	17561
P28	EASTBOUND				8840		8678
P28	WESTBOUND				8991		8818
P7C	BOTHWAYS	7446	6491	8270	6371	7408	6852
P7C	NORTHBOUND	3467	3325	4449	3237	3750	3443
P7C	SOUTHBOUND	3980	3167	3821	3134	3659	3409
P8	BOTHWAYS				46654		49668
P8	NORTHBOUND				23039		24540
P8	SOUTHBOUND	25523	25866	30356	23727	27249	25236
R001	BOTHWAYS	76084	82810	91002	79461	83338	80860
R001	NORTHBOUND	36065	42217	46863	39690	41746	40331
R001	SOUTHBOUND	40019	40593	44140	39771	41591	40529
R003N	BOTHWAYS	22932	26950	33391	30956	27770	29453
R003N	NORTHBOUND	11879	13211	16208	15305	13772	14603
R003N	SOUTHBOUND	11053	13739	17183	15651	13998	14849
R003E	BOTHWAYS				47635		47060
R003E	EASTBOUND				23653		23547
R003E	WESTBOUND	18002	22881	27925	23888	22974	23327
R003W	BOTHWAYS				16530		17366
R003W	EASTBOUND				8276		8807
R003W	WESTBOUND	6906	9129	10724	8218	8931	8476

* NOT AVAILABLE

STATE OF WASHINGTON – DEPARTMENT OF TRANSPORTATION
T R I P S S Y S T E M
AUTOMATED DATA COLLECTION RECORDERS – ANNUAL TRAFFIC VOLUME SUMMARY
RURAL STATIONS

RECORDER NUMBER		AVERAGE SUNDAY	AVERAGE SATURDAY	AVERAGE FRIDAY	AVERAGE WEEKDAY	AVERAGE WEEKEND DAY	ANNUAL AVERAGE DAY
R014	BOTHWAYS	18918	15896	20130	14538	18334	16304
R014	EASTBOUND	8673	8055	10627	7337	9129	8112
R014	WESTBOUND	10245	7841	9503	7201	9204	8192
R019	BOTHWAYS	*	*	*	56665	*	59240
R019	NORTHBOUND				28242		29656
R019	SOUTHBOUND				28422		29588
R020	BOTHWAYS	*	*	*	5409	*	5270
R020	NORTHBOUND				2708		2634
R020	SOUTHBOUND				2701		2636
R023	BOTHWAYS	11325	12162	12444	10463	11974	11128
R023	NORTHBOUND	5097	6289	6570	5258	5984	5561
R023	SOUTHBOUND	6229	5873	5875	5204	5990	5567
R037	BOTHWAYS	1986	1982	2071	1523	2014	1765
R037	EASTBOUND	845	1052	1189	784	1030	896
R037	WESTBOUND	1142	930	883	739	984	869
R038	BOTHWAYS	7498	6547	6060	3328	6698	4865
R038	EASTBOUND	2702	3548	3851	1726	3369	2434
R038	WESTBOUND	4796	2999	2210	1602	3329	2431
R039	BOTHWAYS	43114	35902	39727	25561	39586	32047
R039	EASTBOUND	18329	18663	22373	13096	19805	16095
R039	WESTBOUND	24785	17239	17354	12465	19781	15952
R040N +	BOTHWAYS	*	*	*	588	*	798
R040N	NORTHBOUND				274		382
R040N	SOUTHBOUND				314		416
R040W	BOTHWAYS	2528	2362	2136	1333	2343	1806
R040W	EASTBOUND	1211	1166	1074	663	1151	894
R040W	WESTBOUND	1317	1196	1062	669	1192	912
R041	BOTHWAYS	*	*	*	4289	*	4615
R041	NORTHBOUND				2139		2312
R041	SOUTHBOUND				2150		2303
R042	BOTHWAYS	*	*	*	11873	*	14627
R042	EASTBOUND				6122		7322
R042	WESTBOUND				5750		7305
R043	BOTHWAYS	5065	5852	6284	5476	5735	5539
R043	NORTHBOUND	2806	2846	2943	2724	2859	2769
R043	SOUTHBOUND	2260	3007	3341	2752	2876	2770

+ BASED ON NUMBER OF DAYS PASS OPEN
* NOT AVAILABLE

STATE OF WASHINGTON – DEPARTMENT OF TRANSPORTATION
T R I P S S Y S T E M
AUTOMATED DATA COLLECTION RECORDERS – ANNUAL TRAFFIC VOLUME SUMMARY
RURAL STATIONS

RECORDER NUMBER		AVERAGE SUNDAY	AVERAGE SATURDAY	AVERAGE FRIDAY	AVERAGE WEEKDAY	AVERAGE WEEKEND DAY	ANNUAL AVERAGE DAY
R045	BOTHWAYS	63028	63959	74788	62304	67290	64457
R045	NORTHBOUND	31708	31858	37137	30906	33580	32064
R045	SOUTHBOUND	31320	32102	37651	31398	33710	32394
R047E	BOTHWAYS				14122		15075
R047E	EASTBOUND				7336		7731
R047E	WESTBOUND	8347	7214	7909	6786	7818	7344
R047S	BOTHWAYS	6306	5469	6498	4269	6094	5034
R047S	NORTHBOUND	2427	2900	3885	2213	3076	2544
R047S	SOUTHBOUND	3879	2569	2613	2056	3018	2490
R047W	BOTHWAYS	*	*	*	11702	*	12202
R047W	EASTBOUND				5853		6089
R047W	WESTBOUND				5849		6113
R048	BOTHWAYS	16104	15413	18537	14291	16693	15331
R048	EASTBOUND	7613	7793	9562	7235	8329	7714
R048	WESTBOUND	8491	7620	8976	7056	8365	7617
R054	BOTHWAYS	*	*	*	2538	*	2454
R054	NORTHBOUND				1242		1195
R054	SOUTHBOUND				1296		1258
R055	BOTHWAYS				9362		10647
R055	EASTBOUND	5603	5044	6926	4641	5863	5201
R055	WESTBOUND				4716		5401
R057	BOTHWAYS	5375	4571	5173	3143	5042	4041
R057	EASTBOUND	1937	2440	3202	1617	2531	2022
R057	WESTBOUND	3439	2131	1971	1526	2511	2019
R058	BOTHWAYS	*	*	*	2716	*	3897
R058	EASTBOUND				1418		1948
R058	WESTBOUND				1297		1949
R061	BOTHWAYS	12060	11682	14025	11292	12598	11875
R061	NORTHBOUND	5772	5884	7298	5689	6324	5943
R061	SOUTHBOUND	6289	5798	6727	5604	6274	5929
R063	BOTHWAYS	*	*	*	8462	*	8556
R063	NORTHBOUND				4277		4304
R063	SOUTHBOUND				4185		4252
R064	BOTHWAYS	*	*	*	2780	*	2859
R064	EASTBOUND				1412		1449
R064	WESTBOUND				1368		1411

* NOT AVAILABLE

STATE OF WASHINGTON – DEPARTMENT OF TRANSPORTATION
T R I P S S Y S T E M
AUTOMATED DATA COLLECTION RECORDERS – ANNUAL TRAFFIC VOLUME SUMMARY
RURAL STATIONS

RECORDER NUMBER		AVERAGE SUNDAY	AVERAGE SATURDAY	AVERAGE FRIDAY	AVERAGE WEEKDAY	AVERAGE WEEKEND DAY	ANNUAL AVERAGE DAY
R066	BOTHWAYS	2823	2263	3300	2075	2797	2432
R066	EASTBOUND	1346	1125	1625	1031	1371	1205
R066	WESTBOUND	1476	1138	1675	1044	1426	1228
R068	BOTHWAYS	4011	4569	5671	5119	4749	4947
R068	NORTHBOUND	1840	2301	2919	2535	2354	2440
R068	SOUTHBOUND	2171	2267	2753	2583	2395	2507
R069	BOTHWAYS	18234	22273	25734	24023	22084	23117
R069	NORTHBOUND	9533	11024	12678	11990	11080	11573
R069	SOUTHBOUND	8701	11249	13057	12033	11005	11544
R070	BOTHWAYS	5425	6809	9009	8482	7087	7816
R070	NORTHBOUND	2623	3403	4516	4215	3518	3881
R070	SOUTHBOUND	2802	3405	4493	4266	3569	3935
R073	BOTHWAYS	2326	2591	2717	2500	2544	2515
R073	NORTHBOUND	1036	1334	1439	1271	1269	1264
R073	SOUTHBOUND	1291	1257	1278	1230	1275	1251
R074	BOTHWAYS	*	*	*	2178	*	2429
R074	NORTHBOUND				1099		1275
R074	SOUTHBOUND				1079		1157
R075	BOTHWAYS	5997	6455	7614	6597	6693	6646
R075	EASTBOUND	2712	3278	4006	3308	3334	3311
R075	WESTBOUND	3285	3177	3609	3289	3360	3335
R076	BOTHWAYS	1739	1801	2138	1869	1896	1878
R076	EASTBOUND	856	883	1044	923	929	924
R076	WESTBOUND	883	919	1094	947	967	955
R077	BOTHWAYS	1821	1628	2036	1787	1829	1794
R077	EASTBOUND	888	797	994	863	894	869
R077	WESTBOUND	933	831	1042	925	936	926
R083	BOTHWAYS	1879	1963	1909	1651	1917	1765
R083	NORTHBOUND	873	1017	1014	834	968	887
R083	SOUTHBOUND	1007	946	896	817	949	878
R084	BOTHWAYS	4214	4308	4943	3881	4493	4158
R084	NORTHBOUND	1729	2211	2763	1953	2239	2065
R084	SOUTHBOUND	2485	2097	2181	1927	2254	2093
R085	BOTHWAYS	16934	18395	18557	15727	17953	16721
R085	EASTBOUND	9355	8841	8654	7824	8946	8357
R085	WESTBOUND	7580	9554	9903	7903	9006	8364

* NOT AVAILABLE

STATE OF WASHINGTON – DEPARTMENT OF TRANSPORTATION
T R I P S S Y S T E M
AUTOMATED DATA COLLECTION RECORDERS – ANNUAL TRAFFIC VOLUME SUMMARY
RURAL STATIONS

RECORDER NUMBER		AVERAGE SUNDAY	AVERAGE SATURDAY	AVERAGE FRIDAY	AVERAGE WEEKDAY	AVERAGE WEEKEND DAY	ANNUAL AVERAGE DAY
R086	BOTHWAYS	15545	16457	18767	15805	16931	16327
R086	EASTBOUND	7430	8353	9642	7979	8479	8189
R086	WESTBOUND	8115	8103	9124	7826	8451	8138
R088	BOTHWAYS	36873	43175	46935	43234	42254	42665
R088	EASTBOUND	18443	20953	23036	21396	20778	21071
R088	WESTBOUND	18430	22223	23899	21838	21476	21594
R089	BOTHWAYS	*	*	*	16557	*	16196
R089	NORTHBOUND				8369		8202
R089	SOUTHBOUND				8188		7994
R095	BOTHWAYS	6066	6394	6318	5298	6260	5716
R095	EASTBOUND	3431	3174	2944	2656	3184	2902
R095	WESTBOUND	2635	3219	3375	2643	3076	2814
R096	BOTHWAYS	11606	14291	16638	15681	14183	14982
R096	NORTHBOUND	5799	7139	8284	7777	7076	7444
R096	SOUTHBOUND	5807	7152	8354	7904	7107	7538
S612	BOTHWAYS	3756	3715	3920	3090	3798	3397
S612	EASTBOUND	1851	1845	1999	1548	1899	1696
S612	WESTBOUND	1906	1869	1921	1542	1900	1700
S706	BOTHWAYS	6318	7729	9037	8575	7696	8166
S706	EASTBOUND	3146	3783	4487	4277	3806	4062
S706	WESTBOUND	3173	3945	4550	4298	3890	4104
S803	BOTHWAYS	23750	25931	28394	24179	26027	25050
S803	NORTHBOUND	11230	13192	14758	12078	13063	12492
S803	SOUTHBOUND	12520	12739	13637	12101	12965	12557
S818E	BOTHWAYS	5726	5373	5039	3563	5380	4404
S818E	EASTBOUND	3063	2609	2280	1758	2651	2184
S818E	WESTBOUND	2664	2765	2759	1805	2729	2221
S818S	BOTHWAYS	3314	2913	2583	1627	2936	2220
S818S	NORTHBOUND	1793	1417	1151	804	1453	1105
S818S	SOUTHBOUND	1521	1496	1433	824	1483	1114
S818W	BOTHWAYS	2750	2772	2621	2048	2715	2339
S818W	EASTBOUND	1481	1384	1245	1031	1370	1183
S818W	WESTBOUND	1269	1388	1376	1020	1345	1160
S819	BOTHWAYS	*	*	*	4522	*	4372
S819	NORTHBOUND				2282		2205
S819	SOUTHBOUND				2241		2166

* NOT AVAILABLE

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RECORDER NUMBER		AVERAGE SUNDAY	AVERAGE SATURDAY	AVERAGE FRIDAY	AVERAGE WEEKDAY	AVERAGE WEEKEND DAY	ANNUAL AVERAGE DAY
S820	BOTHWAYS	1714	2175	2785	2656	2234	2461
S820	EASTBOUND	846	1097	1426	1349	1129	1247
S820	WESTBOUND	869	1078	1358	1307	1106	1214
S826	BOTHWAYS	*	*	*	46433	*	48195
S826	EASTBOUND				23455		24196
S826	WESTBOUND				22979		23999
S838	BOTHWAYS	18208	16906	22254	17877	19136	18501
S838	EASTBOUND	8116	8706	12031	9114	9630	9351
S838	WESTBOUND	10093	8201	10224	8763	9507	9150
S840	BOTHWAYS	*	*	*	733	*	899
S840	EASTBOUND				361		447
S840	WESTBOUND				371		452
S841E	BOTHWAYS	*	*	*	2383	*	2532
S841E	NORTHBOUND				1159		1256
S841E	SOUTHBOUND				1224		1276
S841S	BOTHWAYS	6477	7442	7839	6506	7252	6876
S841S	NORTHBOUND	3083	3803	4141	3279	3676	3462
S841S	SOUTHBOUND	3395	3639	3698	3227	3577	3413
S841W	BOTHWAYS				5315		5632
S841W	NORTHBOUND				2648		2839
S841W	SOUTHBOUND	2277	3202	3523	2664	3000	2809
S901	BOTHWAYS	*	*	*	22997	*	29262
S901	EASTBOUND				11934		14840
S901	WESTBOUND				11090		14421
S902	BOTHWAYS	*	*	*	21973	*	27440
S902	EASTBOUND				11365		13790
S902	WESTBOUND				10607		13650

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RECORDER NUMBER		AVERAGE SUNDAY	AVERAGE SATURDAY	AVERAGE FRIDAY	AVERAGE WEEKDAY	AVERAGE WEEKEND DAY	ANNUAL AVERAGE DAY
D1	BOTHWAYS	111429	130090	149782	144396	130689	137751
D1	NORTHBOUND	56805	65443	74719	71903	65656	68912
D1	SOUTHBOUND	54762	64647	75063	72492	64963	68821
D10	BOTHWAYS	76685	89561	110567	110524	92253	101840
D10	EASTBOUND	38602	44155	54514	54857	45817	50536
D10	WESTBOUND	38083	45405	56026	55667	46492	51317
D11	BOTHWAYS	83252	97738	102499	100308	94535	97384
D11	EASTBOUND	42367	49144	53180	51846	48261	50127
D11	WESTBOUND	40885	48595	49319	48463	46274	47257
D12	BOTHWAYS	22935	23720	29795	25642	25496	25638
D12	EASTBOUND	10907	12049	15320	12777	12768	12790
D12	WESTBOUND	12029	11671	14476	12865	12728	12847
D13	BOTHWAYS	47187	54572	63961	60396	55303	57995
D13	EASTBOUND	22666	26519	30973	29059	26755	27971
D13	WESTBOUND	24522	28053	32988	31336	28549	30024
D14	BOTHWAYS	40532	45809	64100	62067	50074	56391
D14	NORTHBOUND	20533	22997	31969	31167	25130	28322
D14	SOUTHBOUND	19999	22813	32131	30901	24944	28069
D3	BOTHWAYS	*	*	*	97517	*	92539
D3	EASTBOUND				48657		46225
D3	WESTBOUND				48853		46372
FY02	BOTHWAYS	1873	2295	2685	2060	2284	2148
FY02	EASTBOUND	732	927	1074	800	910	848
FY02	WESTBOUND	1141	1368	1611	1259	1374	1301
FY04	BOTHWAYS	6088	6948	6893	6111	6639	6314
FY04	EASTBOUND	2677	3490	3621	3038	3262	3106
FY04	WESTBOUND	3411	3458	3272	3073	3377	3208
FY06	BOTHWAYS	1505	1802	2134	1905	1819	1857
FY06	EASTBOUND	931	1013	1111	1036	1017	1027
FY06	WESTBOUND	597	789	1023	869	802	830
FY08	BOTHWAYS	5446	6319	6375	6016	6050	6006
FY08	NORTHBOUND	3067	3064	2971	3028	3035	3039
FY08	SOUTHBOUND	2379	3255	3404	2990	3015	2967
FY09	BOTHWAYS	897	1111	1265	1195	1092	1142
FY09	NORTHBOUND	448	556	633	597	546	571
FY09	SOUTHBOUND	448	556	632	597	546	571

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RECORDER NUMBER		AVERAGE SUNDAY	AVERAGE SATURDAY	AVERAGE FRIDAY	AVERAGE WEEKDAY	AVERAGE WEEKEND DAY	ANNUAL AVERAGE DAY
OR01	BOTHWAYS	99311	116423	140032	130562	118402	125328
OR01	NORTHBOUND	50726	58272	68616	63815	59160	62244
OR01	SOUTHBOUND	48652	58147	71258	65809	59236	63040
P07	BOTHWAYS	*	*	*	6127	*	6158
P07	EASTBOUND				2910		2920
P07	WESTBOUND				3218		3239
P1	BOTHWAYS						175881
P1	NORTHBOUND						86840
P1	SOUTHBOUND	75505	83574	97833	92589	85664	89198
P19	BOTHWAYS	*	*	*	42320	*	39842
P19	EASTBOUND				20242		19096
P19	WESTBOUND				22079		20746
P20	BOTHWAYS	42812	47551	55697	49641	48819	49110
P20	EASTBOUND	20837	23620	27597	24356	24092	24145
P20	WESTBOUND	21974	23931	28100	25285	24727	24965
P29	BOTHWAYS	36282	41561	50768	44608	42889	43883
P29	EASTBOUND	18045	21130	25717	22417	21638	22089
P29	WESTBOUND	18236	20431	25051	22192	21251	21794
P3	BOTHWAYS	*	*	*	195309	*	186852
P3	NORTHBOUND				97803		93318
P3	SOUTHBOUND				97414		93537
P4	BOTHWAYS	111147	123989	156956	143139	131027	137384
P4	NORTHBOUND	58855	61505	77520	72209	66014	69395
P4	SOUTHBOUND	52350	62542	79436	70920	64899	67996
P5	BOTHWAYS	92236	108037	137070	127877	112498	120522
P5	NORTHBOUND	46693	53471	67191	64032	55812	60198
P5	SOUTHBOUND	45459	54373	69333	63837	56449	60377
P6	BOTHWAYS	*	*	*		*	112588
P6	NORTHBOUND						56799
P6	SOUTHBOUND				59804		56144
R017	BOTHWAYS	79161	92844	131310	130450	101148	116812
R017	EASTBOUND	35951	42224	64202	64867	47523	56851
R017	WESTBOUND	43262	50725	67043	65584	53666	59828
R021	BOTHWAYS				48183		46570
R021	EASTBOUND	17551	24175	27723	24542	23159	23850
R021	WESTBOUND				23640		22723

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RECORDER NUMBER		AVERAGE SUNDAY	AVERAGE SATURDAY	AVERAGE FRIDAY	AVERAGE WEEKDAY	AVERAGE WEEKEND DAY	ANNUAL AVERAGE DAY
R034	BOTHWAYS	158032	181289	207947	195712	182495	188935
R034	NORTHBOUND	78830	88461	101938	96634	89778	93218
R034	SOUTHBOUND	79084	92787	105967	99105	92656	95788
R036	BOTHWAYS						103798
R036	EASTBOUND	35528	44526	60293	56532	46829	51933
R036	WESTBOUND						51970
R044	BOTHWAYS				88791		85456
R044	EASTBOUND	35214	40737	45860	44079	40609	42006
R044	WESTBOUND				44714		42826
R046	BOTHWAYS	190940	214505	229820	223278	211679	216790
R046	NORTHBOUND	91958	104149	111490	109009	102493	105462
R046	SOUTHBOUND	98725	110181	118369	114237	109055	111357
R050	BOTHWAYS				45278		42335
R050	NORTHBOUND	15309	19168	24335	22647	19609	21179
R050	SOUTHBOUND				22631		21144
R051	BOTHWAYS	83424	95432	118854	110338	99146	105207
R051	NORTHBOUND	41776	47258	58257	54230	49048	51812
R051	SOUTHBOUND	41648	48175	60597	56108	50098	53395
R052	BOTHWAYS	*	*	*		*	
R052	WESTBOUND				34557		33269
R052	EASTBOUND						
R053	BOTHWAYS	*	*	*	19859	*	19117
R053	EASTBOUND				10227		9765
R053	WESTBOUND				9632		9352
R059	BOTHWAYS	5652	6092	7168	6085	6305	6209
R059	NORTHBOUND	2390	3203	4011	3095	3198	3128
R059	SOUTHBOUND	3262	2889	3157	2990	3106	3080
R060	BOTHWAYS				107419		105326
R060	NORTHBOUND				53697		52513
R060	SOUTHBOUND	44162	50955	62154	53594	52443	52819
R062	BOTHWAYS	*	*	*	60239	*	55796
R062	EASTBOUND				29865		27822
R062	WESTBOUND				30375		27974
R078	BOTHWAYS	5252	5556	6376	5683	5732	5716
R078	EASTBOUND	2881	2669	2981	2850	2846	2865
R078	WESTBOUND	2371	2887	3395	2833	2886	2851

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RECORDER NUMBER		AVERAGE SUNDAY	AVERAGE SATURDAY	AVERAGE FRIDAY	AVERAGE WEEKDAY	AVERAGE WEEKEND DAY	ANNUAL AVERAGE DAY
R081	BOTHWAYS	27953	33469	42725	41936	34729	38595
R081	EASTBOUND	13614	16703	21860	21320	17401	19484
R081	WESTBOUND	14339	16766	20865	20616	17328	19110
R082	BOTHWAYS	*	*	*	165167	*	160509
R082	NORTHBOUND				80844		78867
R082	SOUTHBOUND				84255		81879
R087	BOTHWAYS	42958	51359	62243	58048	52212	55411
R087	NORTHBOUND	21641	25988	31455	29204	26376	27918
R087	SOUTHBOUND	21317	25370	30788	28844	25837	27493
R091	BOTHWAYS	97189	104928	123831	111382	108466	109730
R091	NORTHBOUND	50815	51541	60121	55292	54125	54696
R091	SOUTHBOUND	46374	53388	63711	56090	54341	55034
R17R	BOTHWAYS	9049	10257	14692	13812	11349	12586
R17R	EASTBOUND						
R17R	WESTBOUND						
S103	BOTHWAYS	37960	45905	55455	52545	46454	49775
S103	NORTHBOUND	19266	23225	28169	26745	23562	25302
S103	SOUTHBOUND	18695	22680	27286	25801	22892	24473
S189	BOTHWAYS	169169	192299	220722	209077	194433	201580
S189	NORTHBOUND	84273	96563	110894	105484	97379	101250
S189	SOUTHBOUND	84909	95651	109827	103543	96813	100263
S201	BOTHWAYS	194777	219275	273458	260177	229264	245363
S201	NORTHBOUND	96383	107664	135436	128874	113201	121485
S201	SOUTHBOUND	98394	111611	138022	131303	116063	123878
S202	BOTHWAYS	201244	223501	269842	258607	231895	245773
S202	NORTHBOUND	102152	112748	133668	127350	116360	122086
S202	SOUTHBOUND	99092	110754	136174	131257	115535	123687
S203	BOTHWAYS	112308	128357	162031	155650	134390	145307
S203	EASTBOUND	54881	63954	80804	77027	66640	72014
S203	WESTBOUND	55879	64403	81228	78380	66945	73233
S204	BOTHWAYS				205154		192778
S204	NORTHBOUND	75920	86813	106865	104974	89981	95109
S204	SOUTHBOUND				100248		94467
S205	BOTHWAYS				225532		215552
S205	NORTHBOUND				114165		108698
S205	SOUTHBOUND				111367		106854

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RECORDER NUMBER		AVERAGE SUNDAY	AVERAGE SATURDAY	AVERAGE FRIDAY	AVERAGE WEEKDAY	AVERAGE WEEKEND DAY	ANNUAL AVERAGE DAY
S502	BOTHWAYS	*	*	*	65601	*	59679
S502	EASTBOUND				32376		29609
S502	WESTBOUND				33352		30222
S503	BOTHWAYS	*	*	*	19854	*	19221
S503	NORTHBOUND				10052		9701
S503	SOUTHBOUND				9802		9520
S533	BOTHWAYS	70580	85388	114237	114803	90099	103439
S533	EASTBOUND	36578	42996	58640	59239	46086	53229
S533	WESTBOUND	34003	42392	55597	55507	44013	50189
S547	BOTHWAYS	43973	53671	73631	74193	57106	66337
S547	EASTBOUND	21990	26257	35626	36196	27964	32420
S547	WESTBOUND	21983	27414	38005	37997	29142	33916
S809	BOTHWAYS	*	*	*	190704	*	182970
S809	NORTHBOUND				95291		92809
S809	SOUTHBOUND				94428		90402
S821	BOTHWAYS	111333	130180	149885	144370	130315	137461
S821	NORTHBOUND	54900	63503	72810	69987	63665	66889
S821	SOUTHBOUND	56433	66677	77075	74383	66650	70573
S822	BOTHWAYS	134605	160643	196417	190395	164401	178089
S822	NORTHBOUND	67540	79775	97185	94811	81742	88637
S822	SOUTHBOUND	67065	80868	99232	95584	82659	89452
S825	BOTHWAYS	89126	99794	124311	117205	104940	111311
S825	EASTBOUND	43285	50419	62943	58516	52516	55557
S825	WESTBOUND	45841	49376	61368	58689	52423	55755
S837	BOTHWAYS	152471	173109	199121	186197	175049	179798
S837	NORTHBOUND	77883	85881	99820	93501	87772	90486
S837	SOUTHBOUND	74605	87022	99257	92551	87226	89489
S839	BOTHWAYS	18849	23237	44190	45128	28749	37748
S839	NORTHBOUND	9337	11250	22537	23203	14368	19245
S839	SOUTHBOUND	9511	11987	21653	21925	14381	18503

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RECORDER NUMBER		1994 AADT	1995 AADT	1996 AADT	1997 AADT	1998 AADT	1999 AADT	2000 AADT	2001 AADT	2002 AADT	2003 AADT
B02	BOTHWAYS	17465	18352	18281	18553	18696	19223	*	19998	21030	20886
	EASTBOUND	8784	9257	9215	9332	9424	9660		10044	10595	10498
	WESTBOUND	8681	9095	9066	9216	9272	9563		9954	10435	10387
B03	BOTHWAYS	9005	9527	9882	10879	11384	11684	11757	12483	12435	13033
	NORTHBOUND	4459	4779	4943	5438	5709	5843	5885	6261	6273	6423
	SOUTHBOUND	4450	4748	4939	5441	5675	5819	5871	6222	6319	6543
B04	BOTHWAYS	22482	*	*	23602	24271	23951	25119	26043	27230	27285
	EASTBOUND	11606			11885	12133	12070	12616	13092	13730	13704
	WESTBOUND	11549			11717	12138	11881	12503	12938	13501	13581
P01	BOTHWAYS	16871	18546	17853	18566	18707	*	19376	19508	20157	20194
	EASTBOUND	8379	9240	8932	9320	9389		9753	9830	10136	10152
	WESTBOUND	8493	9306	8921	9245	9320		9624	9678	10022	10049
P02	BOTHWAYS	665	692	636	667	680	705		*	693	699
	EASTBOUND		340	313	330	334	347	334		337	342
	WESTBOUND		352	323	337	345	359			355	358
P03	BOTHWAYS	9192	9381	9494	9097	9888	10380	10433	10764	11208	11394
	NORTHBOUND	4595	4723	4791	4590	4980	5229	5163	5423	5637	5721
	SOUTHBOUND	4521	4658	4713	4507	4909	5151	5276	5341	5570	5674
P04	BOTHWAYS	36297	36536	37137	38067	37647	*	*	39384	39830	41023
	NORTHBOUND	18007	18128	18335	18749	18675			19393	19620	20182
	SOUTHBOUND	18291	18493	18802	19322	18994			19990	20210	20841
P05	BOTHWAYS	2312	2366	2161	2270	2167	*	2162	2170	2211	2164
	EASTBOUND	1171	1179	1064	1153	1090		1079	1088	1111	1091
	WESTBOUND	1192	1190	1096	1118	1077		1083	1080	1100	1073
P08	BOTHWAYS	18452	19313	18802	*	21028	21883	21814	22143	23254	23767
	EASTBOUND	9476	9681	9437		10561	10821	10881	11134	11691	11958
	WESTBOUND	9228	9632	9343		10467	11062	10922	11009	11563	11809
P09	BOTHWAYS	11196	11503	11366	12337		14066	*	*	15187	15410
	EASTBOUND	5909	5807	5764	6240	6665	7168			7703	7698
	WESTBOUND	5622	5696	5602	6097		6889			7486	7672
P10	BOTHWAYS	8229	8502	8276	8597	8773	9107	9055	9218	9735	9795
	EASTBOUND	4072	4221	4106	4253	4346	4517	4494	4583	4837	4857
	WESTBOUND	4162	4285	4170	4343	4427	4581	4561	4635	4898	4937
P11	BOTHWAYS	3519	3844	3834	3824	3795	3840	3711	3767	3866	3824
	NORTHBOUND	1759	1921	1918	1915	1893	1917	1848	1879	1934	1906
	SOUTHBOUND	1761	1923	1916	1910	1905	1924	1863	1885	1932	1919

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P13	BOTHWAYS	4198	4369	4281	4477	4376		4327	4430	4604	4703
	NORTHBOUND	2056	2143	2095	2195	2154		2139	2185	2272	2329
	SOUTHBOUND	2142	2227	2186	2280	2222	2199	2188	2245	2331	2374
P14	BOTHWAYS	2477	2601	2595	2713	2803	2701	2782	2861	3049	3035
	NORTHBOUND	1249	1305	1297	1351	1399	1339	1380	1413	1512	1507
	SOUTHBOUND	1228	1296	1295	1362	1404	1362	1402	1449	1537	1529
P15	BOTHWAYS	7698	8000	*	8086	8405	8371	*	8577	8789	8856
	NORTHBOUND	3853	4024		4064	4233	4214		4306	4416	4446
	SOUTHBOUND	3805	3978		4019	4172	4157		4270	4373	4428
P17	BOTHWAYS	1270	1351	1314	1490	1588	1790	1814	1788	1842	1871
	NORTHBOUND	656	698	690	785	840	947	958	943	969	979
	SOUTHBOUND	615	654	624	705	748	842	856	845	873	892
P18	BOTHWAYS	2369	2350	2405	2489	2527	*	2310	2308	2527	2538
	NORTHBOUND	1164	1176	1202	1233	1255		1154	1166	1267	1266
	SOUTHBOUND	1206	1174	1203	1256	1272		1153	1152	1258	1271
P21	BOTHWAYS	5989	6323	6303	7411	8377	9210	9764	10001	*	*
	NORTHBOUND	3088	3312	3261	3812	4343	4807	5018	5145		
	SOUTHBOUND	2897	3012	3043	3599	4034	4403	4746	4855		
P22	BOTHWAYS	2779	2686	2775	2742	2393		2217	2139	2118	2027
	NORTHBOUND	1391	1329	1370	1357	1180		1093	1061	1043	996
	SOUTHBOUND	1388	1357	1404	1385	1213	1195	1125	1070	1073	1028
P23	BOTHWAYS	3267	3562	3686	3822	3764	3849	3712	3849	4028	*
	NORTHBOUND	1626	1773	1837	1909	1875	1917	1847	1917	2015	
	SOUTHBOUND	1641	1789	1850	1913	1888	1932	1865	1934	2013	
P24	BOTHWAYS	33215	37366	38025	39563	41533	41649	*	42503	44303	*
	EASTBOUND	16690	18760	19024	19792	20806	20887		21297	22193	
	WESTBOUND	16525	18606	19000	19771	20727	20814		21209	22110	
P25	BOTHWAYS	365	397	386	391	390	417	418	394	373	357
	NORTHBOUND	176	192	186	186	188	200	199	194	182	175
	SOUTHBOUND	187	205	200	205	202	216	219	201	191	182
P26	BOTHWAYS	680	710	725	734	720	728	692	668	662	667
	NORTHBOUND	343	356	362	365	361	364	345	333	330	332
	SOUTHBOUND	337	354	362	369	359	364	348	335	332	335
P27	BOTHWAYS	480	445	*	352	457	413	370	*	*	365
	NORTHBOUND	239	227		165	224	198	175			176
	SOUTHBOUND	242	223		186	233	215	195			189

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P28	BOTHWAYS	15073	15439	15445	15981	16446	16975		*	*	17561
	EASTBOUND	7444	7716	7715	7979	8190	8442	8635			8678
	WESTBOUND	7470	7723	7730	8002	8242	8533				8818
P30	BOTHWAYS	*	*	4751	*	5470	5647	5315	5441	5729	*
	NORTHBOUND			2359		2715	2798	2650	2710	2846	
	SOUTHBOUND			2393		2755	2849	2665	2732	2883	
P7C	BOTHWAYS	*	*	*	*	*	6164	6281	6366	6703	6852
	NORTHBOUND						3116	3181	3195	3365	3443
	SOUTHBOUND						3047	3098	3171	3338	3409
P8	BOTHWAYS	40154	*	44085	*	*			*	50570	49668
	NORTHBOUND	19663		21582						25261	24540
	SOUTHBOUND	20664		22228			23785	23670		25309	25236
R001	BOTHWAYS	*	*	62420	67845	72243	73052	76507	77286	79117	80860
	NORTHBOUND			31612	34170	35722	36298	37925	38490	39351	40331
	SOUTHBOUND			30695	33603	36585	36754	38362	38818	39769	40529
R003N	BOTHWAYS	23530	24304	25254	25661	26328	26620	26536	27638	28624	29453
	NORTHBOUND		12331	12787	13074	13361	13550	13427	13761	14291	14603
	SOUTHBOUND		11978	12435	12590	12971	13041	13028	13877	14333	14849
R003E	BOTHWAYS	38317	39104	40036	40449	41925	42351	42146	44135	46091	47060
	EASTBOUND		19442	19889	20104	20758	21121	21416	22104	23130	23547
	WESTBOUND		19663	20147	20345	21100	21172	20729	22031	22961	23327
R003W	BOTHWAYS	14770	14800	14815	14984	15492	15818	15878	16498	17469	17366
	EASTBOUND		7468	7454	7582	7812	7928	8031	8341	8847	8807
	WESTBOUND		7332	7360	7411	7680	7891	7847	8155	8622	8476
R008	BOTHWAYS	*	5348	5145	5405	5491	5531	5677	6055	6180	*
	EASTBOUND		2665	2562	2693	2726	2750	2822	3017	3072	
	WESTBOUND		2689	2583	2712	2766	2783	2856	3040	3108	
R014	BOTHWAYS	12262	*	12677	13586	14252	14885	14969	15515	16151	16304
	EASTBOUND	6222		6232	6722	7058	7418	7431	7689	8036	8112
	WESTBOUND	6101		6445	6864	7194	7484	7538	7826	8115	8192
R019	BOTHWAYS	48364	49505	49214	50782	51607	*	54715	55920	58194	59240
	NORTHBOUND		25300	24908	25374	25842		27342	27905	29049	29656
	SOUTHBOUND		24234	24303	25408	25769		27373	28002	29254	29588
R020	BOTHWAYS	4425	*	*	*	4901	4988	5037	5206	5098	5270
	NORTHBOUND					2441	2486	2511	2588	2548	2634
	SOUTHBOUND					2461	2502	2526	2618	2553	2636

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R023	BOTHWAYS	9574	9969	9753	9623	10170	10315	10382	10623	10858	11128
	NORTHBOUND		5003	4873	4774	5054	5143	5201	5306	5423	5561
	SOUTHBOUND		4974	4897	4860	5137	5172	5203	5317	5435	5567
R037	BOTHWAYS	*	1381	1341	1404	1547	*	1658	1737	1772	1765
	EASTBOUND		702	682	699	785		845	878	900	896
	WESTBOUND		681	659	704	763		818	859	872	869
R038	BOTHWAYS	4743	4558	4651	4720	4882	4889	4906	4814	4802	4865
	EASTBOUND		2260	2316	2335	2436	2453	2464	2425	2400	2434
	WESTBOUND		2298	2333	2385	2446	2437	2442	2402	2402	2431
R039	BOTHWAYS	26669	28218	27900	29252	30137	30553	*	30864	31564	32047
	EASTBOUND		14133	13977	14634	15114	15330		15503	15698	16095
	WESTBOUND		14085	13908	14566	15023	15223		15361	15697	15952
R040N +	BOTHWAYS	*	*	*	*	*	*	*	*	896	798
	NORTHBOUND									439	382
	SOUTHBOUND									457	416
R040W	BOTHWAYS	2029	*	*	1666	1800	1747	1793	1779	1866	1806
	EASTBOUND				795	877	864	887	883	919	894
	WESTBOUND				854	937	883	906	896	947	912
R041	BOTHWAYS	4025	4020	3834	*	*		4510	4626	4750	4615
	NORTHBOUND	2009	2001	1902			2229	2248	2316	2380	2312
	SOUTHBOUND	2016	2015	1932				2262	2310	2368	2303
R042	BOTHWAYS	12344	12502	11906	12488	13023	12772	13147	13443	13561	14627
	EASTBOUND		6197	5904	6252	6537	6404	6599	6744	6954	7322
	WESTBOUND		6290	6002	6236	6486	6369	6547	6699	6888	7305
R043	BOTHWAYS	5110	5359	5322	*	*	5417		*	5626	5539
	NORTHBOUND		2684	2667			2640			2814	2769
	SOUTHBOUND		2678	2658			2776	2861		2813	2770
R045	BOTHWAYS	49010	50708	*	*	*	*	60343	60516	63822	64457
	NORTHBOUND	24788	25848					29727	29934	31818	32064
	SOUTHBOUND	24302	25014					30616	30565	32005	32394
R047E	BOTHWAYS	12795	13400	13025	13440	13580		14088	14369	14858	15075
	EASTBOUND		6736	6538	6757	6829	7191	7156	7334	7621	7731
	WESTBOUND		6678	6487	6683	6751		6936	7035	7236	7344
R047S	BOTHWAYS	*	4513	4141	4444	4631	4797	4832	4829	5076	5034
	NORTHBOUND		2274	2077	2225	2432	2434	2439	2446	2578	2544
	SOUTHBOUND		2252	2064	2219	2293	2362	2392	2383	2504	2490

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R047W	BOTHWAYS	9840	10336	10054	10418	10352	10359	11552	11883	12140	12202
	EASTBOUND	4922	5160	5076	5199	5204	5157	5758	5935	6061	6089
	WESTBOUND	4917	5176	5024	5227	5147	5203	5790	5948	6079	6113
R048	BOTHWAYS	12792	13250	13047	13440	13932	14355	14169	14409	15033	15331
	EASTBOUND		6587	6477	6694	6948	7145	7079	7201	7575	7714
	WESTBOUND		6664	6563	6746	6984	7210	7105	7194	7452	7617
R054	BOTHWAYS	2605	2714	*	*	2594	2549	2531	2445	2493	2454
	NORTHBOUND	1308	1369			1258	1254	1243	1202	1222	1195
	SOUTHBOUND	1297	1347			1338	1295	1288	1243	1271	1258
R055	BOTHWAYS	8948	8841	8835	9184	9446	9681	9619	9896	10313	10647
	EASTBOUND		4297	4294	4493	4665	4778	4764	4892	5133	5201
	WESTBOUND		4544	4535	4691	4781	4903	4855	5003	5216	5401
R057	BOTHWAYS	*	3385	*	3447	3638	3683	3751	3804	4022	4041
	EASTBOUND		1707		1718	1815	1845	1875	1918	2026	2022
	WESTBOUND		1677		1730	1823	1840	1876	1887	1993	2019
R058	BOTHWAYS	*	*	3637	3538	3611	3893	3794	3783	3862	3897
	EASTBOUND			1806	1773	1811	1953	1898	1890	1922	1948
	WESTBOUND			1831	1765	1800	1940	1897	1893	1940	1949
R061	BOTHWAYS	7678	7762	*	*	10363		10618	11035	11566	11875
	NORTHBOUND		4072			5192		5235	5507	5785	5943
	SOUTHBOUND		3672			5170	5266	5378	5528	5780	5929
R063	BOTHWAYS	*	*	*	8380	8111	8238	8191	8334	8753	8556
	NORTHBOUND				4188	4086	4151	4122	4192	4406	4304
	SOUTHBOUND				4193	4025	4087	4069	4142	4347	4252
R064	BOTHWAYS	*	2661	2527	2659	2707	2683	2687	2656	2753	2859
	EASTBOUND		1338	1271	1340	1353	1350	1356	1345	1393	1449
	WESTBOUND		1326	1253	1318	1357	1333	1332	1312	1360	1411
R066	BOTHWAYS	*	*	1782	1936	*	2076	2132	*	2334	2432
	EASTBOUND			887	961		1028	1054		1157	1205
	WESTBOUND			895	975		1049	1078		1178	1228
R067	BOTHWAYS	2145	2211	2019	2099	2159	2109	2058	2090	*	*
	EASTBOUND	1082	1115	1017	1058	1077	1063	1040	1057		
	WESTBOUND	1063	1095	1002	1051	1081	1046	1018	1033		
R068	BOTHWAYS	*	*	*	5738	5655			4723	4891	4947
	NORTHBOUND				2829	2826	2556	2409	2238	2418	2440
	SOUTHBOUND				2910	2832			2507	2474	2507

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R069	BOTHWAYS	19419	20049	20048	20711	20960	21157	21468	22184	22691	23117
	NORTHBOUND		10010	10015	10361	10405	10504	10757	11121		11573
	SOUTHBOUND		10038	10033	10350	10597	10655	10711	11064		11544
R070	BOTHWAYS	*	*	*	7557	*	*		7795	7860	7816
	NORTHBOUND				3756			3619	3897	3891	3881
	SOUTHBOUND				3801				3897	3955	3935
R073	BOTHWAYS	2724	2771	2784	*	2633	2566	2535	2573	2542	2515
	NORTHBOUND	1358	1383	1386		1310	1283	1272	1287	1275	1264
	SOUTHBOUND	1366	1387	1398		1323	1285	1263	1286	1267	1251
R074	BOTHWAYS	2381	2371	2417	2439	2439	*	2308	2316	2404	2429
	NORTHBOUND		1193	1221	1224	1229		1182	1194	1244	1275
	SOUTHBOUND		1174	1194	1214	1210		1126	1122	1159	1157
R075	BOTHWAYS	5765	5953	5834	5854	6128	*	*	6576	6623	6646
	EASTBOUND		2999	2946	2935	3063			3311	3285	3311
	WESTBOUND		2952	2897	2919	3064			3265	3338	3335
R076	BOTHWAYS	*	1546	1547	1809	1801	1914	*	1983	1926	1878
	EASTBOUND		762	759	888	887	932		968	946	924
	WESTBOUND		785	788	923	919	982		1014	980	955
R077	BOTHWAYS	*	1833	1801	*	*	2309	2267	1963	1931	1794
	EASTBOUND		880	863			1125	1103	952	938	869
	WESTBOUND		955	937	1041		1185	1164	1010	993	926
R083	BOTHWAYS	1492	1489	1487	1568	1666	1698	1723	1723	1789	1765
	NORTHBOUND		739	732	773	829	848	867	867	897	887
	SOUTHBOUND		751	755	795	837	848	856	856	891	878
R084	BOTHWAYS	*	*	*	3502	*	3849	3694	3991	3826	4158
	NORTHBOUND				1725		1958	1838	1989	1905	2065
	SOUTHBOUND				1777		1891	1856	2002	1925	2093
R085	BOTHWAYS	13828	14268	14145	14957	15222	15965	15838	16089	16538	16721
	EASTBOUND	6944	7196	7094	7487	7636	8001	7920	8048	8270	8357
	WESTBOUND	6885	7072	7065	7467	7585	7964	7919	8041	8268	8364
R086	BOTHWAYS	12165	12770	12661	*	14516	15315	15013	15144	16047	16327
	EASTBOUND		6405	6360		7279	7673	7532	7600	8052	8189
	WESTBOUND		6349	6292		7237	7642	7480	7547	8007	8138
R088	BOTHWAYS	*	*	*	*	*	*	*	*	41771	42665
	EASTBOUND									20641	21071
	WESTBOUND									21129	21594

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R089	BOTHWAYS	*	*	*	*	*	*	*	*	15813	16196
	NORTHBOUND									8007	8202
	SOUTHBOUND									7809	7994
R095	BOTHWAYS	*	*	*	*	*	*	*	*	*	5716
	EASTBOUND										2902
	WESTBOUND										2814
R096	BOTHWAYS	*	*	*	*	*	*	*	*	*	14982
	NORTHBOUND										7444
	SOUTHBOUND										7538
S612	BOTHWAYS	3319	3296	3117	*	3245	3243	3211	3228	3394	3397
	EASTBOUND		1735	1638		1624	1615	1604	1608	1693	1696
	WESTBOUND		1569	1482		1621	1628	1607	1620	1701	1700
S706	BOTHWAYS	6337	6745	6923	7275	7583	7628	7581	7713	7957	8166
	EASTBOUND	3212	3401	3492	3669	3818	3802	3769	3837	3961	4062
	WESTBOUND	3124	3344	3431	3606	3765	3824	3812	3876	3996	4104
S803	BOTHWAYS	23511	*	24218	*	*	25146	25261	25163	24367	25050
	NORTHBOUND			12089			12517	12597	12561	12180	12492
	SOUTHBOUND			12140			12629	12664	12602	12187	12557
S818E	BOTHWAYS	*	*	*	*	4197	4341	4407	4342	4500	4404
	EASTBOUND					2062	2145	2185	2155	2228	2184
	WESTBOUND					2135	2196	2222	2187	2272	2221
S818S	BOTHWAYS	*	2243	*	*	2303	2249	2297	2252	2331	2220
	NORTHBOUND		1091			1131	1118	1147	1124	1162	1105
	SOUTHBOUND		1150			1172	1130	1150	1128	1170	1114
S818W	BOTHWAYS	*	*	*	*	2218	2268	2438	2398	2405	2339
	EASTBOUND					1108	1149	1272	1247	1237	1183
	WESTBOUND					1110	1123	1166	1152	1193	1160
S819	BOTHWAYS	4140	4021	*	4146	4219	4341	4452	4368		4372
	NORTHBOUND		2044		2119	2142	2206	2234	2201	2146	2205
	SOUTHBOUND		1978		2027	2078	2135	2218	2167		2166
S820	BOTHWAYS	2883	2799	2763	2798	2583	*	2637	2566	2595	2461
	EASTBOUND	1464	1432	1414	1418	1314		1339	1297	1316	1247
	WESTBOUND	1419	1367	1350	1380	1269		1298	1271	1279	1214
S826	BOTHWAYS	32967	34030	*	*	41370	43795	45628	47697	47130	48195
	EASTBOUND		17040			20503	22043	23005	23932	23654	24196
	WESTBOUND		17091			20764	21735	22623	23720	23476	23999

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S838	BOTHWAYS	11628	11860	*	*	15203	16983	*	*	17838	18501
	EASTBOUND		5889			7623	8494			8974	9351
	WESTBOUND		5971			7575	8490			8859	9150
S840	BOTHWAYS	*	*	1144	1314	*	1128	1144	993	991	899
	EASTBOUND			571	654		565	573	498	496	447
	WESTBOUND			573	660		564	571	494	497	452
S841E	BOTHWAYS	*	2194	2175	2265	2284	*	2319	2389	2436	2532
	NORTHBOUND		1081	1073	1114	1128		1169	1208	1214	1256
	SOUTHBOUND		1113	1103	1152	1156		1150	1181	1222	1276
S841S	BOTHWAYS	*	5989	6384	*	*	*	6222	6615	6839	6876
	NORTHBOUND		2972	3150				3095	3308	3442	3462
	SOUTHBOUND		3017	3194				3162	3306	3396	3413
S841W	BOTHWAYS	*	*	5071	5073	5197	*	5133		5642	5632
	NORTHBOUND			2581	2578	2629		2558		2814	2839
	SOUTHBOUND			2483	2495	2559		2603	2709	2823	2809
S901	BOTHWAYS	*	*	24493	25349	25657		*	*	28961	29262
	EASTBOUND			12283	12744	13125	13349			14648	14840
	WESTBOUND			12001	12455	12756				14431	14421
S902	BOTHWAYS	*	*	20541	*	22436	*	25527	25698	27087	27440
	EASTBOUND			10193		11376		12825	12930	13584	13790
	WESTBOUND			10429		10999		12702	12768	13503	13650
S903	BOTHWAYS	*	*	*	*	*	24241	25172	25678	26968	
	EASTBOUND						12154	12675	13079	13726	
	WESTBOUND						12087	12483	12599	13211	13308

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D1	BOTHWAYS	116096	122641	122297	*	*	*	*	138717	136632	137751
	NORTHBOUND	58727	62113	61523					67741	68379	68912
	SOUTHBOUND	57369	60618	60823					68211	68234	68821
D10	BOTHWAYS	96705	99551	98611	102374	103404	*	101531	101262	100280	101840
	EASTBOUND	47756	49264	48737	50706	51228		50313	50243	49760	50536
	WESTBOUND	49001	50241	49834	51616	52176		51230	51019	50520	51317
D11	BOTHWAYS	89460	91051	91715	92388	93610	95013	96185	*	*	97384
	EASTBOUND	46052	46835	47189	47869	48578	49473	49884			50127
	WESTBOUND	43408	44216	44334	44539	45032	45548	46168			47257
D12	BOTHWAYS	16982	17303	17570	*	*	22342	23026	*	*	25638
	EASTBOUND	8495	8627	8726			11109	11406			12790
	WESTBOUND	8487	8677	8794			11234	11620			12847
D13	BOTHWAYS	48885	51693	52138	54271	55603	57323	57562	57090	57737	57995
	EASTBOUND	24220	25508	25722	27132	27499	28039	27841	27542	27753	27971
	WESTBOUND	24665	26184	26417	27138	28104	29284	29721	29547	29984	30024
D14	BOTHWAYS	46093	47026	49010	51315	52054	55549	57163	55543	57144	56391
	NORTHBOUND	22795	23739	24175	24546	25103	27433	28186	27653	28485	28322
	SOUTHBOUND	23300	23732	24835	26769	26951	28116	28815	27890	28659	28069
D3	BOTHWAYS	71356	71210	72772	75201	78532	81672	*		88055	92539
	EASTBOUND	34910	34857	35547	36987	38819	40419		41846	43992	46225
	WESTBOUND	36477	36353	37225	38203	39779	41185			44064	46372
P06	BOTHWAYS	25586	26676	27508	28583	29619	29922	30934	*	*	*
	EASTBOUND	12456	13021	13438	13945	14408	14698	15090			
	WESTBOUND	13130	13655	14071	14589	15216	15507	15836			
P07	BOTHWAYS	5441	5615	6014	6260	6329	6212	6120	6184	6202	6158
	EASTBOUND	2583	2682	2892	3017	3010	3000	2883	2914	2915	2920
	WESTBOUND	2858	2932	3122	3243	3321	3212	3236	3252	3287	3239
P1	BOTHWAYS	*	*	149329	*	*	158146	169985	175395	174250	175881
	NORTHBOUND			73843			78584	84408	85640	85924	86840
	SOUTHBOUND			75104			79534	85479	87816	88367	89198
P19	BOTHWAYS	32468	33379	33803	34599	35214	35572	*	37305	38886	39842
	EASTBOUND	15806	16254	16375	16619	16957	17006		17732	18615	19096
	WESTBOUND	16662	17125	17428	17980	18258	18567		19573	20270	20746
P20	BOTHWAYS	35204	35655	37028	38945	41532	43518	44486	45241	47755	49110
	EASTBOUND	17615	17720	18293	19296	20491	21562	21914	21626	23431	24145
	WESTBOUND	17589	18003	18735	19649	21041	21939	22572	23097	24324	24965

* 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		1994 AADT	1995 AADT	1996 AADT	1997 AADT	1998 AADT	1999 AADT	2000 AADT	2001 AADT	2002 AADT	2003 AADT
P29	BOTHWAYS	36301	37259	36207	39759	40165	*	40605	41413	43322	43883
	EASTBOUND	18186	18658	18018	19901	20026		20226	20755	21751	22089
	WESTBOUND	18115	18600	18184	19857	20139		20379	20658	21570	21794
P3	BOTHWAYS	165861	165608	168767	176631	180522	182567	181031	186811	186310	186852
	NORTHBOUND	82250	81596	83970	89284	90932	91560	89058	93697	93724	93318
	SOUTHBOUND	83873	84067	84824	87777	89718	91016	91921	93056	93052	93537
P4	BOTHWAYS	114496	116848	118777	121768	*	127304		132952	135430	137384
	NORTHBOUND	57241	58281	59445	60910		63904	65026	67059	68606	69395
	SOUTHBOUND	57239	58353	59325	60940		63264		65690	67012	67996
P5	BOTHWAYS	99778	102648	105071	*	*	113398	113192	112973	116027	120522
	NORTHBOUND	49051	50182	51409			56381	55900	55711	57797	60198
	SOUTHBOUND	50541	52482	53661			57033	57340	57038	58177	60377
P6	BOTHWAYS	*	*	94856	98949	100858	106323	109047	110643	110757	112588
	NORTHBOUND			47182	49180	50531	53284	54439	55327	55315	56799
	SOUTHBOUND			47429	49651	50226	53070	54544	55264	55442	56144
R017	BOTHWAYS	*	*	*	*	*	*	*			116812
	EASTBOUND										56851
	WESTBOUND								61204	60610	59828
R021	BOTHWAYS	33271	*	*	*	41563	45502	46521	46430	47089	46570
	EASTBOUND	17193				21344	23483	23988	23873	24155	23850
	WESTBOUND	16093				20219	21962	22574	22557	22934	22723
R034	BOTHWAYS	163664	166834	166736	173383	176278	182605	*	176971	186694	188935
	NORTHBOUND	81555	82971	82792	85894	87159	90304		89297	92432	93218
	SOUTHBOUND	82707	83673	83863	87322	89159	92298		87418	94429	95788
R036	BOTHWAYS	84622	*	90039	94134	*	*	*			103798
	EASTBOUND			45221	47254				41680	50549	51933
	WESTBOUND			44835	46905						51970
R044	BOTHWAYS	75731	78945	78935	81548	*	*		78645	85878	85456
	EASTBOUND		39497	39519	40848			38767	38747	42375	42006
	WESTBOUND		39413	39454	40703				39936	43503	42826
R046	BOTHWAYS	*	*	*	*	*	*	*	214765	216897	216790
	NORTHBOUND								102244	104693	105462
	SOUTHBOUND								112521	112181	111357
R050	BOTHWAYS	30363	31950	32386	33816	34862	37855	37847	39007	41202	42335
	NORTHBOUND	15297	16081	16247	16945	17473	18936	18887	19483	20597	21179
	SOUTHBOUND	15066	15794	16142	16863	17390	18919	18959	19524	20606	21144

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

RECORDER NUMBER		1994 AADT	1995 AADT	1996 AADT	1997 AADT	1998 AADT	1999 AADT	2000 AADT	2001 AADT	2002 AADT	2003 AADT
R051	BOTHWAYS	76360	80468	86253	92726	*	97030	*	103199	103676	105207
	NORTHBOUND		40657	43458	46263		48229		51126	51027	51812
	SOUTHBOUND		39816	42732	46463		48881		52137	52647	53395
R052	BOTHWAYS	56306	54625	58281	*	*	*	*	*	66075	
	EASTBOUND	27812	27734	28593						33014	
	WESTBOUND	28522	26903	29698						33061	33269
R053	BOTHWAYS	15438	16552	16865	17982	*	*	18104	18434	18995	19117
	EASTBOUND		8511	8670	9255			9252	9386	9675	9765
	WESTBOUND		8060	8192	8726			8853	9048	9280	9352
R059	BOTHWAYS	6093	6332	6224	6366	6453	6570	6362	6093	6551	6209
	NORTHBOUND	3060	3166	3127	3195	3249	3315	3208	3070	3296	3128
	SOUTHBOUND	3033	3166	3097	3171	3203	3265	3154	3023	3255	3080
R060	BOTHWAYS	83956	85832	*	*	*		*	98681	102741	105326
	NORTHBOUND		42265				47065		49023	50853	52513
	SOUTHBOUND		43670						49715	51704	52819
R062	BOTHWAYS	46924	46896	45609	47479	47138		51813	53793	55995	55796
	EASTBOUND		23504	22966	23958	23851	26984	26257	27239	28320	27822
	WESTBOUND		23388	22643	23521	23286		25556	26554	27676	27974
R078	BOTHWAYS	4631	4759	4792	5272	5285	5375	5675	5713	5624	5716
	EASTBOUND	2286	2351	2381	2635	2640	2699	2856	2864	2814	2865
	WESTBOUND	2346	2412	2404	2636	2646	2676	2819	2849	2809	2851
R081	BOTHWAYS	21654	23085	24451	25096	*	29614	30146	32288	35439	38595
	EASTBOUND	10822	11692	12333	12552		14679	15058	16169	17823	19484
	WESTBOUND	10841	11418	12168	12570		15001	15087	16118	17616	19110
R082	BOTHWAYS	135191	134823	139434	*	*	*	157575	157581	157949	160509
	NORTHBOUND		68482	70494				77251	77086	76760	78867
	SOUTHBOUND		66737	68987				80324	80495	81062	81879
R087	BOTHWAYS	*	*	*	*	*	*	*	*	*	55411
	NORTHBOUND										27918
	SOUTHBOUND										27493
R090	BOTHWAYS	*	*	*	*	*	*	*	*	*	
	NORTHBOUND										
	SOUTHBOUND										9317
R091	BOTHWAYS	*	*	*	*	*	*	*	*	*	109730
	NORTHBOUND										54696
	SOUTHBOUND										55034

* 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		1994 AADT	1995 AADT	1996 AADT	1997 AADT	1998 AADT	1999 AADT	2000 AADT	2001 AADT	2002 AADT	2003 AADT
R092	BOTHWAYS	*	*	*	*	*	*	*	*	*	
	NORTHBOUND										
	SOUTHBOUND										71471
R17R	BOTHWAYS	*	*	*	*	*	*	*	12696	12767	12586
	EASTBOUND										
	WESTBOUND										
S103	BOTHWAYS	43840	44204	43801	43461	44734	*	46404	48325	49339	49775
	NORTHBOUND	22080	22288	22093	21908	22514		23504	24712	24950	25302
	SOUTHBOUND	21760	21921	21708	21553	22220		22900	23614	24389	24473
S189	BOTHWAYS	*	*	*	*	*	*	*	193197	200659	201580
	NORTHBOUND								97317	100692	101250
	SOUTHBOUND								95881	99933	100263
S201	BOTHWAYS	*	*	*	*	*	*	*	*	243545	245363
	NORTHBOUND									120595	121485
	SOUTHBOUND									122950	123878
S202	BOTHWAYS	*	*	*	*	*	*	*	*	*	245773
	NORTHBOUND										122086
	SOUTHBOUND										123687
S203	BOTHWAYS	*	*	125635	131260	*	*	*	141415	144547	145307
	EASTBOUND			62502	64931				70043	71712	72014
	WESTBOUND			63149	66314				71389	72835	73233
S204	BOTHWAYS	*	*	*	*	*	*	*	*	200590	192778
	NORTHBOUND									102367	95109
	SOUTHBOUND									98278	94467
S205	BOTHWAYS	*	*	*	*	*	*	*			215552
	NORTHBOUND								103704	107099	108698
	SOUTHBOUND										106854
S502	BOTHWAYS	*	*	*	*	*	*	*	*	*	59679
	EASTBOUND										29609
	WESTBOUND										30222
S503	BOTHWAYS	18583	19328	19752	20297	20276	20897	20092	19628	20143	19221
	NORTHBOUND		9804	10023	10220	10241	10560	10173	9938	10196	9701
	SOUTHBOUND		9524	9729	10039	10035	10339	9919	9690	9946	9520
S533	BOTHWAYS	*	*	*	*	*	*	*	*	*	103439
	EASTBOUND										53229
	WESTBOUND										50189

* 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		1994 AADT	1995 AADT	1996 AADT	1997 AADT	1998 AADT	1999 AADT	2000 AADT	2001 AADT	2002 AADT	2003 AADT
S547	BOTHWAYS	*	*	*	*	*	*	*	63150	64170	66337
	EASTBOUND								31298	31582	32420
	WESTBOUND								31852	32588	33916
S809	BOTHWAYS	162736	168062	*	*	*		*	*		182970
	NORTHBOUND		84367				92883			95773	92809
	SOUTHBOUND		83448								90402
S821	BOTHWAYS	*	*	*	*	*	*	*	*	136920	137461
	NORTHBOUND									66847	66889
	SOUTHBOUND									70073	70573
S822	BOTHWAYS	*	*	*	*	*	*	*	177541	176497	178089
	NORTHBOUND								88526	87913	88637
	SOUTHBOUND								89014	88534	89452
S824	BOTHWAYS	83454	*	83862	87810	89001	*	*	*	*	*
	NORTHBOUND	41391		41967	43762	44553					
	SOUTHBOUND	42150		42164	44047	44448					
S825	BOTHWAYS	81691	87472	89091	94158	98774	101203	104345	107933	110052	111311
	EASTBOUND	40670	43507	44139	46891	49130	50289	51796	53559	54545	55557
	WESTBOUND	41021	44030	44849	47237	49644	50912	52548	54374	55467	55755
S837	BOTHWAYS	154182	155467	155974	*	*		178430	177412	179904	179798
	NORTHBOUND	77664	77279	76524			84343	88079	88578	90388	90486
	SOUTHBOUND	76518	77924	79432				89522	88665	89515	89489
S839	BOTHWAYS	32679	30018	31063	32738	34291	36255	*	*	36794	37748
	NORTHBOUND	16804	15099	15885	16382	17201	17601			19005	19245
	SOUTHBOUND	15875	14893	15166	16345	17090	18664			17772	18503

* NOT AVAILABLE

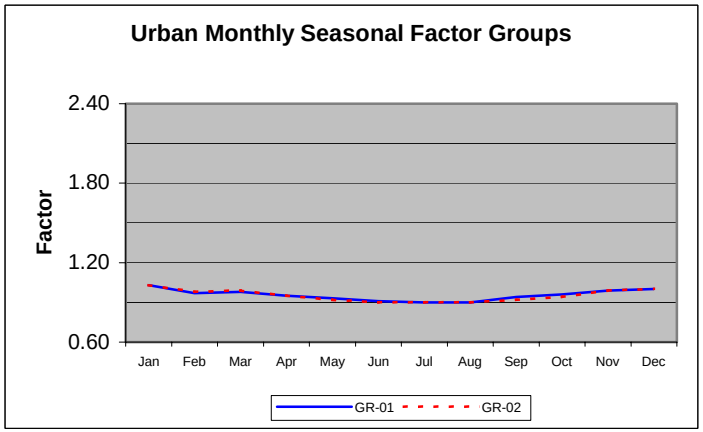
THE EXPANSION OF SHORT-DURATION COUNT DATA TO AADTS

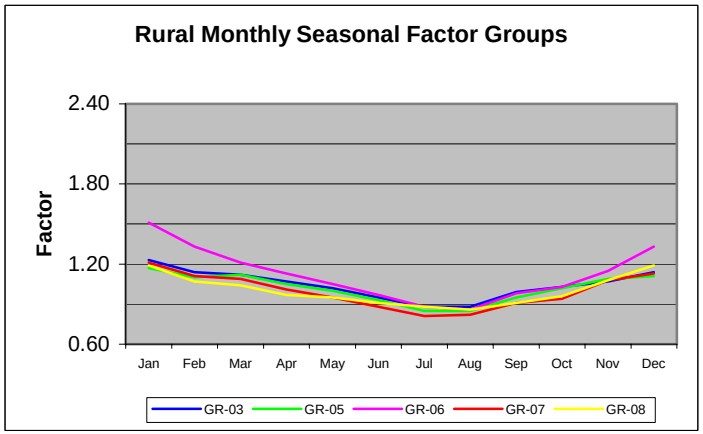
With the exception of Annual Averaged Daily Traffic (AADT) volumes provided for those locations with Automated Data Collection (ADC) Stations, which record traffic data continuously, the AADTs in this report are based off 48- or 72-hour weekday mechanical traffic counts. Because traffic volumes fluctuate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

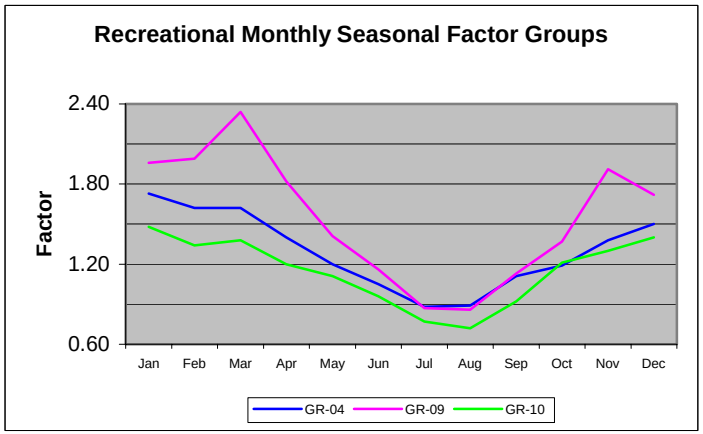
The determination of which ADC Station's factors to use for the short-duration counts on a given section of roadway is based on the apparent degree to which the traffic patterns at the ADC Station mirror those of the section of roadway under consideration. Proximity to the ADC Station, as well as similarities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

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

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







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

MONTH	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR
	B02		B04		P01		P02		P03		P04		P05	
JANUARY	17699	1.18	15538	1.76	15549	1.30	280	2.50	10186	1.12	37960	1.08	1453	1.49
FEBRUARY	19165	1.09	17250	1.58	17369	1.16	340	2.06	11027	1.03	39307	1.04	1633	1.33
MARCH	18418	1.13	18357	1.49	17197	1.17	409	1.71	11504	.99	39192	1.05	1762	1.23
APRIL	19529	1.07	20843	1.31	19434	1.04	584	1.20	11858	.96	40838	1.00	1878	1.15
MAY	19970	1.05	23623	1.16	21154	.95	716	.98	12181	.94	42573	.96	2027	1.07
JUNE	21715	.96	25783	1.06	22216	.91	837	.84	12200	.93	44044	.93	2218	.98
JULY	24217	.86	30617	.89	23719	.85	1037	.67	12665	.90	46737	.88	2447	.88
AUGUST	24034	.87	30385	.90	23492	.86	1001	.70	12577	.91	45904	.89	2354	.92
SEPTEMBER	20968	1.00	23953	1.14	22336	.90	721	.97	12086	.94	41013	1.00	2135	1.01
OCTOBER	19729	1.06	22607	1.21	21035	.96	600	1.17	11782	.97	41916	.98	2081	1.04
NOVEMBER	18926	1.10	20722	1.32	18153	1.11	419	1.67	10679	1.07	40816	1.01	1929	1.12
DECEMBER	18389	1.14	18666	1.46	17005	1.19	312	2.24	10210	1.12	40267	1.02	1665	1.30
AADT	20886		27285		20194		699		11394		41023		2164	

	P08		P09		P10		P11		P13		P14		P15	
JANUARY	19984	1.19	11447	1.35	5559	1.76	2648	1.44	3954	1.19	2433	1.25	7473	1.19
FEBRUARY	22142	1.07	12739	1.21	6299	1.56	3029	1.26	4420	1.06	2758	1.10	8154	1.09
MARCH	22153	1.07	14162	1.09	7030	1.39	2975	1.29	4396	1.07	2758	1.10	8458	1.05
APRIL	23221	1.02	14646	1.05	7749	1.26	3365	1.14	4834	.97	3010	1.01	8717	1.02
MAY	24229	.98	15279	1.01	8601	1.14	3660	1.04	5072	.93	3177	.96	9316	.95
JUNE	25916	.92	16917	.91	9797	1.00	4006	.95	5191	.91	3248	.93	9413	.94
JULY	26061	.91	19346	.80	11982	.82	4778	.80	5300	.89	3353	.91	9460	.94
AUGUST	26267	.90	18907	.82	11990	.82	4542	.84	5386	.87	3392	.89	9764	.91
SEPTEMBER	25878	.92	15325	1.01	9137	1.07	3995	.96	5107	.92	3294	.92	9131	.97
OCTOBER	25121	.95	15024	1.03	8169	1.20	4138	.92	5137	.92	3249	.93	9032	.98
NOVEMBER	23376	1.02	13716	1.12	7735	1.27	3239	1.18	4463	1.05	2773	1.09	8313	1.07
DECEMBER	20526	1.16	12499	1.23	6705	1.46	2987	1.28	4280	1.10	2706	1.12	8123	1.09
AADT	23767		15410		9795		3824		4703		3035		8856	

	P17		P18		P22		P25		P26		P27		P28	
JANUARY	1627	1.15	1592	1.59	1699	1.19	257	1.39	531	1.26	336	1.09	14687	1.20
FEBRUARY	1874	1.00	1783	1.42	1884	1.08	283	1.26	561	1.19	351	1.04	16301	1.08
MARCH	1877	1.00	1778	1.43	1966	1.03	321	1.11	606	1.10	342	1.07	16195	1.08
APRIL	1968	.95	2010	1.26	2007	1.01	360	.99	634	1.05	321	1.14	17471	1.01
MAY	2067	.91	2411	1.05	2105	.96	378	.94	654	1.02	376	.97	18572	.95
JUNE	2220	.84	2631	.96	2267	.89	434	.82	691	.97	400	.91	19518	.90
JULY	2353	.80	3264	.78	2744	.74	441	.81	862	.77	421	.87	20536	.86
AUGUST	2597	.72	3306	.77	2613	.78	434	.82	902	.74	486	.75	20367	.86
SEPTEMBER	2592	.72	2562	.99	2087	.97	375	.95	743	.90	380	.96	18789	.93
OCTOBER	2487	.75	1958	1.30	2006	1.01	370	.96	736	.91	402	.91	18419	.95
NOVEMBER	1751	1.07	1815	1.40	1756	1.15	300	1.19	619	1.08	353	1.03	16986	1.03
DECEMBER	1603	1.17	1702	1.49	1700	1.19	289	1.24	588	1.13	365	1.00	16047	1.09
AADT	1871		2538		2027		357		667		365		17561	

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RURAL STATIONS

MONTH	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR
	P7C		P8		R001		R003N		R003E		R003W		R014	
JANUARY	4628	1.48	40527	1.23	70812	1.14	27713	1.06	43385	1.08	14716	1.18	10180	1.60
FEBRUARY	5165	1.33	42475	1.17	74652	1.08	29180	1.01	44781	1.05	15433	1.13	11427	1.43
MARCH	5806	1.18	41427	1.20	74341	1.09	28991	1.02	44263	1.06	14983	1.16	12753	1.28
APRIL	6064	1.13	43296	1.15	78581	1.03	30008	.98	46049	1.02	15881	1.09	13643	1.20
MAY	6447	1.06	45746	1.09	79984	1.01	31434	.94	47698	.99	16264	1.07	14893	1.09
JUNE	7265	.94	49825	1.00	84418	.96	32351	.91	50452	.93	17890	.97	16927	.96
JULY	8389	.82	55130	.90	89461	.90	33840	.87	53450	.88	19609	.89	19905	.82
AUGUST	8339	.82	55756	.89	90012	.90	33937	.87	53614	.88	19677	.88	19798	.82
SEPTEMBER	6620	1.04	48658	1.02	81323	.99	32428	.91	49358	.95	16930	1.03	15477	1.05
OCTOBER	6134	1.12	44912	1.11	77386	1.04	31786	.93	47792	.98	16006	1.08	13996	1.16
NOVEMBER	6255	1.10	47261	1.05	76743	1.05	30351	.97	45898	1.03	15547	1.12	13577	1.20
DECEMBER	5339	1.28	44839	1.11	75817	1.07	29455	1.00	44880	1.05	15425	1.13	11880	1.37
AADT	6852		49668		80860		29453		47060		17366		16304	

MONTH	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR
	R019		R020		R023		R037		R038		R039		R040W	
JANUARY	48785	1.21	4465	1.18	8409	1.32	837	2.11	3746	1.30	21037	1.52	771	2.34
FEBRUARY	51688	1.15	5069	1.04	8972	1.24	915	1.93	3362	1.45	21664	1.48	722	2.50
MARCH	52484	1.13	5132	1.03	9028	1.23	713	2.48	2459	1.98	21014	1.53	715	2.53
APRIL	54036	1.10	5374	.98	9640	1.15	1042	1.69	2563	1.90	22699	1.41	950	1.90
MAY	57520	1.03	5426	.97	10291	1.08	1694	1.04	2768	1.76	25542	1.25	1265	1.43
JUNE	61732	.96	5703	.92	11521	.97	2015	.88	3261	1.49	28516	1.12	1628	1.11
JULY	66395	.89	5819	.91	13403	.83	2794	.63	4348	1.12	33642	.95	2312	.78
AUGUST	66256	.89	6636	.79	13854	.80	2540	.69	4384	1.11	33706	.95	2567	.70
SEPTEMBER	57883	1.02	6184	.85	11603	.96	2278	.77	3142	1.55	26705	1.20	1917	.94
OCTOBER	53541	1.11	5715	.92	10054	1.11	1648	1.07	2727	1.78	24686	1.30	1478	1.22
NOVEMBER	55764	1.06	5029	1.05	9695	1.15	893	1.98	2835	1.72	23289	1.38	824	2.19
DECEMBER	53890	1.10	4351	1.21	9080	1.23	910	1.94	4343	1.12	24233	1.32	841	2.15
AADT	59240		5270		11128		1765		4865		32047		1806	

MONTH	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR
	R041		R042		R043		R045		R047E		R047S		R047W	
JANUARY	3233	1.43	7677	1.91	4667	1.19	53922	1.20	10706	1.41	2669	1.89	8843	1.38
FEBRUARY	3593	1.28	8679	1.69	5051	1.10	57285	1.13	11683	1.29	3103	1.62	9879	1.24
MARCH	3757	1.23	9518	1.54	4883	1.13	58082	1.11	11679	1.29	3124	1.61	9801	1.24
APRIL	4107	1.12	10542	1.39	5155	1.07	59120	1.09	13431	1.12	3883	1.30	11073	1.10
MAY	4352	1.06	12032	1.22	5476	1.01	62006	1.04	15036	1.00	4501	1.12	12475	.98
JUNE	4691	.98	13274	1.10	5811	.95	66988	.96	16115	.94	5198	.97	13194	.92
JULY	5242	.88	16499	.89	6962	.80	71590	.90	17773	.85	6197	.81	14222	.86
AUGUST	5484	.84	16930	.86	6676	.83	72012	.90	17575	.86	6118	.82	14370	.85
SEPTEMBER	4940	.93	12649	1.16	5666	.98	64852	.99	15752	.96	4983	1.01	13730	.89
OCTOBER	4499	1.03	11750	1.24	5249	1.06	61326	1.05	15380	.98	4692	1.07	12520	.97
NOVEMBER	4109	1.12	12529	1.17	5056	1.10	61892	1.04	12195	1.24	3509	1.43	10295	1.19
DECEMBER	3461	1.33	10394	1.41	5059	1.09	58576	1.10	12138	1.24	3251	1.55	10016	1.22
AADT	4615		14627		5539		64457		15075		5034		12202	

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RURAL STATIONS

MONTH	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR
	R048		R054		R055		R057		R058		R061		R063	
JANUARY	10670	1.44	2193	1.12	6377	1.67	2135	1.89	1860	2.10	8745	1.36	6848	1.25
FEBRUARY	12412	1.24	2385	1.03	7238	1.47	2286	1.77	1896	2.06	9683	1.23	7697	1.11
MARCH	12844	1.19	2300	1.07	7916	1.34	2081	1.94	1653	2.36	10608	1.12	7740	1.11
APRIL	14018	1.09	2415	1.02	8632	1.23	2914	1.39	2199	1.77	10918	1.09	8320	1.03
MAY	14896	1.03	2508	.98	9461	1.13	3323	1.22	2778	1.40	11397	1.04	8711	.98
JUNE	16131	.95	2680	.92	10895	.98	3886	1.04	3378	1.15	12318	.96	9682	.88
JULY	17237	.89	3025	.81	12998	.82	4347	.93	4157	.94	13943	.85	10309	.83
AUGUST	17237	.89	3163	.78	12921	.82	4525	.89	4164	.94	14256	.83	9764	.88
SEPTEMBER	15698	.98	2674	.92	10791	.99	3596	1.12	3105	1.26	11831	1.00	8699	.98
OCTOBER	15197	1.01	2506	.98	9311	1.14	3457	1.17	2780	1.40	11412	1.04	8536	1.00
NOVEMBER	13546	1.13	2314	1.06	8417	1.26	2627	1.54	2253	1.73	10744	1.11	7755	1.10
DECEMBER	11608	1.32	2291	1.07	7392	1.44	2538	1.59	2363	1.65	9654	1.23	7479	1.14
AADT	15331		2454		10647		4041		3897		11875		8556	

	R064		R066		R068		R069		R070		R073		R074	
JANUARY	1911	1.50	1366	1.78	4080	1.21	21025	1.10	7279	1.07	1865	1.35	1604	1.51
FEBRUARY	2224	1.29	1632	1.49	4595	1.08	22305	1.04	7922	.99	2117	1.19	1749	1.39
MARCH	2383	1.20	1855	1.31	4529	1.09	22364	1.03	7698	1.02	2097	1.20	1640	1.48
APRIL	2898	.99	1936	1.26	4909	1.01	23280	.99	8264	.95	2282	1.10	1981	1.23
MAY	3090	.93	2228	1.09	5395	.92	24051	.96	8695	.90	2402	1.05	2026	1.20
JUNE	3317	.86	2253	1.08	5561	.89	25658	.90	9394	.83	2829	.89	2441	1.00
JULY	3574	.80	2510	.97	6056	.82	27113	.85	9806	.80	3366	.75	3212	.76
AUGUST	3585	.80	2868	.85	5975	.83	27348	.85	9396	.83	3626	.69	3565	.68
SEPTEMBER	2967	.96	2415	1.01	5689	.87	25480	.91	8881	.88	2922	.86	2651	.92
OCTOBER	2846	1.00	2246	1.08	5510	.90	24267	.95	8860	.88	2304	1.09	1960	1.24
NOVEMBER	2416	1.18	1973	1.23	4673	1.06	22727	1.02	7894	.99	2108	1.19	1782	1.36
DECEMBER	2147	1.33	1622	1.50	4450	1.11	22660	1.02	7693	1.02	2079	1.21	1526	1.59
AADT	2859		2432		4947		23117		7816		2515		2429	

	R075		R076		R077		R083		R084		R085		R086	
JANUARY	5449	1.22	1371	1.37	1591	1.13	1396	1.26	2683	1.55	13359	1.25	12160	1.34
FEBRUARY	5843	1.14	1539	1.22	1742	1.03	1519	1.16	3305	1.26	13804	1.21	13513	1.21
MARCH	5682	1.17	1685	1.11	1793	1.00	1431	1.23	4413	.94	13767	1.21	14311	1.14
APRIL	6355	1.05	1894	.99	1989	.90	1583	1.11	4700	.88	14767	1.13	15099	1.08
MAY	6914	.96	2020	.93	1818	.99	1787	.99	4064	1.02	15748	1.06	15940	1.02
JUNE	7282	.91	2227	.84	1966	.91	1905	.93	4326	.96	16970	.99	17740	.92
JULY	8280	.80	2309	.81	1996	.90	2196	.80	4537	.92	18978	.88	19411	.84
AUGUST	8275	.80	2351	.80	2064	.87	1981	.89	4180	.99	19293	.87	19325	.84
SEPTEMBER	6962	.95	2301	.82	1898	.95	1688	1.05	3894	1.07	16881	.99	17535	.93
OCTOBER	6571	1.01	1859	1.01	1700	1.06	1523	1.16	4169	1.00	15282	1.09	16879	.97
NOVEMBER	5939	1.12	1563	1.20	1531	1.17	1423	1.24	3267	1.27	14966	1.12	14670	1.11
DECEMBER	5613	1.18	1307	1.44	1359	1.32	1374	1.28	3031	1.37	14903	1.12	13080	1.25
AADT	6646		1878		1794		1765		4158		16721		16327	

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RURAL STATIONS

MONTH	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR
	R088		R089		R095		R096		S612		S706		S803	
JANUARY	38765	1.10	14576	1.11	4400	1.30	14509	1.03	2229	1.52	7570	1.08	21533	1.16
FEBRUARY	40063	1.06	15488	1.05	4567	1.25	15323	.98	2554	1.33	7998	1.02	21962	1.14
MARCH	39705	1.07	15005	1.08	4545	1.26	15271	.98	2845	1.19	7981	1.02	21982	1.14
APRIL	41266	1.03	15958	1.01	4971	1.15	15506	.97	2985	1.14	8416	.97	22993	1.09
MAY	43508	.98	16768	.97	5340	1.07	16116	.93	3029	1.12	8818	.93	24233	1.03
JUNE	45606	.94	17531	.92	5831	.98	16443	.91	3405	1.00	9041	.90	25579	.98
JULY	47716	.89	18964	.85	6471	.88	16590	.90	3521	.96	9744	.84	28415	.88
AUGUST	47600	.90	18537	.87	6532	.88	16405	.91	3640	.93	9864	.83	29244	.86
SEPTEMBER	45203	.94	17509	.93	5764	.99	15753	.95	3773	.90	9241	.88	24942	1.00
OCTOBER	43693	.98	16723	.97	5238	1.09	15789	.95	3692	.92	8603	.95	23597	1.06
NOVEMBER	43094	.99	16137	1.00	5080	1.13	15263	.98	2908	1.17	7960	1.03	23035	1.09
DECEMBER	42584	1.00	15492	1.05	4837	1.18	15199	.99	2496	1.36	7661	1.07	22629	1.11
AADT	42665		16196		5716		14982		3397		8166		25050	

MONTH	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR
	S818E		S818S		S818W		S819		S820		S826		S838	
JANUARY	2614	1.68	1273	1.74	1452	1.61	4092	1.07	2386	1.03	40884	1.18	14832	1.25
FEBRUARY	2416	1.82	1016	2.19	1469	1.59	4505	.97	2320	1.06	42273	1.14	15715	1.18
MARCH	2445	1.80	991	2.24	1484	1.58	4198	1.04	2219	1.11	41734	1.15	15623	1.18
APRIL	2842	1.55	1230	1.80	1639	1.43	4416	.99	2509	.98	43541	1.11	16591	1.12
MAY	3720	1.18	1671	1.33	2101	1.11	4669	.94	2738	.90	46869	1.03	18437	1.00
JUNE	4573	.96	2081	1.07	2595	.90	4758	.92	3044	.81	50120	.96	19907	.93
JULY	5499	.80	2681	.83	2970	.79	4827	.91	3012	.82	53315	.90	21571	.86
AUGUST	5160	.85	2563	.87	2779	.84	4838	.90	3125	.79	53667	.90	21590	.86
SEPTEMBER	4341	1.01	1984	1.12	2468	.95	4781	.91	2960	.83	48174	1.00	19257	.96
OCTOBER	3901	1.13	1768	1.26	2394	.98	4591	.95	2888	.85	46357	1.04	18497	1.00
NOVEMBER	2715	1.62	1033	2.15	1739	1.35	4312	1.01	2354	1.05	45858	1.05	16713	1.11
DECEMBER	2530	1.74	1237	1.79	1486	1.57	4282	1.02	2313	1.06	44405	1.09	15793	1.17
AADT	4404		2220		2339		4372		2461		48195		18501	

MONTH	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR
	S840		S841E		S841S		S841W		S901		S902	
JANUARY	263	3.42	1869	1.35	5172	1.33	4122	1.37	18509	1.58	16143	1.70
FEBRUARY	325	2.77	1993	1.27	5466	1.26	4385	1.28	19728	1.48	17342	1.58
MARCH	326	2.76	1853	1.37	5316	1.29	4273	1.32	19158	1.53	17845	1.54
APRIL	431	2.09	2189	1.16	5995	1.15	4831	1.17	20729	1.41	19668	1.40
MAY	707	1.27	2297	1.10	6469	1.06	5229	1.08	23214	1.26	22157	1.24
JUNE	1182	.76	2658	.95	7206	.95	5961	.94	25690	1.14	24342	1.13
JULY	1587	.57	3210	.79	8669	.79	7079	.80	30580	.96	29138	.94
AUGUST	1505	.60	3427	.74	9316	.74	7919	.71	30825	.95	29310	.94
SEPTEMBER	1244	.72	2789	.91	7390	.93	6077	.93	24649	1.19	23147	1.19
OCTOBER	552	1.63	2295	1.10	6094	1.13	5097	1.10	22539	1.30	21409	1.28
NOVEMBER	365	2.46	2087	1.21	5569	1.23	4469	1.26	21412	1.37	22794	1.20
DECEMBER	303	2.97	1924	1.32	5410	1.27	4339	1.30	18934	1.55	20377	1.35
AADT	899		2532		6876		5632		29262		27440	

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URBAN STATIONS

MONTH	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR
	D1		D10		D11		D12		D13		D14		D3	
JANUARY	134041	1.03	104561	.97	95171	1.02	21364	1.20	55455	1.05	57816	.98	89158	1.04
FEBRUARY	141094	.98	110265	.92	97219	1.00	22743	1.13	58455	.99	59923	.94	94739	.98
MARCH	140190	.98	110299	.92	95912	1.02	22864	1.12	57933	1.00	60171	.94	91868	1.01
APRIL	143815	.96	113287	.90	99629	.98	24083	1.06	59194	.98	61303	.92	94953	.97
MAY	146796	.94	114677	.89	103125	.94	26026	.99	63245	.92	64294	.88	96624	.96
JUNE	150475	.92	116284	.88	105907	.92	27911	.92	65307	.89	65627	.86	100894	.92
JULY	153896	.90	113614	.90	106769	.91	29798	.86	64089	.90	65616	.86	105421	.88
AUGUST	154806	.89	113552	.90	105809	.92	29698	.86	63575	.91	65083	.87	103607	.89
SEPTEMBER	146318	.94	111948	.91	101566	.96	27538	.93	61120	.95	63264	.89	103008	.90
OCTOBER	142891	.96	110908	.92	100229	.97	26852	.95	59852	.97	62845	.90	99808	.93
NOVEMBER	139745	.99	105305	.97	97598	1.00	25023	1.02	58086	1.00	60177	.94	95847	.97
DECEMBER	138680	.99	101588	1.00	94765	1.03	23808	1.08	58438	.99	58690	.96	94281	.98
AADT	137751		101840		97384		25638		57995		56391		92539	

	P07		P19		P20		P29		P3		P4		P5	
JANUARY	5356	1.15	38993	1.02	43588	1.13	37191	1.18	183559	1.02	131347	1.05	116846	1.03
FEBRUARY	5825	1.06	41002	.97	45959	1.07	41145	1.07	192591	.97	139213	.99	126478	.95
MARCH	5922	1.04	40509	.98	45634	1.08	42003	1.04	189363	.99	139035	.99	124838	.97
APRIL	6275	.98	41838	.95	47880	1.03	43874	1.00	196118	.95	140650	.98	128302	.94
MAY	6559	.94	43496	.92	50872	.97	45427	.97	200037	.93	146071	.94	132848	.91
JUNE	6736	.91	44075	.90	53408	.92	48615	.90	207003	.90	150664	.91	133134	.91
JULY	6672	.92	44676	.89	55333	.89	49531	.89	208124	.90	155494	.88	136190	.88
AUGUST	6605	.93	45439	.88	54194	.91	49838	.88	207432	.90	154514	.89	133318	.90
SEPTEMBER	6430	.96	43451	.92	51835	.95	48316	.91	197700	.95	146085	.94	129808	.93
OCTOBER	6289	.98	42594	.94	50546	.97	46957	.93	190016	.98	142849	.96	128986	.93
NOVEMBER	5615	1.10	41225	.97	48808	1.01	41518	1.06	186390	1.00	136896	1.00	122526	.98
DECEMBER	5245	1.17	40542	.98	47635	1.03	40886	1.07	185377	1.01	134848	1.02	121244	.99
AADT	6158		39842		49110		43883		186852		137384		120522	

	R017		R021		R034		R044		R046		R050		R051	
JANUARY	123204	.95	43630	1.07	183005	1.03	82992	1.03	211837	1.02	40321	1.05	100989	1.04
FEBRUARY	129767	.90	47306	.98	193686	.98	86526	.99	225858	.96	42123	1.01	106614	.99
MARCH	128888	.91	47348	.98	190930	.99	85474	1.00	223571	.97	41679	1.02	103335	1.02
APRIL	130815	.89	48773	.95	195568	.97	88051	.97	227934	.95	42771	.99	107740	.98
MAY	135714	.86	49272	.95	200210	.94	91824	.93	229952	.94	45525	.93	111293	.95
JUNE	137862	.85	50469	.92	206494	.91	90409	.95	232137	.93	48160	.88	115970	.91
JULY	137225	.85	49648	.94	208793	.90	91229	.94	231228	.94	48084	.88	118555	.89
AUGUST	135683	.86	50118	.93	206555	.91	95461	.90	229849	.94	49501	.86	117689	.89
SEPTEMBER	132571	.88	49091	.95	198377	.95	91601	.93	223921	.97	48182	.88	114517	.92
OCTOBER	131537	.89	49703	.94	193933	.97	88485	.97	219815	.99	47479	.89	112880	.93
NOVEMBER	123042	.95	45931	1.01	186243	1.01	87026	.98	213630	1.01	45137	.94	107255	.98
DECEMBER	119094	.98	46906	.99	184754	1.02	86418	.99	209605	1.03	44376	.95	107215	.98
AADT	116812		46570		188935		85456		216790		42335		105207	

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URBAN STATIONS

MONTH	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR
	R053		R059		R060		R062		R078		R081		R082	
JANUARY	15968	1.20	4932	1.26	96836	1.09	57236	.97	4807	1.19	36297	1.06	151984	1.06
FEBRUARY	17837	1.07	5420	1.15	102902	1.02	61287	.91	5115	1.12	39748	.97	160510	1.00
MARCH	18861	1.01	4412	1.41	103289	1.02	61634	.91	5015	1.14	39944	.97	162144	.99
APRIL	20309	.94	4951	1.25	105973	.99	63111	.88	5498	1.04	42272	.91	165303	.97
MAY	20724	.92	6309	.98	107694	.98	64181	.87	5712	1.00	44606	.87	168742	.95
JUNE	21977	.87	6884	.90	114881	.92	61971	.90	6264	.91	45115	.86	172925	.93
JULY	22964	.83	8444	.74	118197	.89	59286	.94	6745	.85	44339	.87	177763	.90
AUGUST	22097	.87	8320	.75	118616	.89	60594	.92	6569	.87	43456	.89	175398	.92
SEPTEMBER	21167	.90	6853	.91	109922	.96	59692	.93	6261	.91	43720	.88	168297	.95
OCTOBER	20929	.91	6350	.98	105477	1.00	59914	.93	5920	.97	45058	.86	162971	.98
NOVEMBER	18082	1.06	5342	1.16	103651	1.02	57097	.98	5218	1.10	40330	.96	157824	1.02
DECEMBER	17390	1.10	4799	1.29	101584	1.04	56868	.98	5072	1.13	38347	1.01	158139	1.01
AADT	19117		6209		105326		55796		5716		38595		160509	

MONTH	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR
	R087		R091		S103		S189		S201		S202		S203	
JANUARY	52251	1.06	101194	1.08	46868	1.06	195559	1.03	237790	1.03	239711	1.03	142823	1.02
FEBRUARY	56533	.98	107256	1.02	51419	.97	205844	.98	251880	.97	253326	.97	151398	.96
MARCH	56171	.99	106497	1.03	51903	.96	203996	.99	251983	.97	253750	.97	150461	.97
APRIL	59166	.94	107461	1.02	54093	.92	211534	.95	258011	.95	259846	.95	155995	.93
MAY	60938	.91	110373	.99	55008	.90	216276	.93	265493	.92	265853	.92	160987	.90
JUNE	61957	.89	117959	.93	55488	.90	220793	.91	275451	.89	273563	.90	164479	.88
JULY	62201	.89	123177	.89	55748	.89	221064	.91	280011	.88	276312	.89	164120	.89
AUGUST	60204	.92	123049	.89	53806	.93	221363	.91	281634	.87	276603	.89	163318	.89
SEPTEMBER	59081	.94	114837	.96	53324	.93	213006	.95	266864	.92	262438	.94	156285	.93
OCTOBER	59446	.93	110602	.99	53157	.94	203582	.99	256243	.96	254127	.97	156174	.93
NOVEMBER	55534	1.00	108934	1.01	49889	1.00	197994	1.02	250977	.98	246737	1.00	147846	.98
DECEMBER	53092	1.04	105245	1.04	49839	1.00	197917	1.02	245788	1.00	241019	1.02	153909	.94
AADT	55411		109730		49775		201580		245363		245773		145307	

MONTH	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR
	S204		S205		S502		S503		S533		S547		S809	
JANUARY	197734	.97	200206	1.04	58492	1.02	18472	1.04	107473	.96	68853	.96	170388	1.07
FEBRUARY	210262	.92	207390	.98	62585	.95	19652	.98	113792	.91	72357	.92	182158	1.00
MARCH	208148	.93	207181	.98	62631	.95	19176	1.00	114383	.90	73231	.91	191247	.96
APRIL	213902	.90	214130	.96	64234	.93	19971	.96	116886	.88	74671	.89	195828	.93
MAY	217482	.89	218211	.94	66085	.90	20722	.93	118587	.87	76244	.87	198084	.92
JUNE	210671	.92	226446	.91	71047	.84	21722	.88	119314	.87	77853	.85	205327	.89
JULY	211466	.91	232846	.88	69541	.86	21237	.91	118640	.87	77163	.86	209441	.87
AUGUST	211569	.91	232363	.88	69559	.86	22220	.87	119545	.87	77093	.86	200150	.91
SEPTEMBER	200084	.96	222390	.94	68231	.87	20809	.92	117297	.88	76823	.86	192710	.95
OCTOBER	198648	.97	215031	.97	68467	.87	19255	1.00	115319	.90	75879	.87	187130	.98
NOVEMBER	193467	1.00	203797	1.00	63824	.94	17470	1.10	109661	.94	71729	.92	178644	1.02
DECEMBER	188413	1.02	205607	1.01	62520	.95	17541	1.10	106741	.97	68425	.97	177335	1.03
AADT	192778		215552		59679		19221		103439		66337		182970	

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URBAN STATIONS

MONTH	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR	AWDT	FACTOR
	S821		S822		S825		S837		S839	
JANUARY	134693	1.02	177746	1.00	106590	1.04	171320	1.05	41506	.91
FEBRUARY	140378	.98	187023	.95	112440	.99	182453	.99	44095	.86
MARCH	140750	.98	186122	.96	111880	.99	181023	.99	44163	.85
APRIL	142925	.96	191767	.93	115815	.96	184133	.98	44997	.84
MAY	146072	.94	195726	.91	120785	.92	188918	.95	46542	.81
JUNE	149752	.92	198781	.90	124983	.89	197234	.91	47725	.79
JULY	152717	.90	201513	.88	126668	.88	200522	.90	47462	.80
AUGUST	154708	.89	202366	.88	125429	.89	200393	.90	47412	.80
SEPTEMBER	146817	.94	193415	.92	119981	.93	187632	.96	46939	.80
OCTOBER	142858	.96	189462	.94	118951	.94	183540	.98	46418	.81
NOVEMBER	141459	.97	181536	.98	112380	.99	180302	1.00	43350	.87
DECEMBER	139310	.99	179281	.99	110553	1.01	176888	1.02	40929	.92
AADT	137461		178089		111311		179798		37748	

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

FERRY SYSTEMS OPERATED IN WASHINGTON STATE	1994 AADT	1995 AADT	1996 AADT	1997 AADT	1998 AADT	1999 AADT	2000 AADT	2001 AADT	2002 AADT	2003 AADT
ANACORTES - SAN JUAN ISLAND FERRY + *	1795	1826	1830	1906	1920	1998	2081	2095	2111	2039
ANACORTES - SIDNEY FERRY + *	117	121	110	110	98	109	125	126	125	109
ANDERSON ISLAND FERRY	355	412	421	493	475	509	488	494	476	521
EDMONDS - KINGSTON FERRY	5531	5238	5693	5809	6093	6499	6736	6604	6411	6314
KELLER FERRY	218	215	194	193	193	205	189	178	190	188
LUMMI ISLAND FERRY +	728	730	682	682	738	768	776	780	742	747
MUKILTEO - CLINTON FERRY	6037	6284	6363	6517	6409	6325	6141	6143	6129	6006
POINT DEFIANCE - TAHLEQUAH FERRY	1203	1239	1265	1319	1355	1397	1277	1209	1208	1142
PORT TOWNSEND - KEYSTONE FERRY	1050	973	1066	1017	1071	1063	1039	1035	1018	1014
SEATTLE - BREMERTON FERRY	1970	2068	2077	2065	1959	2004	2132	2048	1958	1857
SEATTLE - BAINBRIDGE ISLAND FERRY	6027	6285	6312	6216	6034	6591	6391	6196	6005	5815
SOUTHWORTH - FAUNTLEROY - VASHON FERRY	4936	5071	4929	5200	5242	5192	5196	5170	4878	5047

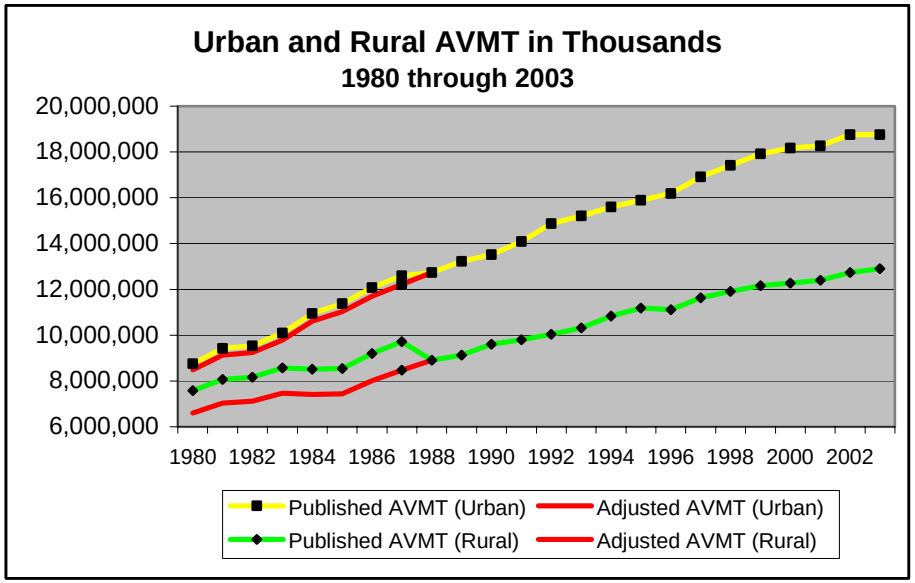
COLUMBIA RIVER CROSSINGS	1994 AADT	1995 AADT	1996 AADT	1997 AADT	1998 AADT	1999 AADT	2000 AADT	2001 AADT	2002 AADT	2003 AADT
CASCADE LOCKS (BRIDGE OF THE GODS)	2750	3000	3020	3100	3136	3078	3056	3091	3211	3155
HOOD RIVER BRIDGE	7500	7500	7300	7300	7500	7700	7900	8200	8300	8500
PUGET ISLAND FERRY - WESTPORT FERRY	298	315	358	342	322	316	290	305	309	394

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

ANNUAL VEHICLE MILES OF TRAVEL DEFINITION AND TRENDS

Annual Vehicle Miles of Travel (AVMT) is the number of miles traveled by all vehicles on a given section of roadway in a year. The AVMT figures published within the Annual Traffic Report represent computer-generated estimates based on available roadway and traffic count data. As such, changes in data collection resources and advances in relevant technology can influence these estimates. This is exemplified by the 1987 transition from calculating AVMT from primarily two-axle equivalent volume data to vehicle volume data. This change, which resulted from advances in automated traffic counting equipment that allowed practitioners to move beyond merely counting vehicle axles to counting the vehicles themselves, produces a noticeable drop in published AVMT when the data is plotted over time. As can be seen from the chart below, the change was more pronounced for rural than urban roadways. This is because vehicles with more than two axles generally make up a large proportion of the traffic stream within rural portions of the state highway system.

With publication of next year's Annual Traffic Report, the Washington State Department of Transportation will have again implemented a change to improve the quality of AVMT estimation. The software utilized to produce this figure is being modified to incorporate more sophisticated logic. Although preliminary analysis indicates that this new logic will result in only a nominal difference in statewide AVMT, accuracy will be noticeably increased at lower levels of summarization (e.g., the county level).



The following pages provide 2003 AVMT figures for the state highway system broken down by county, functional class of roadway, and rural versus urban location. In addition, for those interested in long-term AVMT trends, the table below is provided with AVMT figures for 1980 through 2003. Because AVMT figures were published in 1987 using both of the metrics discussed, the percentage difference between the two can be applied to previous years' AVMT figures in order to standardize them. These standardized figures are those provided in the table and displayed as the "Adjusted AVMT" trend lines in the graph.

State Highway AVMT in Thousands

Year	Rural	Urban	Total
1980	6,598,173.2	8,491,214.5	15,089,387.6
1981	7,028,297.3	9,128,681.7	16,156,978.9
1982	7,112,799.6	9,243,787.1	16,356,586.7
1983	7,471,215.6	9,789,398.8	17,260,614.4
1984	7,417,125.2	10,614,739.1	18,031,864.3
1985	7,438,297.8	11,026,536.4	18,464,834.2
1986	8,013,495.8	11,704,923.8	19,718,419.7
1987	8,470,452.8	12,214,210.3	20,684,663.1
1988	8,908,037.0	12,739,611.1	21,647,648.1
1989	9,130,839.7	13,228,219.6	22,359,059.3
1990	9,611,285.0	13,512,508.6	23,123,793.6
1991	9,804,824.0	14,089,564.0	23,894,389.0
1992	10,031,337.2	14,874,629.8	24,905,967.0
1993	10,317,842.4	15,209,742.9	25,527,585.3
1994	10,835,712.7	15,593,377.3	26,429,090.0
1995	11,189,929.7	15,894,498.4	27,084,428.1
1996	11,120,686.8	16,188,271.3	27,308,958.1
1997	11,624,399.2	16,918,735.3	28,543,134.5
1998	11,904,185.7	17,415,929.0	29,320,114.7
1999	12,167,551.8	17,916,570.0	30,084,121.8
2000	12,271,911.3	18,162,693.6	30,434,604.8
2001	12,398,500.7	18,272,192.3	30,670,693.0
2002	12,731,757.3	18,754,308.7	31,486,066.0
2003	12,900,328.6	18,763,380.8	31,663,709.4

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

		PRINCIPAL		MINOR		COLLECTOR		INTERSTATE		TOTAL	
COUNTY		MILES	A.V.M.T.	MILES	A.V.M.T.	MILES	A.V.M.T.	MILES	A.V.M.T.	MILES*	A.V.M.T.
ADAMS	R	114.48	148,258.2	.00	.0	86.21	22,109.4	46.65	207,393.0	247.34	377,760.5
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	114.48	148,258.2	.00	.0	86.21	22,109.4	46.65	207,393.0	247.34	377,760.5
ASOTIN	R	10.62	9,167.4	38.59	8,596.4	.00	.0	.00	.0	49.21	17,763.8
	U	1.57	6,312.6	4.60	10,838.8	.00	.0	.00	.0	6.17	17,151.4
	TOTAL	12.19	15,480.1	43.19	19,435.2	.00	.0	.00	.0	55.38	34,915.2
BENTON	R	.13	287.1	73.70	59,951.8	38.31	31,169.8	58.07	290,495.1	170.21	381,903.8
	U	18.77	214,162.6	12.62	25,055.8	5.58	12,366.4	5.20	51,196.5	42.17	302,781.4
	TOTAL	18.90	214,449.7	86.32	85,007.6	43.89	43,536.2	63.27	341,691.6	212.38	684,685.1
CHELAN	R	85.50	205,987.1	43.03	66,689.9	30.33	30,961.0	.00	.0	158.86	303,638.0
	U	9.80	80,300.8	2.06	7,207.0	.00	.0	.00	.0	11.86	87,507.8
	TOTAL	95.30	286,287.9	45.09	73,896.9	30.33	30,961.0	.00	.0	170.72	391,145.8
CLALLAM	R	81.53	202,440.9	.00	.0	85.04	49,029.7	.00	.0	166.57	251,470.5
	U	9.80	63,821.9	1.40	1,781.6	.00	.0	.00	.0	11.20	65,603.6
	TOTAL	91.33	266,262.8	1.40	1,781.6	85.04	49,029.7	.00	.0	177.77	317,074.1
CLARK	R	13.96	70,235.5	19.73	41,593.1	18.20	24,215.4	9.23	235,129.9	61.12	371,173.8
	U	35.39	427,207.3	3.02	1,517.5	2.58	6,978.3	22.12	666,191.5	63.11	1,101,894.6
	TOTAL	49.35	497,442.8	22.75	43,110.5	20.78	31,193.7	31.35	901,321.4	124.23	1,473,068.4
COLUMBIA	R	29.02	30,249.2	.00	.0	15.02	2,587.6	.00	.0	44.04	32,836.9
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	29.02	30,249.2	.00	.0	15.02	2,587.6	.00	.0	44.04	32,836.9
COWLITZ	R	9.32	13,080.7	26.51	25,661.7	66.85	60,673.9	28.15	522,132.1	130.83	621,548.4
	U	14.29	102,253.4	6.36	17,097.0	4.10	19,707.6	8.27	151,151.0	33.02	290,209.0
	TOTAL	23.61	115,334.1	32.87	42,758.7	70.95	80,381.5	36.42	673,283.1	163.85	911,757.4
DOUGLAS	R	106.89	133,694.3	51.58	13,563.9	47.05	11,393.4	.00	.0	205.52	158,651.5
	U	9.50	48,349.1	.00	.0	.00	.0	.00	.0	9.50	48,349.1
	TOTAL	116.39	182,043.4	51.58	13,563.9	47.05	11,393.4	.00	.0	215.02	207,000.7
FERRY	R	28.65	13,076.7	44.82	15,783.9	82.12	24,214.6	.00	.0	155.59	53,075.3
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	28.65	13,076.7	44.82	15,783.9	82.12	24,214.6	.00	.0	155.59	53,075.3
FRANKLIN	R	49.91	153,415.6	.00	.0	66.87	14,794.9	.00	.0	116.78	168,210.5
	U	11.44	70,273.9	.00	.0	.00	.0	9.15	112,565.0	20.59	182,838.9
	TOTAL	61.35	223,689.5	.00	.0	66.87	14,794.9	9.15	112,565.0	137.37	351,049.4
GARFIELD	R	43.18	31,903.3	.00	.0	.00	.0	.00	.0	43.18	31,903.3
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	43.18	31,903.3	.00	.0	.00	.0	.00	.0	43.18	31,903.3

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

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
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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	117,806.9	156.57	151,799.2	51.04	19,436.0	49.39	222,708.2	343.33	511,750.2
	U	7.40	34,714.4	9.34	32,093.8	.00	.0	5.07	27,070.2	21.81	93,878.4
	TOTAL	93.73	152,521.4	165.91	183,892.9	51.04	19,436.0	54.46	249,778.4	365.14	605,628.6
GRAYS HARBOR	R	113.91	274,649.5	45.13	76,419.9	30.65	27,369.4	.00	.0	189.69	378,438.8
	U	20.23	114,414.6	8.22	16,629.0	.00	.0	.00	.0	28.45	131,043.6
	TOTAL	134.14	389,064.1	53.35	93,048.9	30.65	27,369.4	.00	.0	218.14	509,482.4
ISLAND	R	45.94	154,337.4	.00	.0	2.91	19,014.2	.00	.0	48.85	173,351.6
	U	5.00	30,935.3	.00	.0	.00	.0	.00	.0	5.00	30,935.3
	TOTAL	50.94	185,272.6	.00	.0	2.91	19,014.2	.00	.0	53.85	204,286.9
JEFFERSON	R	99.40	153,919.3	14.09	41,067.0	9.83	11,555.1	.00	.0	123.32	206,541.4
	U	4.31	24,654.2	.00	.0	.00	.0	.00	.0	4.31	24,654.2
	TOTAL	103.71	178,573.6	14.09	41,067.0	9.83	11,555.1	.00	.0	127.63	231,195.6
KING	R	42.34	189,952.2	77.70	238,784.4	.30	253.1	33.01	437,077.1	153.35	866,066.8
	U	164.20	2,781,517.1	46.90	319,838.2	.00	.0	81.20	4,842,403.7	292.30	7,943,759.0
	TOTAL	206.54	2,971,469.3	124.60	558,622.6	.30	253.1	114.21	5,279,480.8	445.65	8,809,825.7
KITSAP	R	43.62	305,609.8	4.92	12,239.8	.00	.0	.00	.0	48.54	317,849.5
	U	43.15	583,323.3	7.53	41,250.5	3.42	11,277.3	.00	.0	54.10	635,851.0
	TOTAL	86.77	888,933.0	12.45	53,490.3	3.42	11,277.3	.00	.0	102.64	953,700.6
KITTITAS	R	40.00	54,611.1	.00	.0	49.72	34,671.3	102.11	746,409.9	191.83	835,692.3
	U	.26	1,021.7	.00	.0	.00	.0	2.54	20,294.1	2.80	21,315.8
	TOTAL	40.26	55,632.8	.00	.0	49.72	34,671.3	104.65	766,703.9	194.63	857,008.1
KLICKITAT	R	71.47	99,394.3	7.17	11,189.6	113.51	62,977.3	.00	.0	192.15	173,561.3
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	71.47	99,394.3	7.17	11,189.6	113.51	62,977.3	.00	.0	192.15	173,561.3
LEWIS	R	84.55	139,496.4	49.11	44,925.3	70.53	56,946.6	15.18	247,621.4	219.37	488,989.7
	U	.00	.0	1.91	7,020.9	6.63	19,514.7	13.20	276,670.1	21.74	303,205.8
	TOTAL	84.55	139,496.4	51.02	51,946.3	77.16	76,461.3	28.38	524,291.5	241.11	792,195.5
LINCOLN	R	59.07	67,698.7	75.60	25,569.8	141.06	29,191.1	16.18	94,490.3	291.91	216,949.9
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	59.07	67,698.7	75.60	25,569.8	141.06	29,191.1	16.18	94,490.3	291.91	216,949.9
MASON	R	60.95	188,786.9	12.79	13,369.2	37.18	31,384.7	.00	.0	110.92	233,540.7
	U	8.77	41,749.6	.00	.0	.00	.0	.00	.0	8.77	41,749.6
	TOTAL	69.72	230,536.4	12.79	13,369.2	37.18	31,384.7	.00	.0	119.69	275,290.3
OKANOGAN	R	89.49	123,111.8	203.37	158,880.9	1.19	1,768.7	.00	.0	294.05	283,761.3
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	89.49	123,111.8	203.37	158,880.9	1.19	1,768.7	.00	.0	294.05	283,761.3

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

		PRINCIPAL		MINOR		COLLECTOR		INTERSTATE		TOTAL	
COUNTY		MILES	A.V.M.T.	MILES	A.V.M.T.	MILES	A.V.M.T.	MILES	A.V.M.T.	MILES*	A.V.M.T.
PACIFIC	R	87.95	114,654.0	50.85	40,252.8	25.26	29,476.4	.00	.0	164.06	184,383.2
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	87.95	114,654.0	50.85	40,252.8	25.26	29,476.4	.00	.0	164.06	184,383.2
PEND OREILLE	R	19.46	40,740.7	96.14	41,704.6	.00	.0	.00	.0	115.60	82,445.3
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	19.46	40,740.7	96.14	41,704.6	.00	.0	.00	.0	115.60	82,445.3
PIERCE	R	4.18	71,080.9	133.52	275,127.0	34.25	50,357.6	3.39	133,157.2	175.34	529,722.8
	U	59.81	1,146,672.1	28.88	278,828.4	4.45	31,043.2	22.67	1,186,449.7	115.81	2,642,993.4
	TOTAL	63.99	1,217,753.0	162.40	553,955.4	38.70	81,400.8	26.06	1,319,607.0	291.15	3,172,716.2
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	112,860.7	82.13	108,633.1	45.61	59,822.7	18.65	339,504.2	161.84	620,820.7
	U	11.72	80,543.7	5.62	30,498.8	4.73	24,892.8	6.33	152,556.2	28.40	288,491.5
	TOTAL	27.17	193,404.4	87.75	139,131.9	50.34	84,715.6	24.98	492,060.5	190.24	909,312.3
SKAMANIA	R	41.89	62,482.1	.00	.0	4.99	1,060.0	.00	.0	46.88	63,542.1
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	41.89	62,482.1	.00	.0	4.99	1,060.0	.00	.0	46.88	63,542.1
SNOHOMISH	R	44.82	273,467.4	63.99	219,172.2	35.22	143,278.3	13.93	363,528.2	157.96	999,446.1
	U	62.13	629,880.9	27.24	196,820.6	.00	.0	31.26	1,561,286.9	120.63	2,387,988.4
	TOTAL	106.95	903,348.3	91.23	415,992.8	35.22	143,278.3	45.19	1,924,815.1	278.59	3,387,434.5
SPOKANE	R	68.92	260,468.9	17.53	51,696.9	67.30	68,313.7	23.08	213,805.8	176.83	594,285.3
	U	48.26	385,312.1	8.43	26,344.8	.00	.0	21.43	536,837.4	78.12	948,494.3
	TOTAL	117.18	645,781.1	25.96	78,041.7	67.30	68,313.7	44.51	750,643.2	254.95	1,542,779.5
STEVENS	R	57.90	158,071.3	126.42	44,316.6	58.39	34,233.6	.00	.0	242.71	236,621.5
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	57.90	158,071.3	126.42	44,316.6	58.39	34,233.6	.00	.0	242.71	236,621.5
THURSTON	R	23.46	144,935.4	25.73	71,996.7	15.87	16,849.8	16.71	378,576.8	81.77	612,358.7
	U	4.82	97,721.0	4.37	19,790.3	.00	.0	12.71	475,119.0	21.90	592,630.3
	TOTAL	28.28	242,656.4	30.10	91,786.9	15.87	16,849.8	29.42	853,695.8	103.67	1,204,988.9
WAHKIAKUM	R	36.77	31,293.2	.00	.0	3.84	1,923.8	.00	.0	40.61	33,217.1
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	36.77	31,293.2	.00	.0	3.84	1,923.8	.00	.0	40.61	33,217.1
WALLA WALLA	R	57.90	143,000.7	51.06	44,159.2	15.57	3,996.9	.00	.0	124.53	191,156.9
	U	13.22	45,196.8	2.00	1,426.7	.00	.0	.00	.0	15.22	46,623.4
	TOTAL	71.12	188,197.5	53.06	45,585.9	15.57	3,996.9	.00	.0	139.75	237,780.3

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

		PRINCIPAL		MINOR		COLLECTOR		INTERSTATE		TOTAL	
COUNTY		MILES	A.V.M.T.	MILES	A.V.M.T.	MILES	A.V.M.T.	MILES	A.V.M.T.	MILES*	A.V.M.T.
WHATCOM	R	27.09	99,837.7	49.99	78,202.6	94.26	94,714.6	20.14	216,039.4	191.48	488,794.3
	U	1.74	19,482.5	5.39	28,142.5	.00	.0	13.79	243,387.4	20.92	291,012.3
	TOTAL	28.83	119,320.1	55.38	106,345.1	94.26	94,714.6	33.93	459,426.8	212.40	779,806.6
WHITMAN	R	123.84	172,443.6	.00	.0	145.42	50,021.1	.00	.0	269.26	222,464.7
	U	6.86	27,490.5	2.23	5,794.9	.00	.0	.00	.0	9.09	33,285.4
	TOTAL	130.70	199,934.1	2.23	5,794.9	145.42	50,021.1	.00	.0	278.35	255,750.1
YAKIMA	R	76.60	102,259.1	43.10	97,744.8	104.73	68,111.6	44.91	316,524.4	269.34	584,640.0
	U	10.26	63,732.5	5.76	15,543.2	.00	.0	10.55	129,857.7	26.57	209,133.5
	TOTAL	86.86	165,991.7	48.86	113,288.0	104.73	68,111.6	55.46	446,382.1	295.91	793,773.4
STATE	R	2,096.49	4,668,766.3	1,684.87	2,079,092.0	1,694.63	1,187,877.2	498.78	4,964,593.0	5,974.77	12,900,328.6
	U	582.70	7,121,043.8	193.88	1,083,520.3	31.49	125,780.3	265.49	10,433,036.4	1,073.56	18,763,380.8
	TOTAL	2,679.19	11,789,810.1	1,878.75	3,162,612.4	1,726.12	1,313,657.6	764.27	15,397,629.4	7,048.33	31,663,709.4

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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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
	STATE ROUTE NO 002 MAINLINE SR 5/EVERETT TO IDAHO											
002	000.00B	AFTER JCT SR 529-MAPLE*BEG ROUTE		1					8800*	8900	9100	9200
002	000.26	AT ADC LOCATION R052		1					65000	66000	66000*	67000
002	000.88	BEFORE RAMP EBEY ISLAND		1							63000*	63000
002	002.09	BEFORE RAMP SR 204-HEWITT AVE		1					61000	62000	61000*	61000
002	002.45	AT EBEY SLOUGH BRIDGE		1					28000	28000	22000*	23000
002	002.75	AFTER RAMP SR 204-HEWITT AVE		1					28000*	29000	25000*	25000
002	004.75	BEFORE RAMP SR 9		1					20000*	20000	21000	20000*
002	005.35	AFTER RAMP SR 9		1					18000*	19000	19000	19000*
002	008.51	AT CAMPBELL RD		1					16000*	16000	16000	17000*
002	008.80	AFTER RAMP CAMPBELL RD		1								25000*
002	010.08	BEFORE JCT 100TH ST SE		1					20000*	22000*	23000	25000
002	010.08	AFTER JCT 100TH ST SE		1						22000*	22000	23000
002	012.95	BEFORE JCT E ROOSEVELT RD*163RD AVE		1					20000	20000*	20000	22000
002	012.95	AFTER JCT E ROOSEVELT RD*163RD AVE		1					20000	19000*	19000	21000
002	013.86	BEFORE JCT 179TH AVE SE WYE CONN		1					20000*	19000*	20000	21000*
002	014.37	BEFORE RAMP SR 522		1					24000*	23000*	23000	25000*
002	014.38	AFTER RAMP SR 522 WYE CONN		1					32000*	32000*	33000	35000
002	014.92	BEFORE JCT CHAIN LAKE RD*SR 203		1					31000*	30000*	31000	34000*
002	014.92	AFTER JCT CHAIN LAKE RD*SR 203		1					27000*	27000*	28000	30000*
002	015.21	BEFORE JCT MAIN ST WYE CONN		1					19000*	20000*	20000	21000*
002	015.24	AFTER JCT OLD OWEN RD WYE CONN		1					17000	17000*	18000	19000*
002	016.98	AFTER JCT SOFIE RD*CALHOUN RD		1						21000*	22000	22000
002	021.57	BEFORE JCT OLD OWEN*FERN BLUFF RDS		1								18000*
002	021.57	AFTER JCT OLD OWEN*FERN BLUFF RDS		1								20000*
002	022.30	BEFORE JCT 4TH ST		1					19000*	20000	20000	20000*
002	022.30	AFTER JCT 4TH ST		1					17000*	17000	18000	19000*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
002	023.14	AFTER JCT SULTAN BASIN*CEMETERY RD		1							13000*	13000
002	024.73	BEFORE JCT SULTAN STARTUP RD		1					13000	13000	13000*	13000
002	026.19	BEFORE JCT KELLOGG LAKE RD		1						13000*	13000	13000
002	026.19	AFTER JCT KELLOGG LAKE RD		1						13000*	13000	13000
002	027.92	BEFORE JCT 1ST ST		1					12000*	12000	12000	12000*
002	027.92	AFTER JCT 1ST ST		1					11000*	11000	11000	11000*
002	028.49	BEFORE JCT 10TH ST		1						9100*	9400	9400
002	029.48	AFTER JCT GUNN RD*PICKLEFARM RD		1					8900	7300*	7600	7600
002	031.22	AFTER JCT CO RD		1					6200*	6200	6300	7100*
002	035.62	BEFORE JCT INDEX-GALENA RD		1					5600*	5500*	5500*	6100*
002	035.63	AFTER JCT INDEX-GALENA RD WYE CONN		1					4800*	4700*	5300*	5400
002	041.62	BEFORE JCT NE 191ST ST		1					3900	5400*	5400	5500
002	043.32	BEFORE JCT FS RD #6028		1					4500	5200*	5100	5200
002	048.70	BEFORE JCT 5TH ST WYE CONN		1					4300	5000*	5000	5100
002	050.12	AT ADC LOCATION R038		1	07	03		10	4900*	4800*	4800*	4900+
002	052.08	AFTER JCT FS RD #6066		1					4500	4400	4400*	4500
002	056.76	AT DECEPTION CREEK BRIDGE		1					4900	5500*	5500	5500
002	060.32	AT TUNNEL CREEK BRIDGE		1					4400	4300	4700*	4800
002	066.24	BEFORE JCT YODELIN PL		1					3100*	3700	3800	3800*
002	066.24	AFTER JCT YODELIN PL		1					3200*	3700	3800	3800*
002	072.68	AT NASON CREEK BRIDGE		1					3200	3800	3900*	4000*
002	076.03	BEFORE JCT MERRITT LAKE TR		1					3500	4100*	4100	4200
002	078.28	AFTER JCT WHITE PINE RD		1					3900	4100*	4200	4200
002	079.51	AFTER JCT GILL CREEK RD		1							3600*	3700
002	080.20	AT ADC LOCATION R058		1	07	04		12	3800*	3800*	3900*	3900+
002	084.74	BEFORE JCT SR 207 WYE CONN		1					4600*	4600	4200*	4200
002	084.76	AFTER JCT SR 207 WYE CONN		1					5500*	5500	4800*	4900
002	086.64	AFTER JCT WINTON RD		1					4400	4300	4400	4800*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
002	099.05	BEFORE JCT ICICLE RD		1					4600	5300*	5000	5200*
002	099.05	AFTER JCT ICICLE RD		1					6900*	8100*	7700*	8000
002	099.51	BEFORE JCT SKI HILL DR*THIRD ST		1					7900	9400*	8900	9300
002	099.65	BEFORE JCT FRONT ST		1					10000*	11000	10000	12000*
002	099.65	AFTER JCT FRONT ST		1					11000*	11000	11000	11000
002	099.89	BEFORE JCT NINTH ST*EVANS ST		1					11000*	11000	11000*	11000
002	099.89	AFTER JCT NINTH ST*EVANS ST		1					12000*	12000	11000*	12000*
002	100.29	BEFORE JCT FRONT ST*CHUMSTICK HWY		1					12000*	12000	12000*	12000*
002	100.30	AFTER JCT CHUMSTICK HWY WYE CONN		1					14000*	15000	15000*	15000
002	100.67	BEFORE JCT RIVER BEND DR		1					14000*	14000	13000*	13000
002	100.71	AFTER JCT DUNCAN RD		1					12000*	12000	11000*	11000
002	103.65	BEFORE JCT PVT RD*MAIN ST		1					10000	11000*	11000	12000*
002	103.65	AFTER JCT PVT RD*MAIN ST		1					12000*	12000*	12000	12000*
002	103.92	AT ADC LOCATION R047 WEST		1	07	02		09	12000*	12000*	12000+	12000*
002	104.16	BEFORE JCT DOGHOUSE*BLEWETT CUTOFF		1						12000*	12000	12000
002	104.60	BEFORE JCT BLEWETT CUTOFF RD		1								12000*
002	104.70	BEFORE JCT SR 97 WYE CONN		1					11000*	11000*	12000	12000
002	104.84	AT ADC LOCATION R047 EAST		1	06	04	01	10	14000*	14000+	15000*	15000*
002	105.53	BEFORE JCT MOTEL RD		1					14000*	14000	15000	15000
002	105.54	AFTER JCT DRYDEN TRANSFER STATION		1					15000*	15000	16000	16000
002	106.07	AFTER JCT MEDIAN XROAD*ALICE AVE		1					14000*	14000	14000	15000
002	106.49	BEFORE JCT DRYDEN AVE*JOHNSON RD		1					14000*	14000*	15000*	15000
002	106.49	AFTER JCT DRYDEN AVE*JOHNSON RD		1					14000*	13000*	15000*	15000
002	108.85	BEFORE JCT PINNACLE VIEW*DRYDEN RD		1					15000*	15000	16000	16000
002	108.85	AFTER JCT PINNACLE VIEW*DRYDEN RD		1					14000*	14000	14000	15000
002	110.13	AFTER JCT GOODWIN*HAY CANYON RDS		1					15000*	15000	15000	16000
002	111.07	BEFORE JCT APLETS WAY WYE CONN		1					15000*	15000	15000	16000
002	111.09	AFTER JCT APLETS*NAHAHUM CANYON RD		1					15000*	15000	16000	16000

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
002	111.96	BEFORE JCT COTLETS WAY WYE CONN		1					15000*	14000*	15000	16000*
002	112.00	AFTER JCT NAHAHUM CANYON WYE CONN		1					20000	20000	20000	21000*
002	113.10	AT ADC LOCATION P01		1	07	03	01	10	19000*	20000*	20000*	20000+
002	113.21	AFTER JCT RED APPLE*OLD MONITOR RD		1					19000*	19000	20000	20000
002	113.93	BEFORE JCT RED APPLE RD		1					19000*	19000	20000	20000
002	113.97	AFTER JCT RED APPLE RD WYE CONN		1					19000*	19000	20000	20000
002	115.10	BEFORE JCT MAIN ST WYE CONN		1					19000*	19000	20000	20000
002	115.17	AFTER JCT EASY ST WYE CONN		1					19000*	19000	20000	20000
002	117.28	BEFORE JCT MEDIAN XROAD		1					19000*	19000	20000	21000*
002	117.33	AFTER JCT LOWER SUNNYSLOPE RD		1					20000*	20000	21000	21000
002	118.46	BEFORE JCT SCHOOL ST		1					20000*	20000	21000	21000
002	118.48	BEFORE RAMP SR 2 WB		1					20000*	21000	21000	22000*
002	118.90	AT SR 2/SR 97 BRIDGE		1								17000*
002	118.92	AFTER RAMP SR 2 EB		1							12000*	11000*
002	118.98	AFTER RAMP SR 285		1								14000*
002	119.15	AFTER JCT EASY ST WYE CONN		1					17000*	17000	18000	20000*
002	119.66	AT SR 97 ALT ROUTE BRIDGE		1					17000*	17000	18000	18000*
002	119.77	AFTER RAMP SR 97 ALT RTE*ADC R053		1	07	03	01	11	18000*	18000*	19000*	19000+
002	120.74	BEFORE JCT SR 28		1					17000*	17000	18000	17000*
002	127.86	AFTER JCT SR 28		1					9300*	10000	9600	10000*
002	128.09	AFTER JCT 38TH ST NW*BLUE GRADE ST		1					9400*	10000	9700	10000
002	128.43	AFTER JCT BLUE ROCK DR NE		1					9000*	9700	9300	9500*
002	132.52	BEFORE LINCOLN ROCK ST PK		1					7100	6800	6500	7300*
002	132.52	AFTER LINCOLN ROCK ST PK		1					6700	6400	6200	6800*
002	133.35	BEFORE JCT TURTLE ROCK RD		1					6600	6400*	6200	6800
002	133.35	AFTER JCT TURTLE ROCK RD		1					6300	6300*	6100	6600
002	139.85	BEFORE JCT SR 97		1								6700*
002	140.27	BEFORE JCT SR 97 SPORONDO (SPUR)		1					1800*	1800	1900	1800*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

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002	140.31	AFTER JCT SR 97 SPUR WYE CONN		1					2000*	2000	2100	1900*
002	148.26	BEFORE JCT P NW RD		1					1900*	1900	1900	1800*
002	148.26	AFTER JCT P NW RD		1					1900*	1900	1900	1800*
002	149.08	AFTER JCT COLUMBIA AVE S		1					2100*	2100	2100	1900*
002	149.78	BEFORE JCT CHELAN AVE*POPLAR ST		1					1600	1600	2100*	2100
002	149.78	AFTER JCT CHELAN AVE*POPLAR ST		1					1100	1100	1100*	1200
002	150.14	AFTER JCT JEFFERSON ST N		1					1100*	1100	1200	1100*
002	151.35	AFTER JCT 2 NW		1					1100*	1100	1100	1100*
002	153.84	AFTER JCT M NW		1					940	940	820*	820
002	163.23	BEFORE JCT SR 172		1					680	680	740*	750
002	163.23	AFTER JCT SR 172		1					650	660	780*	780
002	166.33	AFTER JCT N DIVISION*S DIVISION RD		1					720	730	760*	770
002	172.26	AFTER JCT JAMESON LAKE RD		1					630	630*	650	660
002	179.10	AT ADC LOCATION P02		1	10	05	01	16	700	700	690*	700+
002	187.40	BEFORE JCT SR 17		1					770	720*	740	750
002	187.40	AFTER JCT SR 17		1					1400	1300*	1400	1400
002	189.08	AFTER JCT SR 17		1					2400	2300*	2400	2400
002	191.30	BEFORE JCT 2ND ST		1					2400	2100*	2200	2200
002	191.30	AFTER JCT 2ND ST		1					2700*	2200*	2300	2400
002	191.60	AFTER JCT I.8 NE		1					2700*	2300	2400	2400
002	193.32	BEFORE JCT SR 155		1					2300*	2300	2400	1900*
002	193.44	AFTER JCT SR 155 WYE CONN		1					1400*	1400	1400	1100*
002	201.52	BEFORE JCT CHELAN ST		1						1100*	1100	1200
002	201.52	AFTER JCT CHELAN ST		1						1100*	1100	1100
002	201.65	BEFORE JCT R NE		1						1000*	1100	1100
002	201.65	AFTER JCT R NE		1						1100*	1100	1200
002	207.78	ENTERING LINCOLN COUNTY		1					1000	990*	1000	1100
002	210.43	AFTER JCT CITY ST WYE CONN		1					1400*	1400	1400	1200*

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002	220.85	BEFORE JCT SR 21 WYE CONN		1					1300*	1300	1400	1300*
002	220.90	AFTER JCT SR 21 WYE CONN		1					2900*	2900	3000	2900*
002	221.54	BEFORE JCT SR 21*WEST ST		1					3900*	3800	4000	3700*
002	221.54	AFTER JCT SR 21*WEST ST		1					3600	3500	3700	4000*
002	226.04	BEFORE JCT SHERMAN DRAW RD		1					2500*	2500	2600	2700*
002	230.14	BEFORE JCT MOUNTVIEW RD		1					2600	2700*	2800	2900
002	230.64	AFTER JCT S F ST*F ST		1					2600	2800*	2900	3000
002	237.71	BEFORE JCT TELFORD RD		1					2300*	2200	2300	2400*
002	250.50	AT ADC LOCATION R064		1	09	04	01	14	2700*	2700*	2800*	2900+
002	250.76	BEFORE JCT SR 28*TWELFTH ST		1					3800*	3700	3900	4400*
002	250.76	AFTER JCT SR 28*TWELFTH ST		1					6000*	6000	6200	6200*
002	251.55	BEFORE JCT SR 25		1					5300*	5200	5400	5700*
002	251.55	AFTER JCT SR 25		1					4500	4500	4600	4800*
002	261.09	BEFORE JCT SR 231*SPRINKLE RD		1					4100	4600*	4700	4900
002	261.09	AFTER JCT SR 231*SPRINKLE RD		1					4500	4800*	5000	5100
002	263.97	BEFORE JCT SR 231*ASPEN ST		1					6000	5700*	5900	6200
002	263.97	AFTER JCT SR 231*ASPEN ST		1					6100	6100*	6300	6500
002	271.17	BEFORE JCT WOOD RD*ESPANOLA RD		1					5800*	5700	5900	5700*
002	273.18	AFTER JCT BROOKS RD		1					8700	8600	9200*	9500
002	275.33	BEFORE JCT FAIRCHILD AIR FORCE BASE		1						11000*	11000	12000
002	275.35	AFTER JCT FAIRCHILD AFB WYE CONN		1						18000*	19000	20000
002	277.22	BEFORE JCT CRAIG RD		1					18000*	18000	18000	19000*
002	277.22	AFTER JCT CRAIG RD		1					19000*	19000	20000	20000*
002	277.73	AFTER JCT LUNDSTROM ST		1					20000	21000	21000*	22000
002	279.23	BEFORE JCT HAYFORD RD		1					23000	22000*	23000	24000
002	279.23	AFTER JCT HAYFORD RD		1					20000	21000*	22000	23000
002	280.22	BEFORE JCT FLINT RD		1						21000*	21000	22000
002	280.22	AFTER JCT FLINT RD		1						23000*	23000	23000

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002	281.22	BEFORE JCT SPOTTED RD		1								23000*
002	281.22	AFTER JCT SPOTTED RD		1								23000*
002	281.64	AFTER JCT SUNSET FRONTAGE RD		1					21000	22000*	23000	23000
002	282.03	AT AIRPORT RD BRIDGE		1						19000*	20000	20000
002	287.66	BEFORE JCT SR 2 CODIVISN (COUPLET)		1					44000*	45000	45000	48000*
002	289.66	BEFORE JCT GARLAND AVE*EMPIRE AVE		1					44000*	45000	46000	45000
002	289.79	AT ADC LOCATION R021		1					47000*	46000*	47000*	47000*
002	291.06	BEFORE JCT DALKE AVE		1					39000*	39000	40000	39000
002	291.18	BEFORE JCT SR 291*FRANCIS AVE		1					38000*	39000	39000	39000*
002	291.18	AFTER JCT SR 291*FRANCIS AVE		1					42000	42000	42000*	42000
002	291.55	AFTER JCT WEDGEWOOD AVE		1					41000	41000*	41000	41000
002	292.86	BEFORE JCT SR 395		1					39000*	39000	40000	41000*
002	292.86	AFTER JCT SR 395		1					17000*	17000	18000	18000
002	292.95	AFTER JCT COUNTRY HOMES BLVD		1					22000*	22000	22000	23000*
002	293.25	AFTER JCT HOLLAND AVE WYE CONN		1								22000*
002	293.53	AFTER JCT GRAVES ST		1					21000*	22000	22000	21000*
002	294.15	BEFORE JCT NEVADA ST		1						19000*	19000	19000
002	294.15	AFTER JCT NEVADA ST		1						25000*	25000	25000
002	297.25	BEFORE JCT SR 206*HIGHLAND RD		1					23000*	24000*	24000	23000*
002	297.25	AFTER JCT SR 206*HIGHLAND RD		1					24000*	25000*	26000	25000*
002	297.75	BEFORE JCT LANE PARK RD		1							26000*	26000
002	297.75	AFTER JCT LANE PARK RD		1							25000*	24000
002	298.28	BEFORE JCT DAY-MT SPOKANE RD		1							24000*	23000
002	298.28	AFTER JCT DAY-MT SPOKANE RD		1					21000*	22000	22000	21000*
002	298.79	BEFORE JCT GREENBLUFF RD		1							22000*	21000
002	298.79	AFTER JCT GREENBLUFF RD		1							21000*	21000
002	299.86	BEFORE JCT MEDIAN XROAD*COLBERT RD		1					21000*	22000	22000*	21000
002	299.86	AFTER JCT MEDIAN XROAD*COLBERT RD		1					18000*	18000	19000*	18000

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
002	301.40	AT ADC LOCATION P28		1	07	02		09	17000	17000	17000	18000+
002	302.30	BEFORE JCT N GLEN*ELK CHATTAROY RDS		1							18000*	17000
002	302.30	AFTER JCT N GLEN*ELK CHATTAROY RDS		1							15000*	14000
002	305.50	BEFORE JCT DENISON-CHATTAROY RD		1					14000*	14000	14000*	13000*
002	305.50	AFTER JCT DENISON-CHATTAROY RD		1					12000*	12000	12000*	12000*
002	309.40	BEFORE JCT LAUREL RD		1					10000	10000	11000*	11000
002	310.16	BEFORE JCT DEER PARK-MILAN RD		1						11000*	11000	11000
002	310.16	AFTER JCT DEER PARK-MILAN RD		1						10000*	11000	10000
002	310.91	AFTER JCT BAILEY RD		1					9900*	10000	10000	10000*
002	313.42	BEFORE JCT BRIDGES ELK HWY		1					9100*	9200*	9300	10000*
002	313.42	AFTER JCT BRIDGES ELK HWY		1					7900*	7900*	8000	7900
002	321.24	BEFORE JCT SR 211 WYE CONN		1					5800*	5900	6000	7000*
002	321.29	AFTER JCT SR 211		1					4800*	4800	4800	5200*
002	324.94	BEFORE JCT LAKESIDE DR		1								5200*
002	325.63	BEFORE JCT SOUTH SHORE RD		1					4400	4400	4500	5700*
002	328.60	AFTER JCT SOUTH SHORE RD		1					4800	5300*	5400	5300
002	332.98	AFTER JCT 7TH ST		1					7000*	7100	7100	7400*
002	333.45	AFTER JCT CALISPEL AVE		1					7100*	7200	7300	7100
002	333.89	BEFORE JCT SR 2 CONEWPRT (COUPLET)		1					7100	7100	6500*	6400
002	** 333.91	AFTER JCT SR 2 CONEWPRT WYE CONN	C	1					4800	4800	4800*	4700
002	334.37	BEFORE JCT SR 2 CONEWPRT WYE CONN	C	1					5400	5400	4700*	4700
002	334.38	AFTER JCT SR 2 CONEWPRT (COUPLET)		1					12000	12000	11000*	11000
002	334.51	BEFORE JCT SR 41*CITY ST		1					9600	9600	9600*	9900*
	STATE ROUTE NO 002 COUPLET NEWPRT UNION AVE TO 4TH ST											
002CONEWPRT	** 334.45	BEFORE JCT SR 20*WASHINGTON AVE		1							6800*	6700
002CONEWPRT	334.45	AFTER JCT SR 20*WASHINGTON AVE		1					6500	6600	5600*	5500
002CONEWPRT	334.86	BEFORE JCT SR 2 WYE CONN		1					5500	5600	5300*	5200

** 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
	STATE ROUTE NO 003 MAINLINE	SR 101/SHELTON TO SR 104										
003	000.11	AFTER RAMP SR 101		1					11000	11000	12000*	12000
003	001.49	BEFORE JCT ARCADIA AVE*ARCADIA RD		1					12000*	12000	12000	13000*
003	001.51	AFTER JCT ARCADIA RD WYE CONN		1					12000*	13000	13000	14000*
003	002.25	BEFORE JCT HARVARD AVE		1					15000	15000	15000*	15000*
003	002.31	AFTER JCT MILL ST		1					20000	18000*	19000	19000
003	002.71	BEFORE JCT RAILROAD AVE*S FIRST ST		1					13000*	14000	14000	15000*
003	002.71	AFTER JCT RAILROAD AVE*S FIRST ST		1					4200*	4200	4300	4400
003	002.93	AFTER JCT PINE ST*FRONT ST		1					9400	8900*	9200*	9300
003	006.57	BEFORE JCT JOHNS PRAIRIE RD		1						9200*	8600*	8700
003	006.57	AFTER JCT JOHNS PRAIRIE RD		1						12000*	13000*	13000
003	008.96	BEFORE JCT AGATE RD WYE CONN		1					13000	11000*	12000*	12000
003	008.99	AFTER JCT AGATE RD		1					8700	7200*	8400*	8400
003	010.76	AFTER JCT PICKERING RD		1					6300	5600*	6400*	6400
003	020.32	BEFORE JCT GRAPEVIEW LOOP RD		1					5200*	5300	5400	5900*
003	020.32	AFTER JCT GRAPEVIEW LOOP RD		1					7500	7600	7800	7800*
003	021.24	BEFORE JCT E NORTH BAY RD WYE CONN		1					9200	8000*	9000*	9100
003	023.26	BEFORE JCT SR 302-VICTOR CUTOFF RD		1					7200	7000*	7400	8100*
003	023.26	AFTER JCT SR 302-VICTOR CUTOFF RD		1					8200*	8500*	9000	9800*
003	024.91	BEFORE JCT SR 106		1					10000	9300*	9800	10000
003	024.95	AFTER JCT SR 106 WYE CONN		1					14000	13000*	14000	14000
003	026.34	BEFORE JCT BELFAIR ST		1					16000*	16000	17000	19000*
003	026.38	AFTER JCT SR 300		1					11000*	11000	12000	13000*
003	027.08	SGN ENT BELFAIR		1					15000*	15000	16000	16000
003	027.96	BEFORE JCT BELFAIR YARD RD		1								16000*
003	028.68	AT ADC LOCATION R089		1	06	01		07			16000*	16000+
003	030.51	BEFORE JCT IMPERIAL WAY		1					12000	12000*	13000	14000*

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003	030.51	AFTER JCT IMPERIAL WAY		1					14000*	13000*	14000	15000*
003	032.60	AFTER JCT SUNNYSLOPE RD		1					16000*	16000	17000	18000*
003	037.86	BEFORE RAMP AUTO CENTER WAY		1					39000*	40000	43000	42000*
003	038.75	AFTER RAMP SR 310		1					50000*	52000	55000	55000*
003	042.93	BEFORE RAMP NEWBERRY HILL RD		1					51000	47000*	50000	51000
003	044.33	AT ADC LOCATION R050		1	05	02		07	38000*	39000*	41000*	42000+
003	045.99	AFTER RAMP CLEAR CREEK RD		1					37000*	38000	38000	38000*
003	046.18	AFTER RAMP SR 303(WAAGA WAY)		1					43000*	45000	45000	45000*
003	047.87	BEFORE RAMP LUOTO RD		1					38000*	39000	40000	40000*
003	048.48	AT SR 308 BRIDGE		1					31000*	31000	32000	32000*
003	049.01	AFTER RAMP SR 308		1					32000*	33000	35000	36000*
003	052.41	BEFORE RAMP SR 305		1					28000*	29000	30000	31000*
003	053.28	AFTER RAMP SR 305		1					19000*	19000	19000	22000*
003	056.03	BEFORE JCT PIONEER WAY*TYTLER RD NE		1					15000*	16000	16000	18000*
003	056.03	AFTER JCT PIONEER WAY*TYTLER RD NE		1					14000*	14000	14000	16000*
003	058.13	AFTER JCT SUNSET WAY NE		1					14000*	14000	14000	15000*
003	059.97	BEFORE JCT SR 104 WYE CONN		1					14000*	14000	14000	15000*
	STATE ROUTE NO 004 MAINLINE SR 101/PAC. CO. TO SR 5											
004	000.00	AFTER JCT SR 101*BEG ROUTE		1								1300*
004	000.06	AFTER JCT SR 101 WYE CONN		1					1900*	2000	2000	1700*
004	004.75	BEFORE JCT SR 401		1					2700	2700	2300*	2200*
004	004.75	AFTER JCT SR 401		1					3600	3600	3300*	3100
004	006.22	BEFORE JCT SOUTH VALLEY RD		1								2900*
004	006.29	BEFORE JCT UPPER NASELLE RD		1					2700*	2700	2800	3100
004	006.29	AFTER JCT UPPER NASELLE RD		1					2500*	2600	2700	2900*
004	015.06	BEFORE JCT ALTOONA-PILLER RCK*CO RD		1					1800*	1900	1900	1900
004	015.06	AFTER JCT ALTOONA-PILLER RCK*CO RD		1					1600*	1600	1700	1800*

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004	017.16	AFTER JCT LOOP RD		1					1500*	1500	1600	1500*
004	025.58	BEFORE JCT BJORNSGARD RD		1					1400*	1400	1500	1700*
004	028.98	BEFORE JCT SKAMOKAWA VALLEY RD		1					1800*	1800	1800	2000*
004	034.87	BEFORE JCT MILL*ELOCHOMAN VALLEY		1					2300	2300	2500*	2600*
004	035.53	BEFORE JCT SR 409*GREENWOOD RD		1					3600	3700	3600	3500*
004	035.53	AFTER JCT SR 409*GREENWOOD RD		1					4300*	4400	4300	4100*
004	036.46	BEFORE JCT BOEGE RD		1					4600*	4600	4500	3700*
004	036.48	AFTER JCT COLUMBIA ST		1					3600*	3700	3600	3400*
004	045.38	BEFORE JCT EX-ENT COUNTY LINE PARK		1					3200*	3200	3200	3000*
004	047.64	BEFORE JCT MILL CREEK RD		1					3100*	3200	3100	3200*
004	047.65	AFTER JCT MILL CREEK RD WYE CONN		1					4400*	4400	4400	4000*
004	055.14	AT ADC LOCATION R078		1	09	02		12	5700*	5700*	5600*	5700+
004	055.26	AFTER JCT SR 432 WYE CONN		1					6800*	6900	6800	7900*
004	056.75	BEFORE JCT 46TH AVE		1					12000*	13000	13000	13000*
004	056.75	AFTER JCT 46TH AVE		1					15000*	15000	15000	15000*
004	057.75	BEFORE JCT 38TH AVE		1					22000	21000*	22000	22000
004	057.75	AFTER JCT 38TH AVE		1					21000	23000*	24000	24000
004	059.26	AFTER JCT NW NICHOLS BLVD WYE CONN		1					26000*	26000	24000	22000*
004	060.78	BEFORE JCT SR 4 WYE CONN		1					22000	21000*	21000	22000
004	060.80	AFTER JCT CATLIN ST		1					40000*	41000	38000	36000*
004	060.98	BEFORE JCT LONG AVE WYE CONN		1					30000*	30000	31000	26000
004	061.00	AFTER JCT LONG AVE WYE CONN		1					28000*	29000	26000	24000*
004	061.53	BEFORE JCT SR 4 COKELSO*4TH AVE N		1					17000	17000	11000*	11000
004	** 061.53	AFTER JCT SR 4 COKELSO*4TH AVE N	C	1					7900	8000	5000*	5000
004	061.72	BEFORE JCT SR 4 COKELSO*5TH AVE S	C	1					16000*	16000	19000	22000*
004	061.73	AFTER JCT SR 4 COUPLET WYE CONN		1					17000*	18000	19000	21000*
004	062.18	BEFORE JCT ALLEN DR		1					17000*	17000	17000	18000*
004	062.21	BEFORE JCT OFF RAMP WYE CONN		1					17000*	18000	18000	20000*

** 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
	STATE ROUTE NO 004 COUPLET KELSO SR 4 TO 4TH AVE N											
004COKELSO	** 061.73	AFTER JCT SR 4 WYE CONN		1					7100*	7200	5300	4600*
004COKELSO	061.92	BEFORE JCT 4TH AVE N*SR 4		1					11000	11000	8300*	8300
	STATE ROUTE NO 005 MAINLINE OREGON ST LINE TO CANADA											
005	000.00	OREGON STATE LINE		5					122000*	120000*	123000*	125000*
005	000.79	AFTER RAMP SR 14 EB		5								119000*
005	001.05	AT SR 501-MILL PLAIN BLVD BRIDGE		5								91000*
005	001.38	AFTER RAMP SR 501		5								114000*
005	001.98	BEFORE RAMP SR 500/39TH ST*ADC P5		5	03	04	01	08	113000*	113000*	116000*	121000+
005	002.25	AT SR 500 WB		5								85000*
005	002.50	AFTER RAMP 39TH ST		5								94000*
005	003.07	AT MAIN ST SB		5								83000*
005	003.28	AFTER RAMP MAIN ST		5					80000*	80000	82000	89000*
005	004.36	AT NE 78TH ST		5								70000*
005	004.74	AFTER RAMP NE 78TH ST		5								79000*
005	005.39	AT NE 99TH ST		5								57000*
005	006.02	AFTER RAMP NE 99TH ST		5								66000*
005	007.24	AT NE 134TH ST		5								46000*
005	008.23	AFTER RAMP SR 205		5					87000*	90000*	92000	85000*
005	009.51	AT SR 502 BRIDGE		5						68000*	72000	74000*
005	009.94	AFTER RAMP SR 502		5					72000*	71000*	74000	77000*
005	014.21	AT SR 501		5								67000*
005	014.55	AFTER RAMP SR 501		5					66000*	66000	70000	72000*
005	016.80	AT NW LA CENTER RD		5					53000	54000	57000	62000*
005	020.14	AT ADC LOCATION R045		5	06	10	02	18	60000*	61000*	64000*	64000+
005	021.08	AT SR 503 BRIDGE		5								49000*

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005	022.19	AFTER RAMP SR 503		5					46000	46000	49000*	56000*
005	022.81	AT DIKE RD/BN RR BRIDGE		5								53000*
005	023.18	AFTER RAMP DIKE RD		5					54000	54000	58000*	57000*
005	028.22	AFTER RAMP TODD RD		5					53000	53000	55000*	56000
005	031.91	BEFORE RAMP KALAMA RIVER RD		5					56000*	56000	59000	57000*
005	036.30	BEFORE RAMP SR 432		5					55000*	55000	58000	59000*
005	036.97	AT SR 432		5					37000*	37000	39000	39000
005	037.48	AFTER RAMP SBCD LANE		5					48000*	49000	51000	48000*
005	039.90	AT SR 4 BRIDGE		5					42000*	43000	46000	41000*
005	040.19	AFTER RAMP ALLEN ST*SR 4		5					48000*	49000	52000	48000*
005	040.69	AT N KELSO AVE BRIDGE		5								46000*
005	041.13	AFTER RAMP FRONTAGE RD		5					45000	46000	48000	52000*
005	042.66	AT OSTRANDER RD		5								49000*
005	044.30	AT ADC LOCATION P8		5	06	12	03	21	43000	44000	51000*	50000+
005	047.47	BEFORE RAMP HUNTINGTON AVE		5								46000*
005	047.97	AT HUNTINGTON AVE BRIDGE		5								43000*
005	048.57	AFTER RAMP HUNTINGTON AVE		5					38000	39000	41000*	44000*
005	050.41	AFTER RAMP SR 504		5					36000	36000	38000*	40000
005	053.00	AFTER RAMP TOUTLE PARK RD		5					46000	43000*	45000	44000
005	059.21	BEFORE RAMP SR 506		5					46000*	44000	47000	46000*
005	059.66	AFTER RAMP SR 506		5					42000*	40000*	42000	44000*
005	061.40	AFTER RAMP CO RD		5					41000	41000*	43000	43000
005	068.09	BEFORE RAMP SR 12		5					40000	44000	45000*	44000
005	068.94	AFTER RAMP SR 12		5					45000	43000*	48000*	47000
005	071.51	AFTER RAMP SR 508		5					50000	46000*	49000	48000
005	073.21	AFTER RAMP RUSH RD		5					52000*	50000	53000	50000*
005	081.21	BEFORE RAMP SR 507		5					55000	56000	62000*	61000
005	082.08	AFTER RAMP SR 507		5					59000	60000	64000*	65000

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005	086.32	AT ADC LOCATION R019		5	06	11	02	18	55000*	56000*	58000*	59000+
005	088.67	AFTER RAMP OLD SR 99		5					47000	48000*	49000	56000*
005	095.21	AFTER RAMP SR 121*MAYTOWN RD		5					53000	51000*	53000	59000*
005	099.28	AT SR 121		5								57000*
005	100.54	AT ADC LOCATION R097		5								66000*
005	101.30	AT TUMWATER BLVD		5								58000*
005	101.87	AFTER RAMP TUMWATER BLVD		5								77000*
005	103.17	AFTER RAMP TROSPER RD		5								97000*
005	104.81	AFTER RAMP SR 101*DESCHUTES WAY		5								139000*
005	105.68	AT EASTSIDE ST		5								117000*
005	106.70	AT ADC LOCATION P4		5	05	05	01	10	130000	133000*	135000*	137000+
005	107.45	AT PACIFIC AVE BRIDGE		5								114000*
005	107.89	AFTER RAMP PACIFIC AVE		5								124000*
005	108.46	AFTER RAMP SLEATER KINNEY RD		5								105000*
005	109.14	AT MARTIN WAY		5								88000*
005	110.84	BEFORE RAMP SR 510*ADC SITE R060		5						99000*	103000*	105000*
005	111.94	AT SR 510		5								89000*
005	112.43	AFTER RAMP SR 510		5								99000*
005	114.14	AT MCALLISTER CRK BRIDGE		5								95000*
005	114.65	AFTER RAMP NISQUALLY		5								106000*
005	116.70	AT MOUNTS-OLD NISQUALLY RD		5								105000*
005	117.25	AFTER RAMP MOUNTS RD		5								112000*
005	118.40	AFTER RAMP CENTER DR		5								112000*
005	119.01	AT STEILACOOM DUPONT RD		5								103000*
005	119.39	AT ADC LOCATION R091		5	05	06	01	12				110000+
005	120.87	AT FORT LEWIS RD BRIDGE		5								103000*
005	121.40	AFTER RAMP NBCD LANE		5								122000*
005	122.68	AT BERKELEY ST		5								115000*

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005	123.05	AFTER RAMP BERKELEY ST		5								132000*
005	123.58	AT THORNE LN		5								127000*
005	123.94	AFTER RAMP THORNE LN		5								143000*
005	124.64	AT GRAVELLY LK DR		5								126000*
005	125.09	AFTER RAMP GRAVELLY LAKE DR		5								140000*
005	125.86	AT BRIDGEPORT WAY		5								126000*
005	126.76	AT ADC LOCATION R092		5								145000*
005	127.48	AT SR 512		5								105000*
005	128.06	AFTER RAMP SR 512/S TACOMA WY		5								169000*
005	128.59	AFTER RAMP 84TH ST		5								161000*
005	129.59	AT 74TH-72ND STS		5								151000*
005	130.02	AFTER RAMP 72ND ST		5								187000*
005	130.69	AT 56TH ST		5								170000*
005	131.22	AFTER RAMP NBCD LANE/ADC SITE R034		5	04	03	01	08	187000	177000*	187000*	189000+
005	131.83	AT S 38TH ST		5								121000*
005	132.81	AFTER RAMP NBCD LANE		5								209000*
005	133.69	AT PACIFIC AVE		5								164000*
005	134.18	AFTER RAMP SR 705-SR 7		5								205000*
005	134.61	AFTER RAMP PORTLAND AVE		5								194000*
005	135.17	AT EAST T ST BRIDGE		5								169000*
005	135.32	AFTER RAMP SR 167		5								189000*
005	136.80	AT ADC LOCATION S837		5	04	04	01	09	178000*	177000*	180000*	180000+
005	148.07	AT ADC LOCATION S809		5					187000	190000	193000	183000*
005	153.48	AT ADC LOCATION S205		5								216000*
005	155.38	AT ADC LOCATION S201		5							244000*	245000*
005	155.94	AT SR 599 NB		5					194000	181000*	183000	183000
005	156.29	AFTER RAMP INTERURBAN AVE		5					206000	202000*	205000	205000
005	157.67	BEFORE RAMP SR 900		5						178000*	180000	180000

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005	157.70	AFTER RAMP NBCD LANE		5					204000	196000*	199000	199000
005	158.32	AFTER RAMP BOEING ACCESS/NBCD LANE		5					217000	211000*	214000	214000
005	161.21	AT ALBRO PL		5						200000*	203000	203000
005	162.35	AT ADC LOCATION S202		5								246000*
005	164.80	AT S KING ST BRIDGE		5					154000*	156000	158000	158000
005	** 165.30	BEFORE RAMP SENECA ST		5					131000*	133000	135000	135000
005	** 165.67	AFTER RAMP CHERRY ST		5					198000*	193000*	196000	196000
005	** 165.91	AFTER RAMP UNION ST-7TH AVE		5					225000*	224000*	227000	227000
005	** 166.20	AT OLIVE WAY		5					200000	200000*	203000	203000
005	** 166.66	AFTER RAMP STEWART ST*DENNY WAY		5					198000*	199000*	202000	201000
005	** 167.35	AFTER RAMP MERCER ST		5					233000*	236000	240000	240000
005	** 167.39	AFTER RAMP BOYLSTON AVE E		5					223000*	223000*	226000	226000
005	** 168.06	AT SR 520 WB		5					164000*	164000*	166000	166000
005	** 168.84	AT ADC LOCATION R046		5						215000*	217000*	217000*
005	** 169.18	AT LK WA SHIP CANAL BRIDGE		5					183000	184000*	185000	185000
005	** 169.71	AFTER RAMP NE 45TH ST		5						177000*	179000	179000
005	** 170.04	AFTER RAMP NE 45TH ST*NE 50TH ST		5					197000	193000*	195000	195000
005	** 170.64	AT NE 70TH ST		5					166000*	163000*	164000	164000
005	** 170.91	AFTER RAMP SR 522		5					176000*	175000*	176000	176000
005	** 171.50	AT N 85TH ST		5					157000*	156000	156000	157000
005	172.52	AFTER SB EXPRESS LANES		5					188000*	191000	192000	192000
005	173.10	AFTER RAMP NE NORTHGATE WAY		5					215000*	218000	219000	219000
005	173.51	AFTER RAMP NE 130TH ST*NE 5TH AVE		5					199000*	202000*	203000	203000
005	174.58	AT SR 523-NE 145TH ST		5					173000*	175000	175000*	175000
005	175.00	AFTER RAMP SR 523-NE 145TH ST		5					195000	193000*	193000*	194000
005	175.52	AT METRO TRANSIT BRIDGE		5							192000*	193000
005	175.74	AFTER RAMP METRO TRANSIT		5					189000*	192000	193000*	193000
005	176.13	AT NE 175TH ST BRIDGE		5					168000*	171000	172000	172000

** REVERSIBLE TRAFFIC NOT INCLUDED

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005	176.72	AT ADC LOCATION P3		5	03	02		05	187000	187000+	186000*	187000*
005	177.76	LEAVING CITY OF SHORELINE		5					163000	160000*	162000	163000
005	178.61	AFTER RAMP SR 104 NBCD LANE		5					184000*	183000*	185000	186000
005	179.29	AT 220TH ST		5					167000*	163000*	166000	166000
005	179.88	AFTER RAMP 220TH ST SW/ADC S189		5					193000*	193000*	201000*	202000*
005	180.75	AT SR 524 SPCEDRWY BRIDGE		5					167000*	164000*	163000	165000
005	181.53	AT SR 524		5						146000*	145000	147000
005	182.00	AFTER RAMP SR 524		5					184000*	190000	188000	190000
005	182.63	AT SR 405 NB		5					138000*	142000	131000*	133000
005	183.12	AFTER RAMP SB SR 405		5					183000*	189000	181000*	183000
005	183.90	AT 164TH ST SW		5					148000	153000	152000*	153000
005	184.48	AT ADC LOCATION P1		5	04	03		07	170000*	175000*	174000+	176000*
005	186.43	AT SR 96/128TH ST SW		5					134000*	137000*	136000	137000
005	186.87	AFTER RAMP SR 96		5					159000*	165000*	164000	166000
005	189.31	AT SR 527		5					106000*	109000*	108000	109000
005	190.19	AFTER RAMP SBCD LANE		5					172000	172000	165000*	168000
005	192.31	AT BROADWAY AVE BRIDGE		5					137000	137000	136000*	138000
005	193.29	AT ADC LOCATION R082		5					158000*	158000*	158000*	161000*
005	193.60	BEFORE RAMP SR 2 WB		5					145000	145000	147000*	149000
005	193.81	AT HEWITT AVE BRIDGE		5					109000	109000	111000*	112000
005	194.32	AFTER RAMP SR 2*EVERETT AVE		5					135000	135000	136000*	138000
005	198.27	AT SR 529 BRIDGE		5					113000	113000	117000*	119000
005	198.56	AFTER RAMP SR 529 SB		5					127000	127000	135000*	137000
005	199.11	AT SR 528 BRIDGE		5					93000	94000	104000*	106000
005	199.58	AFTER RAMP SR 528		5							114000*	117000
005	200.78	AT 88TH ST NE		5							97000*	99000
005	201.19	AFTER RAMP 88TH ST NE		5							106000*	109000
005	202.29	AT TULALIP RR		5					81000	81000	85000*	87000

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005	202.87	AFTER RAMP 116TH ST NE		5					89000	90000	91000*	93000
005	206.08	AT SR 531		5							67000*	69000
005	207.76	AT ADC LOCATION R001		5	06	05	01	11	77000*	77000*	79000*	81000+
005	208.67	AT SR 530		5					59000	60000	65000*	67000
005	208.99	AFTER RAMP SR 530		5					70000	71000	74000*	76000
005	210.30	AT ADC LOCATION R094		5					66000	67000	70000*	71000*
005	210.79	AFTER RAMP 236TH ST NE		5					67000	68000	71000	72000*
005	212.66	AT SR 532 BRIDGE		5					53000	53000	54000	56000*
005	213.08	AFTER RAMP SR 532		5					55000	55000	56000	58000*
005	215.04	AT 300TH ST NW BRIDGE		5					52000	53000	54000	56000*
005	215.51	AFTER RAMP 300TH ST NW		5					54000*	54000	56000	57000*
005	218.56	AT STARBIRD RD		5								56000*
005	219.05	AFTER RAMP STARBIRD RD		5					55000	55000	57000	57000*
005	221.07	AT SR 534		5					50000	50000	52000	53000*
005	221.49	AFTER RAMP SR 534		5					59000	60000	61000	61000*
005	223.68	AFTER RAMP S MT VERNON		5					56000	57000	58000	59000*
005	225.14	AT ANDERSON RD		5								56000*
005	225.60	AFTER RAMP ANDERSON RD		5					61000	62000*	64000	62000*
005	226.39	AT SR 536 BRIDGE		5								54000*
005	226.96	AT ADC LOCATION R093		5								66000*
005	230.43	AFTER RAMP SR 20		5					52000	53000	50000*	55000*
005	231.21	AT SR 11		5							45000*	46000
005	231.50	AFTER RAMP SR 11		5					50000	51000	48000*	50000
005	232.83	AT COOK RD		5							39000*	40000
005	233.26	AFTER RAMP COOK RD		5					45000	45000	43000*	44000
005	236.85	AFTER RAMP BOW HILL RD		5					43000*	44000	44000	45000
005	242.54	BEFORE RAMP NULLE RD		5					37000	40000*	40000	41000
005	242.63	ENTERING WHATCOM COUNTY		5					39000	40000	41000*	42000

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005	243.30	AFTER RAMP NULLE RD		5					44000	45000	42000*	43000
005	246.65	AFTER RAMP SAMISH HWY		5					43000*	44000	40000*	43000*
005	253.34	AFTER RAMP LAKEWAY DR		5								65000*
005	257.01	AT NORTHWEST AVE BRIDGE		5								38000*
005	257.37	AFTER RAMP NORTHWEST AVE		5					47000*	48000	49000	43000*
005	258.30	AFTER RAMP BAKERVIEW RD		5					44000	43000*	43000	45000
005	261.33	AT ADC LOCATION P04		5	04	04	01	09	39000	39000*	40000*	41000+
005	263.02	AFTER RAMP MAIN ST		5					38000*	39000	40000	44000*
005	264.14	AFTER RAMP PORTAL WAY		5					33000*	34000	34000	33000*
005	265.98	AT SR 548		5								23000*
005	269.56	AFTER CUSTER REST AREA		5	04	06	01	11	25000*	25000*	24000*	25000+
005	270.24	AT BIRCH BAY LYNDEN RD		5								16000*
005	270.85	AFTER RAMP BIRCH BAY-LYNDEN RD		5					22000	17000*	16000	18000*
005	273.93	AFTER RAMP BLAINE		5								15000*
005	274.91	AFTER RAMP SR 543		5					8000*	7900	5800*	5600*
005	276.23	AT SR 548 BRIDGE		5							3700*	3500*
005	276.43	AFTER RAMP BLAINE		5							5600*	5800
	STATE ROUTE NO 005 HOV LANE SEPARATION-DEC		15463									
005HD15463	000.00	AFTER JCT SR 5 SB*BEG ROUTE		5							5400*	5400
	STATE ROUTE NO 005 HOV LANE SEPARATION-DEC		15602									
005HD15602	000.00	AFTER JCT SR 5 SB*BEG ROUTE		5						10000*	8800*	8800
	STATE ROUTE NO 005 HOV LANE SEPARATION-INC		15420									
005HI15420	000.00	AFTER JCT SR 5 NB*BEG ROUTE		5						6900*	6200*	6200

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	STATE ROUTE NO 005 REVERSIBLE LANE 005EXP DNTWN SEATTLE TO 1ST AV											
005RL005EXP	165.62	AFTER RAMP 5TH*COLUMBIA ST		5					29000	29000*	29000	29000
005RL005EXP	166.63	AFTER RAMP STEWART ST*ADC SITE R49R		5					41000	39000*	39000	39000
005RL005EXP	167.26	AFTER RAMP MERCER ST		5					55000	54000*	54000*	54000
005RL005EXP	168.96	AFTER RAMP NE 42ND*77TH AVE		5					51000	50000*	51000*	51000
005RL005EXP	169.66	AFTER RAMP RAVENNA BLVD		5							50000*	50000
005RL005EXP	170.54	AFTER RAMP SR 522		5					42000	41000	42000*	42000
005RL005EXP	172.43	AT JCT SR 5		5					38000*	39000	37000*	37000
	STATE ROUTE NO 006 MAINLINE SR 101/RAYMOND TO SR 5											
006	000.00	AFTER JCT SR 101*BEG ROUTE		2					5900	6000	6400*	6200*
006	001.45	AFTER JCT CROSSING ST*WILLAPA RD		2						3900*	4000	4100
006	003.11	BEFORE JCT LIGNOSKI RD		2						3200*	3300	3400
006	003.26	AFTER JCT MALLIS LANDING RD		2						3000*	3100	3400*
006	013.34	AFTER JCT LEBAM RD*SKEES RD		2						1700*	1800	1800
006	014.62	AFTER JCT HALF MOON CREEK RD		2						1700*	1700	1700
006	025.27	AFTER JCT COLE RD		2							1300*	1400*
006	028.31	BEFORE JCT MAIN ST*FOURTH AVE		2							2100*	2100
006	028.31	AFTER JCT MAIN ST*FOURTH AVE		2							2800*	2800
006	028.56	AFTER JCT PE ELL AVE		2						2600*	2700	2700
006	030.34	AFTER JCT KATULA RD		2					2400	2400	2400*	2400
006	045.77	BEFORE JCT CURTIS HILL RD		2						3500*	3600	3700*
006	045.77	AFTER JCT CURTIS HILL RD		2						5000*	5100	5300*
006	046.45	BEFORE JCT TWIN OAKS RD		2								5700*
006	046.45	AFTER JCT TWIN OAKS RD		2								6300*
006	046.96	AFTER JCT BUNKER CREEK RD		2					7000	6700*	6900	7000
006	049.21	BEFORE JCT CHILVERS RD		2							8000*	8000

* 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
006	049.21	AFTER JCT CHILVERS RD		2					9400	9500	10000*	10000
006	050.55	BEFORE JCT DONAHOE RD S		2					9100*	9200	9500	9900*
006	051.22	BEFORE JCT NW LOUISIANA AVE WYE CON		2					9300*	9400	9600	9700
	STATE ROUTE NO 007 MAINLINE SR 12/MORTON TO SR 5/TAC											
007	000.00	AFTER JCT SR 12*BEG ROUTE		2					5300*	5400	5500	5100*
007	000.45	BEFORE JCT SR 508*MAIN AVE		2					5500*	5600	5700	5500*
007	000.45	AFTER JCT SR 508*MAIN AVE		2					3300*	3400	3500	3300
007	004.52	AT TILTON RIVER BRIDGE		2					2000*	2000	2200*	2300*
007	014.60	AFTER JCT PLEASANT VALLEY RD		2					2200*	2200	2300	2200*
007	016.82	BEFORE JCT SR 706		2					2400*	2500	2700*	2600*
007	016.82	AFTER JCT SR 706		2					5000*	5000	5300*	5200*
007	021.69	AFTER JCT ALDER CUTOFF RD E		2					2400*	2400	2500	2200*
007	026.99	BEFORE JCT SR 161*WEYERHAEUSER RD		2					1800	1900*	2000	2000
007	026.99	AFTER JCT SR 161*WEYERHAEUSER RD		2					1400	1500*	2200	2200
007	028.52	BEFORE JCT EATONVILLE HWY WYE CONN		2							2200*	2200
007	036.08	BEFORE JCT SR 702*EATONVILLE CUTOFF		2						2500*	2500	2600
007	036.08	AFTER JCT SR 702*EATONVILLE CUTOFF		2						5600*	5700	5800
007	039.09	AFTER JCT KAPOWSIN HWY*304TH ST E		2						6500*	6700	6700
007	042.01	AFTER JCT 260TH ST E		2					13000*	13000	14000	14000
007	044.64	BEFORE JCT 224TH ST E		2							18000*	18000
007	045.92	BEFORE JCT 208TH ST E		2						22000*	23000	23000
007	047.38	BEFORE JCT SR 507		1					25000*	26000	26000	27000*
007	047.42	AFTER JCT SR 507 WYE CONN		1					38000*	38000	39000	40000*
007	048.48	BEFORE JCT 174TH ST S		1					41000*	41000	42000	42000*
007	048.48	AFTER JCT 174TH ST S		1					31000*	31000	32000	33000*
007	049.88	BEFORE JCT MILITARY RD		1					43000*	44000	45000	43000*
007	049.88	AFTER JCT MILITARY RD		1					37000*	37000	38000	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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
007	051.19	AFTER JCT 131ST ST S		1					39000*	39000	40000	42000*
007	052.52	BEFORE RAMP SR 512		1					46000*	47000	48000	50000*
007	052.63	AFTER JCT 108TH ST S		1					24000*	25000	25000	26000*
007	055.88	BEFORE JCT S 56TH ST		1					23000*	23000	24000	23000*
007	055.88	AFTER JCT S 56TH ST		1					22000*	22000	23000	24000*
007	057.03	BEFORE JCT S 38TH ST*PACIFIC AVE		1					21000*	21000	21000	22000
007	057.03	AFTER JCT S 38TH ST*PACIFIC AVE		1					19000*	19000	20000	21000*
007	057.20	BEFORE RAMP SR 7 SB		1						20000*	20000	22000*
007	057.82	AFTER RAMP E BND E 38TH ST		1					11000	10000*	11000	11000*
007	058.18	AFTER RAMP S 38TH ST		1						21000*	22000	22000*
007	058.60	AT SR 5 NB		1								25000*
	STATE ROUTE NO 008 MAINLINE SR 12/ELMA TO SR 101/OLY											
008	000.00	AT SR 12 BRIDGE*BEG ROUTE		1					14000	15000	15000*	15000*
008	000.29	AFTER RAMP SR 12		1					16000	17000	17000	18000*
008	006.03	BEFORE JCT SR 108		1					15000*	16000	17000	17000*
008	006.03	AFTER JCT SR 108		1					13000*	14000	14000	14000
008	007.12	BEFORE RAMP MOX CHEHALIS RD		1					13000*	14000	14000	14000
008	007.97	AFTER RAMP MOX CHEHALIS RD		1					15000*	15000	16000	16000
008	010.54	ENTERING THURSTON COUNTY		1						15000*	16000	16000
008	016.12	BEFORE JCT SUMMIT LK*RCK CNDY MT RD		1					14000*	15000	15000	15000
008	016.12	AFTER JCT SUMMIT LK*RCK CNDY MT RD		1					15000*	15000	16000	17000*
008	020.67	AT ADC LOCATION R003 WEST		1	06	03		09	16000*	16000*	17000+	17000*
	STATE ROUTE NO 009 MAINLINE SR 522 TO CANADA											
009	000.00	AT SR 522 BRIDGE*BEG ROUTE		2					18000	19000	19000*	19000
009	000.09	AFTER RAMP SR 522		2							25000*	25000
009	000.57	BEFORE JCT 228TH ST SE		2						22000*	22000	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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
009	000.57	AFTER JCT 228TH ST SE		2					22000	22000*	22000	22000
009	001.57	BEFORE JCT SR 524-MALTBY RD		2					20000*	20000	21000*	21000
009	001.57	AFTER JCT SR 524-MALTBY RD		2					18000*	18000*	18000*	18000
009	003.76	BEFORE JCT 180TH ST SE		2						17000*	18000	18000
009	003.76	AFTER JCT 180TH ST SE		2						20000*	21000	21000
009	004.83	BEFORE JCT 164TH ST SE		2					22000*	22000	23000	23000
009	004.83	AFTER JCT 164TH ST SE		2					21000*	21000	22000	22000
009	006.96	BEFORE JCT BROADWAY AVE WYE CONN		2					20000	18000*	20000*	20000
009	006.97	AFTER JCT SR 96-LOWELL LARIMER RD		2					19000	18000*	20000*	21000
009	009.41	BEFORE RAMP SECOND ST		2					22000	22000	24000*	24000
009	009.86	AFTER RAMP SECOND ST		2					16000	17000*	17000	18000
009	010.96	AFTER JCT OLD HWY 2		2					18000*	19000*	20000	20000
009	012.14	BEFORE RAMP SR 2		2					20000*	22000*	22000*	22000*
009	012.21	AT SR 2 BRIDGE		2							22000*	22000
009	012.30	AFTER RAMP SR 2		2					21000*	22000*	23000*	23000*
009	013.78	BEFORE JCT 23RD ST SE WYE CONN		2					18000*	18000	19000	19000
009	013.80	AFTER JCT 23RD ST SE WYE CONN		2					17000*	18000	18000	18000
009	014.03	AFTER JCT HEWITT AVE-20TH ST SE		2						18000*	18000	19000
009	015.75	BEFORE JCT SR 204 WYE CONN		2					19000	21000*	21000*	21000
009	015.77	AFTER JCT SR 204 WYE CONN		2					31000	32000*	33000*	33000
009	016.48	BEFORE JCT LUNDEEN PARKWAY		2						33000*	34000	34000
009	016.48	AFTER JCT LUNDEEN PARKWAY		2						25000*	26000	26000
009	017.49	BEFORE JCT SR 92		2					22000*	22000	23000	24000*
009	017.49	AFTER JCT SR 92		2					15000*	15000	16000	16000
009	017.92	BEFORE JCT 42ND ST NE		2					15000*	15000	16000	16000
009	017.92	AFTER JCT 42ND ST NE		2					14000*	14000	15000	16000
009	019.26	BEFORE JCT SR 528		2					15000*	16000*	16000	17000*
009	019.26	AFTER JCT SR 528		2					12000*	12000*	12000	14000*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
009	020.55	AFTER JCT 84TH ST NE		2					11000*	11000	11000	12000
009	021.92	AFTER JCT 108TH ST NE		2					9600*	9800	10000	11000
009	026.05	BEFORE JCT SR 531*172ND ST NE		2					9000*	9900*	10000	11000*
009	026.05	AFTER JCT SR 531*172ND ST NE		2					8500*	9000*	9300	11000*
009	026.97	AFTER JCT EAGLEFIELD*CROWN RIDGE		2					9400*	9600	9900	10000
009	028.21	BEFORE JCT 204TH ST NE		2					9300*	9500	9800	9900
009	028.21	AFTER JCT 204TH ST NE		2					10000*	11000*	11000	11000
009	028.70	BEFORE JCT HIGHLAND DR		2					10000	10000*	11000*	11000
009	028.75	AT ADC LOCATION P21		2	07	01		09	9800*	10000+	10000	10000
009	029.46	BEFORE JCT SR 530*DIVISION ST		3					8600	10000*	11000*	11000
009	029.46	AFTER JCT SR 530*DIVISION ST		3					11000	13000*	14000*	14000
009	029.57	AFTER JCT SR 530		3					7400	7500	7400*	7400
009	029.95	AFTER JCT SCHLOMAN RD		3					6200	6200	7300*	7300
009	030.88	AFTER JCT LAKE ARMSTRONG RD		3							6300*	6200
009	032.88	BEFORE JCT STANWOOD-BRYANT RD		3					4000*	4000	4200*	4200
009	032.88	AFTER JCT STANWOOD-BRYANT RD		3					2200*	2200	2400*	2400
009	032.98	AT ADC LOCATION R083		3	08	01		09	1700*	1700*	1800*	1800+
009	035.18	AFTER JCT FINN SETTLEMENT RD		3					740	740	830*	820
009	040.03	BEFORE JCT SR 534		3					1200*	1200	1200*	1300*
009	040.03	AFTER JCT SR 534		3					1300*	1300	1300*	1300*
009	044.32	BEFORE JCT LAKE CAVANAUGH RD		3					1100*	1100	1100*	1100
009	044.32	AFTER JCT LAKE CAVANAUGH RD		3					1500*	1500	1500*	1600*
009	047.42	BEFORE JCT LAKEVIEW BLVD		3					3000*	3000	3100	3100*
009	047.42	AFTER JCT LAKEVIEW BLVD		3					2900*	2900	3100	3000
009	047.50	AFTER JCT W BIG LAKE BLVD		3					4100*	4100	4200	4400*
009	049.75	BEFORE JCT SR 538 WYE CONN		3					4800*	5000*	5200	5200*
009	049.80	AFTER JCT SR 538		3					5600*	5400*	5600	5600
009	053.26	AFTER JCT FRANCIS*OLD DAY CRK RDS		3					9600	9300*	9600	9700

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
009	055.89	BEFORE JCT SR 20		3		6200	6100*	6200	6300
009	057.17	AFTER JCT SR 20		3		10000	11000*	10000*	10000
009	057.43	AFTER JCT JOHN LINER*MCGARIGLE RDS		3		8600	8800*	9000	9100
009	060.98	AFTER JCT FRUITDALE RD		3		3200	3900*	3600*	3600
009	067.38	AFTER JCT WICKERSHAM ST		3		1800	1900*	2000	2000
009	072.46	AFTER JCT MOSQUITO LAKE RD		3					2700*
009	079.40	BEFORE JCT SR 542 WYE CONN		3		4400	4000*	3900*	4000
009	084.02	AFTER JCT SR 542 WYE CONN		3		4200	4100*	4000*	4000
009	085.10	AFTER JCT SIPER RD*LIND RD		3				1600*	1600
009	087.29	BEFORE JCT LAWRENCE RD		3				1500*	1500
009	087.82	AFTER JCT NOOKSACK RD		3				1800*	1800
009	090.31	BEFORE JCT SOUTH PASS RD		3		1900	2000	2000*	2000
009	090.36	BEFORE JCT SR 544		3		4300	4400	5500*	5500
009	090.36	AFTER JCT SR 544		3		4700	4700	5100*	5200
009	093.61	BEFORE JCT SR 546*NOOKSACK RD		1				2600*	2600
009	093.61	AFTER JCT SR 546*NOOKSACK RD		1				5800*	5900
009	096.60	AFTER JCT BARBO RD		1		5200*	5200	5400	4700*
009	097.48	BEFORE JCT SR 9 WYE CONN		1		4900*	5000	5100	4200*
009	097.52	AFTER JCT SR 9 WYE CONN		1		6000*	6100	6300	5400*
009	098.00	BEFORE JCT SR 9 SPSUMAS*GARFIELD ST		1		5700*	5800	6000	5000*
009	098.00	AFTER JCT SR 9 SPSUMAS*GARFIELD ST		1		4600*	4700	4800	2900*
	STATE ROUTE NO 009 SPUR SUMAS SR 9 TO INTERNTL BNDRY								
009SPSUMAS	098.00	AFTER JCT SR 9-CHERRY ST*BEG ROUTE		2		1400*	1500	1500	1900*
009SPSUMAS	098.24	BEFORE JCT BOUNDARY AVE*END ROUTE		2		1200*	1200	1300	1000*
	STATE ROUTE NO 010 MAINLINE SR 970/TEANAWAY TO SR 97								
010	088.29	AFTER JCT SR 970*BEG ROUTE		3		1300	1200*	1200	1200

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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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
010	104.45	BEFORE JCT SR 97		3		1200	1200	1200*	1200
	STATE ROUTE NO 011 MAINLINE SR 5/BURLINGTON TO SR 5								
011	000.00	AT SR 5 BRIDGE*BEG ROUTE		3		11000	12000	10000*	11000*
011	000.11	AFTER JCT JOSH WILSON RD		3		5500	5500	5500	5400*
011	002.18	BEFORE JCT COOK RD		3		4800	4300*	4400	4500
011	002.18	AFTER JCT COOK RD		3		5400	4700*	4900	4900
011	002.96	AFTER JCT ERSHIG RD		3		3100*	3200	3300	3300
011	005.73	AFTER JCT THOMAS RD		3					2200*
011	006.88	BEFORE JCT W BOW HILL (OLD SR 237)		3		1700*	1800	1800	2200
011	016.01	AFTER JCT HIGH LINE RD		3		3100	2200*	2200	2300
011	018.50	BEFORE JCT CALIFORNIA ST		2		3200*	3300	3400	3400*
011	019.93	BEFORE JCT 12TH ST*DONOVAN AVE		2		12000*	13000	13000	13000
011	019.93	AFTER JCT 12TH ST*DONOVAN AVE		2		14000*	14000	14000	14000
011	021.21	BEFORE JCT 32ND ST		2		16000	16000	16000	18000*
	STATE ROUTE NO 012 MAINLINE SR 101/ABERDEEN TO IDAHO								
012	** 000.00	AFTER JCT SR 101 NB*BEG ROUTE	C	1		15000*	15000*	15000	16000*
012	000.30	BEFORE JCT E WISHKAH ST WYE CONN	C	1		12000*	13000	13000	13000
012	000.33	AFTER JCT S NEWELL ST		1		25000*	26000	26000	27000*
012	000.54	AFTER JCT S TYLER ST		1		22000	22000	21000*	21000
012	001.74	BEFORE JCT SARGENT BLVD		1			22000*	23000	23000
012	001.74	AFTER JCT SARGENT BLVD		1			22000*	22000	22000
012	003.49	BEFORE JCT CENTRAL PARK DR		1		21000*	21000	22000	22000*
012	003.49	AFTER JCT CENTRAL PARK DR		1		19000*	20000	20000	20000*
012	006.38	BEFORE JCT DEER PARK DR		1		18000*	18000	19000	19000*
012	008.93	BEFORE RAMP DEVONSHIRE RD		1		18000*	18000	18000	18000
012	009.88	BEFORE RAMP SR 107		1		18000*	19000	19000	19000*

** 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
012	012.30	AT ADC LOCATION B02		1					19000	20000*	21000*	21000*
012	018.11	BEFORE JCT SCHOUWEILER RD		1					19000	20000	20000*	20000
012	018.14	AFTER JCT SCHOUWEILER RD WYE CONN		1								20000*
012	020.65	BEFORE RAMP SR 12		1					20000	21000	20000*	20000
012	020.99	AT SR 12 BRIDGE		1					14000	15000	15000*	15000*
012	021.34	BEFORE RAMP SR 12*SR 8		1					5800	5900	6300*	6400
012	021.34	AFTER RAMP SR 12*SR 8		1					7200	7300	7900*	7900
012	025.53	AFTER JCT MOX CHEHALIS RD		1					4100*	4200	4300	5100*
012	027.22	BEFORE JCT PORTER CRK RD W WYE CONN		1					4500	4500	4600*	4700
012	034.92	ENTERING CITY OF OAKVILLE		1					4200*	4200	4400	5000*
012	038.84	BEFORE JCT ANDERSON RD SW		1					6300	6300	6000*	6000
012	038.84	AFTER JCT ANDERSON RD SW		1					7300	7400	8600*	8700
012	041.88	BEFORE JCT ALBANY ST (OLD SR 121)		1								10000*
012	041.88	AFTER JCT ALBANY ST (OLD SR 121)		1					10000*	11000	11000	12000*
012	042.85	BEFORE JCT 183RD AVE SW		1					11000	12000*	12000	12000
012	042.89	AFTER JCT ROSEBURG ST SW		1					10000	11000*	11000	11000
012	045.20	BEFORE JCT PECAN ST SW		1					9000*	9100	9400	11000
012	046.37	BEFORE JCT ELDERBERRY ST*OLD HWY 99		1					9300*	9400	9700	12000*
012	046.37	AFTER JCT ELDERBERRY ST*OLD HWY 99		1					16000*	16000	17000	20000*
012	046.56	AFTER RAMP SR 5		1					11000	11000*	11000	11000
012	066.63	AFTER RAMP SR 5		1					9900	10000	10000	10000*
012	069.16	AFTER JCT JACKSON HWY		1					7400	7500	7000*	7000
012	077.78	AFTER ADC LOCATION R075		1	11	05	02	17		6600*	6600*	6600+
012	080.28	BEFORE JCT SR 122-SILVER CREEK RD		1					6300*	6400	6500	6900*
012	080.28	AFTER JCT SR 122-SILVER CREEK RD		1					5900	6000	6100	6100*
012	083.66	BEFORE JCT BEACH RD		1					5400*	5500	5500	5500
012	083.66	AFTER JCT BEACH RD		1					5600*	5700	5700	5700
012	084.62	BEFORE JCT WILSON RD		1					5600*	5700	5700	5700

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012	086.88	BEFORE JCT SR 122*WILLIAMS ST		1					4600*	4700	4700	5200*
012	086.88	AFTER JCT SR 122*WILLIAMS ST		1					4500*	4600	4600	4800*
012	097.69	BEFORE JCT SR 7		1					4400*	4500	4500	4400*
012	097.69	AFTER JCT SR 7		1					4800*	4900	4900	4900*
012	104.80	AFTER JCT GLENOMA*FROST CREEK RDS		1					4600*	4600	4700	4500*
012	115.01	BEFORE JCT SR 131*CHILCOAT AVE		1					5300	5400	5600*	5600
012	115.01	AFTER JCT SR 131*CHILCOAT AVE		1					5200	5200	5400*	5500
012	126.05	AFTER JCT BEVIN LAKE RD		1					3100	3100	2800*	2700
012	129.74	AFTER JCT BLAKELY RD		1								3000*
012	130.72	AFTER JCT RIFFE RD		1					3500*	3600	3700	3500*
012	131.35	BEFORE JCT SNYDER RD*SKATE CREEK RD		1					4200	3600*	3700	3600
012	131.35	AFTER JCT SNYDER RD*SKATE CREEK RD		1					2600	2800*	2900	2800
012	135.10	AT ADC LOCATION R040 WEST		1	08	06	02	17	1800*	1800*	1900*	1800+
012	138.59	BEFORE JCT SR 123 WYE CONN		1					2200*	2100	2200	2200
012	138.61	AFTER JCT SR 123 WYE CONN		1					2200*	2100	2200	2100
012	141.23	AFTER JCT FS RD #1276		1					1800*	1700	1800	1900*
012	151.15	ENTERING YAKIMA COUNTY		1					1900	1900	1900	1800*
012	165.95	AT WILDCAT CREEK BRIDGE		1					2100	2100	2200	1600*
012	177.43	BEFORE WINDY POINT CAMPGROUND		1					2200	2000*	2100	2000
012	177.43	AFTER WINDY POINT CAMPGROUND		1					2100	2300*	2300	2200
012	185.25	AT ADC LOCATION S818 SOUTH		1	09	04	01	14	2300*	2300*	2300+	2200*
012	185.62	AT ADC LOCATION S818 EAST		1	09	03	01	13	4400*	4300*	4500*	4400+
012	189.87	BEFORE JCT CANAL AVE*S NACHES RD		1					5700*	5900*	6100	5900
012	189.87	AFTER JCT CANAL AVE*S NACHES RD		1					9900*	9700*	10000	9900
012	196.67	BEFORE JCT MCCORMICK RD		1					10000	12000*	10000*	10000
012	196.67	AFTER JCT MCCORMICK RD		1					14000	13000*	11000*	11000
012	198.08	BEFORE JCT OLD NACHES HWY		1					12000*	12000*	12000	12000
012	198.09	AFTER JCT OLD NACHES HWY WYE CONN		1					15000*	15000*	16000	17000*

* 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
012	199.37	BEFORE RAMP FRUITVALE BLVD		1							19000*	19000
012	199.92	AT W-W RAMP/BN RR BRIDGE		1					11000*	11000	11000	12000*
012	200.55	AFTER RAMP FRUITVALE BLVD		1					22000	23000*	24000	24000
012	202.15	BEFORE RAMP SR 82		1					31000	30000*	31000	31000
012	202.44	BEFORE RAMP SR 82		1						23000*	24000	24000
012	202.54	AFTER RAMP N 1ST ST		1						15000*	16000	16000
012	291.67	ENTERING CITY OF PASCO		1					16000*	16000	17000	17000*
012	295.30	BEFORE JCT SR 124*CARGIL RD		1							18000*	18000
012	295.30	AFTER JCT SR 124*CARGIL RD		1					12000	12000	12000*	12000
012	301.11	BEFORE JCT IVARSON RD		1					9500*	9700	9900	9800
012	301.11	AFTER JCT IVARSON RD		1					9400*	9600	9800	9700
012	301.61	BEFORE JCT DODD-IOWA BEEF RD		1					9300*	9900*	10000	10000
012	301.61	AFTER JCT DODD-IOWA BEEF RD		1					7500*	7700	7800	7800
012	303.54	BEFORE JCT ATTALIA RD		1					7500*	7700	7800	7800
012	303.54	AFTER JCT ATTALIA RD		1					7600*	7800	7900	7900
012	304.55	BEFORE JCT WALLULA DEPOT RD		1					7500*	7700	7800	7800
012	304.55	AFTER JCT WALLULA DEPOT RD		1					7200*	7400	7500	7500
012	305.48	BEFORE JCT COLUMBIA WAY		1					6800*	7000	7100	7000
012	305.88	BEFORE JCT COLUMBIA WAY		1					6500*	6600	6800	6700
012	305.88	AFTER JCT COLUMBIA WAY		1					6500*	6600	6700	6700
012	307.41	BEFORE JCT SR 730 WYE CONN		1					5500	6300*	6400	6400
012	307.66	BEFORE JCT SR 730 SPWALULA (SPUR)		1						3900*	4000	4000
012	307.90	AT ADC LOCATION R008		1	07	06	02	15	5700*	6100*	6200+	6300
012	319.10	BEFORE JCT BYRNES RD		1					5600*	6000	6100	5900*
012	320.60	BEFORE JCT MCKAY RD*LARRABEE RD		1					5600	6900*	7000	7100
012	320.60	AFTER JCT MCKAY RD*LARRABEE RD		1					5600	6800*	6900	7000
012	324.15	AFTER JCT LOWDEN RD		1					6300*	6800	6900	6700*
012	331.95	BEFORE JCT WALLULA RD		1					7100*	7500	7700	7500*

* 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
012	334.36	BEFORE JCT GOSE RD		1					5700	6600*	6700	6800
012	334.36	AFTER JCT GOSE RD		1					8300	8900*	9200	9200
012	335.29	BEFORE JCT SR 125 SP125SP WYE CONN		1					8800*	8900	9200	9300*
012	335.30	AFTER JCT SR 125 SP125SP*PINE ST		1					7800*	7900	8100	7800*
012	336.85	BEFORE JCT E REES AVE WYE CONN		1					10000	10000	11000*	11000
012	338.72	BEFORE JCT WILBUR AVE		1								10000*
012	338.73	AFTER JCT WILBUR AVE WYE CONN		1					7800*	7900	8100	8200
012	340.53	BEFORE JCT G ST WYE CONN		1					5000*	5100	5200	5300*
012	340.57	AFTER JCT G ST WYE CONN		1					4000*	4200	4300	4200*
012	341.78	AFTER RAMP ISAACS AVE		1					4500	4700	4700*	4700
012	342.84	BEFORE JCT HARBERT RD		1					4600*	4800	4900	4900
012	342.84	AFTER JCT HARBERT RD		1					4700*	4900	5000	5000
012	348.49	BEFORE JCT MUD CREEK RD		1					4200	4400	4000*	4000
012	350.05	AFTER JCT LEWIS PEAK RD		1						3400*	3500	3500
012	354.26	BEFORE JCT MCCOWAN RD*LONDAGIN RD		1					3400*	3500	3800	3800
012	354.26	AFTER JCT MCCOWAN RD*LONDAGIN RD		1					3400*	3600	3800*	3800
012	356.84	BEFORE JCT MIDDLE WAITSBURG RD		1					3500*	3600	3700	3700
012	356.84	AFTER JCT MIDDLE WAITSBURG RD		1					3700*	3900	4000	4000
012	357.59	BEFORE JCT SR 124*COPPEI AVE		1					3800*	4000	4100	4100
012	357.59	AFTER JCT SR 124*COPPEI AVE		1					5200*	5500	5600	5600
012	359.55	ENTERING COLUMBIA COUNTY		1					4400*	4600	4700	4000*
012	366.57	BEFORE JCT CITY ST		1					5200*	5500	5600	5300*
012	366.57	AFTER JCT CITY ST		1					5900*	6100	6300	5800*
012	367.57	BEFORE JCT SEVENTH ST		1					4100*	4200	4300	3600*
012	367.63	AFTER JCT PATIT RD		1					3200*	3300	3400	2900*
012	372.67	BEFORE JCT TURNER*UPPER WHETSTONE		1					2400*	2400	2500	2300*
012	372.67	AFTER JCT TURNER*UPPER WHETSTONE		1					2300*	2300	2300	2400*
012	376.98	AT ADC LOCATION P05		1	10	10	02	22	2200*	2200*	2200*	2200+

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
012	382.26	BEFORE JCT SR 261		1					2000	2000*	2100	2000
012	382.28	AFTER JCT SR 261 WYE CONN		1					1800	2000*	2100	2000
012	390.66	AT ADC LOCATION R067		1	08	10	02	20	2100*	2100+	2100	2100
012	390.84	AFTER JCT OWENS RD*SR 12 ON RAMP		1					1900	1900	1700*	1700
012	398.10	AFTER JCT CO RD (OLD SR 126)		1					1500	1800*	1800	1800
012	403.96	BEFORE JCT 15TH ST (OLD SR 128)		1						4200*	4300	4200
012	403.96	AFTER JCT 15TH ST (OLD SR 128)		1						4100*	4200	4100
012	405.20	AFTER JCT MAYVIEW RD		1					3400	3400*	3500	3400
012	412.77	BEFORE JCT SWEENEY GULCH*LEDGRWOOD		1					2200	2300	2500*	2400
012	414.70	AFTER JCT CO RD		1					2300	2400	2600*	2500
012	422.01	ENTERING ASOTIN COUNTY		1					2000	2400*	2400	2400
012	432.62	BEFORE JCT SR 128*15TH ST		1					2600	3000*	3000	2900
012	432.62	AFTER JCT SR 128*15TH ST		1					7000	6700*	6900	7000
012	433.12	BEFORE JCT 13TH ST		1					8400	7800*	7900*	8000
012	433.12	AFTER JCT 13TH ST		1					11000	11000	11000*	11000
012	433.74	BEFORE JCT SR 129 SP6THST*6TH ST		1					13000	11000*	11000	11000
012	433.74	AFTER JCT SR 129 SP6THST*6TH ST		1					14000	11000*	11000*	11000
012	433.99	BEFORE JCT 2ND ST		1					12000	9500*	9800	9800
012	434.00	AFTER JCT SR 129		1					19000	19000*	20000	20000
012	434.19	IDAHO STATE LINE		1					21000*	21000*	19000*	20000*
	STATE ROUTE NO 012 COUPLET ABERDN S NEWELL ST TO S G ST											
012COABERDN	** 000.35	AFTER JCT SR 12 WB-HORNSBY WAY		1					16000*	16000	16000	17000*
012COABERDN	000.68	BEFORE JCT SR 101 NB*SOUTH G ST		1					16000*	15000*	16000	16000*
	STATE ROUTE NO 014 MAINLINE SR 5/VANCOUVER TO SR 82											
014	000.00	AT SR 5 BRIDGE*BEG ROUTE		1								15000*
014	000.39	AFTER RAMP SB SR 5		1								61000*

** 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
014	001.92	AFTER RAMP COLUMBIA HOUSE BLVD		1					49000*	50000	51000	54000*
014	002.23	AFTER CITY ST		1					50000*	53000*	55000	54000*
014	003.69	AFTER RAMP EVERGREEN BLVD		1					52000*	52000	54000	57000*
014	009.02	AFTER RAMP SE 164TH AVE		1					40000	40000*	41000	41000
014	011.90	AT ADC LOCATION P06		1					31000*	31000	32000	32000
014	012.49	AFTER RAMP NW 6TH AVE		1					20000*	21000	21000	22000*
014	014.62	BEFORE JCT SR 500 WYE CONN		1					20000	21000*	22000	22000
014	014.63	AFTER JCT SR 500*SE UNION ST		1					20000	21000*	22000	22000
014	016.08	BEFORE JCT 15TH ST WYE CONN		1					17000	19000*	18000*	18000
014	016.12	AFTER JCT 15TH ST WYE CONN		1					11000	14000*	14000*	13000
014	017.70	AT ADC LOCATION P07		1	06	04	01	11	6100*	6200*	6200*	6200+
014	017.84	AFTER JCT 45TH ST		1					4800	5000*	5000	4900
014	021.77	ENTERING SKAMANIA COUNTY		1					3900	3900	4000*	4600*
014	027.72	BEFORE JCT RIVERSIDE DR		1					3800	3900*	3900	3900
014	027.87	AFTER JCT PRINDLE RD		1					3700	4000*	4000	4000
014	034.26	AT WOODWARD CREEK BRIDGE		1					3600	3900	3900	4000*
014	041.55	BEFORE JCT BRIDGE OF THE GODS RD		1					4100	4400*	4400	4300
014	041.55	AFTER JCT BRIDGE OF THE GODS RD		1					5600	5900*	5900	5900
014	042.71	AFTER JCT ASH LAKE RD		1					5700	6000	6000	6700*
014	044.13	BEFORE JCT ROCK CREEK DR		1						5400*	5400	5400
014	044.26	BEFORE JCT RUSSELL AVE		1						7200*	7300	7200
014	044.26	AFTER JCT RUSSELL AVE		1						6800*	6800	6800
014	047.44	BEFORE JCT WIND RIVER RD WYE CONN		1					6200	6100*	6100	6100
014	047.47	AFTER JCT WIND RIVER RD		1					2600	2400*	2400	2400
014	049.33	BEFORE JCT HOT SPRINGS AVE		1					2300	2300*	2300	2300
014	049.33	AFTER JCT HOT SPRINGS AVE		1					3400	3500*	3500	3500
014	056.28	BEFORE JCT COOK-UNDERWOOD RD		1					2600	2600*	2600	2600
014	056.28	AFTER JCT COOK-UNDERWOOD RD		1					2500	2800*	2800	2800

* BASED ON ACTUAL COUNT
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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
014	061.44	BEFORE FISH HATCHERY		1					2500	2900*	2900	2900
014	063.32	BEFORE JCT COOK-UNDERWOOD RD		1					2700	3200*	3200	3200
014	063.52	BEFORE JCT SR 141 SPUNDRWD (SPUR)		1					4400	4600*	4700	4600
014	063.52	AFTER JCT SR 141 SPUNDRWD (SPUR)		1					5500	6100*	6100	7000*
014	065.08	AFTER JCT HOOD RIVER BRIDGE RD		1					6600	8000*	8000	8000
014	066.41	BEFORE JCT SR 141*OAK ST		1					6400	7500*	7600	7500
014	066.66	AFTER JCT ELM ST		1					4100	4000*	3900	3800
014	069.72	BEFORE JCT COURTNEY RD		1					3300	3400	3300	3400*
014	069.72	AFTER JCT COURTNEY RD		1					3400	3500	3400	3300*
014	073.94	BEFORE REST AREA		1						3200*	3200	3100
014	073.94	AFTER REST AREA		1						3100*	3000	3000
014	073.96	AFTER REST AREA		1						3100*	3000	2900
014	074.02	AFTER REST AREA		1						3200*	3200	3100
014	075.87	BEFORE JCT SR 142		1						3100*	3000	3000
014	075.87	AFTER JCT SR 142		1					3400	3200*	3200	3100
014	083.50	BEFORE JCT SR 197 WYE CONN		1					2900*	3000	2900	2900*
014	083.57	AFTER JCT SR 197 WYE CONN		1					2200	2300	2300	2300*
014	089.56	AFTER JCT AVERY RD		1					2000	2100*	2100	2000
014	100.64	AT ADC LOCATION R076		1	09	12	04	25	1900	2000*	1900*	1900+
014	100.66	AFTER JCT SR 14 SPMARYHL (SPUR)		1					590	890*	860	840
014	102.27	AT ADC LOCATION R077		3	08	25	04	37	2300*	2000*	1900*	1800+
014	121.15	BEFORE JCT ROCK CREEK RD		3					1200	1200	1400*	1300
014	121.15	AFTER JCT ROCK CREEK RD		3					1600	1600	1400*	1300
014	131.07	AFTER JCT OLD HWY 8		3					810	840	1400*	1300
014	148.95	BEFORE JCT ALDERDALE BOAT LAUNCH RD		3					1500	1600	1400*	1300
014	155.00	AFTER JCT BUTTE RD		3					1000	1300*	1200	1200
014	167.25	BEFORE JCT SR 221*KENT RD		2					2500	2600	2000*	1900
014	167.25	AFTER JCT SR 221*KENT RD		2					3100	3300	2600*	2500

* 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
014	178.90	AFTER JCT PLYMOUTH INDUSTRIAL RD		2						2900*	2800	2600
014	180.71	BEFORE RAMP SR 82		2						3800*	3700	3500
	STATE ROUTE NO 014 SPUR MARYHL SR 14 TO SR 97											
014SPMARYHL	100.66	AFTER JCT SR 14*BEG ROUTE		1					1400	1600*	1500	1500
	STATE ROUTE NO 016 MAINLINE SR 5/TACOMA TO SR 3											
016	000.16	AFTER RAMP SR 5 SB		1								131000*
016	000.72	AFTER RAMP SPRAGUE AVE		1					112000*	113000	116000	114000*
016	001.10	AT ADC LOCATION D11		1	04	02		06	96000*	97000	100000	97000+
016	001.46	AFTER RAMP UNION AVE		1					106000*	107000	110000	108000*
016	001.90	AFTER RAMP CENTER ST		1					91000	93000	93000	93000*
016	003.06	AFTER RAMP N ORCHARD ST		1					80000*	81000	83000	82000*
016	004.13	AFTER RAMP SR 163-PEARL ST		1								72000*
016	008.43	AT ADC LOCATION R044		1	05	01		06	88000	89000	86000*	85000+
016	008.79	AFTER JCT 24TH ST NW WYE CONN		1					69000*	70000	72000	71000
016	014.36	BEFORE RAMP BURNHAM DR		1					59000*	60000	62000	62000
016	014.86	AT BURNHAM DR		1								54000*
016	015.39	BEFORE RAMP SR 302		1					58000*	59000	61000	60000*
016	015.75	AT SR 302 BRIDGE		1					34000*	34000	35000	37000*
016	018.65	AT ADC LOCATION R088		1	05	02		08			42000*	43000+
016	020.11	AFTER JCT BURLEY-OLALLA RD		1					34000*	34000	39000	40000
016	024.68	BEFORE RAMP SR 160(SEDGWICK RD)		1					39000	38000*	39000	40000
016	025.14	AT SR 160(SEDGWICK RD)		1						30000*	31000	31000
016	025.65	AFTER RAMP SR 160(SEDGWICK RD)		1						40000*	42000	43000
016	028.16	BEFORE JCT SR 166		1					49000*	49000	51000	53000*
016	028.16	AFTER JCT SR 166		1					61000*	61000	63000	68000*

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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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
	STATE ROUTE NO 017 MAINLINE SR 395/MESA TO SR 97											
017	007.55	AFTER RAMP SR 395		1					3500	3600*	3600	3700
017	008.25	AFTER JCT PEPIOT RD		1					2800	3200*	3100	3200
017	010.02	AFTER JCT R 170		1					3400	3500*	3500	3600
017	014.69	BEFORE JCT SR 260*HENDRICKS RD		1					3700	3800	4000*	4100*
017	014.69	AFTER JCT SR 260*HENDRICKS RD		1					3900	4100	3900*	4200*
017	021.81	AFTER JCT MUSE RD		1					3100	2900*	2900	3000
017	029.38	BEFORE JCT CUNNINGHAM RD		1					3900	4000	4500*	4600
017	030.37	AT ADC LOCATION R020		1	07	11	03	22	5000*	5200*	5100*	5300+
017	035.58	AFTER JCT PROVIDENCE RD*12 SE		1					6100*	6300	6100	5900*
017	036.61	AFTER JCT 11 SE		1						5600*	5400	5600
017	039.77	BEFORE JCT SR 170*8 SE		1					6200*	6400	6300	5600*
017	039.77	AFTER JCT SR 170*8 SE		1					6500	6700	6600	6300*
017	040.78	AFTER JCT SR 262-O'SULLIVAN DAM RD		1					6300*	6500	6400	6400*
017	041.89	AFTER JCT 6 SE		1					6400	6000*	5900	6100
017	048.64	BEFORE JCT M SE		1					6400	6400*	6400	6600
017	048.64	AFTER JCT M SE		1					7600	7800*	7900	8000
017	050.67	BEFORE RAMP S FRONTAGE RD		1					8600	8700*	8900*	9100
017	050.67	AFTER RAMP S FRONTAGE RD		1					14000	13000*	14000*	14000
017	050.97	BEFORE JCT KITTELSON RD WYE CONN		1					18000	17000*	17000	17000
017	051.00	AFTER JCT KITTELSON RD WYE CONN		1						13000*	13000	13000
017	051.40	BEFORE JCT YONEZAWA BLVD		1							13000*	13000
017	051.40	AFTER JCT YONEZAWA BLVD		1							13000*	14000
017	051.93	AFTER JCT SB SR 17		1					7300	8000*	8600*	8600
017	052.20	AFTER JCT NELSON RD		1					8600	9400*	10000	10000
017	053.22	BEFORE JCT WHEELER RD		1							10000*	10000
017	053.22	AFTER JCT WHEELER RD		1					11000	11000	13000*	13000

* 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
017	053.91	AFTER JCT SR 171*BROADWAY AVE		1		13000	13000	16000*	16000
017	055.60	BEFORE JCT MEDIAN XROAD*GRAPE DR		2		17000	17000*	18000*	18000
017	055.60	AFTER JCT MEDIAN XROAD*GRAPE DR		2		17000	17000*	19000*	19000
017	056.56	AFTER JCT PATTON BLVD		2		8400*	8500	8700	8800
017	057.23	AFTER JCT AIRWAY DR		2		7300	7400	9500*	9600
017	060.54	BEFORE JCT NEPPEL RD		2		7100*	7200	7400	7500
017	060.54	AFTER JCT NEPPEL RD		2		6700*	6800	7000	7000
017	065.44	BEFORE JCT NEPPEL RD		2		6800*	6800	7000	7100
017	065.44	AFTER JCT NEPPEL RD		2		6900*	6900	7200	7200
017	067.64	BEFORE JCT SR 282		2		6600	6600	7300*	7400
017	067.73	AFTER JCT SR 17 S BND		2		1500	1500	1600*	1600
017	074.40	BEFORE JCT 19 NE		2		1600	1500*	1500	1500
017	075.24	BEFORE JCT SR 28 WYE CONN		2		1300	1300*	1400*	1400
017	075.29	AFTER JCT SR 28 WYE CONN		2				3200*	3200
017	075.83	AFTER JCT MAIN AVE E		2		3000	3000	3200*	3200
017	076.12	AFTER SOAP LAKE CITY PARK		2		2300	2300	2200*	2200
017	090.19	BEFORE JCT PARK LAKE RD		2		1800	1800	1900*	1900
017	096.57	BEFORE JCT SR 2		2		1900	1800*	1900	1900
017	098.30	AFTER JCT SR 2		2		630	580*	590	580
017	112.22	BEFORE JCT SR 172*14 NE		1		560	620*	620	610
017	112.22	AFTER JCT SR 172*14 NE		1		530	490*	500	490
017	119.69	BEFORE JCT SR 174 WYE CONN		2		570	570*	570	560
017	119.86	AFTER JCT SR 174		2		850	910*	920	900
017	135.84	BEFORE JCT SR 173		2		1200	1200	1300*	1200
017	135.86	AFTER JCT SR 173 WYE CONN		2		2000	2000	2000*	2000
017	144.24	BEFORE WEIGH STATION		2		2000*	2000	2000	2000

* 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
		STATE ROUTE NO 018 MAINLINE SR 99 TO SR 90										
018	003.82	AFTER RAMP C ST SW		1								74000*
018	005.26	AT ADC LOCATION P20		1	07	04	01	11	44000*	45000*	48000*	49000+
018	006.06	AFTER RAMP AUBURN BLK DIAMOND RD		1							38000*	41000*
018	006.61	AFTER RAMP AUBURN BLK DIAMOND RD		1							39000*	42000*
018	010.91	BEFORE RAMP SR 516		1					31000*	32000	33000	36000*
018	011.39	AT SR 516 BRIDGE		1					18000*	18000	18000	20000*
018	012.55	AT ADC LOCATION D12		1	06	06	01	13	23000*	23000	24000	26000+
018	013.69	AFTER RAMP SE 256TH ST		1					20000*	20000	21000	22000
018	016.09	AFTER RAMP SE 231ST ST		1					22000*	22000	23000	22000*
018	019.84	BEFORE RAMP ISSAQUAH HOBART RD		1					19000	18000*	18000	19000
018	027.62	AT ADC LOCATION S838		1	08	08	02	18	17000	17000	18000*	19000+
018	027.91	AT SR 90 WB		1					13000*	13000	14000	14000*
		STATE ROUTE NO 019 MAINLINE SR 104 TO SR 20										
019	000.00	AFTER JCT SR 104*BEG ROUTE		2					5800	6000*	6200*	6300
019	009.09	BEFORE JCT CHIMACUM RD*CENTER RD		2					6800	6900	6600*	7100*
019	010.68	BEFORE JCT SR 116-NESS CORNER RD		2					8800*	9000	9800*	9800
019	010.68	AFTER JCT SR 116-NESS CORNER RD		2					12000	13000	12000*	12000
019	014.03	BEFORE JCT THEATER RD		2					12000	12000	14000*	14000*
		STATE ROUTE NO 020 MAINLINE SR 101 TO SR 2/NEWPORT										
020	000.00	AFTER JCT SR 101*BEG ROUTE		1					3700	3800	3900	3900*
020	000.09	AFTER JCT SR 101 WYE CONN		1					4600	4700	4700	4700*
020	007.79	BEFORE JCT SR 19-AIRPORT CUTOFF RD		1					4100	4200	4400*	4500
020	007.79	AFTER JCT SR 19-AIRPORT CUTOFF RD		1					16000	16000	16000*	16000
020	009.78	ENTERING CITY OF PORT TOWNSEND		1							15000*	15000

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020	011.51	BEFORE JCT HAINES PL		1					14000*	14000	14000	14000*
020	011.51	AFTER JCT HAINES PL		1					14000*	15000	15000	15000*
020	012.01	BEFORE JCT KEARNEY ST		1					13000*	13000	13000	13000*
020	012.01	AFTER JCT KEARNEY ST		1					13000*	13000	13000	13000*
020	012.50	BEFORE JCT SR 20 WYE CONN		1					9700*	9800	10000	9200*
020	012.56	LEAVING CITY OF PORT TOWNSEND		1					1000*	1000*	1000*	1000*
020	012.88	KEYSTONE FERRY LANDING		1					1000*	1000*	1000*	1000*
020	016.32	BEFORE JCT SR 525*RACE RD		1					990	1200*	940*	990*
020	016.32	AFTER JCT SR 525*RACE RD		1					6200*	6300*	6900*	6600*
020	020.02	AT ADC LOCATION S706		1	07	01		07	7600*	7700*	8000*	8200+
020	021.83	BEFORE JCT MAIN ST		1					7600	7500*	7700	7900
020	021.83	AFTER JCT MAIN ST		1					9100	10000*	10000	11000
020	022.15	AFTER JCT BROADWAY ST*EBEY RD		1					10000	11000*	11000	11000
020	025.31	BEFORE JCT LIBBEY RD		1					10000	11000*	11000	11000*
020	025.31	AFTER JCT LIBBEY RD		1					9600	10000	10000	10000*
020	027.61	AFTER JCT SIDNEY ST		1					11000	12000	12000*	13000
020	030.85	BEFORE JCT SWANTOWN RD		1					15000	15000	15000*	14000*
020	030.86	AFTER JCT SWANTOWN RD WYE CONN		1					21000	21000	20000*	20000
020	031.30	BEFORE JCT SW BARLOW ST		1					20000*	20000	20000	20000
020	031.39	BEFORE JCT W PIONEER WAY*BEEKSMA DR		1					19000*	20000	20000	20000*
020	031.41	AFTER JCT W PIONEER WAY WYE CONN		1					15000*	15000	16000	16000*
020	031.49	AFTER JCT BARRINGTON DR		1					18000*	19000	19000	22000*
020	031.80	BEFORE JCT SW 6TH AVE WYE CONN		1					25000	22000*	22000	23000
020	031.82	AFTER JCT SW 6TH AVE		1					24000	21000*	21000	21000
020	032.92	BEFORE JCT NE MIDWAY BLVD WYE CONN		1					15000*	15000	16000	16000*
020	032.95	AFTER JCT NE GOLDIE RD WYE CONN		1					13000*	13000	13000	14000*
020	033.98	BEFORE JCT CASE RD		1						11000*	11000	12000
020	034.06	AFTER JCT TORPEDO RD		1					16000	16000	16000	16000*

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020	034.49	AFTER JCT FAKKEMA RD WYE CONN		1		17000*	17000	17000	17000
020	036.42	BEFORE JCT FROSTAD RD		1		18000	17000*	17000	17000*
020	036.42	AFTER JCT FROSTAD RD		1		18000	16000*	16000	16000*
020	039.21	BEFORE JCT NORTHGATE DR		1		16000*	16000	16000	16000
020	039.21	AFTER JCT NORTHGATE DR		1		15000*	15000	15000	15000
020	039.80	BEFORE JCT TROXELL RD*SOUNDVIEW LN		1		15000	15000	16000*	15000*
020	039.80	AFTER JCT TROXELL RD*SOUNDVIEW LN		1					15000*
020	042.77	BEFORE JCT ROSARIO RD		1		15000*	14000*	15000	15000*
020	042.77	AFTER JCT ROSARIO RD		1		14000	13000*	14000	14000
020	046.07	BEFORE JCT CAMPBELL LAKE RD		1		13000	13000	13000*	13000*
020	046.07	AFTER JCT CAMPBELL LAKE RD		1		14000	15000	15000	14000*
020	047.24	BEFORE JCT MILLER RD*GIBRALTER RD		1		14000	14000	14000*	15000
020	047.24	AFTER JCT MILLER RD*GIBRALTER RD		1		15000	15000	16000*	16000
020	047.85	BEFORE JCT FRONTAGE RD		1		15000*	15000	15000	16000*
020	047.90	AFTER JCT SR 20 WYE CONN		1		26000*	28000*	29000	29000*
020	048.40	AFTER JCT MARCH PT*CHRISTIANSEN RDS		1		27000*	27000*	27000	28000
020	050.60	BEFORE JCT MARCH PT*PADILLA HTS RDS		1		25000*	25000	26000	26000*
020	050.62	AFTER JCT MARCH PT*PADILLA HTS RDS		1					30000*
020	053.24	BEFORE JCT BAYVIEW*LACONNER RDS		1		23000*	21000*	22000	22000
020	053.26	AFTER JCT LACONNER-WHITNEY RD		1		23000*	22000*	23000	23000
020	054.93	BEFORE RAMP SR 536 EB		1		26000	27000*	28000*	28000*
020	055.06	AFTER JCT SR 536		1		17000*	18000*	19000*	19000
020	057.52	BEFORE JCT AVON ALLEN RD		1		17000*	17000*	18000	18000*
020	057.52	AFTER JCT AVON ALLEN RD		1		18000*	19000*	20000	20000*
020	058.77	AFTER JCT PULVER RD		1		18000	19000*	20000	20000
020	059.48	BEFORE JCT GOLDENROD RD WYE CONN		1		25000	21000*	21000	21000
020	059.49	AFTER JCT PETERSON RD*GOLDENROD RD		1		25000	22000*	22000	22000
020	059.85	BEFORE JCT S BURLINGTON*RIO VISTA		1		17000*	18000	18000	20000*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
020	059.85	AFTER JCT S BURLINGTON*RIO VISTA		1		20000*	20000	21000	19000*
020	060.26	BEFORE JCT SR 20 WYE CONN		1		19000	17000*	18000	18000
020	060.28	AFTER JCT SR 20 WYE CONN		1		17000	13000*	14000	14000
020	060.85	AFTER JCT CASCADE HWY		1		18000*	19000	19000	19000*
020	061.04	BEFORE JCT N SKAGIT ST		1		19000	18000*	18000	19000
020	061.04	AFTER JCT N SKAGIT ST		1		19000	18000*	18000	18000
020	061.31	AFTER JCT SECTION ST*PEACOCK LN		1		19000	18000*	19000	19000
020	061.58	AFTER JCT GARDNER RD		2		19000	18000*	19000	19000
020	061.86	AFTER JCT PETER ANDERSON RD		2		18000	18000*	19000	19000
020	062.48	BEFORE JCT DIST LINE RD*LAFAYETT RD		2			17000*	17000	17000
020	062.48	AFTER JCT DIST LINE RD*LAFAYETT RD		2			17000*	17000	17000
020	063.06	BEFORE JCT COLLINS RD		2		16000	17000*	17000	17000
020	063.06	AFTER JCT COLLINS RD		2		16000	16000*	16000	17000
020	063.33	BEFORE JCT STERLING RD WYE CONN		2		16000*	16000*	16000	17000*
020	063.36	AFTER JCT STERLING RD WYE CONN		2		16000*	16000	17000	17000*
020	063.64	AFTER JCT HOLT CAMP RD		2		18000	16000*	16000	16000
020	064.51	BEFORE JCT TRAIL RD*W STATE ST		2			16000*	16000	16000
020	064.81	BEFORE JCT SR 9*CITY ST		2			13000*	13000	14000
020	064.81	AFTER JCT SR 9*CITY ST		2		19000	16000*	16000	16000
020	064.91	AFTER JCT FERRY ST WYE CONN		2		21000	18000*	19000	19000
020	065.71	BEFORE JCT REED ST		2		18000	17000*	18000	18000
020	065.71	AFTER JCT REED ST		2		17000	16000*	17000	17000
020	066.08	BEFORE JCT SR 9*TOWNSHIP ST		2		17000	16000*	16000	16000
020	066.08	AFTER JCT SR 9*TOWNSHIP ST		2		11000	10000*	10000*	10000
020	066.89	AFTER JCT FRUITDALE RD		2		8100*	8500*	8800	8600*
020	072.04	BEFORE JCT LYMAN HAMILTON WYE CONN		2		6200*	6200	6400	7800*
020	072.06	AFTER JCT LYMAN HAMILTON WYE CONN		2		6600*	6700	6900	7100*
020	078.65	AFTER JCT LYMAN HAMILTON RD		2		4400*	4500	4600	5100*

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020	088.07	BEFORE JCT CONCRETE RD		2					5300*	5400	5500	4900*
020	088.21	BEFORE JCT CONCRETE SAUK VALLEY RD		2							5300*	5300
020	088.21	AFTER JCT CONCRETE SAUK VALLEY RD		2							5000*	5100
020	091.16	BEFORE JCT VAN HORN RD		2					2300*	2400	2400	2500*
020	097.65	BEFORE JCT SR 530 WYE CONN		2					2400	2100*	2000	2000*
020	097.69	AFTER JCT SR 530-E SAUK RD		2					1900	1800*	1800	1800*
020	106.11	BEFORE JCT CASCADE RD		2					1700*	1700	1800	1700*
020	106.12	AFTER JCT CASCADE RD WYE CONN		2					1400	1400	1400	1400*
020	117.29	BEFORE JCT THORNTON CREEK RD		2					1700	1200	1300*	1300
020	117.29	AFTER JCT THORNTON CREEK RD		2					1700	1200*	1400*	1400
020	136.24	AT LILLIAN CREEK BRIDGE		2							930*	930
020	139.25	AT E BNDRY N CASCADE REC AREA		2								930*
020	145.46	ENTERING SKAGIT COUNTY		2					1100	700*	720	710
020	157.40	ENTERING CHELAN COUNTY		2					610*	640	650	940*
020	166.99	BEFORE JCT CUTTHROAT CR RD		2					1200	1300	1000*	1000
020	184.17	BEFORE JCT WOLF CREEK RD		2					1200	1500*	1600	1600
020	191.90	AT ADC LOCATION R037		2	10	02		12	1700*	1700*	1800*	1800+
020	192.74	AFTER JCT W CHEWUCH RD		2						3400*	3500	3400
020	193.47	AFTER JCT TWIN LAKES RD WYE CONN		2					4200	5000*	5000	5000
020	204.09	BEFORE JCT SR 153		2					2900*	2900	3000	3000*
020	204.09	AFTER JCT SR 153		2					1400*	1400	1400	1500*
020	230.60	BEFORE JCT OLD 97		2					1600	1600	1700*	1700
020	230.60	AFTER JCT OLD 97		2					3800	3900	3600*	3600
020	232.81	BEFORE JCT SR 215		2					6000	5500*	5700	5700
020	232.81	AFTER JCT SR 215		2					3100	2600*	2700*	2700
020	233.31	BEFORE JCT SR 97		2					2600	2600	2600*	2500
020	261.97	AFTER JCT SR 97 WYE CONN		2					2800	2700	3300*	3100
020	274.72	BEFORE JCT AENEAS VALLEY RD		2					1500	1500	1200*	1200

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020	299.72	AFTER JCT TROUT CRK*SWAN LAKE RDS		2					1000	950*	960	910
020	302.08	BEFORE JCT CLARK AVE*6TH ST		2					1600	1600	1600*	1400*
020	302.64	BEFORE JCT SR 21 WYE CONN		2					3200	3100	3200*	3000
020	302.65	AFTER JCT SR 21*CITY ST		2					3200	3100	3000*	2900
020	304.60	AT ADC LOCATION S820		2	10	01		12	2600*	2600*	2600*	2500+
020	305.24	BEFORE JCT SR 21		2					2600	2500	3000*	2800
020	305.24	AFTER JCT SR 21		2							1100*	1100
020	307.77	AFTER JCT YENTER RD		2					900	850*	860	820
020	342.08	BEFORE JCT SR 395		2					1300	1300	1800*	1700
020	372.98	AFTER JCT SPRUCE CANYON RD		2					760	760*	770	750
020	390.41	BEFORE JCT SR 31*TIGER E RD		2					550	430*	440	430
020	390.41	AFTER JCT SR 31*TIGER E RD		2					1400	1200*	1200	1200*
020	400.13	AFTER JCT RUBY CREEK RD		2					820	950*	960	940
020	415.00	AFTER JCT TACOMA CREEK RD		2						1100*	1100	1100
020	421.42	BEFORE JCT TRIANGLE RD		2					1600*	1700*	1700	1600*
020	421.48	AFTER JCT SR 211		2					1500*	1500	1500	1300*
020	436.91	BEFORE JCT SR 2 CONEWPRT (COUPLET)		2					3500	3500	3200*	3100
	STATE ROUTE NO 020 SPUR ANACRT SR 20 TO FERRY LANDING											
020SPANACRT	047.92	AFTER JCT SR 20 WYE CONN		1					20000*	22000*	22000	24000*
020SPANACRT	050.59	BEFORE JCT SR 20 SPUR WYE CONN		1					14000*	14000	15000	14000*
020SPANACRT	050.64	AFTER JCT SR 20 SPUR WYE CONN		1					16000*	16000	16000	16000
020SPANACRT	050.97	BEFORE JCT 29TH ST		1					16000	16000*	17000	16000
020SPANACRT	050.97	AFTER JCT 29TH ST		1					17000	17000*	17000	16000
020SPANACRT	051.81	BEFORE JCT 14TH ST		1					18000*	18000	19000	17000*
020SPANACRT	051.81	AFTER JCT 14TH ST		1					18000*	18000	19000	17000*
020SPANACRT	051.92	BEFORE JCT COMMERCIAL AVE		1					17000*	16000*	17000	17000*
020SPANACRT	051.92	AFTER JCT COMMERCIAL AVE		1					11000*	11000*	12000	11000*

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020SPANACRT	052.07	AFTER JCT N AVE		1		14000*	14000	15000	15000*
020SPANACRT	052.79	BEFORE JCT D AVE		1		14000	14000*	15000	14000
020SPANACRT	052.79	AFTER JCT D AVE		1		13000	14000*	14000	14000
020SPANACRT	055.01	BEFORE JCT SUNSET AVE		1		8400*	9700*	10000	8900*
020SPANACRT	055.08	AFTER JCT SUNSET AVE WYE CONN		1		3600	3600*	3700	3300*
020SPANACRT	055.67	ANACORTES FERRY LANDING		1		2200*	2200*	2200*	2100*
	STATE ROUTE NO 021 MAINLINE SR 260/KAHLOTUS TO CAN.								
021	000.00	AFTER JCT SR 260*BEG ROUTE		3		280*	290	300	160*
021	024.37	BEFORE RAMP SR 395 NB		3		360*	370	380	310*
021	024.59	AFTER JCT SR 395 ON RAMP WYE CONN		3		860*	890	920	840*
021	029.28	AFTER JCT WARDEN RD		3					370*
021	029.54	AFTER JCT CALLOWAY RD		3					360*
021	037.74	BEFORE RAMP SR 90		3		260	260*	270	270
021	037.93	AFTER JCT N FRONTAGE RD		3		210	180*	170	160
021	045.54	BEFORE JCT SEIDL RD		3		260*	240	230	210*
021	050.58	AFTER JCT DAVIS RD WYE CONN		3		300	280	270*	260
021	055.90	AFTER JCT SR 28		3		640	600	710*	680
021	068.89	BEFORE JCT WEISHAAR RD		3			210*	200	190*
021	078.15	AFTER JCT CRICK RD		3			180*	170	160
021	091.55	AT ADC LOCATION P25		3		420*	390*	370*	360*
021	091.78	BEFORE JCT SR 2		3		570	540	510	480*
021	092.45	AFTER JCT SR 2 WYE CONN		3		1500*	1400	1400	1800*
021	092.95	BEFORE JCT SR 174		3			1800*	1800	1800
021	092.95	AFTER JCT SR 174		3			380*	400	400
021	094.88	AFTER JCT DOUGLAS RD		3		260*	240	260	350*
021	106.65	KELLER FERRY LANDING		3		190*	180*	190*	190*
021	117.13	AFTER JCT SILVER CREEK RD		3		620*	580	620	930*

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021	130.87	AFTER JCT THIRTY MILE RD		3		210*	190	210	250*
021	160.09	BEFORE JCT SR 20 WYE CONN		3		690	650	700*	690
021	162.66	AFTER JCT SR 20		3				1900*	1900
021	163.93	AFTER JCT LUMBERMILL RD		3		1700*	1800	1800	1700
021	191.34	INTERNATIONAL BNDRY		3		440	440	370*	370
	STATE ROUTE NO 022 MAINLINE SR 82 TO SR 82/PROSSER								
022	000.70	AT SR 82 BRIDGE*BEG ROUTE		1		6200	5800*	5900	6000
022	000.87	AFTER RAMP SR 82		1		7400*	7100*	7300	7300
022	002.32	BEFORE JCT FRALEY RD		1		7500	7200*	7400	7400
022	002.32	AFTER JCT FRALEY RD		1		9900	8900*	9200	9200
022	003.16	BEFORE JCT ASOTIN AVE		1			9200*	9500	9600
022	003.17	AFTER JCT ASOTIN AVE		1			11000*	11000	11000
022	003.48	BEFORE JCT MADISON AVE		1			9300*	9600	9700
022	003.48	AFTER JCT MADISON AVE		1			9700*	10000	10000
022	003.97	BEFORE JCT FRONTAGE RD		1		5500	5600	6000*	6000
022	004.00	AFTER JCT SR 97		2		4400	4500	4300*	4300
022	004.29	AFTER JCT CASEY RD		2		3300*	3400	3500	4500*
022	008.60	BEFORE JCT SR 223*CHAMBERS RD		3			4500*	4700	4700
022	008.60	AFTER JCT SR 223*CHAMBERS RD		3		1400	1400*	1400	1400
022	022.96	BEFORE JCT SR 241*RESERVATION RD		3			1600*	1700	1700
022	022.96	AFTER JCT SR 241*RESERVATION RD		3			2100*	2200	2200
022	027.30	AFTER JCT BUS RD		3		1100*	1200	1200	1300*
022	035.74	BEFORE JCT SR 221*PATTERSON RD		3		1300*	1400	1400	1500*
022	035.74	AFTER JCT SR 221*PATTERSON RD		3		3500*	3700	3700	3900*
022	036.30	AFTER JCT OLD SR 12-LEE RD		3		6000	6200	6100*	6100

* 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
		STATE ROUTE NO 023 MAINLINE SR 195/STEPTOE TO SR 28										
023	000.01	AFTER JCT INLAND RD*BLACKWELL RD		3							740*	750
023	005.61	AFTER JCT CASHUP FLAT RD		3					650	660	620*	630
023	014.97	BEFORE JCT PINE CITY RD		3					1100*	1100	1100	1000*
023	014.97	AFTER JCT PINE CITY RD		3					550*	560	580	560*
023	027.73	AT IMBLER CREEK BRIDGE		3					220	340*	350	350
023	035.48	BEFORE JCT LAMONT RD		3					300	250*	260	260
023	035.48	AFTER JCT LAMONT RD		3					440	420*	430	440
023	042.98	BEFORE JCT 4TH ST		3					450*	460	480	420*
023	043.62	BEFORE RAMP SR 90		3					1700*	1700	1700	1700*
023	043.77	AFTER RAMP SR 90		3					910*	930	960	970
023	044.29	BEFORE JCT SR 231		3					650	660	680	670*
023	044.29	AFTER JCT SR 231		3								360*
023	062.63	AFTER JCT STAR BARN RD		3					290	340*	350	360
023	066.01	BEFORE JCT SR 28		3					1000*	1000	1100	890*
		STATE ROUTE NO 024 MAINLINE SR 82 TO SR 26/OTHELLO										
024	000.08	AFTER RAMP SR 82		1							18000*	18000
024	000.21	AFTER JCT W BIRCHFIELD RD WYE CONN		1					16000*	16000	16000	16000
024	004.47	AFTER JCT BELL RD WYE CONN		2						4800*	5000	5000
024	008.68	BEFORE JCT BEANE RD		2					2500*	2500	2600	2600
024	009.82	AFTER JCT DEN BESTE RD		2					2200*	2200	2300	2300
024	030.45	AFTER JCT SR 241*CO RD		2					2800	2900*	3000	3000
024	038.45	BEFORE JCT SR 240		2					2500	2500	2900*	2900
024	038.74	AFTER JCT SR 240		2					3200	3200	3500*	3500
024	043.50	AT ADC LOCATION S612		2	06	09	05	20	3200*	3200*	3400*	3400+
024	044.15	AFTER JCT SR 243 WYE CONN		3					760	830*	870	870

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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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
024	052.94	AFTER JCT 24 SW RD		3						1200*	1200	1200
024	054.20	AFTER JCT E SW RD		3					1100*	1100	1200	1300*
024	073.92	BEFORE JCT SAGEHILL RD		3					1800	1800	1900*	1900
024	073.92	AFTER JCT SAGEHILL RD		3					4000	3500*	3600*	3600
024	074.60	AFTER JCT MUSE RD		3					3000	3600*	3800	3800
024	078.45	BEFORE JCT BENCH RD		3					5400*	5500	5800	5800
024	078.45	AFTER JCT BENCH RD		3					7600*	7700	8100	8100
024	079.62	BEFORE RAMP SR 26		3								7600*
024	079.64	AT SR 26		3								6000*
	STATE ROUTE NO 025 MAINLINE SR 2/DAVENPORT TO CANADA											
025	000.00	AFTER JCT SR 2*BEG ROUTE		2					1800*	1800	1900	1800
025	000.05	AFTER JCT SINCLAR ST		2								1800*
025	000.68	BEFORE JCT MCINNIS RD		2					1500*	1500	1500	1600*
025	006.64	AFTER JCT LARENE RD*HANSEN RD		2					1000	1300*	1300	1300
025	023.44	ENTERING STEVENS COUNTY		2						1100*	1100	1100
025	032.17	AFTER JCT ENTERPRISE RD		2					610*	620	630	610*
025	057.73	BEFORE JCT ADDY-GIFFORD RD		2					730	730	670*	660
025	057.73	AFTER JCT ADDY-GIFFORD RD		2					700	700	590*	580
025	066.34	AFTER JCT ORIN-RICE RD		2					880	880	750*	730
025	081.04	BEFORE JCT SR 395 WYE CONN		2					2200	2200	2300*	2300
025	081.11	AFTER JCT SR 395 WYE CONN		2					880	880	970*	950
025	089.68	BEFORE JCT ORCHARD DR		2					690*	690	700	610*
025	097.00	AT ADC LOCATION P27		2	09	18	04	31	370*	370	380	370+
025	098.66	AFTER JCT WILLIAMS LAKE RD		2					730	730	800*	790
025	109.08	AFTER JCT JOHNSON GRADE RD		2					580	740*	750	730
025	113.73	BEFORE JCT 1ST ST		2					760	760	770	890*
025	113.74	AFTER JCT NORTHPORT-BOUNDARY RD		2					540	710*	720	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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
025	121.23	INTERNATIONAL BNDRY		2					410*	410	410	330*
	STATE ROUTE NO 026 MAINLINE SR 90/VANTAGE TO SR 195											
026	000.00	AT SR 90*BEG ROUTE		1					1900	1900*	2000	2100
026	001.01	BEFORE JCT SR 243 WYE CONN		1					3900	3500*	3600	3700
026	001.02	AFTER JCT SR 243		1					2000	1700	1800*	1700*
026	006.99	AFTER JCT BEVERLY-BURKE RD		1					2200	1900*	1900	2000
026	012.03	BEFORE JCT L SW*ADAMS RD		1					2100*	2200*	2200	2300
026	012.03	AFTER JCT L SW*ADAMS RD		1					2500*	2600	2700	2800
026	017.49	AFTER JCT G SW TO ROYAL CITY		1					2700	2700*	2700	2900
026	018.21	AFTER JCT F SW		1					3200*	3200	3300	3400
026	019.01	AFTER JCT E SW		1					3400	2800*	2900	3000
026	025.32	BEFORE JCT SR 262-A SE*A SE		1					2600	2300*	2300	2400
026	025.32	AFTER JCT SR 262-A SE*A SE		1					2500	2200*	2300	2400
026	038.56	BEFORE JCT THACKER RD		1					2900	3000	3200*	3400
026	038.56	AFTER JCT THACKER RD		1					3400	3500	4300*	4500
026	039.58	AFTER JCT TAYLOR*SUNSET ACRES RDS		1					5000	4500*	4700	4900
026	040.69	BEFORE JCT FIRST ST		1					4800*	5000	5200	5400*
026	040.69	AFTER JCT FIRST ST		1					4000*	4100	4300	4200*
026	043.06	AT ADC LOCATION R066		1	07	06	03	16	2100*	2200	2300*	2400+
026	046.75	AFTER JCT BOOKER RD		1						1700*	1800	1800
026	050.83	BEFORE JCT IRBY RD		1					1600	1500*	1600	1600
026	060.81	BEFORE RAMP SR 395		1					1500	1800*	1900	2000
026	061.10	AFTER SR 395		1							1700*	1700
026	070.59	AFTER JCT SR 21		1					960	900*	930	1200*
026	082.99	BEFORE JCT SR 260*SR 261		1					980*	1000	1100	1300*
026	082.99	AFTER JCT SR 260*SR 261		1					1100*	1100	1200	1400*
026	091.45	BEFORE JCT GRAY RD		1					940*	980	1000	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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
026	091.45	AFTER JCT GRAY RD		1					900*	930	950	960
026	102.00	BEFORE JCT FLEMING RD		1					1200	1200	1400*	1400
026	102.71	AFTER JCT LACROSSE AIRPORT RD		1						1200*	1300	1300
026	116.92	BEFORE JCT SR 127*DUSTY RD		1					1300*	1300	1400	1500*
026	116.92	AFTER JCT SR 127*DUSTY RD		1					1800*	1900	1900	2000*
026	118.16	AFTER JCT BRINK RD		1					2000	2000*	2100	2100
026	125.16	BEFORE JCT UNION FLAT CR*SOMMERS RD		1					1900	2000*	2100	2100
026	125.16	AFTER JCT UNION FLAT CR*SOMMERS RD		1					2400	2500	2500*	2500
026	133.43	BEFORE JCT HARRIS GRADE*GRN HOLLOW		1						2900*	3000	3000
026	133.51	BEFORE JCT SR 195 WYE CONN		1						1200*	1200	1200
	STATE ROUTE NO 026 SPUR COLFAX SR 26 TO SR 195											
026SPCOLFAX	133.44	AFTER JCT SR 26*BEG ROUTE		1					2600	2500*	2600	2600
	STATE ROUTE NO 027 MAINLINE SR 195/PULLMAN TO SR 290											
027	000.00B	AFTER JCT SR 195*BEG ROUTE		2					4300	4300	4400*	4400
027	000.55B	AFTER JCT BALDWIN DR		2						4900*	5300*	5400
027	002.27B	BEFORE JCT SR 270-PARADISE ST		1					14000	14000	15000*	15000
027	000.01	AFTER JCT SR 270-DAVIS WAY WYE CONN		1					14000	15000	16000*	17000
027	000.74	BEFORE JCT STADIUM WAY		2					16000	14000*	14000	14000
027	000.74	AFTER JCT STADIUM WAY		2					12000	11000*	12000	12000
027	001.31	BEFORE JCT LARRY ST		2					10000*	11000	10000	10000*
027	001.31	AFTER JCT LARRY ST		2					8400*	8500	8400	8300*
027	002.20	AFTER JCT PULLMAN ALBION*WHELAN RD		3					2400*	2400	2400	2300
027	015.08	BEFORE JCT SR 272*MAIN ST		3					3100	3100	3000*	3000
027	015.08	AFTER JCT SR 272*MAIN ST		3					2400	2500	2400*	2400
027	015.33	BEFORE JCT SR 272*CHURCH ST		3					1900	2000	1700*	1700
027	015.33	AFTER JCT SR 272*CHURCH ST		3					1800	1800	1400*	1400

* 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
027	020.21	AFTER JCT ALTERGOTT RD		3					1400	1500	1200*	1100
027	026.95	AFTER JCT WALTERS RD		3					1300	1300	900*	900
027	035.68	BEFORE JCT HUME RD		3					1300	1300	790*	790
027	035.68	AFTER JCT HUME RD		3					1500	1500	1100*	1100
027	036.87	BEFORE JCT SR 271		3					1200	1200	1200*	1200
027	036.87	AFTER JCT SR 271		3					600	620	520*	520
027	040.62	AFTER JCT SEABURY RD		3					380	390	400*	400
027	048.11	BEFORE JCT MAIN ST*RAMSEY ST		3					710	730	800*	790
027	048.11	AFTER JCT MAIN ST*RAMSEY ST		3					700	710	780*	780
027	048.50	BEFORE JCT SR 274*CROSBY ST		3					1900	1900	1900*	1900
027	048.50	AFTER JCT SR 274*CROSBY ST		3					1300	1400	1700*	1600
027	051.73	AFTER JCT FAIRBANKS RD		3					750	840*	880	880
027	063.99	BEFORE JCT W BRADSHAW RD		3						1800*	1900	1800
027	068.95	BEFORE JCT SR 278-EMMA ST		3						1900*	2000	2000
027	068.95	AFTER JCT SR 278-EMMA ST		3						4600*	4800	4800
027	077.30	AT ADC LOCATION P30		3	07	01		09	5300*	5400*	5700+	5700
027	083.15	BEFORE JCT 32ND AVE		2					6600	6700*	7100	7000
027	083.15	AFTER JCT 32ND AVE		2						7300*	7700	7600
027	083.72	BEFORE JCT 25TH AVE*24TH AVE		2					7300*	7500	7900	7900
027	084.43	BEFORE JCT 16TH AVE		1					7300*	7700*	8100	8000
027	084.49	BEFORE JCT PINES RD SB		1						9400*	9700	9800
027	084.56	AFTER JCT 14TH AVE		1						15000*	15000	16000
027	084.94	BEFORE JCT 8TH AVE		1					17000*	18000*	18000	18000
027	084.94	AFTER JCT 8TH AVE		1					18000*	19000	19000	19000
027	085.19	AFTER JCT 4TH AVE		1					19000*	19000	19000	20000
027	085.44	BEFORE JCT SPRAGUE AVE		1							20000*	20000
027	085.44	AFTER JCT SPRAGUE AVE		1						24000*	25000	25000
027	086.45	BEFORE JCT MISSION AVE		1					24000	27000*	28000	28000

* 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
027	086.69	BEFORE RAMP SR 90		1		29000	31000*	31000	32000
027	086.73	AFTER JCT MONTGOMERY DR WYE CONN		1		16000	17000*	17000	17000
027	086.85	AFTER JCT MANSFIELD AVE		1		14000*	15000	15000	15000
027	087.68	BEFORE JCT SR 290 WYE CONN		1		12000	13000*	13000	13000
	STATE ROUTE NO 028 MAINLINE SR 2 TO SR 2/DAVENPORT								
028	000.00B	AFTER JCT SR 2*BEG ROUTE		1		15000*	15000	15000	16000*
028	000.76B	BEFORE JCT 31ST ST NW*31ST ST NE		1		14000*	14000	14000	15000
028	000.76B	AFTER JCT 31ST ST NW*31ST ST NE		1		14000*	14000	15000	15000
028	001.01B	BEFORE JCT 29TH ST NW		1		14000*	14000	15000	15000
028	001.01B	AFTER JCT 29TH ST NW		1		14000*	14000	14000	14000
028	001.46B	BEFORE JCT HADLEY ST NE*HADLEY NW		1		14000*	14000	15000	15000
028	001.46B	AFTER JCT HADLEY ST NE*HADLEY NW		1		14000*	14000	15000	15000
028	002.28B	BEFORE JCT 19TH ST NE*19TH ST NW		1		13000*	14000	14000	14000
028	002.28B	AFTER JCT 19TH ST NE*19TH ST NW		1		15000*	15000	16000	18000*
028	002.78B	BEFORE JCT 15TH ST NE*15TH ST NW		1			16000*	16000	16000
028	002.78B	AFTER JCT 15TH ST NE*15TH ST NW		1			16000*	16000	16000
028	003.28B	BEFORE JCT MAIN ST		1		16000*	16000*	16000	16000
028	003.28B	AFTER JCT MAIN ST		1		13000*	13000*	13000	14000
028	003.67B	AFTER JCT 9TH ST		1		20000*	20000	20000	21000
028	** 003.84B	AFTER JCT SR 28 COWENTCH (COUPLET)	C	1		3500*	3600*	3700	3700
028	004.44B	BEFORE JCT GRANT RD WYE CONN		1		33000*	33000*	34000*	34000
028	000.31	AFTER JCT GRANT RD		1		12000*	13000*	12000*	12000
028	002.30	BEFORE ROCK ISLAND HYDRO PARK		1				9600*	9700
028	002.30	AFTER ROCK ISLAND HYDRO PARK		1				9600*	9700
028	003.35	BEFORE JCT S NILE AVE		1		9500*	9600	9900	10000
028	003.35	AFTER JCT S NILE AVE		1		9000*	8700*	8900	9000
028	006.92	BEFORE JCT S RIVERSIDE PL		1		7600*	7700	7900	8000

** 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
028	006.92	AFTER JCT S RIVERSIDE PL		1		7500*	7500	7800	7800
028	008.08	BEFORE JCT ROCK ISLAND AVE WYE CONN		1		7400	7200*	7500	7500
028	009.18	BEFORE JCT BATTERMAN RD		1			6300*	6500	6600
028	009.18	AFTER JCT BATTERMAN RD		1			6700*	6900	6900
028	010.55	BEFORE JCT ROCK ISLAND GRADE		1			6500*	6700	6800
028	010.55	AFTER JCT ROCK ISLAND GRADE		1			6600*	6800	6900
028	014.44	BEFORE JCT COLUMBIA RIVER SIDING RD		1			6300*	6500	6600
028	014.44	AFTER JCT COLUMBIA RIVER SIDING RD		1			6100*	6300	6300
028	021.87	BEFORE JCT STUHLMILLER RD		1				5800*	5800
028	022.03	ENTERING GRANT COUNTY		1		5600	5900*	6000	6100
028	025.73	BEFORE JCT U NW*WHITE TR RD		1		5400*	5400	5600	6400*
028	029.23	BEFORE JCT 7TH AVE SW		1			7900*	8200	8200
028	029.26	AFTER JCT 7TH AVE SW		1			9900*	10000	10000
028	029.77	BEFORE JCT SR 281*CENTRAL AVE S		2		14000*	14000	14000	14000
028	029.77	AFTER JCT SR 281*CENTRAL AVE S		2		12000*	12000	13000	13000
028	030.01	BEFORE JCT THIRD AVE SE		2		11000	11000	12000*	12000
028	030.01	AFTER JCT THIRD AVE SE		2		11000	11000	11000*	11000
028	030.60	AFTER JCT COLUMBIA WAY-P NW		2		6400*	6400	6600	6700
028	031.79	BEFORE JCT O NW		2		6000*	6000	6200	6300
028	031.79	AFTER JCT O NW		2		5700*	5800	5900	5500
028	033.79	BEFORE JCT ADAMS RD		2		5500*	5600	5700	5300
028	033.79	AFTER JCT ADAMS RD		2		4300*	4400	4500	4100*
028	042.00	BEFORE JCT SR 28 WYE CONN		2		3400*	3400	3500	4200*
028	042.20	AFTER JCT SR 28 WYE CONN		2		5400*	5500	5600	6300*
028	044.57	AFTER JCT MARTIN RD		2		6300	6000*	6200	6300
028	046.61	BEFORE JCT SR 282 WYE CONN		2		10000	10000	9300*	9400
028	046.63	AFTER JCT SR 282		2		12000	12000	11000*	12000
028	047.34	BEFORE JCT 3RD AVE SW		2		13000*	14000	12000*	12000

* BASED ON ACTUAL COUNT
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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
028	047.34	AFTER JCT 3RD AVE SW		2					13000*	13000	13000*	14000
028	047.58	BEFORE JCT W DIVISION ST		2					13000*	13000	13000*	13000
028	047.58	AFTER JCT W DIVISION ST		2					12000*	12000	13000*	13000
028	047.65	AFTER JCT FIRST AVE NW		2					9700*	9800	11000*	12000
028	049.13	AFTER JCT B NW		2					6500*	6600	6800	7200*
028	052.67	BEFORE RAMP SR 17 SB		2					4200	4300	4300*	4300
028	052.85	BEFORE JCT SR 17 WYE CONN		2							2900*	2900
028	052.92	AFTER JCT SR 17 WYE CONN		2					1200	1200	1600*	1600
028	053.62	AFTER JCT A NE		2					790*	790	820	1000*
028	062.12	AFTER JCT 23 NE		2					520*	520	570	650*
028	070.33	AFTER JCT O NE RD		2					430	440	470*	480
028	077.93	BEFORE JCT MARLIN RD*W NE		2					290	300	290*	300
028	077.93	AFTER JCT MARLIN RD*W NE		2					270	270	330*	330
028	079.04	AFTER JCT OLD HWY LOOP RD		2					320	320	390*	390
028	090.54	AFTER JCT KELLUM RD		2					660	660	740*	750
028	093.72	BEFORE JCT SR 21*ALDER ST		2					2200	2300	2600*	2700
028	093.72	AFTER JCT SR 21*ALDER ST		2					2500	2600	2800*	2800
028	093.79	AFTER JCT SR 21*DIVISION ST		2					2400	2400	2600*	2700
028	094.38	AFTER JCT DOBSON RD WYE CONN		2					790	800	910*	930
028	095.40	AFTER JCT LANEY BROTHERS RD		2					530	530	600*	610
028	106.59	BEFORE JCT CO RD		2					500*	500	510	480*
028	118.12	BEFORE JCT SR 23		2								600*
028	118.12	AFTER JCT SR 23		2					1400*	1400	1400	1300*
028	130.37	BEFORE JCT MT VIEW CMTRY*FITNESS LN		2						1200*	1200	1300
028	131.18	BEFORE JCT SR 2		2					2300*	2300	2400	3000*
	STATE ROUTE NO 028 COUPLET WENTCH SRMP 4.25B TO SRMP 3.84B											
028COWENTCH	** 004.33	BEFORE JCT 5TH ST NE WYE CONN		1					3800*	3900*	4000	4000

** 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
028COWENTCH **	004.35	AFTER JCT 5TH ST NE*SR 285 OFF RMP		1					3800*	4000*	4100	4100
	STATE ROUTE NO 031 MAINLINE SR 20/TIGER TO CANADA											
031	000.00	AFTER JCT SR 20*TIGER RD*BEG ROUTE		2					1300	1100*	1100*	1200*
031	003.10	BEFORE JCT SULLIVAN LAKE RD		2					1800	1800	1700*	1700
031	003.10	AFTER JCT SULLIVAN LAKE RD		2					2100	2100	2000*	2000
031	006.91	BEFORE BOX CANYON DAM VIEWPOINT		2					1300	1300	1200*	1100
031	006.91	AFTER BOX CANYON DAM VIEWPOINT		2					1300	1300	1200*	1100
031	013.13	AFTER JCT BOUNDARY RD		2					1300*	1300	1300	1400*
031	014.82	AT SULLIVAN CREEK BRIDGE		2						820*	830	820
031	015.77	BEFORE JCT SULLIVAN LAKE RD		2								860*
031	016.37	BEFORE JCT SULLIVAN LAKE RD		2					420*	420	430	420
031	016.43	BEFORE JCT PEND OREILLE MINE RD		2						450*	460	450
031	016.43	AFTER JCT PEND OREILLE MINE RD		2					300*	400*	400	310*
031	026.79	INTERNATIONAL BOUNDARY		2					220*	220*	230	190*
	STATE ROUTE NO 041 MAINLINE SR 2 TO IDAHO STATE LINE											
041	000.00	AFTER JCT SR 2*BEG ROUTE		2					4700	4700	4700*	4500*
041	000.41	BEFORE JCT 4TH ST*E 4TH S		2						4500*	4500*	4500*
	STATE ROUTE NO 082 MAINLINE SR 90 TO OREGON ST LINE											
082	002.53	BEFORE RAMP SR 821		5					13000*	14000*	15000	15000*
082	003.46	AFTER RAMP SR 821		5					14000*	14000	15000	15000*
082	024.86	AFTER ADC LOCATION R048		5	06	13	02	21	14000*	14000*	15000*	15000+
082	027.12	AFTER RAMP SR 821		5					16000*	17000	17000	18000*
082	030.26	BEFORE RAMP REST HAVEN RD		5					19000*	20000	20000	20000*
082	030.79	AFTER RAMP REST HAVEN RD		5					40000*	40000	42000	41000*
082	031.78	AFTER RAMP SR 12-N 1ST ST		5					35000	37000*	39000	40000

** 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
082	034.02	AT ADC LOCATION P29		5	06	06	01	13	41000*	41000*	43000*	44000+
082	035.13	AFTER RAMP NOB HILL BLVD		5					39000	40000	37000*	38000
082	037.24	BEFORE RAMP SR 97		5					33000*	33000	35000	36000*
082	038.48	AFTER RAMP SR 97		5					26000*	26000	28000	26000*
082	043.81	BEFORE RAMP WAPATO		5						21000*	22000	23000
082	048.50	AT ADC LOCATION P08		5	05	08	02	15	22000*	22000*	23000*	24000+
082	050.63	AFTER RAMP SR 22 WB		5						17000*	18000	18000
082	052.60	AFTER RAMP ZILLAH		5					18000	19000	18000*	19000
082	058.02	BEFORE RAMP VANBELLE RD		5						16000*	17000	17000
082	059.05	AFTER RAMP SR 223		5					16000	17000*	17000	18000
082	064.17	AFTER RAMP CEMETERY RD		5					18000	18000	18000*	18000
082	067.21	AT UP RR BRIDGE		5					13000	13000*	14000	14000
082	068.40	BEFORE RAMP SR 241		5					14000	14000*	15000	16000
082	072.42	BEFORE RAMP STOVER RD		5					16000*	17000*	17000	21000*
082	073.29	AFTER RAMP STOVER RD		5					13000*	13000	14000	21000*
082	079.42	BEFORE RAMP GAP RD		5					16000	16000	17000*	17000
082	082.14	BEFORE RAMP SR 22		5					13000	13000	14000*	14000*
082	082.89	AFTER RAMP SR 22		5					13000	14000	14000*	14000
082	089.03	AFTER RAMP GIBBON RD		5					12000*	13000	13000	14000
082	096.08	BEFORE RAMP SR 224		5						13000*	14000	14000
082	097.16	AFTER RAMP SR 224-JACOBS RD		5						16000*	17000	17000
082	102.87	AFTER RAMP SR 182		5					6200	6300*	6700	6800
082	105.15	AFTER RAMP GOOSE GAP RD		5					5800	6300*	6700	6800
082	112.27	BEFORE RAMP SR 395		5					7100	7200	8400*	8500
082	113.71	AFTER RAMP SR 395		5					14000	14000	15000*	15000
082	121.20	AT ADC LOCATION P09		5	07	14	02	24	14000	14000	15000*	15000+
082	131.08	BEFORE RAMP SR 14-MCNARY RD		5					13000	14000*	14000	15000
082	132.03	AFTER RAMP SR 14*ADC R086		5	07	14	03	24	15000*	15000*	16000*	16000+

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
082	132.60	AT COLUMBIA RIVER BRIDGE		5					15000	15000*	16000*	16000*
	STATE ROUTE NO 090 MAINLINE SR 5/SEATTLE TO IDAHO											
090	** 001.94	AFTER JCT SR 519*4TH AVE*BEG ROUTE		5					42000*	43000	43000	44000
090	** 002.58	AT SR 5 BRIDGE		5					23000*	23000	23000	24000
090	** 003.52	AFTER RAINIER AVE (OLD SR 900)		5					121000*	123000	125000	110000
090	** 004.22	AT ADC LOCATION R017		5					129000*	131000	129000*	117000*
090	** 005.82	AFTER RAMP W MERCER WAY		5					123000*	125000	123000*	124000
090	** 006.85	BEFORE RAMP ISLAND CREST WAY		5					116000*	118000	117000*	117000
090	** 007.52	AFTER RAMP ISLAND CREST WAY		5					134000*	136000	135000*	136000
090	** 008.59	AFTER RAMP E MERCER WAY		5					150000*	152000	148000*	149000
090	** 008.88	AFTER RAMP BELLEVUE WAY SE		5					131000*	132000	132000*	133000
090	010.82	AT ADC LOCATION S203		5						141000*	145000*	145000*
090	011.57	AT 150TH AVE SE		5					85000*	88000	90000	91000
090	012.41	AFTER RAMP WBCD LANE		5					112000*	116000	122000*	124000
090	013.69	AT W LK SAMMAMISH PRKWY BRIDGE		5					96000*	99000	105000*	106000
090	014.65	AT ADC LOCATION S825		5	04	02		06	104000*	108000*	110000*	111000+
090	015.82	AT SR 900		5					67000*	70000	72000*	70000*
090	016.31	AFTER RAMP SR 900		5					73000*	77000	78000*	77000*
090	017.12	AT FRONT ST BRIDGE		5					36000	38000	39000*	44000*
090	018.36	BEFORE RAMP E SUNSET WAY		5					45000	47000	49000*	51000*
090	018.38	AFTER RAMP E SUNSET WAY		5					48000	50000	52000*	53000*
090	020.25	AT HIGH POINT RD BRIDGE		5					47000	49000	50000*	52000*
090	020.75	AFTER RAMP HIGH POINT RD		5					47000	49000	50000*	52000*
090	022.52	AT JONES RD		5					35000	37000	40000*	43000*
090	023.54	AT ADC LOCATION S826		5	05	05	01	10	46000*	48000*	47000*	48000+
090	033.56	AT ADC LOCATION R039		5	06	11	02	19	32000	31000*	32000*	32000+
090	034.67	AT 468TH AVE SE BRIDGE		5								27000*

** REVERSIBLE TRAFFIC NOT INCLUDED

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090	035.00	AFTER RAMP 468TH AVE SE		5					27000	27000	29000*	30000*
090	037.46	AFTER RAMP HOMESTEAD VALLEY RD		5						24000*	26000	30000*
090	040.03	AFTER RAMP GARCIA RD		5					25000*	25000	27000	30000*
090	042.29	AT TINKHAM RD		5					24000*	24000	26000	30000*
090	042.84	AFTER RAMP TINKHAM RD		5					24000*	24000	26000	30000*
090	045.52	AT FS RD #9030 BRIDGE		5								30000*
090	046.02	AFTER RAMP FS RD #9030		5					26000	27000	29000*	30000*
090	047.71	AT ADC LOCATION S901		5					27000	27000	29000*	29000*
090	052.24	AT ADC LOCATION S902		5					26000*	26000*	27000*	27000*
090	052.95	AT E SUMMIT RD BRIDGE		5								27000*
090	053.40	AFTER RAMP E SUMMIT RD		5					21000*	21000	23000	28000*
090	054.72	AT SR 906 BRIDGE		5					24000*	24000	25000	28000*
090	055.12	AFTER RAMP SR 906		5					24000*	24000	26000	28000*
090	062.97	AT STAMPEDE RD		5								27000*
090	063.31	AFTER RAMP STAMPEDE RD		5					25000	25000	28000*	28000*
090	063.98	AT ADC LOCATION S903		5					25000*	26000*	27000*	27000*
090	064.23	AFTER RAMP CABIN CREEK RD		5					24000	27000*	28000	27000*
090	070.30	AT WEST EASTON RD		5								26000*
090	070.80	AFTER RAMP W EASTON RD		5					33000	24000*	27000*	27000*
090	071.56	AT EAST EASTON RD		5								27000*
090	072.03	AFTER RAMP E EASTON RD		5					22000	23000*	25000	27000*
090	074.05	AT W NELSON RD BRIDGE		5								27000*
090	074.38	AFTER RAMP W NELSON SIDING RD		5								27000*
090	078.06	AT GOLF COURSE RD BRIDGE		5								27000*
090	078.46	AFTER RAMP GOLF COURSE RD		5					23000*	24000	25000	28000*
090	082.70	AT ADC LOCATION B04		5	06	13	02	22	25000*	26000*	27000*	27000+
090	082.75	AFTER RAMP W CLE ELUM		5					22000	23000	22000*	23000*
090	086.18	AFTER RAMP SR 970		5					18000*	19000	20000	22000*

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090	094.02	AFTER RAMP ELK HEIGHTS RD		5					20000	22000*	23000	23000
090	105.56	BEFORE RAMP SR 97		5						22000*	23000	23000
090	106.33	AFTER RAMP SR 97		5					22000	21000*	22000	22000
090	109.50	AFTER RAMP CANYON RD		5						17000*	18000	18000
090	109.89	AFTER RAMP CANYON RD		5					25000	24000*	25000	25000
090	111.44	AFTER RAMP SR 82		5					11000	14000*	15000	16000
090	115.97	AFTER RAMP KITTITAS RD		5					11000	11000*	11000	12000
090	136.62	AFTER RAMP WANAPUM RD*ADC SITE R042		5	06	13	03	22	13000*	13000*	14000*	15000+
090	138.28	AFTER RAMP SR 26		5					9800	13000*	13000	14000
090	149.41	BEFORE RAMP SR 281		5					12000	12000	13000*	14000*
090	150.07	AFTER RAMP SR 281		5					10000	10000	11000*	12000
090	152.02	AFTER RAMP SR 281 SPBURKE (SPUR)		5					11000	11000	11000*	12000
090	155.05	AFTER RAMP ADAMS RD		5					11000	11000	11000*	11000
090	165.09	AFTER RAMP DODSON RD		5					14000*	15000	15000	14000*
090	170.12	AFTER RAMP HIAWATHA VALLEY RD		5					13000	13000*	14000	14000
090	174.61	BEFORE RAMP PRICHARD RD		5					13000	13000	14000*	14000
090	175.67	BEFORE RAMP SR 171*BROADWAY AVE		5					16000	17000	19000*	20000
090	175.99	AT SR 171		5							12000*	12000
090	176.47	AFTER RAMP BROADWAY AVE		5					12000	14000*	14000*	14000
090	180.33	AT ADC LOCATION R055		5	06	14	02	22	9600*	9900*	10000*	11000+
090	183.28	AFTER RAMP WHEELER RD		5						9600*	10000	10000
090	185.28	AFTER RAMP Q RD SE		5					10000	9100*	9400	9800
090	189.34	AFTER RAMP U RD SE		5					8600*	8800	9200	9500
090	206.36	BEFORE RAMP SR 21		5					9300	9600	9300*	9600
090	207.39	AFTER RAMP SR 21		5					8700	8900	9800*	9800
090	218.83	AT ADC LOCATION P10		5	06	14	02	22	9100*	9200*	9700*	9800+
090	221.59	AFTER RAMP SR 395 SB-DANEKAS RD		5					14000*	15000	16000*	15000*
090	222.27	AFTER RAMP SR 261		5					16000	16000	16000*	16000

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090	230.67	BEFORE RAMP TOKIO RD		5							16000*	18000*
090	244.86	BEFORE RAMP SR 23		5					15000*	15000	16000	16000
090	245.75	AFTER RAMP SR 23		5					15000*	15000	16000	16000*
090	254.50	AFTER RAMP FISHTRAP RD*ADC R014		5	06	16	03	24	15000*	16000*	16000*	16000+
090	263.91	BEFORE RAMP SR 902		5					15000*	16000	15000*	15000*
090	270.29	BEFORE RAMP SR 904		5					16000*	15000*	15000	15000
090	272.48	BEFORE RAMP SR 902		5					29000*	30000	31000	29000*
090	273.19	AFTER RAMP SR 902		5								33000*
090	284.46	BEFORE RAMP SPRAGUE AVE*ADC R036		5								104000*
090	289.11	BEFORE RAMP SR 27		5					70000	73000*	74000	75000
090	290.21	AFTER RAMP SR 27		5					61000	64000*	65000	74000*
090	292.73	AFTER RAMP SULLIVAN RD		5					56000	60000*	62000	63000
090	294.45	AFTER RAMP BARKER RD		5					56000*	57000	59000	60000
090	295.29	AFTER RAMP GREENACRES RD		5					62000*	63000	65000	66000
090	298.40	AT ADC LOCATION P24		5	05	04	01	10	42000	43000*	44000+	45000
090	299.82	SPOKANE BR RD*STATE LINE		5					39000*	40000*	41000*	41000*
	STATE ROUTE NO 090 REVERSIBLE LANE 090EXP AIRPORT WAY S TO SR 90											
090RL090EXP	003.87	AFTER RAMP SR 90 EB		5							14000*	14000
090RL090EXP	006.74	BEFORE RAMP ISLAND CREST WAY		5					12000	12000	11000*	11000
090RL090EXP	007.45	AFTER RAMP 80TH AVE SE (REVERSIBLE)		5					8000*	8100	8200*	8200
090RL090EXP	008.39	BEFORE RAMP SR 90 EB		5					6000*	6100	5700*	5700
090RL090EXP	008.39	AFTER RAMP SR 90 EB		5					2800*	2800	2600*	2600
090RL090EXP	008.90	AFTER RAMP SR 405		5					1000*	1100	1100	1100
	STATE ROUTE NO 092 MAINLINE SR 9 TO GRANITE FALLS											
092	000.00	AFTER JCT SR 9*BEG ROUTE		3					15000*	15000	15000	16000*
092	000.56	BEFORE JCT 99TH AVE*LAKE CASSIDY RD		3					14000	14000	14000	15000*

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092	002.68	BEFORE JCT MACHIAS RD		3		12000	12000	12000	13000*
092	002.68	AFTER JCT MACHIAS RD		3		13000	13000	13000	13000*
092	004.25	AFTER JCT 147TH AVE NE		3		12000	12000	12000	13000*
092	006.02	BEFORE JCT 84TH ST NE		3				11000*	11000*
092	006.02	AFTER JCT 84TH ST NE		3					13000*
092	007.87	BEFORE JCT JORDAN RD		3		13000*	13000	14000	13000*
092	007.87	AFTER JCT JORDAN RD		3		14000*	14000	14000	13000*
092	008.26	BEFORE JCT GRANITE AVE		3		12000*	12000	13000	13000*
	STATE ROUTE NO 096 MAINLINE SR 5 TO SR 9								
096	000.00	AT SR 5 BRIDGE*BEG ROUTE		2		42000*	43000	44000	40000*
096	000.13	AFTER JCT OFF RAMP WYE CONN		2		39000*	40000	41000	39000*
096	001.37	BEFORE JCT SR 527*BOTHELL-EVRET HWY		2		25000	24000*	27000*	27000
096	001.38	AFTER JCT SR 527 WYE CONN		2		29000	29000*	31000*	31000
096	002.38	AFTER JCT 35TH DR SE		2		24000	25000	29000*	29000
096	003.28	BEFORE JCT SEATTLE HILL RD*132ND ST		2		23000*	23000	23000	25000*
096	003.28	AFTER JCT SEATTLE HILL RD*132ND ST		2		13000*	13000	13000	11000*
096	004.81	BEFORE JCT E LOWELL-LARIMER RD		2		10000*	10000	11000	11000
096	004.81	AFTER JCT E LOWELL-LARIMER RD		2		3400*	3400	3500	3500
096	006.75	BEFORE JCT SR 9		2		3300	3400*	3400*	3400
	STATE ROUTE NO 097 MAINLINE OREGON ST. LN TO CANADA								
097	000.00B	OREGON ST LINE*BEG ROUTE		1		5100*	4900*	5000*	4900*
097	000.28	BEFORE MARYHILL STATE PARK		1			4900*	4900	4900
097	001.89	BEFORE JCT SR 14		1		4400	4800*	4900	4900
097	001.89	AFTER JCT SR 14		1			4700*	4800	4800
097	002.50	BEFORE JCT SR 97 COMARYHL (COUPLET)		1		4100	4100*	4200	4100
097	** 002.50	AFTER JCT SR 97 COMARYHL (COUPLET)	C	1		2100	2100*	2100	2100

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097	002.59	AFTER JCT SR 97 COMARYHL (COUPLET)		1					4800	6000*	6100	5900
097	009.08	BEFORE JCT HOCTOR RD*S COLUMBUS AVE		1					5000	5100	6000*	5800
097	012.67	BEFORE JCT SR 142*STATE FRONTAGE RD		1					4000	4300*	4400	4300
097	012.67	AFTER JCT SR 142*STATE FRONTAGE RD		1					4500	5000*	5200	5000
097	013.41	AT ADC LOCATION R041		1	08	12	03	23	4500*	4600*	4800*	4600+
097	021.99	AFTER JCT BOX CANYON RD		1					3100*	3200	3200	3200*
097	027.16	AFTER JCT SKI LODGE RD		1					3500	3600	4000*	3900
097	033.52	ENTERING YAKIMA COUNTY		1					2600	2700	3500*	3400
097	050.38	BEFORE JCT CO RD		1					3000	3100*	3200	3100
097	050.38	AFTER JCT CO RD		1					3100	3100*	3200	3100
097	058.76	BEFORE JCT JENSEN RD		1					3900	4000	4100*	4000
097	058.76	AFTER JCT JENSEN RD		1					4100	4200	4300*	4200
097	061.19	BEFORE RAMP SR 97 SB		1					5200	5400	5200*	5100
097	061.62	AFTER RAMP SR 97 SB		2					6100	6300	6600*	6400
097	062.00	AFTER JCT W 1ST AVE*FORT RD WYE CON		2					9500	9800	9600*	9800
097	066.30	AT ADC LOCATION P03		2	04	04	01	09	10000*	11000*	11000*	11000+
097	074.45	BEFORE JCT LATERAL A RD		2					14000*	15000	15000	15000*
097	074.45	AFTER JCT LATERAL A RD		2					18000*	19000	19000	19000
097	075.63	BEFORE RAMP UNION GAP-OLD SR 97		2					18000*	19000	19000	19000*
097	075.92	AT ATHANUM CREEK BRIDGE		2					15000	16000*	16000	16000
097	134.14	BEFORE JCT DOLARWAY*FAUST RDS		1					12000	13000*	13000*	13000
097	134.18	AFTER JCT DOLARWAY*FAUST RDS		1					2800	2800	3200*	3200
097	136.61	BEFORE JCT SR 10		1							3300*	3300
097	136.61	AFTER JCT SR 10		1					2300	2300	2200*	2200
097	144.73	BEFORE JCT BETTAS RD		1					2200	2200	2200*	2200
097	149.69	BEFORE JCT SR 970		1					2400	2400	2200*	2100
097	149.69	AFTER JCT SR 970		1					5600	5600	4700*	4600
097	157.21	AFTER JCT DURST CR RD-FS RD #9705		1					3800	4000*	4200	4200

* 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
097	163.72	ENTERING CHELAN COUNTY		1					4900	4900	4700*	4600*
097	172.50	BEFORE SCOTTY CREEK CAMPGROUND		1					3800	4500*	4300*	4400*
097	178.19	AT ADC LOCATION R047 SOUTH		1	07	08	02	17	4800*	4800*	5100*	5000+
097	180.99	AT PESHASTIN CREEK BRIDGE		1					5700	5600	5800*	5800
097	184.54	BEFORE JCT BLEWETT CUTOFF RD		1						6100*	6400	6400
097	184.56	AFTER JCT BLEWETT CUTOFF WYE CONN		1						5100*	5400	5300
097	185.00	BEFORE JCT SR 2 WYE CONN		1					4900*	5100*	5400	5300
097	213.11	BEFORE JCT SR 2 WYE CONN		1					5600*	6000	5800	5700*
097	213.36	BEFORE JCT SR 97 SPORONDO (SPUR)		1					5000*	5400	5100	5000
097	213.36	AFTER JCT SR 97 SPORONDO (SPUR)		1					5000*	5500	5200	5100*
097	215.53	AFTER JCT ORONDO RIV PK*FISHER LN		1					4400	4500*	4400	4700
097	218.90	AFTER DAROGA STATE PARK		1					4100	4200*	4100	4400
097	220.50	BEFORE JCT BRAYS RD		1					4300*	4600	4400	4800
097	220.55	AT ADC LOCATION R084		1	07	05	02	14	3700*	4000*	3800*	4200+
097	224.47	AFTER JCT SUN COVE RD		1					3100	3600*	3500	3800
097	235.10	BEFORE JCT SR 150		1					4100	4400	4000*	4400
097	235.10	AFTER JCT SR 150		1					2300	2500	2100*	2200
097	240.15	BEFORE JCT SR 97 ALT*CO RD #506		1							2200*	2400
097	246.97	ENTERING OKANOGAN COUNTY		1					3900	3700*	3800	3800
097	250.35	AT ADC LOCATION P11		1	09	05	01	15	3700*	3800*	3900*	3800+
097	253.38	BEFORE JCT SR 153		1						3900*	4100*	4100
097	253.38	AFTER JCT SR 153		1						4500*	4600*	4600
097	253.67	AFTER JCT WARREN AVE		1					3800	3800	4200*	4100
097	257.92	BEFORE JCT INDIAN DAN CANYON RD		1					5200*	5300	5400	4800*
097	259.67	BEFORE JCT W INDIAN AVE		1					4800	4900	5100*	5100
097	259.69	AFTER JCT W INDIAN AVE		1					4600	4700	4900*	4900
097	260.42	BEFORE JCT SR 173		1					5700	5800	5900*	5900
097	260.42	AFTER JCT SR 173		1					6500	6600	6700*	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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
097	265.12	BEFORE WEIGH STATION		1					3300*	3400	3600	3600
097	265.21	AFTER JCT SR 17		1					3200*	3300	3500	3500
097	267.75	AFTER JCT CAMERON LK*MONSE BR RDS		1					2500	2600	2700*	2700
097	286.16	AT ADC LOCATION P23		1	08	06	02	16	3700*	3800*	4000+	4100
097	291.24	BEFORE JCT SR 155		1					6100*	6100	6300	5500*
097	291.25	AFTER JCT SR 155 WYE CONN		1					6500*	6600	6800	6100*
097	292.77	BEFORE JCT SHUMWAY RD		1						5400*	5600	5700
097	293.30	BEFORE JCT COPPLE RD*SANDFLAT RD		1						5400*	5600	5700
097	293.42	AT ADC LOCATION R068		1	09	05	01	14	5700	4700*	4900*	4900+
097	298.71	BEFORE JCT OLD RIVERSIDE HWY*KENDAL		1					5300	5300	4500*	4600
097	298.71	AFTER JCT OLD RIVERSIDE HWY*KENDAL		1					4700	4700	4000*	4000
097	304.68	BEFORE JCT PINE CREEK RD		1						4600*	4700	4300
097	304.68	AFTER JCT PINE CREEK RD		1					4400*	4600*	4700	4400*
097	310.82	BEFORE JCT JANIS RD		1					4100	4100	3800*	3900
097	314.75	BEFORE JCT SEVENTH ST		1					5400	5400	5600*	5600
097	314.83	BEFORE JCT SR 20*SIXTH ST		1							7200*	7300
097	314.85	AFTER JCT SR 20 WYE CONN		1					6900	6900	8000*	8100
097	315.44	AFTER JCT WINESAP RD		1					4700	4700	4300*	4100*
097	321.45	AFTER JCT ELLISFORDE BRIDGE RD		1					3200*	3200	3300	3100*
097	330.38	BEFORE JCT EAST OROVILLE RD		1					3400	3400	3500*	3500
097	330.38	AFTER JCT EAST OROVILLE RD		1					3500	3500	3400*	3400
097	331.72	BEFORE JCT 11TH AVE		1							5400*	5500
097	331.72	AFTER JCT 11TH AVE		1					5600	5600	5600*	5700
097	332.70	BEFORE JCT 23RD AVE		1					4100	4100	3900*	3900
097	332.73	AFTER JCT WESTSIDE OSOYOOS RD		1							2600*	2500
097	335.30	AT ADC LOCATION P22		1	07	08	02	17	2200*	2100*	2100*	2000+
097	336.13	AFTER JCT BOUNDARY POINT RD		1					2300	2200	1800*	1700

* 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
		STATE ROUTE NO 097 ALTERNATE ROUTE										
097AR	200.17	AFTER RAMP SR 2 WB		2					9300	8900	9500	10000*
097AR	201.53	AT ADC LOCATION R059		2	07	01		08	6400*	6100*	6600*	6200+
097AR	205.19	AFTER JCT SWAKANE CANYON RD		2					5400	5500*	5900	5600
097AR	214.29	AFTER JCT ENTIAT RIVER RD		2						5100*	5400	5200
097AR	223.18	BEFORE JCT SR 971-NAVARRE COULEE RD		2					4300*	4000	4300	4100
097AR	223.20	AFTER JCT SR 971-NAVARRE COULEE RD		2					4200*	3900*	4200	4000
097AR	230.43	BEFORE JCT SR 971-SO LK SHORE RD		2					4300*	4200	4500	4300*
097AR	230.46	AFTER JCT SR 971-SO LK SHORE RD		2					5500*	5300	5700	5800*
097AR	232.15	BEFORE JCT N JOHNSON PL		2					5700*	5400	5800	6000
097AR	232.15	AFTER JCT N JOHNSON PL		2					5800*	5600	6000	6100
097AR	233.60	BEFORE JCT WOODIN AVE		2					7100	6800	7200*	6800
097AR	233.61	AFTER JCT PETERSON PL		2					3700	3500	3300*	3100
097AR	234.20	BEFORE JCT SR 150*WOODIN AVE		2					5600	5400	5300*	5100
097AR	234.20	AFTER JCT SR 150*WOODIN AVE		2					8300*	7900	7500*	7200
097AR	234.98	BEFORE JCT SR 150 WYE CONN		2					7700	7400	7100*	6800
097AR	235.04	AFTER JCT SR 150 WYE CONN		2					3200	2900	3100*	2900
097AR	235.44	AFTER JCT ISENHART RD		2						2800*	3000	2900
097AR	235.60	BEFORE TRANSFER STATION		2						2800*	3100	2900
097AR	235.65	AFTER CHELAN CO SHOP		2						2600*	2800	2600
097AR	236.28	BEFORE JCT WILLMORTH DR		2						2600*	2800	2600
097AR	236.28	AFTER JCT WILLMORTH DR		2					3700	3000*	2800*	2600
097AR	239.60	BEFORE JCT SR 97 WYE CONN		2					1900	1900	1600*	1500
		STATE ROUTE NO 097 COUPLET MARYHL MARYHILL S BND COUPLET										
097COMARYHL	** 002.59	AFTER JCT SR 97 N BND*BEG ROUTE		1					3400	3900*	4000	4100
097COMARYHL	002.68	BEFORE JCT SR 97 N BND*END ROUTE		1					2100	2000*	2100	2100

** 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
	STATE ROUTE NO 097 SPUR ORONDO SR 97/ORONDO TO SR 2											
097SPORONDO	213.36	AFTER JCT SR 97*BEG ROUTE		1					250*	270	250*	320*
	STATE ROUTE NO 099 MAINLINE SR 5/FIFE TO SR 5/EVERTT											
099	008.75	AFTER JCT 16TH AVE S WYE CONN		1								28000*
099	009.10	AFTER JCT S 333RD ST		1						27000	28000	28000*
099	009.95	AFTER JCT S 320TH ST WYE CONN		1						26000	27000	27000*
099	011.37	BEFORE JCT SR 509 WYE CONN		1						23000	24000	25000*
099	011.39	AFTER JCT SR 509		1						30000	31000	32000*
099	012.46	BEFORE JCT 16TH AVE S (OLD SR 509)		1					37000*	30000	31000	32000*
099	012.49	AFTER JCT 16TH AVE S (OLD SR 509)		1					34000*	27000*	28000	29000*
099	012.92	AFTER JCT S 272ND ST		1					30000*	24000	25000	25000*
099	014.21	BEFORE JCT S 252ND ST WYE CONN		1					31000*	25000	25000	24000*
099	015.45	BEFORE JCT SR 516 WYE CONN		1						26000	27000	29000*
099	015.54	AFTER JCT SR 516 WYE CONN		1								29000*
099	017.52	BEFORE JCT MEDIAN XROAD*S 200TH ST		1						26000	27000	28000*
099	018.35	BEFORE JCT MEDIAN XROAD*S 188TH ST		1						30000	31000	30000*
099	018.35	AFTER JCT MEDIAN XROAD*S 188TH ST		1								35000*
099	019.10	BEFORE JCT MEDIAN XROAD*S 176TH ST		1								29000*
099	019.10	AFTER JCT MEDIAN XROAD*S 176TH ST		1								30000*
099	019.47	AFTER JCT MEDIAN XROAD*S 170TH ST		1								20000*
099	020.30	BEFORE RAMP SR 518		1								27000*
099	020.46	AFTER RAMP SR 518 WB		1								24000*
099	020.52	AFTER JCT S 154TH ST		1								23000*
099	020.66	BEFORE JCT S 152ND ST		1								20000*
099	020.66	AFTER JCT S 152ND ST		1								18000*
099	022.02	AFTER JCT S 132ND ST		1					17000*	18000	18000	18000

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
099	022.54	BEFORE RAMP SR 99 NB		1						16000*	16000	17000
099	026.01	BEFORE JCT HOLDEN ST WYE CONN		1						33000*	34000	35000
099	026.07	AFTER JCT ON/OFF RAMP WYE CONN		1						28000*	28000	29000
099	035.67	AFTER JCT N 50TH ST		1						45000*	46000	47000
099	037.46	BEFORE JCT N 85TH ST		1						37000*	38000	38000
099	037.46	AFTER JCT N 85TH ST		1						37000*	38000	38000
099	038.47	BEFORE JCT N NORTHGATE WAY*105TH ST		1					34000	34000*	35000	35000
099	038.47	AFTER JCT N NORTHGATE WAY*105TH ST		1					33000	34000*	35000	36000
099	040.47	BEFORE JCT SR 523*N 145TH ST		1						32000*	33000	34000
099	040.48	AFTER JCT SR 523 WYE CONN		1						34000*	35000	36000
099	040.98	AFTER JCT N 155TH ST WYE CONN		1						34000*	35000	36000
099	041.74	AFTER JCT N 170TH ST		1						37000*	38000	38000
099	041.98	AFTER JCT N 175TH ST		1						33000*	34000	35000
099	043.24	BEFORE JCT N 200TH ST		1						30000*	31000	31000
099	043.24	AFTER JCT N 200TH ST		1						29000*	30000	31000
099	043.48	BEFORE JCT N 205TH ST WYE CONN		1					31000*	31000	32000	32000
099	043.52	AFTER JCT N 205TH ST WYE CONN		1					31000*	32000	33000	33000
099	049.11	BEFORE JCT 164TH ST SW		1								33000*
099	049.11	AFTER JCT 164TH ST SW		1								33000*
099	050.56	BEFORE RAMP SR 525 SB		1						37000*	39000	39000
099	050.68	AFTER RAMP SR 525 NB		1					38000	37000*	38000	39000
099	052.27	BEFORE JCT AIRPORT RD WYE CONN		1						34000*	35000	35000
099	052.29	AFTER JCT AIRPORT RD WYE CONN		1						28000*	29000	29000
099	054.55	BEFORE JCT 7TH AVE SE		1						29000*	30000	30000
099	054.55	AFTER JCT 7TH AVE SE		1						32000*	33000	33000
099	055.22	BEFORE JCT S BROADWAY		1								39000*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
	STATE ROUTE NO 100 MAINLINE SR 101 TO SR 100											
100	000.00	AFTER JCT SR 101*1ST ST*BEG ROUTE		3					2600	2200*	2500*	2600*
100	004.68	BEFORE JCT SR 100		3					1200	1200	1200*	1200
	STATE ROUTE NO 100 SPUR CANBY SR 100 TO US CG STATION											
100SPCANBY	003.43	AFTER FORT CANBY STATE PARK		3					640	650	690*	700
	STATE ROUTE NO 101 MAINLINE OREGON ST LN TO SR 5/OLY											
101	000.00	OREGON ST LINE*BEG ROUTE		1					6200	6600	6800*	6900*
101	000.46	BEFORE JCT SR 401*ADC S841 SOUTH		1	05	01		06	6200*	6600+	6800*	6900*
101	000.47	AT ADC LOCATION S841 NORTH		1	07	01		08	5100*	5500	5600*	5600+
101	009.39	BEFORE JCT SR 101 ALT RTE WYE CONN		1					5500	5200*	5300	5300
101	009.41	AFTER JCT SR 101 AR (ALTERNATE)		1					2900	2600*	2700	2700
101	011.57	BEFORE JCT SR 100*FIRST ST SE		1					3800	4000	4100*	4000
101	011.57	AFTER JCT SR 100*FIRST ST SE		1					6000	6300	5700*	5600*
101	013.38	BEFORE JCT SR 103		1							5900*	6000
101	013.38	AFTER JCT SR 103		1					3400	3600	3300*	3300
101	015.72	BEFORE JCT JOHNSON RD		1					5000	4600*	4800	4800
101	015.76	AFTER JCT SR 101 AR (ALTERNATE)		1					1900	1800*	1900	1900
101	028.89	BEFORE JCT SR 4		1					2400*	2400	2200*	2200
101	028.95	AT ADC LOCATION R074		1	08	05	01	13	2300*	2300*	2400*	2400+
101	035.68	AFTER JCT NORTH NEMAH RD		1					2600	2400*	2500	2500
101	045.21	AT BONE RIVER BRIDGE		1					3200	3000	3000*	3000
101	050.43	BEFORE JCT CARRUTHERS RD		1					3000	3000	3100*	3100
101	054.09	AFTER JCT MEMORIAL DR		1					8000	7900*	8100	8200
101	054.72	AFTER JCT WASHINGTON ST		1					7700	7800	8500*	8500
101	057.12	BEFORE JCT PORT OF WILLAPA RD		1					8400	8500	9100*	9200

* 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
101	057.12	AFTER JCT PORT OF WILLAPA RD		1		8500	8600	9100*	9200
101	058.48	BEFORE JCT SR 6		1		12000	12000	12000	12000*
101	058.48	AFTER JCT SR 6		1		14000	12000*	12000	13000*
101	058.79	BEFORE JCT DURYEA ST		1		9400	9600	11000*	11000
101	058.79	AFTER JCT DURYEA ST		1		8600	8700	9400*	9500
101	059.38	BEFORE JCT SR 105*MONOHAN WYE CONN		1		9000	9100	9200*	9300
101	059.69	AFTER JCT SR 105 WYE CONN		1		5300	5400	5600*	5600
101	059.88	AFTER JCT WATER ST		1		5400	5500	5400*	5500
101	063.12	BEFORE JCT SMITH CREEK RD		1		4900	5000	5100*	5100
101	067.18	ENTERING GRAYS HARBOR COUNTY		1		4800	4800	4800*	4800
101	074.37	BEFORE JCT NORTH RIVER RD		1		5000	5100	4800*	4800
101	074.37	AFTER JCT NORTH RIVER RD		1		5600	5700	5300*	5300
101	076.94	BEFORE JCT SR 107 WYE CONN		1		5700	5900*	6100	6200
101	076.99	AFTER JCT SR 107 WYE CONN		1		4000	4200*	4300	4300
101	080.60	BEFORE JCT CITY ST*E SECOND ST		1		4000	4400*	4500	4500
101	080.60	AFTER JCT CITY ST*E SECOND ST		1		6000	6100*	6300	6300
101	081.10	BEFORE JCT E ST		1		6400*	6500	6700	6800
101	083.02	BEFORE JCT SR 105 SPBOONE (SPUR)		1		11000	11000	11000*	11000
101	083.02	AFTER JCT SR 105 SPBOONE (SPUR)		1		11000	12000	11000*	11000
101	083.17	AFTER JCT SR 105		1		34000*	31000*	31000*	31000
101	** 083.70B	BEFORE CHEHALIS RIVER	C	1					11000*
101	083.72B	BEFORE JCT SR 101 COHERON (COUPLET)	C	1					11000*
101	083.72B	AFTER JCT SR 101 COHERON (COUPLET)	C	1		8300	7400*	7600	7100*
101	083.68	AFTER JCT SR 12 COABERDN (COUPLET)	C	1		19000*	19000*	19000*	19000*
101	083.75	AFTER JCT SR 101 COHERON (COUPLET)	C	1		14000*	14000*	14000	14000
101	084.37	BEFORE JCT W MARKET ST	C	1		9200	10000*	10000	11000*
101	084.37	AFTER JCT W MARKET ST	C	1		13000	12000*	12000	12000
101	085.78	AFTER JCT MYRTLE ST	C	1		13000	12000*	12000	13000*

** COUPLET SKETCH IN BACK OF BOOK

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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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
101	** 086.49	BEFORE JCT 25TH ST	C	1						12000*	12000	12000
101	087.21	BEFORE JCT 16TH ST	C	1					17000	15000	16000	14000*
101	087.40	AT HOQUIAM RIVER BRIDGE	C	1					16000	15000*	15000	14000*
101	087.66	BEFORE JCT SR 109		1						16000*	16000*	16000
101	087.66	AFTER JCT SR 109		1						12000*	12000	13000
101	088.23	AFTER JCT SMITH AVE		1					11000	8100*	8300	7900*
101	089.02	BEFORE JCT SR 109 SPLONNGR (SPUR)		1					6500	4700*	5400*	5400
101	089.02	AFTER JCT SR 109 SPLONNGR (SPUR)		1					6100	4900*	5300*	5400
101	091.92	BEFORE JCT OCEAN BEACH RD		1					5400	4800*	5000	5000
101	091.92	AFTER JCT OCEAN BEACH RD		1					3100	2800*	2900	2800
101	094.11	AFTER JCT CO RD #44130		1					2800	2500*	2500	2500
101	101.94	BEFORE JCT YOUMANS RD		1					2400	2400*	2500	2400
101	101.94	AFTER JCT YOUMANS RD		1					2700	2700*	2800	2700
101	104.55	AT ADC LOCATION R054		1	13	04	01	18	2500*	2400*	2500+	2500*
101	109.28	BEFORE JCT KIRKPATRICK RD*CO RD		1					2300	2300*	2400	2300
101	112.58	BEFORE JCT DONKEY CREEK RD		1						2100*	2100	2100
101	112.58	AFTER JCT DONKEY CREEK RD		1					1900	1900*	1900	1900
101	118.19	BEFORE JCT QUINAULT RIDGE RD		1					1800	2000*	2000	2000
101	120.10	BEFORE JCT MOCLIPS HWY		1								1900*
101	120.10	AFTER JCT MOCLIPS HWY		1								2000*
101	126.43	BEFORE JCT OLD STATE 9		1					1800	1900*	2000	1900
101	126.43	AFTER JCT OLD STATE 9		1					2300	2500*	2500	2500
101	128.63	AFTER JCT NORTH SHORE RD		1					2100	2000	2000*	2000
101	137.53	BEFORE JCT W BOUNDARY RD		1					1200	1200*	1300	1200
101	137.53	AFTER JCT W BOUNDARY RD		1					1200	1300*	1300	1300
101	146.98	BEFORE JCT CLEARWATER RD		1					1100	1300*	1300	1300
101	146.98	AFTER JCT CLEARWATER RD		1					1100	1400*	1400	1400
101	162.24	BEFORE JCT BIG CEDAR RD		1					1100	1100*	1100	1100

** COUPLET SKETCH IN BACK OF BOOK

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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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
101	167.59	BEFORE JCT LOWER HOH RD		1					1100	1100*	1100	1100
101	167.59	AFTER JCT LOWER HOH RD		1					1200	1200*	1200	1200
101	176.01	BEFORE JCT CLEARWATER HONOR CAMP RD		1					930	1100*	1100	1100
101	176.01	AFTER JCT CLEARWATER HONOR CAMP RD		1					1200	1200*	1200	1200
101	176.67	AT HOH RIVER BRIDGE		1					1500	1500*	1500	1500
101	178.49	BEFORE JCT UPPER HOH RD		1					1300	1300*	1300	1300
101	178.49	AFTER JCT UPPER HOH RD		1					1400	1400*	1400	1400
101	185.97	AFTER JCT UNDI RD		1					1700	1700*	1700	1700
101	191.26	BEFORE JCT EAST E ST*E ST W		1					7200	7500*	7400	7300
101	191.26	AFTER JCT EAST E ST*E ST W		1					7000	7400*	7300	7300
101	191.64	BEFORE JCT CALAWAH WAY		1					11000	9500*	9400	9300
101	191.73	AFTER JCT CAMPBELL ST NW		1					7500	7500*	7400	7400
101	193.12	BEFORE JCT SR 110-LA PUSH RD		1					6000	5900*	5800	5800
101	193.12	AFTER JCT SR 110-LA PUSH RD		1					4900	4300*	4300	4200
101	199.86	BEFORE JCT LAKE CREEK RD		1					3900	3700*	3700	3700
101	203.86	BEFORE JCT SR 113-BURNT MTN RD		1					3400	3100*	3000	3000
101	203.93	AT ADC LOCATION R073		1	12	04	01	17	2500*	2600*	2500*	2500+
101	216.37	BEFORE JCT FS RD #2918		1					2200	2200*	2200	2200
101	216.37	AFTER JCT FS RD #2918		1					2200	2000*	2000	1900
101	227.88	BEFORE RD TO BARNES PT		1					2200	2500*	2500	2500
101	232.57	BEFORE JCT LK SUTHERLAND RD		1					3000	3000	2400*	2300
101	232.57	AFTER JCT LK SUTHERLAND RD		1					3200	3200	2400*	2300
101	242.61	BEFORE JCT SR 112		1					3800	4500*	4300	4400
101	242.62	AFTER JCT SR 112 WYE CONN		1					8700	8600*	8300*	8300
101	242.83	AFTER JCT LAIRD RD		1					9200	9300*	9400	9400
101	243.81	BEFORE JCT DRY CREEK RD		1					9600	9800	9500*	9500
101	243.81	AFTER JCT DRY CREEK RD		1					9400	9500	9900*	10000
101	246.07	BEFORE RAMP SR 117-TUMWATER TRCK RD		1						14000*	14000	14000

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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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101	246.25	AT SR 117		1					10000	12000*	12000	12000
101	247.17	BEFORE JCT S LINCOLN ST		1					11000*	11000	12000	11000*
101	247.20	AFTER JCT E LAURIDSEN BLVD WYE CONN		1					7400*	7500	7700	6900*
101	248.06	BEFORE JCT SR 101 COPRTANG (COUPLT)		1					11000	13000*	13000	13000
101	** 248.06	AFTER JCT SR 101 COPRTANG (COUPLT)	C	1					12000	13000*	13000	13000
101	249.61	BEFORE JCT SR 101 COUPLET WYE CONN	C	1					20000	20000*	20000	20000
101	249.65	AFTER JCT SR 101 COPRTANG (COUPLT)		1					31000	32000	36000*	36000
101	251.06	BEFORE JCT MT PLEASANT RD*LARCH AVE		1						30000*	30000	31000
101	251.06	AFTER JCT MT PLEASANT RD*LARCH AVE		1						27000*	28000	28000
101	251.53	AFTER JCT MASTERS RD		1					22000	27000*	28000	28000
101	252.93	BEFORE JCT BUCHANAN RD		1						25000*	25000	26000
101	254.35	AT ADC LOCATION R069		1	06	01	01	08	21000*	22000*	23000*	23000+
101	255.13	AFTER JCT OLD OLYMPIC HWY WYE CONN		1					17000	18000*	19000	19000
101	256.40	AFTER JCT BLUE MOUNTAIN*LEWIS RDS		1						18000*	18000	19000
101	259.95	BEFORE JCT KITCHEN-DICK RD*KIRK RD		1					15000	18000*	19000	19000
101	259.95	AFTER JCT KITCHEN-DICK RD*KIRK RD		1					16000	19000*	20000	20000
101	262.02	AFTER JCT MEDIAN XROAD*GILBERT RD		1					23000	24000	23000*	23000
101	264.19	BEFORE RAMP SEQUIM AVE		1						13000*	14000	14000
101	265.00	AFTER RAMP SEQUIM AVE		1						11000*	12000*	12000
101	267.21	BEFORE JCT WHITEFEATHER WAY		1						13000*	13000	14000
101	267.21	AFTER JCT WHITEFEATHER WAY		1					13000	13000*	13000	13000
101	268.63	AFTER JCT BARKER RD		1						12000*	13000	13000
101	274.65	ENTERING JEFFERSON COUNTY		1					10000	11000	11000*	12000
101	278.26	AFTER JCT OLD GARDINER RD		1					11000	11000	11000*	11000
101	281.15	AT ADC LOCATION R023		1	07	03	01	11	10000*	11000*	11000*	11000+
101	282.56	BEFORE JCT SR 20		1								11000*
101	282.64	AFTER JCT SR 20 WYE CONN		1					8100	8300	8400	8200*
101	284.63	BEFORE RAMP SR 104		1					8200	8400	8200*	8400

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101	284.95	AFTER RAMP SR 104		1					2300	2300	2700*	2700
101	287.83	AFTER JCT LELAND VALLEY*BOULTON RD		1					2100	1900*	2100	2100
101	294.59	BEFORE JCT CENTER RD		1					2200*	2200	2400	2600*
101	294.63	AFTER JCT BOWEN ST		1					3800*	3800	4200	4700*
101	296.65	AT BIG QUILCENE RVR BRIDGE		1					2900	2700*	3000	3000
101	303.09	BEFORE JCT BEE MILL RD		1							3000*	3000
101	306.41	BEFORE JCT BRINNON LN		1							3100*	3100
101	306.41	AFTER JCT BRINNON LN		1							3400*	3400
101	309.99	AFTER JCT DUCKABUSH RD		1					2600	2200*	2400	2400
101	314.63	ENTERING MASON COUNTY		1							2100*	2100
101	321.42	BEFORE JCT JORSTED CR RD-FS RD #24		1							2600*	2600
101	324.80	AT ADC LOCATION P18		1	08	04	01	13	2300*	2300*	2500*	2500+
101	329.78	BEFORE JCT VIRGINIA AVE		1					3000	2700*	2900	3000
101	329.93	AT MILLER CREEK BRIDGE		1					3100	3000*	3300	3300
101	331.74	BEFORE JCT SR 119-LK CUSHMAN RD		1					3700	4000*	4400	4400
101	331.74	AFTER JCT SR 119-LK CUSHMAN RD		1					6100	6600*	7100	7200
101	337.00	BEFORE JCT SR 106		1					5800	6000	6800*	7000
101	337.00	AFTER JCT SR 106		1					5600	5700	6400*	6500
101	341.43	BEFORE JCT BROCKDALE RD		1					6600	6800	7400*	7500
101	343.44	BEFORE JCT SR 102		1					7200	7300	7800*	8000
101	343.44	AFTER JCT SR 102		1					9600	9800	11000*	11000
101	344.72	AFTER JCT FAIRGROUNDS RD		1					10000	10000	11000*	11000
101	346.47	BEFORE RAMP SHELTON-MATLOCK RD		1					13000*	13000	14000	13000*
101	346.80	AT SHELTON-MATLOCK RD BRIDGE		1								12000*
101	348.95	BEFORE RAMP SR 3		1					14000	15000	16000*	16000
101	349.19	AT SR 3 BRIDGE		1					13000	13000	15000*	15000
101	350.38	AFTER RAMP SR 3		1					22000	23000	25000*	26000
101	353.05	BEFORE RAMP OLYMPIC HWY-SR 108		1					23000*	24000	25000	25000*

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101	353.81	AFTER RAMP OLYMPIC HWY-SR 108		1					19000*	20000	20000	21000*
101	356.19	AT KENNEDY CREEK BRIDGE		1							22000*	23000
101	359.82	BEFORE JCT STEAMBOAT ISLAND*OLD 101		1					20000	22000*	23000	23000
101	359.84	AFTER JCT STEAMBOAT ISL RD WYE CONN		1					26000	28000*	29000	30000
101	361.37	AT ADC LOCATION R003 NORTH		1	05	01		07	27000*	28000*	29000*	29000+
101	361.81	AFTER RAMP SR 101*ADC R003 EAST		1	05	02		07	42000*	44000+	46000*	47000*
101	362.26	AFTER RAMP 2ND AVE SW		1					33000	36000*	38000	37000*
101	362.83	AFTER RAMP 2ND AVE SW		1					37000*	39000	41000	38000*
101	364.38	AFTER RAMP EVERGREEN PKWY		1								51000*
101	365.42	AT BLACK LK BLVD BRIDGE		1								43000*
101	365.98	AFTER RAMP BLACK LK BLVD		1								77000*
	STATE ROUTE NO 101 ALTERNATE ROUTE											
101AR	009.42	AFTER JCT SR 101 WYE CONN		2					4300	3400*	3500*	3500*
	STATE ROUTE NO 101 COUPLET ABERDN LEVEE ST TO STATE ST RMP											
101COABERDN	** 087.60	BEFORE JCT SR 109 COHQUIAM (COUPLT)		1						6100*	6200	6300
101COABERDN	087.60	AFTER JCT SR 109 COHQUIAM (COUPLT)		1						10000*	11000	11000
101COABERDN	087.83	AFTER JCT 8TH ST		1						15000*	15000	15000*
101COABERDN	089.38	BEFORE JCT MYRTLE ST		1					15000	12000*	12000	12000*
101COABERDN	090.71	AFTER JCT W MARKET ST		1					12000	11000*	11000	12000
101COABERDN	090.78	BEFORE JCT W WISHKAH ST		1								12000*
101COABERDN	091.48	BEFORE JCT SR 101 COHERON (COUPLET)		1					14000*	14000*	15000	15000
	STATE ROUTE NO 101 COUPLET HERON SR 101 TO SR 101											
101COHERON	** 083.75	AFTER JCT SR 101*BEG ROUTE		1					8300	8100*	8400	8400
101COHERON	083.88	BEFORE JCT SR 101*END ROUTE		1					12000*	12000*	12000	13000*

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		STATE ROUTE NO 101 COUPLET PRTANG MP 249.65 TO E FIRST ST										
101COPRTANG	** 249.68	AFTER JCT GOLF COURSE RD		1					20000	20000*	20000	20000
101COPRTANG	251.32	BEFORE JCT SR 101*1ST ST		1					9300	9400*	9700	9700
		STATE ROUTE NO 102 MAINLINE CORRECTION CTR TO SR 101										
102	000.00	AFTER WA ST CORRECTIONS CENTER		3					1700	1700	1700*	1700
102	002.77	BEFORE JCT EXTENSION RD		3							3300*	3300
102	002.86	BEFORE JCT SR 101		3					3200	3200	3400*	3400
		STATE ROUTE NO 103 MAINLINE SR 101 T0 OCEAN PARK										
103	000.00	AFTER JCT SR 101*BEG ROUTE		3					8000	8100	7700*	7700
103	001.02	BEFORE JCT 10TH ST SW*10TH ST SE		3						8100*	8300	8300
103	001.02	AFTER JCT 10TH ST SW*10TH ST SE		3						7100*	7300	7400
103	001.39	BEFORE JCT BOLSTAD ST		3					7400	7500	7700	7500*
103	001.39	AFTER JCT BOLSTAD ST		3					7000	7100	7900*	7900
103	001.48	AFTER JCT 3RD ST NE*3RD ST NW		3					7500	7600	7400*	7500
103	002.52	AFTER JCT PIONEER RD		3					6300	6400	7100*	7200
103	004.41	BEFORE JCT CRANBERRY RD		3						4900*	5000	5000
103	004.41	AFTER JCT CRANBERRY RD		3						4700*	4800	4800
103	009.35	BEFORE JCT 227 PL		3						4700*	4800	4800
103	009.35	AFTER JCT 227 PL		3						4400*	4500	4500
103	011.09	BEFORE JCT VERNON AVE*BAY ST		3					4500	4500	4700*	4700
103	011.09	AFTER JCT VERNON AVE*BAY ST		3							4300*	4400
103	011.86	AFTER JCT SANDRIDGE RD		3					2100	2100	2100*	2100
103	013.34	AFTER JCT JOE JOHNS RD		3					880	890	980*	990
103	015.92	BEFORE JCT OYSTERVILLE RD		3					570	580	510*	510
103	016.25	BEFORE JCT OYSTERVILLE RD		3					630	640	550*	550

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	STATE ROUTE NO 104 MAINLINE	SR 101 TO SR 522/L		F PRK								
104	000.41	AFTER JCT SR 104 W BND		1					6500	6600	6500*	6600
104	008.87	BEFORE JCT SR 19-BEAVER VALLEY RD		1					6900	7200*	7700*	7800
104	008.87	AFTER JCT SR 19-BEAVER VALLEY RD		1					12000	13000*	13000*	13000
104	013.92	AT ADC LOCATION R085		1	06	03	01	09	16000*	16000*	17000*	17000+
104	015.59	AFTER JCT SR 104 WYE CONN		1					5600*	5600	5800	6400*
104	016.51	BEFORE JCT GAMBLE WAY		1					5300*	5400	5600	6000*
104	019.48	AT ADC LOCATION R095		1	06	01		07				5700+
104	020.58	BEFORE JCT SR 307		1					6300	6400	6800*	6900
104	020.58	AFTER JCT SR 307		1					14000	14000	15000*	15000
104	022.00	BEFORE JCT MILLER BAY*HANSVILLE RDS		1						14000*	14000	15000
104	022.00	AFTER JCT MILLER BAY*HANSVILLE RDS		1						14000*	14000	14000
104	024.10	BEFORE JCT W 1ST ST NE		1						11000*	11000	11000
104	024.23	BEFORE JCT ILLINOIS AVE NE		1					8500	8600	9400*	9500
104	** 024.23	AFTER JCT ILLINOIS AVE NE	C	1					4000	4100	4100*	4000
104	024.32	BEFORE JCT KINGSTON RD*IOWA AVE	C	1					4000	4100	4000*	4000
104	024.32	AFTER JCT KINGSTON RD*IOWA AVE	C	1					4400	4500	4700*	4600
104	024.45B	KINGSTON FERRY LANDING	C	1					3400*	3300*	3200*	3100*
104	024.45	EDMONDS FERRY LANDING		1					6700*	6600*	6400*	6300*
104	024.50	BEFORE JCT SR 104 E BND WYE CONN		1					7200*	7300	7400*	7400
104	024.51	AFTER JCT SR 524*SUNSET AVE		1					5500*	5500	4200*	4300
104	025.13	BEFORE JCT SR 524 SP3RDAVE*PINE ST		1					11000	11000	10000*	10000
104	025.15	AFTER JCT SR 524 SPUR WYE CONN		1					11000	11000	9800*	9900
104	025.55	AFTER JCT FIFTH ST		1					19000	17000*	18000	18000
104	026.43	BEFORE JCT 100TH AVE W		1					21000	18000*	19000	19000
104	026.43	AFTER JCT 100TH AVE W		1					24000	20000*	21000	21000
104	026.80	BEFORE JCT 95TH PL W		1					22000	22000	21000*	21000

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104	027.52	BEFORE JCT 238TH ST SW WYE CONN		1		26000	22000*	22000	23000
104	027.58	AFTER JCT 238TH ST SW WYE CONN		1		23000	20000*	21000	21000
104	027.90	AT SR 99		1			21000*	22000	22000
104	028.83	AFTER JCT 76TH AVE NE*MERIDIAN AVE		1		45000	42000*	44000	44000
104	029.41	AFTER JCT 6TH AVE NE		1		49000	48000*	49000	49000
104	030.14	BEFORE JCT 19TH AVE NE		1		23000	20000*	21000	21000
104	030.14	AFTER JCT 19TH AVE NE		1		24000	20000*	20000	21000
104	030.55	BEFORE JCT NE 195TH ST*25TH AVE NE		1		22000	19000*	19000	20000
104	030.57	AFTER JCT NE 195TH ST WYE CONN		1		19000	17000*	17000	17000
104	032.15	BEFORE JCT NE 175TH ST		1		24000	21000*	20000*	20000
104	032.25	BEFORE JCT SR 522 WYE CONN		1			20000*	21000	21000
	STATE ROUTE NO 104 COUPLET KNGSTN FERRY LND TO ILLINOIS AV								
104COKNGSTN **	024.53	AFTER KINGSTON FERRY LANDING		1		3400*	3300*	3200*	3200*
104COKNGSTN	024.79	BEFORE JCT IOWA AVE		1		5000	5000	4500*	4400
104COKNGSTN	024.79	AFTER JCT IOWA AVE		1		3900	4000	4100*	4000
	STATE ROUTE NO 105 MAINLINE SR 101/RAYMOND TO SR 101								
105	000.02	AFTER JCT SR 101 WYE CONN		2		4400	4500	4100*	4100
105	000.56	AFTER JCT LOMBARD ST		2			1900*	2000	2000
105	002.38	AFTER JCT POLLARI RD*AIRPORT RD		2			1300*	1300	1300
105	004.52	AFTER JCT AIRPORT RD		2		1000*	1100	1100	1100*
105	018.60	BEFORE JCT TOKELAND RD		2		1000	1100	1100*	1100
105	018.60	AFTER JCT TOKELAND RD		2		1700	1800	1800*	1800
105	021.65	AFTER JCT OLD SR 105*LARKIN RD		2		1900*	1900	1900	1900*
105	025.71	AFTER JCT CRANBERRY BCH*CO LINE RD		2		3000*	3100	3200	3100
105	030.21	BEFORE JCT SR 105 WYE CONN		2		4500*	4500	4700	4700*
105	030.29	AFTER JCT SR 105 WYE CONN		2		3000*	3000	3100	3300*

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105	031.92	AT ADC LOCATION R043		2	07	01		08			5600*	5500+
105	047.39	BEFORE JCT TAFT RD		2					7100	6800*	7000	7100
105	047.88	BEFORE JCT W HUNTLEY ST		2					9400*	10000	10000	10000
105	047.88	AFTER JCT W HUNTLEY ST		2					10000*	11000*	11000	11000
105	048.66	BEFORE JCT SR 105 SPBOONE (SPUR)		2						18000*	19000	19000
105	048.76	BEFORE JCT SR 101		2					18000	18000*	19000*	19000
	STATE ROUTE NO 105 SPUR BOONE SR 105 TO SR 101											
105SPBOONE	048.68	AFTER JCT SCOTT ST		2					3500	2500*	2600	2600
105SPBOONE	048.81	BEFORE JCT SR 101-CURTIS ST		2					2600	1900	1800*	1800
	STATE ROUTE NO 105 SPUR WESTPT SR 105 TO WESTPORT											
105SPWESTPT	030.29	AFTER JCT SR 105 WYE CONN		3					2900*	3000	3100	3300*
105SPWESTPT	032.29	BEFORE JCT W OCEAN AVE*N FORREST ST		3					3000*	3100	3200	3200*
105SPWESTPT	032.29	AFTER JCT W OCEAN AVE*N FORREST ST		3					2500*	2500	2600	2700*
105SPWESTPT	032.62	AFTER JCT S MONTESANO ST		3					6400*	6500	6700	6600*
105SPWESTPT	033.75	BEFORE JCT W WILSON*E WILSON AVE		3					4800*	4800	5000	4600*
105SPWESTPT	033.75	AFTER JCT W WILSON*E WILSON AVE		3					3600*	3700	3800	3500
105SPWESTPT	034.34	BEFORE JCT WESTHAVEN DR*END ROUTE		3					1400*	1400	1500	1400
	STATE ROUTE NO 106 MAINLINE SR 101 TO SR 3/BELFAIR											
106	000.00	AFTER JCT SR 101*BEG ROUTE		3					1600	1600	1700*	1700
106	001.78	AFTER JCT PURDY CUTOFF RD		3					1400	1400*	1400	1400
106	006.88	AFTER JCT E DALBY RD		3					2000	2000*	2100	2100
106	012.39	AFTER TWANOH STATE PARK		3					1700	1900*	1900	1900
106	020.05	BEFORE JCT SR 3 WYE CONN		3					5900	4500*	4600	4700

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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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
		STATE ROUTE NO 107 MAINLINE SR 101 TO SR 12/MONTE							
107	000.02	AFTER JCT SR 101 WYE CONN		2		2200	2200*	2300	2300
107	002.99	AFTER JCT BLUE SLOUGH RD WYE CONN		2		3400	3600*	3700	3700
107	007.91	BEFORE RAMP SR 12		2		4800*	4400*	4500	4300*
		STATE ROUTE NO 108 MAINLINE SR 8/MCLEARY TO SR 101							
108	000.00	AFTER JCT SR 8*BEG ROUTE		2		3500*	3600	3700	3900*
108	000.11	AFTER JCT ELMA-MCCLEARY RD		2		5200*	5100*	4800*	4900
108	001.11	BEFORE JCT SUMMIT RD*CURRAN ST		2		5000*	5100	5600*	5600
108	001.11	AFTER JCT SUMMIT RD*CURRAN ST		2		4100*	4100	4800*	4900
108	001.98	AFTER JCT SUMMIT RD		2		2700	2800	2900	2700*
108	011.11	AT SKOOKUM CREEK BRIDGE		2		3000	3000	3300*	3300
108	011.90	BEFORE JCT KAMILCHE LN		2		7500*	7500	7800	8100*
		STATE ROUTE NO 109 MAINLINE SR 101/HOQ TO TAHOLAH							
109	** 000.00	AFTER JCT SR 101*BEG ROUTE	C	2		6000	5300*	5500*	5500
109	000.14	BEFORE JCT SR 109 COHQUIAM(COUPLT)	C	2				5400*	5400
109	000.14	AFTER JCT SR 109 COHQUIAM(COUPLT)		2					9800*
109	000.44	AFTER JCT SPRUCE ST		2		10000	10000*	10000	10000
109	000.93	BEFORE JCT SPENCER ST		2		7000*	7300*	7600	7400*
109	000.93	AFTER JCT SPENCER ST		2			5000*	5100	5200
109	001.79	BEFORE JCT SR 109 SPLONNGR (SPUR)		2		7000	7000	6300*	6300
109	001.79	AFTER JCT SR 109 SPLONNGR (SPUR)		2		7800	7900	5800*	5900
109	010.24	AT HUMPTULIPS RIVER BRIDGE		2		5200*	5200	5400	5100*
109	016.11	BEFORE JCT SR 115		3		5600	5700	5700*	5700
109	016.11	AFTER JCT SR 115		3		3300	3400	2900*	3000
109	021.39	AT COPALIS RIVER BRIDGE		3		1400	1400	1300*	1300

** 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
109	029.41	BEFORE JCT OCEAN BEACH RD*MAIN ST		3					1100	1100	1100	1000*
109	029.41	AFTER JCT OCEAN BEACH RD*MAIN ST		3					2000	2000	1700*	1700
109	031.50	AT MOCLIPS RIVER BRIDGE		3					1600*	1700	1700	1500*
109	032.41	AFTER JCT MOCLIPS-OLYMPIC HWY		3					1200*	1200	1200	1100*
109	040.41	BEFORE JCT CUITAN ST		3					1100*	1200	1200	1000*
	STATE ROUTE NO 109 COUPLET HQUIAM EMERSON AVE TO 5TH ST											
109COHQUIAM	** 000.14	AFTER JCT SR 109-EMERSON AV*3RD ST		2					3200	3200	4200*	4300
109COHQUIAM	000.29	BEFORE JCT SR 101 SB COUPLET*5TH ST		2						4200*	4400	4400
	STATE ROUTE NO 109 SPUR LONNGR SR 109 TO SR 101											
109SPLONNGR	001.79	AFTER JCT SR 109*BEG ROUTE		2					390	480	410*	340*
	STATE ROUTE NO 110 MAINLINE 101 TO OLYMPIC PK BNDRY											
110	000.00	AFTER JCT SR 101*BEG ROUTE		3					2400	2100*	2200	2200
110	007.80	BEFORE JCT SR 110 SPMORA (SPUR)		3						1200*	1300	1300
110	007.80	AFTER JCT SR 110 SPMORA (SPUR)		3						1000*	1000	1000
110	011.10	OLYMPIC NATL PARK BNDRY		3						940*	970	980
	STATE ROUTE NO 110 SPUR MORA 110 TO OLYMPIC PARK BDRY											
110SPMORA	007.80	AFTER JCT SR 110*BEG ROUTE		3					680	580*	600	600
110SPMORA	010.47	OLYMPIC NATL PARK BNDRY		3						230*	240	240
	STATE ROUTE NO 112 MAINLINE RES. E. BDRY TO SR 101											
112	000.00	MAKAH RES BNDRY*BEG ROUTE		3					1000	940*	960	970
112	012.53	BEFORE JCT HOKO-OZETTE RD		3						1500*	1500	1500
112	012.53	AFTER JCT HOKO-OZETTE RD		3						1800*	1900	1900
112	016.69	BEFORE JCT BOGACHIEL ST		3						2800*	2900	2900

** 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
112	017.16	BEFORE JCT CHARLIE CRK-WEEL RD		3			3200*	3300	3300
112	023.12	BEFORE JCT SR 113-BURNT MTN RD		3		1900	1900*	1600*	1600
112	023.12	AFTER JCT SR 113-BURNT MTN RD		3		1200	1100*	960*	970
112	038.96	AT EAST TWIN RIVER BRIDGE		3		1500	1500	920*	920
112	049.27	AFTER JCT WYE RD		3		2100	2100	1800*	1800
112	050.98	AFTER JCT CRESCENT BEACH RD		3		3100	3100	2400*	2500
112	058.90	BEFORE JCT PLACE RD*DAN KELLY RD		3		4800	4800	4200*	4200
112	058.90	AFTER JCT PLACE RD*DAN KELLY RD		3		6000	6000	5400*	5500
112	061.07	BEFORE JCT SR 101 WYE CONN		3		4800	4900	5400*	5400
	STATE ROUTE NO 113 MAINLINE SR 101 TO SR 112								
113	000.00	AFTER JCT SR 101*BEG ROUTE		3		1600	1200*	1200	1200
113	009.98	BEFORE JCT SR 112		3			1300*	1200	1200
	STATE ROUTE NO 115 MAINLINE OCEAN SHORES TO SR 109								
115	000.03	AFTER JCT OYHUT RD		3		6600	6700	7800*	7900
115	002.28	BEFORE JCT SR 109		3		6800	6900	6500*	6700*
	STATE ROUTE NO 116 MAINLINE SR 19 TO FORT FLAGLER PK								
116	000.00	AFTER JCT SR 19*BEG ROUTE		3		6200*	6300	7100*	7200
116	001.99	BEFORE JCT OAK BAY RD		3		5300*	5400	5500	5800*
116	002.01	AFTER JCT OAK BAY RD WYE CONN		3		2800*	2800	2900	3000*
116	005.50	BEFORE JCT GARDEN CLUB RD		3		1600*	1600	1600	1600*
116	009.82	BEFORE JCT FORTGATE RD		3		450*	460	470	290*
	STATE ROUTE NO 117 MAINLINE SR 101 TO PORT DOCKS								
117	000.09	AFTER RAMP SR 101		2		3800	3800	3600*	3600
117	001.40	BEFORE JCT MARINE DR		2			6500*	6700	6800

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
	STATE ROUTE NO 119 MAINLINE SR 101 TO LAKE CUSHMAN											
119	000.00	AFTER JCT SR 101*BEG ROUTE		3					2900	3000*	3200	3200
119	002.95	AFTER LAKE CUSHMAN GOLF COURSE		3					1900	1900*	2000	2000
119	006.57	AFTER JCT LK CUSHMAN PIONEER VLLGE		3					910	920*	970	980
119	010.89	AFTER JCT TEBO LN		3					280	200*	210	210
	STATE ROUTE NO 121 MAINLINE SR 5/MAYTOWN TO SR 5											
121	000.07	AFTER RAMP SR 5 NB		3					1800	1700*	1800	1800
121	002.51	BEFORE JCT TILLEY RD SW		3					990	920*	940	950
121	002.51	AFTER JCT TILLEY RD SW		3					1900	2100*	2200	2200
121	006.24	BEFORE JCT 93RD AVE SE*TILLEY RD S		3					3500	3300*	3400	3400
121	006.24	AFTER JCT 93RD AVE SE*TILLEY RD S		3					3700	3900*	4000	4000
121	006.54	AFTER JCT CASE RD SW		3					7000	6800*	7000	7100
121	007.56	BEFORE RAMP SR 5 NB		3					8200	8600*	8800	8900
	STATE ROUTE NO 122 MAINLINE SR 12 TO SR 12/MOSSYROCK											
122	000.02	AFTER JCT HUNTTING RD		3					900*	910	940	840*
122	001.94	AFTER JCT CINEBAR RD WYE CONN		3					670*	680	700	680*
122	007.88	BEFORE JCT SR 12		3					950*	960	980	990
	STATE ROUTE NO 123 MAINLINE SR 12 TO SR 410											
123	000.01B	AFTER JCT SR 12 WYE CONN		2					930*	940	980	870
123	003.88	AT ADC LOCATION R040 NORTH		2					940	940	900*	800*
123	016.28	BEFORE JCT SR 410 WYE CONN		2					1100*	1100	1100	840*
	STATE ROUTE NO 124 MAINLINE SR 12 TO SR 12/WAITSBURG											
124	000.00	AFTER JCT SR 12*BEG ROUTE		2					4200	4400	5400*	5500

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
124	005.23	BEFORE JCT ICE HARBOR RD		2		3100*	3200	3300	3400*
124	005.23	AFTER JCT ICE HARBOR RD		2		2800*	3000	3000	2900*
124	009.66	AFTER JCT ADKINS RD		2		2000*	2000	2100	2100
124	009.73	AFTER JCT WALKLEY RD		2					2300*
124	022.58	AFTER JCT W LAMAR RD		2		1400*	1400	1500	1400*
124	034.86	BEFORE JCT SR 125		2					1300*
124	034.86	AFTER JCT SR 125		2					1900*
124	040.87	AFTER JCT BOLLES RD		2		1300	1400	1400*	1400
	STATE ROUTE NO 125 MAINLINE OREGON ST. LN TO SR 124								
125	000.00	OREGON ST LINE*BEG ROUTE		1		14000*	14000*	14000*	14000*
125	000.01	AFTER JCT STATE LINE RD		1					15000*
125	001.88	BEFORE JCT COLLEGE AVE		1		16000	16000	16000*	16000
125	001.88	AFTER JCT COLLEGE AVE		1		14000	14000	13000*	13000
125	004.45	BEFORE JCT PLAZA WAY*MILITARY RD		1		12000	12000	12000*	12000
125	004.47	AFTER JCT MILITARY RD WYE CONN		1		18000	19000	19000*	19000
125	005.21	BEFORE JCT W POPLAR ST		1		20000	20000	18000*	18000
125	005.21	AFTER JCT W POPLAR ST		1		15000	15000	15000*	15000
125	005.41	BEFORE JCT W ROSE ST		1		13000	13000	13000*	13000
125	005.41	AFTER JCT W ROSE ST		1		7500	7800	7500*	7500
125	006.09	BEFORE JCT SR 125 SP125SP*13TH AVE		2		5000*	5200	5300	4300*
125	006.09	AFTER JCT SR 125 SP125SP*13TH AVE		2		3700*	3800	3900	3100*
125	006.51	AFTER JCT REES AVE		2		3300*	3500	3500	4400*
125	006.76	LEAVING CITY OF WALLA WALLA		2		1100	1100*	1100	1100
125	012.56	AFTER JCT VALLEY GROVE RD WYE CONN		3			440*	530*	530
125	023.67	BEFORE JCT SR 124		3		550*	570	580	580

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
		STATE ROUTE NO 125 SPUR 125SP SR 125 TO SR 12										
125SP125SP	006.09	AFTER JCT SR 125*13TH AV*BEG ROUTE		1					2200*	2200	2300	3100*
125SP125SP	006.75	BEFORE JCT SR 12 WYE CONN		1					1700*	1700	1800	2200*
		STATE ROUTE NO 127 MAINLINE SR 12/DODGE TO SR 26										
127	000.03	AFTER JCT SR 12*BEG ROUTE		1					430	450	660*	670
127	010.15	BEFORE JCT HOPKINS RD*CO RD		1						740*	760	770
127	010.15	AFTER JCT HOPKINS RD*CO RD		1						680*	700	710
127	019.53	BEFORE JCT BIG ALKALI RD		1					740	770	980*	990
127	027.05	BEFORE JCT SR 26		1					780*	810	840	880*
		STATE ROUTE NO 128 MAINLINE SR 12 TO IDAHO ST LINE										
128	000.51	BEFORE JCT SR 193		3					3800	3900	4500*	4500
128	000.51	AFTER JCT SR 193		3					3900	4000	4200*	4200
128	002.24	IDAHO ST LINE		3					4800	5100*	4400*	4800*
		STATE ROUTE NO 129 MAINLINE OREGON TO SR 12/CLARKSTN										
129	000.00	OREGON ST LINE*BEG ROUTE		2					410*	340*	330*	330*
129	004.41	BEFORE JCT GRANDE RONDE RD		2							330*	330
129	004.42	AFTER PUBLIC FISHING		2							330*	310*
129	022.82	AFTER JCT ONSTOT RD		2						530*	720*	720
129	035.73	BEFORE JCT FAIRGROUNDS RD		2					650*	670	680	790*
129	036.27	BEFORE JCT 1ST ST WYE CONN		2					1500*	1600	1600	1300*
129	036.29	AFTER JCT WASHINGTON ST WYE CONN		2					3000*	3100	3100	2900*
129	039.57	AFTER JCT POST LN		2					5700*	5800	5900	5900
129	040.81	BEFORE SOUTHWAY BRIDGE RAMPS		2					7400	7600	7900*	7900
129	041.41	BEFORE JCT 6TH ST WYE CONN		2						6900*	7100	7100

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
129	041.44	AFTER JCT 6TH ST		2						9200*	9400	9500
129	042.16	BEFORE JCT SR 129 WYE CONN		2						6200*	6400	6400
129	042.19	AFTER JCT SR 129 WYE CONN		2						7800*	8000	8000
129	042.51	BEFORE JCT 2ND ST		2							8600*	8700
	STATE ROUTE NO 129 SPUR 6THST SR 129 TO SR 12											
129SP6THST	042.17	AFTER JCT SR 129*DIAGONAL*MAPLE ST		2					2500	2300*	2300	2400
129SP6THST	042.42	BEFORE JCT SR 12-BRIDGE ST		2					1800	1800*	1900	1900
	STATE ROUTE NO 131 MAINLINE NAT FOREST BDRY TO SR 12											
131	000.00	AT SGN GIF PINC NTL FOREST BNDRY		3					1400	1300*	1400	1400
131	001.02	BEFORE JCT WOODS WAY		3							680*	680
131	002.07	BEFORE JCT SR 12		3					2300	1700*	1500*	1500
	STATE ROUTE NO 141 MAINLINE SR 14/BINGEN TO CO. LINE											
141	001.48	AFTER JCT N MAIN AVE		3						3300*	3400	3400
141	004.69	BEFORE JCT SR 141 SPUNDRWD (SPUR)		3						2100*	2200	2200
141	004.69	AFTER JCT SR 141 SPUNDRWD (SPUR)		3						3900*	4000	4000
141	012.55	BEFORE JCT BZ-GLENWOOD HWY		3					2400	2300*	2400	2400
141	012.56	AFTER JCT BZ-GLENWOOD HWY WYE CONN		3						1600*	1700	1700
141	023.71	AFTER JCT GLENWOOD*TROUT LAKE RDS		3						1300*	1400	1400
141	029.30	SIGN ENTER SKAMANIA CO		3						50*	50	50
	STATE ROUTE NO 141 SPUR UNDRWD SR 141 TO SR 14											
141SPUNDRWD	004.69	AFTER JCT SR 141*BEG ROUTE		3					2000	2300*	2300	2400
141SPUNDRWD	006.85	BEFORE JCT SR 14*END ROUTE		3					2400	2600*	2700	2700

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		STATE ROUTE NO 142 MAINLINE SR 14/LYLE TO SR 97										
142	000.14	AFTER JCT TACOMA AVE		3						830*	860	890*
142	010.00	AT KLICKITAT RIVER BRIDGE		3					640*	670	690	650*
142	013.26	AFTER JCT DURKEE RD		3					540*	560	580	530*
142	023.61	BEFORE JCT GLENWOOD RD		3					350*	370	380	380*
142	023.69	AFTER JCT GLENWOOD RD WYE CONN		3					680*	710	730	720*
142	030.32	AFTER JCT ESTEB RD WYE CONN		3					1100*	1200	1200	1200*
142	034.29	BEFORE JCT N COLUMBUS AVE		3					3900*	4000	4100	4000*
142	034.29	AFTER JCT N COLUMBUS AVE		3					5400*	5500	5700	5200*
142	034.79	AFTER JCT N ROOSEVELT ST		3					4300*	4300	4500	4700*
142	035.29	BEFORE JCT SR 97		3					3300	3500*	3600	3600
		STATE ROUTE NO 150 MAINLINE MANSON TO SR 97/CHELAN										
150	000.51	AFTER JCT QUETILQUASOON RD		3					4800	4800	5100*	5000
150	001.54	AFTER JCT WAPATO LAKE RD		3					5900	5900	5900*	5900
150	006.16	AFTER JCT BOYD RD		3							7600*	7500
150	006.95	BEFORE JCT NO SEEUM RD		3					8200	8000*	8200	8200
150	007.97	BEFORE JCT COLUMBIA ST		3					9500*	9600	9200	11000*
150	007.97	AFTER JCT COLUMBIA ST		3					7000*	7100	6800	8400
150	008.25	BEFORE JCT SR 97AR (ALT)*WOODIN AVE		3					6900*	6900	6700	7200
150	009.15	AFTER JCT SR 97AR (ALT) WYE CONN		3					4300	4300	3800*	4200
150	010.20	AFTER JCT WILLMORTH DR		3					2700	2700	2600*	2800
150	012.06	BEFORE JCT SR 97		3					2200	2200	2000*	2200
		STATE ROUTE NO 153 MAINLINE SR 97/PATEROS TO SR 20										
153	000.00	AFTER JCT SR 97*BEG ROUTE		2					2300	2300*	2400*	2400
153	006.63	BEFORE JCT BLACK CANYON RD		2					1500*	1500	1500	1500*

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153	016.82	AFTER JCT GOLD CREEK LOOP RD		2					1200*	1200	1200	1200*
153	023.26	AFTER JCT OLD CARLTON RD		2					1400*	1400	1500	1600*
153	030.74	BEFORE JCT SR 20		2					1900*	1900	2000	2200*
	STATE ROUTE NO 155 MAINLINE SR 2 TO SR 97/OMAK											
155	000.00	AFTER JCT SR 2*BEG ROUTE		2							1700*	1600*
155	000.07	AFTER JCT PODEY RD		2					1200*	1200	1300	1100*
155	022.79	BEFORE JCT AIRPORT RD		2					1500*	1500	1500*	1500*
155	022.79	AFTER JCT AIRPORT RD		2					1700*	1700	1700	1700*
155	024.24	AFTER JCT WESTERN AVE WYE CONN		2					3500*	3500	3700	3600*
155	025.68	BEFORE JCT SR 174 WYE CONN		2					5000*	5000	5100	4800*
155	025.73	AFTER JCT SR 174 WYE CONN		2					5900*	5900	6100	5500*
155	028.04	ENTERING CITY OF COULEE DAM		2					5800*	5800	5900	5000*
155	028.49	AFTER JCT ROOSEVELT WAY		2					2900*	2900	3000	3400*
155	042.39	BEFORE JCT MCGINNIS LAKE RD		2					2700	2400*	2400	2400
155	042.39	AFTER JCT MCGINNIS LAKE RD		2					3100	2900*	3000	2900
155	044.59	AFTER JCT CO RD		2					1500*	1500	1500	1600*
155	075.77	BEFORE JCT OMAK LAKE RD		2						1700*	1700	1700
155	079.17	BEFORE JCT CO RD #3735		2						2300*	2400	2400
155	079.17	AFTER JCT CO RD #3735		2						4200*	4300	4300
155	080.15	BEFORE JCT SR 155 SPOMAK*2ND AVE E		2							7100*	7100
155	080.17	AFTER JCT SR 155 SPUR WYE CONN		2							3100*	3100
155	080.43	BEFORE JCT FIFTH AVE E		2					4100*	4100	4200	4200
155	080.46	BEFORE JCT SR 97 WYE CONN		2								4000*
	STATE ROUTE NO 155 SPUR OMAK SR 155 TO SR 215											
155SPOMAK	080.17	AFTER JCT SR 155 WYE CONN		2						6700*	6700	6700
155SPOMAK	080.52	BEFORE JCT SR 215*END ROUTE		2					7500	7900*	7900*	7800

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	STATE ROUTE NO 160 MAINLINE SR 16 TO FERRY DOCK											
160	000.00	AT SR 16 BRIDGE*BEGIN ROUTE		2					16000	15000*	16000	16000
160	000.09	AFTER RAMP SR 16		2					20000	20000*	20000	21000
160	000.82	BEFORE JCT BETHEL RD SE		2						18000*	18000	18000
160	000.82	AFTER JCT BETHEL RD SE		2						13000*	13000	13000
160	001.82	AFTER JCT JACKSON AVE SE		2					12000	12000*	12000	12000
160	002.54	BEFORE JCT LONG LAKE RD SE		2						11000*	11000	11000
160	002.54	AFTER JCT LONG LAKE RD SE		2						6700*	6900	7000
160	007.30	BEFORE JCT OLD SR 160		2					2200	2300*	2300	2300
160	007.47	SOUTHWORTH FERRY LANDING		2					1900*	1900*	1800*	1800*
	STATE ROUTE NO 161 MAINLINE SR 7 TO SR 18/FEDRL WAY											
161	000.00	AFTER JCT SR 7*BEG ROUTE		2					590	480*	500	500
161	002.89	BEFORE JCT MASHELL AVE S		2					1100*	1100	1200	1200*
161	003.04	BEFORE JCT CENTER ST E		2					800*	810	840	1100*
161	003.04	AFTER JCT CENTER ST E		2					5800*	5900	6100	6000*
161	006.12	BEFORE JCT EATONVILLE CUTOFF RD		2					6700*	6800	7000	6500*
161	006.12	AFTER JCT EATONVILLE CUTOFF RD		2					4600*	4600	4800	4300*
161	013.17	BEFORE JCT 304TH ST E*KAPOWSIN HWY		2								5800*
161	013.17	AFTER JCT 304TH ST E*KAPOWSIN HWY		2					7400*	7500	7700	7500*
161	017.32	AFTER JCT PVT RD*238TH ST E		2						12000*	12000	12000
161	018.21	BEFORE JCT 224TH ST E		2					13000*	12000*	13000*	13000*
161	018.21	AFTER JCT 224TH ST E		2					19000*	19000	20000	20000*
161	020.08	BEFORE JCT 194TH ST E		2						25000*	26000	26000
161	020.08	AFTER JCT 194TH ST E		2					25000	26000*	27000	27000
161	021.37	AFTER JCT 176TH ST E WYE CONN		2					31000*	31000	32000	30000*
161	023.23	BEFORE JCT 144TH ST E		2							37000*	37000

* 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
161	024.24	BEFORE JCT 128TH ST E		2		40000*	41000	42000	42000
161	024.24	AFTER JCT 128TH ST E		2		42000*	42000	43000	43000*
161	024.73	BEFORE JCT 47TH AVE SE*120TH ST E		2				44000*	45000
161	025.65	BEFORE JCT MERIDIAN ST WYE CONN		2		47000*	48000	49000	49000*
161	028.82	AFTER JCT VALLEY AVE E WYE CONN		2		15000*	16000	16000	17000*
161	030.34	BEFORE CHRISELLA RD E		2		16000*	16000	16000	16000
161	030.35	AFTER JCT 36TH ST E		2					18000*
161	032.09	BEFORE JCT MILTON WAY (OLD SR 514)		2		19000*	19000	20000	20000*
161	032.10	AFTER JCT MILTON WAY WYE CONN		2					25000*
161	032.13	AFTER JCT JOVITA BLVD E		2		23000*	24000	24000	24000*
161	032.58	BEFORE JCT MILITARY RD S		2		22000*	22000*	23000	22000
161	032.58	AFTER JCT MILITARY RD S		2		19000	19000*	19000	20000
161	032.93	AFTER JCT 28TH AVE S		2		19000	18000*	18000	18000
161	033.54	BEFORE JCT S 370TH ST		2		18000	17000*	18000	18000
161	033.75	BEFORE JCT 19TH WAY S		2					19000*
161	033.75	AFTER JCT 19TH WAY S		2					20000*
161	034.14	BEFORE JCT S 360TH ST*MILTON RD S		2					20000*
161	034.50	BEFORE JCT S 356TH ST		2		25000	25000*	26000	26000
161	034.50	AFTER JCT S 356TH ST		2		24000	26000*	27000	27000
	STATE ROUTE NO 162 MAINLINE SR 410/SUMNER TO SR 165								
162	000.00	AT SR 410 BRIDGE*BEG ROUTE		3					19000*
162	003.21	AFTER JCT BOWMAN HILTON*PIONEER WY		3		18000	18000	19000*	19000
162	005.35	BEFORE JCT MILITARY RD E		3		16000	16000	17000	17000*
162	005.36	AFTER JCT MILITARY RD E WYE CONN		3					18000*
162	008.77	AFTER JCT OLD PIONEER WAY E		3		14000	14000	14000*	15000
162	010.97	AFTER JCT ORVILLE RD E		3		6800	6900	5800*	5900
162	019.73	BEFORE JCT SR 165 WYE CONN		3		5500	5500	4900*	4900

* 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
	STATE ROUTE NO 163 MAINLINE SR 16 UX TO FERRY TERM.											
163	000.00	AT SR 16*BEG ROUTE		1					30000	30000	29000*	30000
163	000.69	BEFORE JCT N 21ST ST*WESTGATE BLVD		1								22000*
163	000.69	AFTER JCT N 21ST ST*WESTGATE BLVD		1					21000*	21000	21000	21000*
163	001.70	BEFORE JCT N 37TH ST		1					14000	15000	15000*	15000
163	001.70	AFTER JCT N 37TH ST		1					9800	9900	10000*	11000
163	002.33	AFTER JCT N 46TH ST		1					7200	7300	7600*	7700
163	002.83	AFTER JCT N 51ST ST		1					5600*	5700	5800	5900
163	003.08	BEFORE JCT N PARK AVE*N 54TH ST		1							4000*	4100
163	003.09	AFTER POINT DEFIANCE PARK		1					2900	2900	2900*	2900
163	003.34	BEFORE JCT WATERFRONT DR		1							2600*	2600
163	003.37	PT DEFIANCE FERRY LANDING		1					1300*	1200*	1200*	1100*
	STATE ROUTE NO 164 MAINLINE SR 18 TO SR 410/ENUMCLAW											
164	002.07	BEFORE JCT RIVERWALK DR SE		2					28000*	28000	29000	32000*
164	002.07	AFTER JCT RIVERWALK DR SE		2					28000*	29000	29000	32000*
164	002.28	AFTER JCT DOGWOOD ST SE		2								26000*
164	007.51	BEFORE JCT SE 400TH ST		2					13000*	13000*	13000	13000
164	007.51	AFTER JCT SE 400TH ST		2						9900*	10000	10000
164	012.75	BEFORE JCT 236TH AVE SE		2						11000*	12000	12000
164	012.75	AFTER JCT 236TH AVE SE		2						11000*	12000	12000
164	014.52	BEFORE JCT SR 169*PORTER ST		2					10000	9900*	10000	10000
164	014.52	AFTER JCT SR 169*PORTER ST		2					11000	9800*	10000	10000
164	014.83	BEFORE JCT SECOND ST		2					9900*	10000	10000	10000
164	014.83	AFTER JCT SECOND ST		2					10000*	10000	11000	11000
164	015.13	BEFORE JCT SR 410		2						7400*	7600	7700

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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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
	STATE ROUTE NO 165 MAINLINE MT RAINIER BRY TO SR 410											
165	010.91	BEFORE JCT FAIRFAX FOREST PRESERVE		3					240	240	280*	280
165	010.91	AFTER JCT FAIRFAX FOREST PRESERVE		3					330	330	450*	450
165	015.41	BEFORE JCT WILKESON-CARBONADO RD		3							1300*	1300
165	019.55	BEFORE JCT SR 162 WYE CONN		3					6000	6100	5000*	5000
165	019.60	AFTER JCT SR 162		3					6400	6500	6700*	6800
165	021.22	BEFORE JCT 112TH ST E		3					7200*	7300	7500	7600*
	STATE ROUTE NO 166 MAINLINE SR 16 TO PRT ORCHARD ECL											
166	000.02	AFTER JCT SR 16*BEG ROUTE		2					13000*	13000	13000	15000*
166	002.90	BEFORE JCT SIDNEY AVE		2					14000	14000	14000	14000*
166	002.90	AFTER JCT SIDNEY AVE		2								14000*
166	003.38	BEFORE JCT BAY ST WYE CONN		2							19000*	19000
166	003.41	AFTER JCT MAPLE AVE		2					14000	14000	15000*	15000
166	003.97	AT MITCHELL RD		2					15000*	15000	15000	15000*
166	004.73	BEFORE JCT JACKSON AVE*OLNEY RD		2							16000*	16000
166	004.73	AFTER JCT JACKSON AVE*OLNEY RD		2							18000*	18000
	STATE ROUTE NO 167 MAINLINE SR 5/TACOMA TO SR 900											
167	000.00	AT SR 5*BEG ROUTE		1					3700	3800	4000*	4000
167	000.02	AFTER JCT FRONTAGE RD-E 28TH ST		1					7400	7500	8300*	8400
167	000.57	BEFORE JCT GRANDVIEW ST		1					36000	37000	40000*	40000
167	000.61	AFTER JCT PIONEER WAY		1					24000	24000	26000*	26000
167	003.66	BEFORE JCT 48TH ST E*66TH AVE E		1					27000*	28000	28000	29000
167	003.66	AFTER JCT 48TH ST E*66TH AVE E		1					27000*	27000	28000	28000
167	005.16	AFTER JCT 15TH ST NW*87TH AVE E		1					25000	25000	27000*	27000
167	005.60B	AFTER JCT 9TH ST NW		1					27000	28000	29000*	29000

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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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
167	005.96B	AFTER JCT 4TH ST NW		1					31000	31000	31000*	31000
167	006.19B	AFTER JCT CITY ST		1					30000	31000	30000*	30000
167	006.52B	BEFORE JCT N LEVEE RD		1								34000*
167	** 005.26	AFTER JCT SR 167 COUPLET	C	1					20000*	20000	21000	21000
167	014.94	AFTER RAMP SR 18 WB		1					101000*	103000	105000	106000
167	015.77	AT 15TH ST NW		1					85000*	86000	89000	90000
167	016.20	AFTER RAMP 15TH ST NW		1					104000*	105000	108000	115000*
167	017.93	AT S 277TH ST		1					93000*	95000	97000	103000*
167	018.24	AFTER RAMP S 277TH ST		1					108000*	110000	113000	118000*
167	019.60	AT SR 516 BRIDGE		1					83000*	84000	87000	93000*
167	019.93	AFTER RAMP SR 516		1					95000*	96000	99000	105000*
167	021.31	AT 84TH AVE SE BRIDGE		1					81000*	83000	83000	92000*
167	021.78	AFTER RAMP N CENTRAL AVE		1					107000*	109000	109000	112000*
167	022.40	AT S 212 ST		1					91000*	92000	92000	96000*
167	023.70	AT ADC LOCATION P6		1	04	03	01	08	109000*	111000+	111000*	113000*
167	024.77	AFTER RAMP SW 43RD ST		1					115000*	117000	117000	119000*
	STATE ROUTE NO 167 COUPLET PUYALP MILWAUKEE AVE TO SR 167											
167COPUYALP	** 006.18	BEFORE JCT SR 161		2					20000*	20000	21000	21000
	STATE ROUTE NO 169 MAINLINE SR 164 TO SR 405/RENTON											
169	000.00	AFTER JCT SR 164*BEG ROUTE		2					8100	7500*	7700	7800
169	000.98	BEFORE JCT SE 427TH ST		2								8200*
169	000.98	AFTER JCT SE 427TH ST		2					7700*	7800	8000	8600*
169	010.02	AFTER JCT SE 288TH ST		2					10000*	10000	11000	11000
169	011.44	BEFORE JCT SR 516*KENT KANGLEY RD		2					12000*	12000	12000	12000*
169	011.44	AFTER JCT SR 516*KENT KANGLEY RD		2					16000*	16000	17000	16000*
169	013.86	AFTER JCT WITTE RD		2					29000	25000*	26000	26000

** 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
169	014.17	AFTER JCT SE 231ST ST		2					19000	20000*	21000	21000
169	017.68	AFTER JCT CEDAR GROVE RD		1					19000	18000*	19000	19000
169	019.22	AFTER JCT SE JONES RD*196TH AVE SE		1					22000*	22000	23000	23000
169	023.00	AFTER JCT 140TH WAY SE WYE CONN		1					34000	33000*	34000	34000
	STATE ROUTE NO 170 MAINLINE SR 17 TO WARDEN											
170	000.00	AFTER JCT SR 17*BEG ROUTE		3					2500*	2600	2700	2500*
170	003.68	BEFORE JCT S MAIN ST		3					2700*	2800	2900	2600*
	STATE ROUTE NO 171 MAINLINE SR 90 TO SR 17/MOSES LK											
171	000.00	AT SR 90 BRIDGE*BEGIN ROUTE		1							5700*	5800
171	000.08	AFTER JCT SR 90 WB OFF RMP WYE CONN		1							9600*	9700
171	000.21	AFTER JCT MELVA LN WYE CONN		1					8500	8600	10000*	10000
171	000.75	BEFORE JCT BURRESS AVE		1					11000	11000	11000*	11000
171	000.79	AFTER JCT BURRESS AVE		1					14000	15000	13000*	13000
171	002.02	BEFORE JCT 3RD AVE		1					18000	19000	18000*	18000
171	002.06	AFTER JCT 3RD AVE WYE CONN		1					13000	13000	13000*	13000
171	002.89	BEFORE JCT STRATFORD RD*ALDER ST		1					21000	21000	22000*	22000
171	003.02	BEFORE JCT PIONEER WAY		2							17000*	17000
171	003.02	AFTER JCT PIONEER WAY		2					3900	4000	4600*	4700
	STATE ROUTE NO 172 MAINLINE SR 2/FARMER TO SR 17											
172	000.00	AFTER JCT SR 2*BEG ROUTE		3					120	120	160*	160
172	014.04	BEFORE JCT MCNEIL CANYON RD		3						280*	290	290
172	014.04	AFTER JCT MCNEIL CANYON RD		3						440*	450	450
172	019.87	AFTER JCT C NE RD		3						610*	620	620
172	021.88	AFTER JCT 14 NE RD		3						550*	560	560
172	022.24	BEFORE JCT RAILROAD AVE*MAIN ST		3						780*	800	790

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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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
172	022.26	AFTER JCT MAIN ST WYE CONN		3						240*	250	250
172	035.08	BEFORE JCT SR 17		3					150	180*	190	180
	STATE ROUTE NO 173 MAINLINE SR 17 TO SR 97/BREWSTER											
173	000.02	AFTER JCT SR 17 WYE CONN		3					1800	1800	2400*	2300
173	001.34	BEFORE JCT 10TH ST*COLUMBIA AVE		3					1900	2000	1900*	1900
173	001.34	AFTER JCT 10TH ST*COLUMBIA AVE		3					1200	1200	1100*	1100
173	002.48	BEFORE JCT DEZELLEM HILL RD		3					1500	1500	1500*	1500
173	002.52	AFTER JCT CO RD		3					2200	2200	2000*	1900
173	010.62	BEFORE JCT CO RD		3					2500	2500	2800*	2700
173	011.99	BEFORE JCT SR 97		3					3000	3000	2800*	2800
	STATE ROUTE NO 174 MAINLINE SR 17/LEAHY TO SR 21											
174	000.00	AFTER JCT SR 17*BEG ROUTE		2						550*	490*	480
174	000.14	AFTER JCT P NE		2					500	570*	580	570
174	019.55	BEFORE JCT SR 174 SPCRWNPT (SPUR)		2					770	780	750*	740
174	019.55	AFTER JCT SR 174 SPCRWNPT (SPUR)		2					880	880	830*	810
174	020.81	AFTER JCT E ST		2					1500	1500	1300*	1300
174	021.43	BEFORE JCT SR 155 WYE CONN		2					1900*	1900	1900	1800*
174	021.51	AFTER JCT SR 155 WYE CONN		3					3100*	3100	3100	2700*
174	024.32	AFTER JCT PARK SERVICE RD		3					1700	1600*	1600	1600
174	040.66	BEFORE JCT SR 21		3						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					150	150	120*	120
174SPCRWNPT	020.92	CROWN POINT VISTA*END ROUTE		3							110*	100

* 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
		STATE ROUTE NO 181 MAINLINE SR 516/KENT TO SR 405										
181	005.56	BEFORE JCT MEEKER ST		1					25000*	26000	26000	27000
181	005.56	AFTER JCT MEEKER ST		1					25000*	26000	26000	27000
181	006.70	BEFORE JCT S 228TH ST		1					32000	26000*	27000	27000
181	006.70	AFTER JCT S 228TH ST		1					34000	29000*	30000	30000
181	007.71	AFTER JCT S 212TH ST		1					31000	31000*	31000	32000
181	009.75	BEFORE JCT S 180TH ST WYE CONN		1					36000	32000*	33000	33000
181	009.76	AFTER JCT S 180TH ST		1					31000	26000*	27000	27000
		STATE ROUTE NO 182 MAINLINE SR 82 TO SR 395/PASCO										
182	000.00	AT SR 82*BEG ROUTE		5					6100*	7800*	7700*	8400
182	000.44	AFTER RAMP SR 82		5					12000	15000*	16000*	17000
182	003.37	BEFORE RAMP SR 240*WELLSIAN WAY		5					24000*	26000	28000	32000*
182	003.89	AFTER RAMP SR 240		5					13000*	14000	15000	18000
182	004.40	AT RAMPS SR 240*GEORGE WA WAY		5					36000*	39000	43000	45000*
182	006.34	AT ADC LOCATION R081		5	06	03	01	10	30000*	32000*	35000*	39000+
182	008.36	BEFORE RAMP RD 68		5					27000*	29000	32000	32000*
182	011.40	BEFORE RAMP SR 395		5					25000	28000*	30000	33000
182	013.00	AFTER RAMP EBCD LANE		5					32000	35000*	38000	42000
182	013.93	BEFORE RAMP SR 395 EBCD/WBCD LANES		5					32000	32000*	35000	38000
182	014.37	AT SR 395-SR 397		5					14000	13000*	14000	16000
182	014.92	AFTER RAMP SR 395 EBCD LANE		5					16000*	16000*	18000	19000*
		STATE ROUTE NO 193 MAINLINE SR 128 TO PORT OF WILMA										
193	000.51	AFTER JCT SR 128*BEG ROUTE		3					1700	1700	1600*	1600

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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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
	STATE ROUTE NO 194 MAINLINE ALMOTA TO SR 195/PULLMAN											
194	000.08	BEFORE JCT ALMOTA RD		3							420*	430
194	000.08	AFTER JCT ALMOTA RD		3					200	210	370*	370
194	018.32	BEFORE JCT WAWAWAI-PULLMAN RD		3					390	400	500*	500
194	021.01	BEFORE JCT SR 195		3					810	840	1100*	1100
	STATE ROUTE NO 195 MAINLINE IDAHO ST LN TO SR 90											
195	000.00B	IDAHO ST LINE*BEG ROUTE		1					3700*	3900*	4100*	4800*
195	000.02	BEFORE JCT SR 195 SPUR WYE CONN		1					3700	3800	4400*	4500
195	000.06	AFTER JCT SR 195 SPGNESSE (SPUR)		1					3800	3900	4500*	4600
195	005.29	BEFORE JCT CO RD #9410*BLAIRE ST		1								5100*
195	006.01	AT ADC LOCATION P13		1	08	06	01	15	4300*	4400*	4600*	4700+
195	008.76	BEFORE JCT CHURCH RD #9400		1					4400*	4500	4700	4700*
195	015.46	AFTER JCT STALEY RD #9030		1								4700*
195	019.94	BEFORE JCT SR 195 WYE CONN		1					4700	4800	5400*	5500
195	019.99	AFTER JCT SR 195 WYE CONN		1							3500*	3500
195	021.64	BEFORE JCT SR 194*OLD WAWAWAI RD		1					3100	3100	3500*	3400
195	022.20	AT ADC LOCATION P14		1	08	09	02	20	2800*	2900*	3000*	3000+
195	022.83	AFTER RAMP SR 270		1					7100	6500*	6600	6600
195	028.49	AFTER JCT FULFS RD #5410		1					7200	6600*	6700	6700
195	037.44	BEFORE JCT MAIN ST		1						7500*	7600	7600
195	037.46	AFTER JCT MAIN ST WYE CONN		1					9100	9300*	9400	9400
195	037.55	AT S FORK PALOUSE RV BRIDGE		1					12000	12000*	12000	12000
195	037.81	BEFORE JCT SR 272*CANYON ST		1					12000	11000*	11000*	11000
195	037.81	AFTER JCT SR 272*CANYON ST		1						10000*	10000	10000
195	037.89	AFTER JCT SPRING ST		1							11000*	11000
195	037.95	AFTER JCT WALL ST		1							11000*	11000

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195	038.47	BEFORE JCT FIRST ST		1						9000*	9200	9100
195	038.58	BEFORE JCT SR 26		1						6200*	6300	6300
195	038.60	AFTER JCT SR 26 WYE CONN		1						6800*	6900	6900
195	039.08	AFTER JCT CEDAR ST		1					5900*	6100	6200	6200
195	042.81	BEFORE JCT BILL WILSON RD		1						5600*	5700	5700
195	042.81	AFTER JCT BILL WILSON RD		1					5800	5600*	5700	5700
195	047.99	BEFORE JCT SR 23*ROBERT SCHOLZ RD		1					4300	4400	5400*	5400
195	047.99	AFTER JCT SR 23*ROBERT SCHOLZ RD		1					3700	3800	4600*	4600
195	053.37	BEFORE JCT KLAVEANO*BARNES CUT-OFF		1								4400*
195	059.96	AFTER JCT CACHE CREEK RD*BAIRD RD		1					3800	4000*	4100	4100
195	060.50	AFTER JCT BLANK RD*OLD THRNTN HWY		1								4400*
195	062.30	BEFORE RAMP SR 271		1					4300	4300*	4300	4400
195	062.94	AFTER RAMP SR 271		1					4600	4200*	4300	4300
195	066.22	ENTERING SPOKANE COUNTY		1						4700*	4800	4700
195	078.93	BEFORE JCT CHENEY SPANGLE RD		1					5400	5100*	5200	5100*
195	078.94	AFTER JCT CHENEY SPANGLE WYE CONN		1					5800	5500*	5600	5600
195	082.05	BEFORE JCT SPANGLE CRK*CAMERON RDS		1					7000	7300	7600*	7600
195	085.85	BEFORE JCT MEDIAN XROAD*PARADISE RD		1								7500*
195	087.70	AT ADC LOCATION P15		1	07	04	01	12	8500	8600*	8800*	8900+
195	090.28	BEFORE JCT MULLEN HILL RD		1						8800*	9100	9100
195	090.28	AFTER JCT MULLEN HILL RD		1					9200	9400*	9700	9800
195	091.17	BEFORE JCT MEDIAN XROAD*HATCH RD		1								10000*
195	093.83	AFTER JCT CHENEY-SPOKANE RD		1						16000*	16000	16000
195	094.94	BEFORE JCT CHESTNUT ST*THORP RD		1					14000	14000*	14000	14000
195	095.74	BEFORE RAMP SR 90		1								17000*
195	095.99	AT SR 90 BRIDGE		1								8300*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
		STATE ROUTE NO 195 SPUR GNESSE SR 195 TO IDAHO ST LINE										
195SPGNESSE	000.10	AFTER JCT SR 195 WYE CONN		1					100	100	90*	90
195SPGNESSE	000.60	IDAHO STATE LINE		1					80*	70*	90*	90*
		STATE ROUTE NO 197 MAINLINE OREGON ST LINE TO SR 14										
197	000.00	OREGON ST LINE*BEG ROUTE		2					5100*	6300*	5300*	5300*
197	001.15	AFTER JCT DOCK RD		2					3600*	3800	3800	4200*
197	003.14	BEFORE JCT SR 14 WYE CONN		2					3400*	3500	3600	3400*
		STATE ROUTE NO 202 MAINLINE SR 522 TO SR 90/N. BEND										
202	000.00	AT SR 522 BRIDGE*BEG ROUTE		2								27000*
202	000.10	AFTER JCT ON RAMP WYE CONN		2								38000*
202	000.51	BEFORE JCT 128TH PL NE		2							16000*	17000
202	000.55	BEFORE JCT WOODINVILLE-REDMND RD NE		2					16000	17000	16000*	17000*
202	000.56	AFTER JCT WOODINVILLE-REDMND RD NE		2					10000	11000	10000*	10000
202	002.19	BEFORE JCT NE 145TH ST WYE CONN		2					6300	6300	6100*	6100
202	002.22	AFTER JCT NE 145TH ST WYE CONN		2					8400	8500	8000*	8100
202	002.67	BEFORE JCT 148TH AVE NE*NE 145TH ST		2						8900*	9000*	9100
202	002.68	AFTER JCT NE 145TH ST WYE CONN		2					18000	17000*	17000*	17000
202	004.77	BEFORE JCT NE 116TH ST		2					17000	17000*	18000	18000
202	004.77	AFTER JCT NE 116TH ST		2					15000	15000*	16000	16000
202	005.95	AFTER JCT NE 98TH ST		2					19000	19000*	19000	19000
202	** 007.03	BEFORE JCT SR 908*164TH AVE NE	C	2					5900*	5900	6100	6200
202	007.03	AFTER JCT SR 908*164TH AVE NE	C	2					18000*	18000	19000	17000*
202	007.29	BEFORE JCT 168TH AVE NE	C	2								18000*
202	007.69	BEFORE JCT MEDIAN XROAD*NE 76TH ST		2					33000*	33000	35000*	36000
202	007.69	AFTER JCT MEDIAN XROAD*NE 76TH ST		2					38000*	38000	39000	40000

** 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
202	007.80	AFTER JCT ON RAMP WYE CONN		2		46000*	47000	47000*	48000
202	008.02	AFTER JCT NE 70TH ST		2		26000*	26000	27000	27000
202	010.27	BEFORE JCT SAHALEE WAY NE		2		27000	27000	26000*	26000*
202	010.28	AFTER JCT SAHALEE WAY NE WYE CONN		2		14000	14000	12000*	13000*
202	013.83	BEFORE JCT NE AMES LAKE RD		2		11000*	11000	11000	12000
202	013.83	AFTER JCT NE AMES LAKE RD		2		9100*	9200	9400	9100*
202	015.60	AFTER JCT TOLT HILL RD		2		5700*	5800	5900	6000
202	018.25	AFTER JCT 292ND AVE SE		2		7000	7100	6700*	6700
202	021.70	BEFORE JCT PRSTN-FALL CITY WYE CONN		2		7800	7900	9700*	9800
202	021.83	BEFORE JCT SR 203		2		13000	12000*	12000*	12000
202	021.84	AFTER JCT SR 203 WYE CONN		2		9200	9300	9200*	9200
202	022.63	BEFORE JCT SE FISH HATCHERY RD		2				9400*	9500
202	022.63	AFTER JCT SE FISH HATCHERY RD		2				8800*	8800
202	023.20	AFTER JCT SE 46TH ST		2		7400*	7500	7700	7600*
202	026.95	AFTER JCT RIVER ST		2		9100	7600*	7900	7900
202	030.54	BEFORE RAMP SR 90		2		14000*	14000	15000	15000
	STATE ROUTE NO 202 COUPLET REDMND AVONDALE WAY TO MP 6.97								
202COREDMND	** 007.40	AFTER JCT 168TH AVE NE		2					22000*
202COREDMND	007.65	BEFORE JCT NE 79TH ST		2		17000*	17000	18000	16000*
	STATE ROUTE NO 203 MAINLINE SR 202/FALL CITY TO SR 2								
203	000.01	AFTER JCT SR 202 WYE CONN		2		8400	8600*	7700*	7800
203	005.20B	BEFORE JCT NE 32ND*NE TOLT HILL RD		2		6500	6600	6800	7200*
203	005.97	BEFORE JCT ENTWISTLE ST		2			9600*	9900	10000
203	008.81	BEFORE JCT LAKE JOY RD WYE CONN		2		8000*	8100	8300	8400
203	008.82	AFTER JCT LAKE JOY RD		2		6500*	6600	6800	6800
203	012.62	BEFORE JCT NE 124TH ST*NOVELTY RD		2		8000	7300*	7600	7600

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203	012.65	AFTER JCT NOVELTY RD WYE CONN		2					11000	10000*	11000	11000
203	014.99	BEFORE JCT WOODINVILLE-DUVALL RD		2						12000*	12000	12000
203	014.99	AFTER JCT WOODINVILLE-DUVALL RD		2						12000*	12000	12000
203	015.11	AFTER JCT NE CHERRY VALLEY RD		2						9000*	9200	9300
203	020.74	AFTER JCT HIGHROCK RD*203RD ST SE		2						11000*	11000	11000
203	024.17	BEFORE JCT SR 2		2					13000*	13000	13000	14000*
	STATE ROUTE NO 204 MAINLINE SR 2 TO SR 9											
204	000.00B	AT SR 2*BEG ROUTE		2							2200*	2300
204	000.00	AFTER JCT HEWITT AVE		2							2200*	2200
204	000.20	AFTER RAMP SR 2 EB		2					24000	25000	26000*	27000
204	002.33	BEFORE JCT SR 9 WYE CONN		2						19000*	21000*	22000
	STATE ROUTE NO 205 MAINLINE OREGON ST LINE TO SR 5											
205	026.59	OREGON ST LINE*BEG ROUTE		5					127000*	132000*	136000*	137000*
205	029.09	AT ADC LOCATION R051		5	05	03	01	08	99000	103000*	104000*	105000+
205	036.27	BEFORE RAMP NE 134TH ST		5					49000*	50000	50000	54000*
	STATE ROUTE NO 206 MAINLINE SR 2 TO MT SPOKANE ST PK											
206	000.04	AFTER JCT MARKET ST		2					8700*	9600*	9800	8700*
206	002.37	BEFORE JCT BRUCE RD		3					3100*	3100	3200	2900*
206	002.37	AFTER JCT BRUCE RD		3					1800*	1800	1800	1700*
206	015.39	BEFORE SGN MT SPOKANE STATE PRK		3					280*	290	290	240*
	STATE ROUTE NO 207 MAINLINE SR 2/COLE TO TELMA											
207	000.01	AFTER JCT SR 2 WYE CONN		3					2000	2000	1800*	1800
207	004.34	BEFORE JCT CHIWAWA LP RD WYE CONN		3					1800	1800	1500*	1500

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
		STATE ROUTE NO 211 MAINLINE SR 2 TO SR 20/USK										
211	000.07	AFTER JCT SR 2 WYE CONN		2					1900*	1900	2000*	2000*
211	005.76	AFTER JCT BUCK CREEK RD		2					1700	1700*	1800	1700
211	015.19	BEFORE JCT SR 20		2					1200*	1200	1200	1400*
		STATE ROUTE NO 215 MAINLINE SR 20 TO SR 97/OMAK										
215	000.00	AFTER JCT SR 20*BEG ROUTE		2					6600	5300*	5000*	4900
215	000.12	BEFORE JCT GORDON ST		2							5300*	5300
215	000.12	AFTER JCT GORDON ST		2							5200*	5100
215	000.88	BEFORE JCT PINE ST		2							8200*	8100
215	000.94	AFTER JCT OAK ST		2					7300	7400	7600*	7500
215	005.05	BEFORE JCT SR 155 SPOMAK*CENTRL AVE		2					14000	11000*	10000*	10000
215	005.05	AFTER JCT SR 155 SPOMAK*CENTRL AVE		2						12000*	11000*	11000
215	005.85	BEFORE JCT GRAPE AVE E		2								12000*
215	005.88	AFTER JCT OAK ST N		2								12000*
215	006.22	BEFORE JCT SR 97 WYE CONN		2					10000	9700*	9900	10000
		STATE ROUTE NO 221 MAINLINE SR 14/PATTERSON TO SR 22										
221	000.00	AFTER JCT SR 14*BEG ROUTE		2					1900	1900	2400*	2400
221	013.10	AT ADC LOCATION P17		2	06	27	09	42	1800*	1800*	1800*	1900+
221	026.07	BEFORE JCT SR 22		2					2700	2700	2800	2500*
		STATE ROUTE NO 223 MAINLINE SR 22 TO SR 82/GRANGER										
223	000.00	AFTER JCT SR 22*BEG ROUTE		3					2600	3200*	3300	3300
223	002.27	AFTER JCT INDIAN CHURCH RD		3						4700*	4400*	4400
223	003.74	BEFORE RAMP SR 82		3						7100*	7300	7300

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
	STATE ROUTE NO 224 MAINLINE SR 82/KIONA TO SR 240											
224	000.06B	BEFORE JCT SR 225		3						8200*	8500	8600
224	000.07B	AFTER PARK AND RIDE LOT		3						3600*	3700	3700
224	004.24	AFTER JCT RED MOUNTAIN RD		3					2500*	2500	2600	2900*
224	006.00	AFTER JCT RUPPERT RD		2					3900*	4000	4100	4700*
224	007.04	AFTER JCT GROSSCUP BLVD		2					9000	9200	9500	11000*
224	008.00	BEFORE JCT S 41ST AVE		2						13000*	14000	14000
224	009.86	BEFORE JCT TERMINAL DR		2					17000*	17000	18000	18000
224	009.88	BEFORE JCT SR 240 WYE CONN		2								21000*
	STATE ROUTE NO 225 MAINLINE SR 224 TO SR 240											
225	000.00	AFTER JCT SR 224*BEG ROUTE		3					6900	7400*	7600	7700
225	000.91	AFTER JCT BABS ST		3							9000*	9000
225	001.94	AFTER JCT OLD INLD EMP HWY-HAZL AV		3						4600*	4800	4800
225	004.01	AFTER JCT ACORD RD		3							1500*	1600
225	011.32	BEFORE JCT SR 240		3					1200	1500*	1600	1600
	STATE ROUTE NO 231 MAINLINE SR 23 TO SR 395/VALLEY											
231	000.00	AFTER JCT SR 23*BEG ROUTE		3					320*	320	320	270*
231	028.11	BEFORE JCT SR 2		3					420	430*	440	440
231	031.08	AFTER JCT SR 2		3					1700	1500*	1600	1500
231	035.51	AFTER JCT CO RD		3					1100*	1100	1100	980*
231	045.42	BEFORE JCT SR 291		3					750	820*	830	810
231	045.42	AFTER JCT SR 291		3					700	700*	710	700
231	050.39	AFTER JCT FORD-WELLPINIT RD		3					780*	780	790	640*
231	062.11	BEFORE JCT SR 292 WYE CONN		3					2000*	2000	2000	1600*
231	062.16	AFTER JCT CITY ST		3					1900*	1900	2000	1600

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231	070.43	BEFORE JCT BULLDOG RD		3					930*	940	950	860*
231	070.43	AFTER JCT BULLDOG RD		3					1200*	1200	1300	1400*
231	075.14	BEFORE JCT NEWTON LN		3					1200	1200	1300	1300*
	STATE ROUTE NO 240 MAINLINE SR 24 TO SR 395/KENNEWCK											
240	000.00	AFTER JCT SR 24*BEG ROUTE		2					1400	1400	1500*	1500
240	020.48	BEFORE JCT SR 225*CO RD #10-HORN RD		2					2600	2800	3200*	3200
240	020.49	AFTER JCT HORN RD WYE CONN		2					3200	3500*	3600	3600
240	030.63	BEFORE JCT COAST ST*BYPASS HWY		1					6900	7100	7600*	7600
240	030.63	AFTER JCT COAST ST*BYPASS HWY		1					17000	18000*	19000	19000
240	031.99	BEFORE JCT VAN GIESEN ST WYE CONN		1					19000*	19000	20000	23000*
240	032.04	AFTER JCT SR 224 WYE CONN		1					26000*	26000	27000	30000*
240	034.57	BEFORE RAMP SR 182		1					27000*	28000	29000	33000*
240	034.76	BEFORE JCT OLD SR 240-AARON WAY		1								19000*
240	034.87	AT SR 182 BRIDGE		1					20000*	20000	21000	24000*
240	036.05	AT SR 182 BRIDGE		1					28000	30000	31000	30000*
240	037.52	BEFORE RAMP OLD SR 12*ADC R062		1	04	01		05	52000*	54000*	56000*	56000+
240	037.74	AT OLD SR 12 BRIDGE		1						37000*	39000	39000
240	038.58	AFTER RAMP COLUMBIA PARK TRAIL		1					39000	41000*	43000	43000
240	039.30	AFTER RAMP COLUMBIA CENTER BLVD		1								45000*
240	042.74	BEFORE JCT SR 240 WB		1								40000*
240	043.16	BEFORE RAMP SR 395		1								18000*
	STATE ROUTE NO 241 MAINLINE SR 22/MABTON TO SR 24											
241	000.00	AFTER JCT SR 22*BEG ROUTE		3					2500	2900*	3000	3100
241	001.12	AT SLOUGH BRIDGE		3					3400	3500	3600	3600*
241	006.25	BEFORE JCT MABTON-SUNNYSIDE RD		3					4400*	4600	4800	5100
241	006.25	AFTER JCT MABTON-SUNNYSIDE RD		3					1400*	1400	1500	1500*

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241	007.46	BEFORE RAMP SR 82		3					3300	3600*	3700	3800
241	007.61	AFTER RAMP SR 82		3					8500	12000*	12000	12000
241	008.00	AFTER JCT ALLEN RD		2					3500	3600	3900*	3900
241	012.43	AFTER JCT INDEPENDENCE RD		3						1700*	1800	1800
241	025.21	BEFORE JCT SR 24		3					1600	1300*	1200*	1300
	STATE ROUTE NO 243 MAINLINE SR 24/VERNITA TO SR 26											
243	000.02	AFTER JCT SR 24 WYE CONN		2					2300	2500*	2600	2600
243	011.90	BEFORE JCT 26 SW		2					2900*	3000	3100	3100
243	011.90	AFTER JCT 26 SW		2					2900*	3000	3100	3200
243	013.94	BEFORE JCT 24 SW		2					3300	3500	3900*	3900
243	021.03	BEFORE JCT LOWER CRAB CREEK RD		2					2300*	2900*	3000	3000
243	021.03	AFTER JCT LOWER CRAB CREEK RD		2					2400*	2900*	3000	3000
243	021.79	AFTER JCT BEVERLY-BURKE RD		2					2100	2200	3100*	3200
243	028.23	BEFORE JCT SR 26 WYE CONN		2					2100	2300*	2300	2400
	STATE ROUTE NO 260 MAINLINE SR 17 TO SR 26/WASHTUCNA											
260	000.00	AFTER JCT SR 17*BEG ROUTE		3					1700	1800	1500*	1500
260	005.82	BEFORE JCT W CLARK ST		3					2500	2600	2100*	2200
260	005.82	AFTER JCT W CLARK ST		3					2100	2200	1800*	1800
260	007.43	BEFORE RAMP SR 395 SB		3					2600*	2700	2800	2900*
260	007.63	AFTER RAMP SR 395 NB		3								1200*
260	007.69	AFTER JCT BLANTON RD*GARFIELD RD		3					720*	750	770	780
260	011.76	AFTER JCT HOON RD		3					630	720*	750	760
260	024.73	BEFORE JCT SR 21		3					560*	590	600	680*
260	024.73	AFTER JCT SR 21		3					800*	830	860	770*
260	025.01	BEFORE JCT SR 263*SPOKANE AVE		3					920	960	840*	850
260	025.01	AFTER JCT SR 263*SPOKANE AVE		3					610	630	700*	710

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260	033.06	BEFORE JCT SR 261		3					590	610	600*	610
260	033.06	AFTER JCT SR 261		3					670	690	610*	610
260	039.49	BEFORE JCT SR 26		3								1200*
	STATE ROUTE NO 261 MAINLINE SR 12 TO SR 90											
261	000.01	AFTER JCT SR 12 WYE CONN		3					430	450	480*	470
261	020.68	AFTER JCT PALOUSE FALLS RD		3					300	220*	220	310*
261	029.39	BEFORE JCT SR 260		3					440	460	300*	290
261	035.83	AFTER JCT SR 26		3					400*	410	430	460*
261	041.79	BEFORE JCT RAY RD		3					320*	330	340	310*
261	062.69	BEFORE RAMP SR 90*SR 90-WEBER RD		3					580	610	530*	540
	STATE ROUTE NO 262 MAINLINE SR 26 TO SR 17											
262	000.00	AFTER JCT SR 26*BEG ROUTE		3					390	420*	440	440
262	003.47	BEFORE JCT 12 SE RD		3					490	530*	550	550
262	003.47	AFTER JCT 12 SE RD		3					560	670*	690	700
262	020.05	BEFORE JCT M SE RD		3						1100*	1200	1200
262	020.05	AFTER JCT M SE RD		3						490*	510	510
262	024.22	BEFORE JCT SR 17		3					680*	700	730	620*
	STATE ROUTE NO 263 MAINLINE PRT OF WINDUST TO SR 260											
263	000.02	AFTER JCT PORT OF WINDUST		3					140*	140	150	150*
263	000.43	AFTER JCT WALLACE WALKER RD		3					180*	180	190	170*
263	009.24	BEFORE JCT SR 260		3					780	810	610*	620
	STATE ROUTE NO 270 MAINLINE SR 195/PULLMAN TO IDAHO											
270	000.06	AFTER RAMP SR 195 NB		1					4500	4000*	4100	4100
270	001.22	BEFORE JCT CORY LN		1					5100	5200	6000*	5900

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270	001.22	AFTER JCT CORY LN		1		5500	5700	6500*	6500
270	001.57	AFTER JCT WAWAWAI RD		1		6300	6200*	6300	6300
270	002.25	BEFORE JCT SR 27 WYE CONN		1		7700	7800	8800*	8800
270	002.27	AFTER JCT SR 27*OLSON ST		1		19000	20000	19000*	19000
270	** 002.43	AFTER JCT HIGH ST	C	1		7300	7400	7900*	8000
270	002.66	BEFORE JCT SR 270 COUPLET WYE CONN	C	1		7300	7400	7000*	7100
270	003.02	AFTER JCT LATAH ST		1		12000	12000	12000*	12000
270	003.19	AFTER JCT STADIUM WAY WYE CONN		1		17000	17000	16000*	16000
270	004.50	BEFORE JCT AIRPORT RD		1		12000	12000	11000*	11000
270	004.50	AFTER JCT AIRPORT RD		1		13000	13000	13000*	13000
270	009.07	BEFORE JCT AIRPORT RD		1		13000	13000	13000*	13000
270	009.07	AFTER JCT AIRPORT RD		1		14000	14000	14000*	14000
270	009.89	IDAHO STATE LINE		1		13000*	13000*	14000*	14000*
	STATE ROUTE NO 270 COUPLET PULLMN MAIN ST TO GRAND								
270COPULLMN	** 002.69	AFTER JCT SR 270 WYE CONN		1		8200	8300	8100*	8200
270COPULLMN	002.88	BEFORE JCT SR 270 WYE CONN		1		7800	7900	8100*	8200
	STATE ROUTE NO 271 MAINLINE SR 27/OAKESDLE TO SR 195								
271	000.00	AFTER JCT SR 27*BEG ROUTE		3		820	860	810*	820
271	008.38	BEFORE RAMP SR 195		3		910	710*	750*	760
	STATE ROUTE NO 272 MAINLINE SR 195/COLFAX TO IDAHO								
272	000.00	AFTER JCT SR 195*BEG ROUTE		3		1900	1700*	1800*	1900
272	000.05	AFTER JCT MILL ST		3		840	870	980*	990
272	001.17	AFTER JCT HILTY RD #25200		3		570	590	580*	590
272	005.38	BEFORE JCT CLEAR CREEK RD		3		640	660	560*	560
272	005.40	AFTER JCT CLEAR CRK RD WYE CONN		3		420	430	430*	440

** 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
272	011.68	AFTER JCT ALTERGOTT RD		3					310	320	360*	360
272	016.52	BEFORE JCT SR 27		3					600	620	610*	620
272	016.78	AFTER JCT SR 27		3							2000*	2000
272	019.23	IDAHO STATE LINE		3					860	800*	870*	870
	STATE ROUTE NO 274 MAINLINE SR 27/TEKOA TO IDAHO											
274	000.00	AFTER JCT SR 27*N CROSBY*BEG ROUTE		3					1300	1400	1400*	1400
274	001.88	BEFORE JCT CO RD		3					970	1000	970*	970
	STATE ROUTE NO 278 MAINLINE SR 27 TO IDAHO ST LINE											
278	000.00	AFTER JCT SR 27*BEG ROUTE		3					2700	3600*	3700	3600
278	001.08	AFTER JCT FIRST ST		3					2700	2800	2600*	2600
278	002.76	AT MURPHY CREEK BRIDGE		3					2500*	2600	2600	2600
278	005.50	IDAHO STATE LINE		3					2400	2200*	2600*	2500*
	STATE ROUTE NO 281 MAINLINE SR 90 TO SR 28/QUINCY											
281	000.00	AT SR 90 BRIDGE*BEG ROUTE		1					3100	3100	3200*	3200
281	000.12	AFTER RAMP SR 90		1					3300	3300	3300*	3300
281	000.92	AFTER JCT OLD ALIGNMENT		1							3400*	3400
281	001.57	BEFORE JCT 1 NW		1					3300*	3300	3400	3400
281	001.57	AFTER JCT 1 NW		1					3700*	3800	3900	3900
281	002.65	BEFORE JCT SR 281 SPBURKE (SPUR)		1					3400	3400	3900*	4000
281	002.65	AFTER JCT SR 281 SPBURKE (SPUR)		1					5000	5100	5800*	5900
281	007.56	BEFORE JCT 7 NW		1					5600*	5600	5800	5800
281	007.56	AFTER JCT 7 NW		1					4900*	4900	5100	5100
281	009.58	BEFORE JCT 9 NW		1					5400	5400	5400*	5500
281	009.58	AFTER JCT 9 NW		1					5200	5200	6300*	6400
281	010.55	BEFORE JCT SR 28		1					6800*	6800	7000	6000*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
	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	2300*	2300
281SPBURKE	004.20	BEFORE JCT SR 90 WB OFF RMP WYE CON		1					3000	3000	3500*	3500
281SPBURKE	004.21	AFTER JCT SR 283		1					3200	3200	3500*	3500
	STATE ROUTE NO 282 MAINLINE SR 28/EPHRATA TO SR 17											
282	000.01	AFTER JCT SR 28 WYE CONN		2					5800	5800	7700*	7700
282	000.29	AFTER JCT DODSON RD*A ST SE		2					4900*	5300	5500	7000*
282	001.06	BEFORE JCT SOUTHEAST BLVD		2						5300*	5500	7000*
282	001.08	AFTER JCT SOUTHEAST BLVD WYE CONN		2						6100*	6300	6300*
282	002.68	BEFORE JCT A NW RD		2					6100*	6100	6300	6300
282	002.68	AFTER JCT A NW RD		2					5100*	5200	6100	6100
282	004.85	BEFORE JCT SR 17 WYE CONN		2					5300	5300	6100*	6100
	STATE ROUTE NO 283 MAINLINE SR 281 TO SR 28											
283	000.00	AFTER JCT SR 281 SPBURKE*BEG ROUTE		2					1800	1800	2000*	2000
283	004.00	BEFORE JCT ADAMS RD		2					1500*	1600	1600	1600
283	004.00	AFTER JCT ADAMS RD		2					1500*	1500	1600	1600
283	005.96	BEFORE JCT 5 NW		2					1500*	1600	1600	1600
283	005.96	AFTER JCT 5 NW		2					1500*	1500	1500	1600*
283	014.86	BEFORE JCT SR 28		2					2000*	2000	2100	2400*
	STATE ROUTE NO 285 MAINLINE SR 28 TO SR 2											
285	000.00	AFTER JCT SR 28 COWENTCH (COUPLET)		1					25000*	27000	27000	27000
285	000.21	AT ADC LOCATION S103		1	04	01	05		46000*	48000*	49000*	50000+
285	000.61	BEFORE JCT MISSION ST*STEVENS ST		1					33000*	33000	34000	35000
285	000.61	AFTER JCT MISSION ST*STEVENS ST		1					30000*	30000	31000	31000

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
285	000.71	BEFORE JCT FERRY ST		1		29000*	29000	30000	31000
285	000.71	AFTER JCT FERRY ST		1		24000*	24000	27000*	27000
285	001.11	BEFORE JCT SR 285 COWENTCH (COUPLT)		1		26000	26000	27000*	27000
285	** 001.11	AFTER JCT SR 285 COWENTCH (COUPLT)	C	1		14000	14000	15000*	15000
285	002.21	BEFORE JCT FIFTH ST	C	1		16000	16000	18000*	18000
285	002.86	BEFORE JCT SR 285 COWENTCH (COUPLT)	C	1		11000*	11000	11000*	11000
285	002.86	AFTER JCT SR 285 COWENTCH (COUPLT)		1		26000*	27000	27000*	27000
285	003.01	BEFORE JCT WENATCHEE AVE WYE CONN		1		29000*	29000	30000	30000
285	003.05	AFTER JCT WENATCHEE AVE*MILLER ST		1		32000*	32000	32000	33000
285	003.17	AFTER JCT MAPLE ST WYE CONN		1		35000*	35000	34000*	35000
285	004.03	BEFORE JCT MAIDEN LN		1				37000*	38000
285	004.03	AFTER JCT MAIDEN LN		1				35000*	35000
285	004.17	AFTER JCT HORSE LAKE RD		1				35000*	35000
285	004.48	BEFORE RAMP PENNY RD		1		34000*	35000	35000*	35000*
285	004.58	AFTER RAMP EASY ST		1		23000	23000	24000	24000*
	STATE ROUTE NO 285 COUPLET WENTCH MISSION ST TO MISSION ST								
285COWENTCH	** 002.86	AFTER JCT SR 285*BEG ROUTE		1		20000*	20000	20000	21000
285COWENTCH	002.96	BEFORE JCT SPRINGWATER AV*MILLER ST		1		20000*	20000	20000*	21000
285COWENTCH	002.98	AFTER JCT MILLER ST WYE CONN		1		11000*	11000	11000*	11000
285COWENTCH	004.64	BEFORE JCT SR 285*END ROUTE		1		12000	12000	13000*	13000
	STATE ROUTE NO 290 MAINLINE SR 2/SPOKANE TO IDAHO								
290	000.74	AFTER JCT SR 290 SPHAMLTN (SPUR)		1		16000	14000	15000	9900*
290	001.44	BEFORE JCT NAPA ST		1					7700*
290	001.51	AFTER JCT CRESTLINE ST		1		10000*	10000	10000	8000*
290	002.26	BEFORE JCT FISKE ST		1			11000*	11000	8200*
290	002.46	BEFORE JCT RALPH ST		1					8200*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
290	002.48	AFTER JCT DESMET ST		1		11000	7900	6700*	6700*
290	002.53	AFTER JCT THOR ST		1					8000*
290	002.60	BEFORE JCT FREYA WAY		1			8100*	8300	8000
290	002.60	AFTER JCT FREYA WAY		1			8400*	8600	8700
290	002.69	BEFORE JCT FREYA ST		1			9000*	9300	9300
290	002.69	AFTER JCT FREYA ST		1			9300*	9600	9700
290	003.22	BEFORE JCT HAVANA ST		1		11000	8100	6700*	6800
290	003.34	BEFORE JCT MISSION AVE		1		11000	8600	7100*	7200
290	003.35	AFTER JCT MISSION AVE WYE CONN		1		30000	25000	24000*	24000
290	004.27	BEFORE JCT FANCHER WAY WYE CONN		1		28000	24000	22000*	23000
290	004.31	AFTER JCT FANCHER WAY WYE CONN		1		25000	20000	19000*	19000
290	006.31	BEFORE JCT ARGONNE RD WYE CONN		1		22000*	22000	23000	22000*
290	006.33	AFTER JCT ARGONNE RD		1		21000	17000	17000*	19000*
290	007.38	BEFORE JCT UNIVERSITY RD		1		20000*	20000	21000	21000
290	007.38	AFTER JCT UNIVERSITY RD		1		20000*	20000	20000	20000
290	008.42	BEFORE JCT SR 27 WYE CONN		1		19000	19000*	19000	20000
290	008.43	AFTER JCT SR 27-PINES RD*PINES RD		1		20000*	20000*	21000	21000*
290	009.02	BEFORE JCT MCDONALD RD		1		20000*	20000	21000	21000
290	009.02	AFTER JCT MCDONALD RD		1		18000*	19000	19000	19000
290	009.51	BEFORE JCT EVERGREEN RD		1			17000*	17000	17000
290	009.51	AFTER JCT EVERGREEN RD		1		18000	16000*	16000	16000
290	010.27	BEFORE JCT PROGRESS RD		1		18000*	15000	16000	16000
290	010.33	BEFORE RAMP SULLIVAN RD		1					17000*
290	010.53	AT SULLIVAN RD		1					11000*
290	010.74	AFTER RAMP SULLIVAN RD		1					16000*
290	011.54	BEFORE JCT FLORA RD		1		16000*	16000	14000	15000
290	011.54	AFTER JCT FLORA RD		1		17000*	17000	15000	16000
290	012.50	BEFORE JCT BARKER RD		2		17000*	17000	15000*	16000

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
290	012.53	AFTER JCT OLD SR 290		2					12000*	12000	11000*	11000*
290	016.89	BEFORE JCT STARR RD		2					11000*	11000	11000	11000
290	016.89	AFTER JCT STARR RD		2					7500*	7600	7700	7700
290	018.05	BEFORE JCT IDAHO RD WYE CONN		2								7000*
290	018.38	IDAHO STATE LINE		2					5800*	5800*	6300*	6300*
	STATE ROUTE NO 290 SPUR HAMLTN SR 290 TO SR 90 UX WB											
290SPHAMLTN	000.74	AFTER JCT SR 290*BEG ROUTE		1					32000*	32000	33000	34000*
	STATE ROUTE NO 291 MAINLINE SR 2/SPOKANE TO SR 231											
291	000.00	AFTER JCT SR 2*BEG ROUTE		1							27000*	27000
291	001.18	BEFORE JCT ASH ST		1					28000	29000	29000*	29000*
291	001.18	AFTER JCT ASH ST		1					29000*	30000	31000	31000
291	002.21	BEFORE JCT INDIAN TRAIL RD		1					26000	27000	28000*	28000
291	002.21	AFTER JCT INDIAN TRAIL RD		1					14000	15000	14000*	15000
291	003.06	BEFORE JCT NINE MILE RD WYE CONN		1					11000	11000	13000*	13000
291	003.10	AFTER JCT NINE MILE RD WYE CONN		1					18000	18000	20000*	20000
291	005.22	BEFORE JCT SEVEN MILE RD*LOWELL RD		2					11000*	12000	12000*	12000
291	005.22	AFTER JCT SEVEN MILE RD*LOWELL RD		2					9200*	9300	9600*	9200*
291	006.16	AFTER JCT KENDICK RD		2					8000	8100*	8400	8400
291	009.11	BEFORE JCT RUTTER PKWY		3					7800*	7900	8400	8500
291	009.20	BEFORE JCT CHARLES RD		3					8900*	9000	9600*	9700
291	009.20	AFTER JCT CHARLES RD		3					7100*	7200	7500*	7600
291	012.98	BEFORE JCT SWENSON RD		3							7400*	7500
291	012.98	AFTER JCT SWENSON RD		3							7100*	7200
291	013.82	BEFORE JCT SUNCREST DR		3						6900*	7100	7100
291	013.82	AFTER JCT SUNCREST DR		3						4700*	4800	4800
291	016.05	AFTER JCT WHITMORE HILL RD		3						3100*	3100	3000

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
291	021.36	AFTER JCT MCALASTER RD		3						990*	1000	990
291	028.38	BEFORE JCT CORKSCREW CANYON RD		3						700*	710	700
291	028.38	AFTER JCT CORKSCREW CANYON RD		3						410*	410	410
291	033.09	BEFORE JCT SR 231		3					270	300*	300	300
	STATE ROUTE NO 292 MAINLINE SR 231 TO SR 395/LOON LK											
292	000.00	AFTER JCT SR 231*BEG ROUTE		3					1800*	1800	1800	1800*
292	005.91	BEFORE JCT SR 395		3					4300	4300	4700*	4600
	STATE ROUTE NO 300 MAINLINE BELFAIR ST PK TO SR 3											
300	000.00	BELFAIR STATE PK BNDRY		3					5800*	5900	6000	5500*
300	002.27	AFTER JCT SAND HILL RD		3					10000*	11000	11000	11000*
300	003.35	BEFORE JCT SR 3		3					5200*	5300	5400	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	2200*
302	001.26	BEFORE JCT N BAY RD (OLD SR 302)		2					1400*	1500	1500	1500*
302	001.26	AFTER JCT N BAY RD (OLD SR 302)		2					3400*	3400	3500	3300*
302	007.69	AFTER JCT WRIGHT BLISS RD(OLD 302)		2					4700*	4800	4900	4500*
302	010.55	BEFORE JCT SR 302 WYE CONN		2					7000*	7100	7300	6700*
302	010.60	AFTER JCT SR 302 WYE CONN		2					14000*	14000	15000	15000
302	011.58	BEFORE JCT 118TH AVE NW		2					14000*	14000	15000	15000
302	011.58	AFTER JCT 118TH AVE NW		2					14000*	14000	15000	15000
302	015.83	BEFORE JCT SR 302 WYE CONN		2					21000*	21000	22000	22000*
302	016.60	AFTER JCT BURNHAM*GOODNOUGH DRS		2					24000*	24000	25000	25000*
302	016.87	AT SR 16 WB		2					11000*	12000	12000	12000*

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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*	12000	13000	12000*
302SPPURDY	016.14	AFTER JCT 144TH ST NW		2								8200*
302SPPURDY	016.91	BEFORE RAMP SR 16 SB		2					3100*	3200	3300	3400*
302SPPURDY	017.13	AT SR 16 BRIDGE		2					1600*	1600	1600	1700*
	STATE ROUTE NO 303 MAINLINE SR 304 BREMERTON TO SR 3											
303	000.00B	AFTER JCT SR 304*BEG ROUTE		1					7400	7500	10000*	10000
303	000.00	BEFORE JCT 6TH ST		1					8500	8600	12000*	12000
303	000.26	BEFORE JCT 11TH ST		1					15000	16000	17000*	17000
303	000.26	AFTER JCT 11TH ST		1					34000	35000	34000*	34000
303	001.06	AT PORT WA NARROWS BRIDGE		1					40000	41000	39000*	40000
303	001.46	BEFORE JCT OLD SR 303 SPUR MANETT		1						37000*	38000	39000
303	001.97	BEFORE JCT SYLVAN WAY (OLD SR 306)		1					33000	34000	31000*	31000
303	002.75	BEFORE JCT RIDDELL RD		1					34000	33000*	34000	34000
303	002.75	AFTER JCT RIDDELL RD		1					32000	38000*	39000	39000
303	003.75	BEFORE JCT MC WILLIAMS RD		1					31000	31000	34000*	34000
303	003.75	AFTER JCT MC WILLIAMS RD		1					33000	33000	34000*	34000
303	008.25	BEFORE RAMP SILVERDALE WAY		1					28000	28000	30000*	31000
303	008.49	BEFORE RAMP SR 3		1					21000*	22000	22000	23000*
303	008.69	AT SR 3 BRIDGE		1					15000*	15000	16000	16000*
303	008.94	BEFORE JCT CLEAR CREEK RD		1					8800*	8900	9200	9000*
303	008.94	AFTER JCT CLEAR CREEK RD		1					12000*	12000	12000	12000*
	STATE ROUTE NO 304 MAINLINE SR 3/BREM TO FERRY DOCK											
304	001.66	BEFORE JCT SR 304 WYE CONN		1							27000*	27000
304	001.68	AFTER JCT SR 304 WYE CONN		1					19000	19000	21000*	21000

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304	002.00	AFTER JCT NAVAL AVE		1		15000	15000	17000*	17000
304	002.63	BEFORE JCT SR 303*WARREN AVE		1		15000	15000	17000*	17000
304	002.91	BEFORE JCT SR 304 COBRMRTN (COUPLT)		1		8800	8900	9700*	9800
304	** 002.91	AFTER JCT SR 304 COBRMRTN (COUPLT)	C	1				3600*	3600
304	003.06	BEFORE JCT SR 304 COBRMRTN (COUPLT)	C	1				2500*	2500
304	003.51	BREMERTON FERRY LANDING	C	1		1100*	1000*	980*	930*
	STATE ROUTE NO 304 COUPLET BRMRTN FERRY LANDING TO SR 304								
304COBRMRTN	** 003.51	BREMERTON FERRY LANDING		1		1100*	1000*	980*	930*
304COBRMRTN	003.61	AFTER SR 304*1ST ST		1				2400*	2500
304COBRMRTN	003.72	BEFORE JCT WASHINGTON AV*BURWELL ST		1				4000*	4000
304COBRMRTN	003.83	BEFORE JCT SR 304*PACIFIC AVE		1				7300*	7300
	STATE ROUTE NO 305 MAINLINE WINSLOW FERRY DK TO SR 3								
305	000.02	WINSLOW FERRY LANDING		1		6400*	6200*	6000*	5800*
305	000.21	BEFORE JCT WINSLOW WAY WYE CONN		1		8100	8200	7200*	7300
305	000.98	BEFORE JCT HIGH SCHOOL RD		1		12000	12000	11000*	11000
305	000.98	AFTER JCT HIGH SCHOOL RD		1		17000	17000	17000*	17000
305	001.64	AFTER JCT MADISON AVE		1		20000	20000	19000*	19000
305	004.27	BEFORE JCT E DAY RD WYE CONN		1		18000	18000*	17000*	18000
305	004.29	AFTER JCT W DAY RD WYE CONN		1		21000	21000*	21000*	21000
305	007.19	BEFORE JCT PVT RD*SUQUAMISH WAY NE		1		21000	21000	21000*	21000
305	007.19	AFTER JCT PVT RD*SUQUAMISH WAY NE		1		18000	19000	19000*	19000
305	009.64	AFTER JCT DELATE RD		1		19000	19000	20000*	20000
305	011.43	BEFORE JCT HOSTMARK ST		1				20000*	20000
305	011.43	AFTER JCT HOSTMARK ST		1		18000	18000	19000*	19000
305	012.82	BEFORE JCT SR 307-BOND RD*BOND RD		1		24000	24000	24000*	24000
305	012.82	AFTER JCT SR 307-BOND RD*BOND RD		1		26000	26000	28000*	28000

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305	013.31	AFTER JCT OLD ALIGN SR 3-VIKING WY		1					25000*	26000	26000	27000*
	STATE ROUTE NO 307 MAINLINE SR 305 TO SR 104											
307	000.00	AFTER JCT SR 305*BEG ROUTE		1					14000	15000	15000*	15000
307	002.31	AT ADC LOCATION R096		1	05	01		06				15000+
307	005.25	BEFORE JCT SR 104		1					11000	11000	13000*	13000
	STATE ROUTE NO 308 MAINLINE SR 3 TO NAVAL RES BDRY											
308	000.09	AFTER RAMP SR 3		3					6900*	7100	7500	7700*
308	001.24	AFTER JCT VIKING WY*SILVERDALE WY		3							9600*	9800
	STATE ROUTE NO 310 MAINLINE SR 3 TO SR 304											
310	000.05	AFTER JCT SR 3 NB RAMP WYE CONNS		1					31000*	32000	33000	35000*
310	000.54	BEFORE JCT OYSTER BAY AVE		1					35000	35000	29000*	35000*
310	000.54	AFTER JCT OYSTER BAY AVE		1					34000	35000	31000*	34000
310	000.78	BEFORE JCT NATIONAL AVE WYE CONN		1					37000	38000	32000*	35000
310	000.80	AFTER JCT NATIONAL AVE		1					42000	42000	36000*	40000*
310	001.66	BEFORE JCT WYCOFF AVE		1								16000*
310	001.84	BEFORE JCT SR 304*BURWELL ST		1					11000	11000	8900*	9000
	STATE ROUTE NO 395 MAINLINE OREGON ST LINE TO CANADA											
395	013.05	AT SR 82 BRIDGE		1					6000	6100	6000*	6100
395	013.42	AFTER RAMP SR 82		1					12000	12000	12000*	12000
395	014.88	BEFORE JCT W 27TH AVE WYE CONN		1					12000*	12000	13000	13000
395	014.92	AFTER JCT W 27TH AVE WYE CONN		1					12000*	13000	13000	15000*
395	016.17	BEFORE JCT W 10TH AVE		1					15000*	15000	16000	19000*
395	016.17	AFTER JCT W 10TH AVE		1					21000*	22000	22000	25000*
395	016.92	BEFORE JCT W KENNEWICK AVE		1							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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
395	016.92	AFTER JCT W KENNEWICK AVE		1					22000	22000	25000*	26000
395	017.11	AFTER JCT VISTA WAY*CLEARWATER AVE		1					26000	27000	29000*	30000
395	018.00	BEFORE RAMP SR 240		1								39000*
395	018.30	AFTER RAMP COLUMBIA DR		1					30000	33000*	33000	35000
395	018.58	AFTER RAMP SR 240/COLUMBIA*ADC R087		1					49000	50000	51000	55000*
395	019.44	AFTER RAMP SYLVESTER ST		1					36000*	36000	37000	39000*
395	020.28	BEFORE RAMP SR 182 EB		1					33000	32000*	33000	35000
395	020.59	AT SR 182 BRIDGE		1								17000*
395	022.72	AFTER RAMP SR 182		1						14000*	14000	14000
395	023.30	AFTER RAMP SR 12-SR 182		1					19000	19000*	19000	20000
395	024.29	AFTER RAMP KARTCHNER ST		1					14000	14000	13000*	14000
395	027.20	AT ADC LOCATION B03		1	07	13	04	24	12000*	12000+	12000*	13000*
395	030.18	AFTER JCT SELPH LANDING*CREST LOCH		1					11000*	11000	12000	12000*
395	036.24	AT ADC LOCATION R061		1	07	14	04	25	11000*	11000*	12000*	12000+
395	045.33	BEFORE RAMP SR 17		1						11000*	11000	12000
395	054.21	BEFORE RAMP SR 260		1					8100*	8200	8100	8100*
395	055.73	AFTER RAMP SR 260		1					6500*	6600	6500	6300*
395	065.69	BEFORE RAMP SR 26		1						5000*	5200	6500*
395	066.90	AFTER RAMP SR 26		1					6000	6000*	6400	6500
395	081.59	BEFORE RAMP SR 21		1					6600*	6700	6700	6700*
395	082.77	AFTER RAMP SR 21		1					7000*	7100	6900	6800*
395	093.01	AT ADC LOCATION P7C		1	07	16	04	27	6300*	6400*	6700*	6900+
395	164.51	AFTER JCT SR 2 WYE CONN		1					20000*	20000	21000	21000
395	164.60	AFTER JCT COUNTRY HOMES BLVD		1								27000*
395	165.07	AFTER JCT GRAVES RD		1					24000*	25000	27000	26000*
395	165.32	BEFORE JCT HAWTHORNE RD		1							27000*	26000
395	165.32	AFTER JCT HAWTHORNE RD		1					24000	24000	27000*	27000
395	166.60	AFTER JCT HASTINGS RD		1					20000	21000	25000*	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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
395	168.59	BEFORE RAMP HATCH RD		1					14000	14000	19000*	19000
395	169.66	AFTER RAMP HATCH RD		1					14000	14000	17000*	17000
395	171.57	AFTER JCT FENDER RD		1							13000*	13000*
395	179.46	BEFORE JCT SHORT RD WYE CONN		1					11000*	11000	12000*	11000
395	179.53	AFTER JCT SHORT RD		1					7300*	7500	8000*	8600*
395	182.82	AFTER JCT SPOTTED RD		1					8300	8400	9500*	9300
395	190.29	AT ADC LOCATION R063		1	06	03	01	10	8200*	8300+	8800*	8600*
395	190.58	AFTER JCT SR 292*GARDEN SPOT RD		1					6600	6700	6600*	6600*
395	202.43	BEFORE JCT SR 231		1					5800	5900	5500*	5400
395	202.43	AFTER JCT SR 231		1					7100	7200	7000*	7100*
395	206.69	AFTER JCT SOUTH AVE		1						9400*	8800*	8800*
395	207.12	BEFORE JCT MAIN AVE		1							9600*	9400
395	207.12	AFTER JCT MAIN AVE		1							10000*	10000
395	207.45	BEFORE JCT LINCOLN AVE		1					9200*	9200	9300	9300
395	207.45	AFTER JCT LINCOLN AVE		1					8300*	8400	8400	8400
395	207.81	BEFORE JCT 2ND ST*SAND CANYON RD		1					7100	7200	7100*	7000
395	207.81	AFTER JCT 2ND ST*SAND CANYON RD		1					6600	6600	6500*	6400
395	213.10	BEFORE JCT BLUE CREEK RD		1					7100*	7200	7200	7200
395	215.54	BEFORE JCT ADDY-GIFFORD RD		1					6600*	6600	6700	6700
395	230.30	AFTER JCT 8TH AVE W		1					13000	13000	13000*	13000
395	231.72	BEFORE JCT WILLIAMS LAKE RD		1					9900*	10000	10000*	10000
395	231.72	AFTER JCT WILLIAMS LAKE RD		1					8700*	8700	8600*	8500
395	234.75	AT ADC LOCATION R070		1	08	02	01	11		7800+	7900*	7800*
395	239.13	BEFORE JCT SR 25 WYE CONN		1					7200	7200	8000*	7900
395	239.15	AFTER JCT SR 25 WYE CONN		1					5600	5600	5600*	5500
395	241.89	BEFORE JCT SR 20		1							4300*	4300
395	241.89	AFTER JCT SR 20		1					2100	2100	2400*	2400
395	247.27	BEFORE JCT COUNTY SHOP RD		1					1500*	1500	1500	1400*

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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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
395	252.92	BEFORE JCT BARSTOW BR RD*CO RD		1					1100	1100	1100*	1100
395	252.92	AFTER JCT BARSTOW BR RD*CO RD		1					970	940	900*	910
395	260.00	AT ADC LOCATION P26		1	08	07	02	17	690*	670*	660*	670+
395	270.26	INTERNATIONAL BOUNDARY		1					350	300*	300	300
	STATE ROUTE NO 397 MAINLINE PIERT ROAD TO SR 182											
397	000.04	AFTER JCT PIERT RD WYE CONN		3					1400*	1500	1300*	1300*
397	001.27	AFTER JCT FINLEY RD WYE CONN		3					3900*	4000	4100	4000*
397	002.81	AFTER JCT HANEY RD		3					7500	7700	7900	7700*
397	003.17	AFTER JCT PERKINS RD WYE CONN		3					8500*	8700	9000	8500*
397	004.70	AFTER JCT MEDIAN XROAD*FINLEY RD		3					11000	11000	11000	12000*
397	006.15	BEFORE JCT E 3RD AVE		1					11000*	12000	12000	10000*
397	006.15	AFTER JCT E 3RD AVE		1					12000*	12000	13000	11000*
397	006.40	AFTER JCT E GUM ST-E 3RD AVE		1					17000	17000	16000*	17000
397	007.71	BEFORE JCT W AINSWORTH ST*S 10TH AV		1					18000	18000	19000*	19000
397	007.71	AFTER JCT W AINSWORTH ST*S 10TH AV		1					7100	7200	6300*	6400
397	008.80	AFTER JCT SR 397*E AINSWORTH ST WYE		1					4400	4400	4300*	4400
397	011.05	BEFORE RAMP SR 182		1					11000	9700*	11000*	11000
397	011.05	AFTER RAMP SR 182		1						5500*	5600*	6300*
	STATE ROUTE NO 401 MAINLINE SR 101/MEGLER TO SR 4											
401	000.01	AT ADC LOCATION S841		1	10	03		14	2300*	2400*	2400*	2500+
401	011.27	AFTER JCT S VALLEY RD*PARPALA RD		1					3100	2900*	3000	3100
401	012.13	BEFORE JCT SR 4		1					3600	3000*	3000*	3100
	STATE ROUTE NO 405 MAINLINE SR 5/TUKWILA TO SR 5											
405	000.45	AFTER RAMP SR 5 NB		5					139000	141000	133000*	134000
405	000.54	AFTER RAMP TUKWILA PKWY		5					146000	148000	140000*	141000

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
405	000.77	AT CHRISTENSEN RD		5							122000*	123000
405	001.22	AFTER RAMP SR 181		5					138000	140000	134000*	135000
405	002.30	AT SR 167 BRIDGE		5					76000	78000	73000*	74000
405	005.40	AT SR 900 BRIDGE		5					121000	123000	119000*	120000
405	005.89	AFTER RAMP SR 900		5					135000	137000	135000*	136000
405	006.51	AT NE 30TH ST		5					131000	133000	130000*	131000
405	006.95	BEFORE NE 44TH ST I/C*ADC S821		5					140000	142000	137000*	137000*
405	007.47	AT NE 44TH ST		5					132000	134000	130000*	131000
405	007.69	AFTER RAMP NE 44TH ST		5					138000	140000	138000*	139000
405	009.26	AT ADC LOCATION D1		5	04	02		07	135000	139000*	137000*	138000+
405	009.61	AFTER RAMP 112TH AVE SE		5					146000	149000	145000*	146000*
405	010.18	AT COAL CREEK PKWY BRIDGE		5					138000	140000	132000*	134000*
405	011.16	AT SR 90 BRIDGE		5					112000	114000	103000*	104000
405	011.69	AFTER RAMP SR 90		5					202000	205000	187000*	189000
405	013.04	AT ADC LOCATION S204		5							201000*	193000*
405	015.94	AFTER RAMP SR 520		5					183000	185000	180000*	181000
405	017.44	AT NE 72ND PL		5					167000	170000	165000*	166000
405	018.09	AT SR 908 BRIDGE		5					159000	161000	150000*	151000
405	018.71	AT ADC LOCATION S822		5					183000	178000*	176000*	178000*
405	019.59	AFTER RAMP NE 116TH ST		5					157000	159000	155000*	156000
405	020.31	AT NE 124TH ST		5					121000	123000	121000*	122000
405	021.95	BEFORE RAMP NE 160TH ST		5					144000	146000	149000*	150000
405	022.62	AT NE 160TH ST		5					132000	134000	136000*	137000
405	022.92	AFTER RAMP NE 160TH ST		5					143000	145000	159000*	160000
405	023.53	AT SR 522 BRIDGE		5					85000	87000	98000*	98000
405	023.88	AFTER RAMP SR 522		5					96000	97000	108000*	109000
405	024.02	AFTER RAMP SR 522		5							101000*	102000
405	024.48	AT NE 195TH ST		5							94000*	95000

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405	025.02	AFTER RAMP NBCD LANE		5					103000	105000	114000*	115000
	STATE ROUTE NO 409 MAINLINE FERRY DOCK TO SR 4											
409	000.00	PUGET ISLAND FERRY*BEG ROUTE		3					290*	310*	310*	390*
409	000.09	AFTER JCT SUNNY SANDS RDS		3					660*	670	690	760*
409	001.83	AFTER JCT LITTLE ISLAND RD		3							1600*	1900*
409	003.84	BEFORE JCT SR 4		3					2600	2700	2300*	2600*
	STATE ROUTE NO 410 MAINLINE SR 167/SUMNER TO SR 12											
410	010.12	BEFORE RAMP SR 162		2					53000	54000	57000	59000*
410	010.40	AT SR 162		2								45000*
410	010.79	AFTER RAMP SR 162		2					45000	45000	49000	51000*
410	013.37	BEFORE JCT SUMNER BKLY HWY*181ST AV		2					43000*	43000	46000*	49000*
410	013.37	AFTER JCT SUMNER BKLY HWY*181ST AV		2					35000*	36000	38000	39000*
410	015.60	BEFORE JCT 214TH AVE E		2					25000*	26000	26000	27000*
410	015.60	AFTER JCT 214TH AVE E		2					20000*	20000	20000*	22000*
410	020.68	BEFORE JCT SR 165		2					16000*	16000	17000	19000*
410	020.73	AFTER JCT SR 165 WYE CONN		2					17000*	17000	18000	20000
410	022.46	BEFORE JCT 244TH AVE SE		2					20000*	20000	20000	21000*
410	022.46	AFTER JCT 244TH AVE SE		2					14000*	14000	15000	15000*
410	024.14	AFTER JCT COLE ST		2					9400*	9500	9800	9800*
410	024.92	BEFORE JCT WATSON ST		2					11000	12000	13000*	13000
410	024.92	AFTER JCT WATSON ST		2					8200	8300	11000*	11000
410	025.64	BEFORE JCT FARMAN ST N*284TH AVE SE		2					9300*	9400	9600*	9500*
410	025.64	AFTER JCT FARMAN ST N*284TH AVE SE		2					6100*	6100	5700*	5300*
410	027.91	AT WEYERHAEUSER RD		2					3000	3100	3100*	3100
410	029.78	AFTER JCT MUD MTN RD WYE CONN		2						2300*	2400	2400
410	041.13	AFTER FEDERATION FOREST ST PK		2					2100	2200*	2300	2300

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410	047.41	AFTER JCT CHINOOK LN E		2						1600*	1700	1700
410	057.49	BEFORE JCT CRYSTAL MOUNTAIN BLVD		2					1700	1400*	1500	1500
410	057.49	AFTER JCT CRYSTAL MOUNTAIN BLVD		2							2000*	2000
410	065.68	BEFORE JCT SR 123 WYE CONN		3					1500*	1500	1600	1000*
410	065.75	AFTER JCT SR 123		2					970*	960	960	720*
410	078.57	AT UNION CREEK BRIDGE		3							720*	700
410	088.46	BEFORE JCT BUMPING RIVER RD		3						780*	720*	700
410	088.46	AFTER JCT BUMPING RIVER RD		3						850*	830*	810
410	103.21	AFTER JCT BALD MOUNTAIN RD		3					1500*	1500	1500	1500
410	116.26	AT ADC LOCATION S818		3	10	01		11	2400*	2400*	2400*	2300+
	STATE ROUTE NO 411 MAINLINE SR 432/LONGVIEW TO SR 5											
411	000.00	AT SR 432*BEGIN ROUTE		2					17000	16000*	16000*	17000
411	000.03	AFTER JCT CITY ST		2					9800	10000*	9900*	9400
411	001.67	BEFORE JCT SR 411 SPKELSO*W MAIN ST		3					17000*	17000	18000	16000*
411	001.68	AFTER JCT SR 411 SPUR WYE CONN		3					12000*	13000	13000	13000*
411	003.07	BEFORE JCT ALPHA DR		3					15000*	15000	15000	16000*
411	003.07	AFTER JCT ALPHA DR		3					14000	14000	14000	15000*
411	003.15	AFTER JCT BEACON HILL DR		3					13000	12000*	12000	12000*
411	004.58	BEFORE JCT SPARKS DR		3					11000	11000	11000	11000*
411	004.58	AFTER JCT SPARKS DR		3					10000	10000	10000	10000*
411	004.77	AFTER JCT COWLITZ DR		3						11000*	11000	11000
411	006.16	BEFORE JCT HAZEL DELL RD		3						6300*	6500	6500
411	007.97	AT ADC LOCATION S819		3	06	01		07	4500*	4400*	4500	4400+
411	012.01	BEFORE JCT CO RD (OLD SR 411)		3					5400	5600*	5800	5500*
411	012.01	AFTER JCT CO RD (OLD SR 411)		3					6200	6900*	7100	7100*
411	012.77	AFTER JCT COWLITZ ST E		3								5000*
411	013.44	BEFORE RAMP SR 5		3					5900	6000	5900*	5900

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
411	013.48	SR 5 BRIDGE		3					8400	8500	8200*	8300
	STATE ROUTE NO 411 SPUR KELSO SR 411 TO SR 4											
411SPKELSO	001.67	AFTER JCT SR 411-1ST AVE*BEG ROUTE		2					12000*	12000	15000	14000*
411SPKELSO	001.92	BEFORE JCT GRANT ST		2					4800*	4800	3800	3700*
	STATE ROUTE NO 432 MAINLINE SR 4/LONGVIEW TO SR 5											
432	000.02	AFTER JCT SR 4 WYE CONN		2					3500*	3600	3500*	3200*
432	000.84	AFTER JCT WILLOW GROVE RD		2					3900	4000	3700*	3600*
432	003.30	BEFORE JCT 38TH AVE		2					4900*	5000	5100	5100
432	003.31	AFTER JCT 38TH AVE WYE CONN		2					7300*	7400	7600	6800*
432	004.40	BEFORE JCT WASHINGTON WAY WYE CONN		2					10000	10000	11000*	11000
432	004.45	AFTER JCT WASHINGTON WAY WYE CONN		1					9800	9900	9700*	9800
432	005.95	BEFORE WEYERHAEUSER CO		1							10000*	10000
432	006.10	AFTER JCT SR 433*OREGON WAY		1					20000	20000	22000*	22000
432	007.47	BEFORE RAMP SR 432		1					21000	21000	22000*	22000
432	007.62	AT SR 432 WB		1					17000	16000*	16000*	17000
432	007.64	AT SR 432-3RD AVE BRIDGE		1					15000	16000	18000*	18000
432	008.17	AFTER RAMP SR 432-3RD AVE		1					34000	31000*	36000*	32000*
432	009.66	AFTER RAMP DIKE RD		1					34000	34000	35000*	35000
432	010.10	BEFORE RAMP SR 5		1					32000	32000	33000*	33000*
432	010.12	AFTER RAMP SR 5		1								19000*
432	010.33	AT SR 5 BRIDGE		1					18000	19000	21000*	20000*
	STATE ROUTE NO 433 MAINLINE OREGON ST LINE TO SR 432											
433	000.70	AT ADC LOCATION S503		1	08	04	01	12	20000*	20000*	20000*	19000+
433	000.92	BEFORE JCT SR 432 WYE CONN		1					21000	21000	22000*	21000

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	STATE ROUTE NO 500 MAINLINE	SR 5/VAN TO SR 14/CAMAS										
500	000.00	AFTER RAMP NE 39TH ST*BEG ROUTE		1					26000*	27000	27000	28000*
500	001.12	BEFORE JCT ST JOHNS BLVD WYE CONN		1					39000*	38000*	39000	39000
500	001.14	AFTER JCT ST JOHNS BLVD WYE CONN		1					45000	40000*	41000	41000
500	005.94	BEFORE JCT SR 500*NE 4TH PL WYE CON		1					42000	43000*	35000*	39000
500	005.97	AFTER JCT SR 503*SR 500 WYE CONNS		1					34000	33000*	29000*	32000*
500	007.03	BEFORE JCT NE 137TH AVE		1					27000	27000	23000*	25000*
500	007.03	AFTER JCT NE 137TH AVE		1					25000	25000	19000*	22000*
500	007.51	BEFORE JCT NE WARD RD WYE CONN		1								22000*
500	007.55	AFTER JCT NE WARD RD WYE CONN		1					16000*	16000	17000	17000*
500	008.30	BEFORE JCT NE 162ND AVE		3					15000*	15000	15000	16000*
500	008.30	AFTER JCT NE 162ND AVE		3					10000*	10000	11000	11000*
500	009.14	BEFORE JCT NE 182ND AVE		3								8800*
500	009.14	AFTER JCT NE 182ND AVE		3								6700*
500	010.27	BEFORE JCT NE 199TH AVE		3					4600	4700	5000*	5100
500	010.27	AFTER JCT NE 199TH AVE		3					2900	2900	3200*	3200
500	013.84	BEFORE JCT NE 28TH ST		3					1900	2000	2100*	2100
500	013.84	AFTER JCT NE 28TH ST		3					3800	3900	4200*	4200
500	015.23	AFTER JCT NE 19TH ST		3					4300	4400	4900*	4900
500	017.26	BEFORE JCT SE LEADBETTER RD		3					4700	4700	4900*	5000
500	017.26	AFTER JCT SE LEADBETTER RD		3					5800	5900	6400*	6500
500	018.75	BEFORE JCT NE 15TH AVE		3					8600	10000*	10000	10000
500	018.75	AFTER JCT NE 15TH AVE		3					6400	8000*	8200	8300
500	019.48	BEFORE JCT SE EVERETT ST		3								5200*
500	019.48	AFTER JCT SE EVERETT ST		3								4300*
500	020.36	BEFORE JCT SR 14 WYE CONN		3					4800	6000*	6200	6200

* 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
		STATE ROUTE NO 501 MAINLINE SR 5/VANCOUVER TO SR 5										
501	** 000.23	BEFORE JCT C ST	C	1					11000	11000	11000	14000*
501	000.23	AFTER JCT C ST	C	1					10000	10000	11000	13000*
501	000.45	BEFORE JCT COLUMBIA ST	C	1						7600*	7800	7900
501	000.45	AFTER JCT COLUMBIA ST	C	1						5300*	5500	5900
501	000.61	BEFORE JCT MEDIAN XROAD*FRANKLIN ST	C	1								5900*
501	000.61	AFTER JCT MEDIAN XROAD*FRANKLIN ST		1						7600*	7800	9300*
501	000.91	AFTER JCT MEDIAN XROAD*LINCOLN AVE		1							6800*	6900
501	001.71	BEFORE JCT 4TH PLAIN BLVD WYE CONN		1								6500*
501	002.08	AFTER JCT 4TH PLAIN BLVD WYE CONN		1								6900*
501	002.24	AFTER JCT SW 26TH ST EXT		1					9000	9100	4400*	3600*
501	004.10	AFTER JCT OLD LOWER RIVER RD		2					1300	1300	1500*	1500
501	005.24	BEFORE JCT PROP ALIGNMENT SR 501		2					1500*	1500	1500	1200*
501	005.30	AFTER JCT PROP ALGN SR 501 WYE CON		2					1100*	1100	1200	890*
501	016.91	AFTER JCT S MAIN ST*N MAIN ST		3								2400*
501	019.05	BEFORE JCT N 45TH AVE*S 45TH AVE		3					4000	4100	4500*	4500
501	019.05	AFTER JCT N 45TH AVE*S 45TH AVE		3					5800	5900	6300*	7100
501	019.63	BEFORE JCT S 56TH PL		3					6200	6200	6300	7100*
501	019.75	BEFORE JCT S TIMM RD		3					6900*	7000	7200	8400*
501	019.78	BEFORE RAMP SR 5 SB		3								9300*
501	019.88	AT SR 5 BRIDGE		3								9000*
		STATE ROUTE NO 501 COUPLET VANCVR SR 501/FRANKLN TO SR 501										
501COVANCVR	** 000.61	AFTER JCT FRANKLIN ST*BEG ROUTE		1								6100*
501COVANCVR	000.78	BEFORE JCT COLUMBIA ST		1						5200*	5400	6100
501COVANCVR	000.78	AFTER JCT COLUMBIA ST		1						7100*	7300	8800*
501COVANCVR	001.00	BEFORE JCT C ST		1					9200	9300	9600	13000*

** 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
501COVANCVR **	001.00	AFTER JCT C ST		1		12000	12000	12000	14000*
501COVANCVR	001.05	AFTER JCT D ST		1			16000*	16000	16000
	STATE ROUTE NO 502 MAINLINE SR 5 TO SR 503/BATTLEGD								
502	000.00B	AT SR 5*BEG ROUTE		1		13000	13000*	14000	14000
502	000.06	AFTER JCT NE 179TH ST		1		14000	13000*	14000	14000
502	001.05	BEFORE JCT NE 199TH ST		1		11000	11000	14000	15000*
502	001.05	AFTER JCT NE 199TH ST		1		10000	10000	11000*	12000*
502	002.05	BEFORE JCT NE 10TH AVE		1		9300	10000*	11000	11000
502	002.05	AFTER JCT NE 10TH AVE		1		9000	10000*	11000	11000
502	005.03	BEFORE JCT NE 72ND AVE		1		11000	12000	12000	12000*
502	005.03	AFTER JCT NE 72ND AVE		1		13000	13000	12000*	13000
502	007.04	BEFORE JCT NW 20TH AVE*SW 20TH AVE		1		12000	14000*	15000	15000
502	007.04	AFTER JCT NW 20TH AVE*SW 20TH AVE		1		14000	16000*	17000	17000
	STATE ROUTE NO 503 MAINLINE SR 500 TO SR 5/WOODLAND								
503	000.02	AFTER JCT SR 500 WYE CONN		1		31000	30000*	30000*	30000
503	000.73	BEFORE JCT NE 76TH ST		1		35000*	35000	35000	33000
503	000.73	AFTER JCT NE 76TH ST		1		30000*	30000	30000	28000*
503	001.60	AFTER JCT NE 95TH ST		1		30000*	30000	30000	27000*
503	006.10	AFTER JCT NE 179TH ST WYE CONN		1		20000	20000	19000*	20000
503	008.07	BEFORE JCT SR 502*MAIN ST WYE CONN		1		17000	17000	17000*	17000
503	008.11	AFTER JCT SR 502*MAIN ST WYE CONN		2		15000	15000	15000*	15000
503	010.63	BEFORE JCT NE 269TH ST*NE POTTER RD		2		10000	10000	12000*	13000*
503	010.63	AFTER JCT NE 269TH ST*NE POTTER RD		2		9200	9400	11000*	11000*
503	014.35	BEFORE JCT NE GABRIEL RD		2		7400	7500	7900*	8000
503	014.35	AFTER JCT NE GABRIEL RD		2		5300	5400	6100*	6100
503	016.11	BEFORE JCT NE 156TH AVE		2		5700	5100*	5300	5300

** 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
503	016.11	AFTER JCT NE 156TH AVE		2		3200	2800*	2900	2900
503	020.44	AFTER JCT NE 399TH ST		2		3200	3200	3400*	3400
503	020.94	BEFORE JCT NE 221ST AVE		2		3000	3100	3300*	3400
503	020.94	AFTER JCT NE 221ST AVE		2		690	700	650*	660
503	022.61	BEFORE JCT NE 419TH ST		2		760	770	850*	860
503	022.61	AFTER JCT NE 419TH ST		2		2100	2100	2300*	2300
503	024.81	AFTER JCT NE HEALY RD		2		1200	1300	1300*	1300
503	031.31	BEFORE JCT SR 503 SPCOUGAR (SPUR)		2		950	970	800*	810
503	031.31	AFTER JCT SR 503 SPCOUGAR (SPUR)		2		1400	1500	1400*	1400
503	033.04	AFTER JCT BAKER RD		2		1400	1400	1400*	1400
503	044.12	BEFORE JCT MERWIN VILLAGE RD		2		1900	1900	1900*	1900
503	044.12	AFTER JCT MERWIN VILLAGE RD		2		2000	2100	2200*	2200
503	046.50	AFTER JCT ENGLERT RD		2		2500	2500	2700*	2700
503	048.52	BEFORE JCT NIEMI RD		2		3100	3100	3100*	3100
503	048.52	AFTER JCT NIEMI RD		2		3400	3500	3400*	3500
503	049.41	AFTER JCT LITTLE KALAMA RIVER RD		2		4700	4800	5100*	5100
503	053.00	BEFORE JCT GUN CLUB RD		2		7400	7500	7400	7200*
503	053.00	AFTER JCT GUN CLUB RD		2		8500	8600	9100*	9300*
503	053.53	BEFORE JCT E SCOTT AVE		2					11000*
503	053.53	AFTER JCT E SCOTT AVE		2					11000*
503	053.73	AFTER JCT N GOERIG ST		2					11000*
503	053.92	BEFORE JCT N GOERIG ST WYE CONN		2					11000*
503	053.95	AFTER JCT N GOERIG ST		2		9500*	9600	9900	11000*
503	054.31	BEFORE JCT S LEWIS RIVER HWY		2		15000	15000	16000*	16000
503	054.38	AT SR 5 SB		2		18000	18000	19000	18000*
	STATE ROUTE NO 503 SPUR COUGAR SR 503 TO SKAMANIA CO.								
503SPCOUGAR	031.31	AFTER JCT SR 503*BEG ROUTE		3		1700	1700	1600*	1600

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
503SPCOUGAR	039.73	SGN ENT SKAMANIA COUNTY		3					820	840	780*	790
	STATE ROUTE NO 504 MAINLINE SR 5 TO MT ST HELENS											
504	000.00	AT SR 5 BRIDGE*BEG ROUTE		3					8400	8500	8200*	8300
504	000.10	AFTER RAMP SR 5		3							12000*	12000
504	000.15	AFTER JCT OLD PAC HWY*DOUGHERTY DR		3					10000	12000*	12000	12000
504	002.00	BEFORE JCT TOWER RD		3						8400*	8700	8800
504	002.00	AFTER JCT TOWER RD		3						7100*	7300	7400
504	010.56	BEFORE JCT SIGHTLY RD		3						3900*	4000	4000
504	010.57	AFTER JCT S TOUTLE RD		3					1400	1800*	1800	1600
504	014.72	BEFORE JCT SR 505		3					1300	1500*	1500	1300
504	014.72	AFTER JCT SR 505		3					1300	1400*	1400	1300
504	019.43	AT ADC LOCATION S840		3	07	01		08	1100*	990+	990*	900*
504	038.99	AT EAST FORK ELK CRK BRIDGE		3						820*	820	740
504	044.99	BEFORE JCT PVT RD		3					650	680*	680	620
	STATE ROUTE NO 505 MAINLINE WINLOCK TO SR 504											
505	000.00	AFTER JCT KERRON ST*BEG ROUTE		3					4400	5100*	5200	5300
505	002.22	BEFORE JCT N MILITARY RD		3								3800*
505	002.22	AFTER JCT N MILITARY RD		3								4200*
505	002.31	AFTER JCT S MILITARY RD		3								5000*
505	005.46	BEFORE JCT JACKSON HWY*PLOMONDON RD		3					3100	3500*	3700	3700
505	005.46	AFTER JCT JACKSON HWY*PLOMONDON RD		3					4600	5100*	5300	5300
505	007.18	BEFORE JCT JACKSON HWY S WYE CONN		3						4100*	4200	4200
505	007.18	AFTER JCT JACKSON HWY S WYE CONN		3						3600*	3700	3700
505	008.32	AFTER JCT KANGAS RD		3						1700*	1800	1800
505	013.66	AFTER JCT CEDAR CREEK RD		3						590*	600	610*
505	019.29	BEFORE JCT SR 504		3					660	580*	600	610

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
		STATE ROUTE NO 506 MAINLINE RYDERWOOD TO SR 5							
506	000.00	AFTER JCT SECOND ST*BEG ROUTE		3		240*	250	250	310*
506	000.36	AFTER JCT SIXTH ST		3		420*	420	440	530*
506	001.78	AFTER JCT WILDWOOD RD		3		730*	740	770	900*
506	005.73	BEFORE JCT WINLOCK VADER RD		3		980*	990	1000	1100*
506	005.73	AFTER JCT WINLOCK VADER RD		3		1500*	1500	1600	1700*
506	009.87	BEFORE JCT FRONTAGE RD		3		2000*	2000	2000	1800*
506	009.89	AFTER RAMP SR 5		3		1000*	870	900	1000*
		STATE ROUTE NO 507 MAINLINE SR 5/CENTRALIA TO SR 7							
507	000.07	AFTER JCT ELLSBURY ST		3		14000	14000	12000*	12000
507	000.27	BEFORE JCT YEW ST		3				13000*	13000
507	000.27	AFTER JCT YEW ST		3		9700*	9800	10000*	12000*
507	000.91	BEFORE JCT SR 507 COPEARL (COUPLET)		3		8500*	8600	8800	9200*
507	** 000.95	AFTER JCT S TOWER AVE*E CHERRY ST	C	3		9800*	10000	10000	9600*
507	001.31	AFTER JCT E MAIN ST*W MAIN ST	C	3		7000*	7100	7300	7200*
507	001.39	BEFORE JCT E PINE ST	C	3					7200*
507	001.39	AFTER JCT E PINE ST	C	3					6900*
507	001.52	AFTER JCT E MAPLE ST	C	3		6600*	6700	6900	6800*
507	002.18	BEFORE JCT E SIXTH ST WYE CONN	C	3		5200*	5200	5400	5200*
507	002.26	BEFORE JCT SR 507 COPEARL (COUPLET)	C	3					6700*
507	002.26	AFTER JCT SR 507 COPEARL (COUPLET)		3		8900*	9000	9300	9300
507	004.60	BEFORE JCT BIG HANAFORD RD		3		4700*	4800	4900	4900*
507	004.60	AFTER JCT BIG HANAFORD RD		3		2100*	2100	2200	2700*
507	013.64	BEFORE JCT OLD HWY 99		2		3100	2700*	2800	2800
507	013.64	AFTER JCT OLD HWY 99		2		7400	6300*	6500	6500
507	014.67	BEFORE JCT RAGLESS ST N*RAGLESS ST		2		9000	7700*	7900	8000

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507	014.69	AFTER JCT OLD HWY 99 N		2		5300	6300*	6500	6600
507	017.85	AFTER JCT MILITARY RD SE		2		3400	3000*	3100	3100
507	022.03	AFTER JCT VAIL CUTOFF RD SE		2		4600	4200*	4300	4400
507	022.74	AFTER JCT CENTER ST		2		6000	5200*	5300	5400
507	028.24	BEFORE JCT SR 510*FIRST ST		2			6900*	7100	7200
507	028.24	AFTER JCT SR 510*FIRST ST		2			16000*	16000	17000
507	029.24	BEFORE JCT CREEK ST*BALD HILLS RD		2		17000*	16000*	17000*	17000
507	029.24	AFTER JCT CREEK ST*BALD HILLS RD		2		11000	11000	12000*	12000
507	031.10	BEFORE JCT SR 702		2		15000*	15000	15000	17000*
507	031.10	AFTER JCT SR 702		2		9500*	9700	9900	11000*
507	038.49	AT MUCK CREEK OVERFLOW		2		9400*	9500	9800	9900
507	039.59	BEFORE JCT EAST GATE RD		2		10000	10000	10000*	10000
507	043.49	BEFORE PARK AND RIDE LOT		2		12000*	12000	13000	13000*
507	043.50	BEFORE JCT SR 7 WYE CONN		2		12000*	12000	12000	13000
	STATE ROUTE NO 507 COUPLET PEARL SIXTH ST TO W CHERRY ST								
507COPEARL	** 002.26	AFTER JCT SR 507*6TH ST*BEG ROUTE		3		5300*	5400	5600	5500*
507COPEARL	002.93	BEFORE JCT W MAPLE ST		3		6600*	6700	6900	6600*
507COPEARL	002.93	AFTER JCT W MAPLE ST		3		7000	7100	7300	6800*
507COPEARL	003.13	BEFORE JCT W MAIN ST		3		7300*	7400	7000*	7000
507COPEARL	003.49	BEFORE JCT SR 507-W CHERRY ST		3		10000*	10000	10000	10000
	STATE ROUTE NO 508 MAINLINE SR 5 TO SR 7/MORTON								
508	000.16	AFTER RAMP SR 5		3		6300	6100*	6300	6300
508	000.25	AFTER JCT FOREST RD		3		4400	4400	4100*	4100
508	002.44	AFTER JCT JACKSON HWY		3		4100	4200	4400*	4500
508	008.39	BEFORE JCT CARLISLE AVE*LEONARD RD		3				4100*	4100
508	008.39	AFTER JCT CARLISLE AVE*LEONARD RD		3		3300	3300	3100*	3100

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508	013.34	BEFORE JCT CENTRALIA ALPHA RD		3					1700	1800	2000*	2000
508	018.02	BEFORE JCT CINEBAR RD		3					1400	1400	1800*	1800
508	018.02	AFTER JCT CINEBAR RD		3					1300	1300	1400*	1500
508	032.21	AFTER JCT ONEILL RD		3					2400	2500	3000*	3000
508	032.84	BEFORE JCT SR 7		3					3100*	3200	3300	2700*
	STATE ROUTE NO 509 MAINLINE SR 705/TACOMA TO SR 99											
509	000.05	AFTER RAMP SR 705 NB		1							35000*	35000
509	002.80	AFTER RAMP PORT OF TACOMA RD		1					29000	30000	29000*	30000
509	005.72B	AFTER JCT NORPOINT WAY WYE CONN		1					8900	9000	9300*	9300
509	006.38B	BEFORE JCT OLD SR 509 WYE CONN		1					5300	5400	5200*	5200
509	003.22	AFTER JCT OLD SR 509 WYE CONN		2					5000	5100	5000*	5100
509	005.80	AFTER JCT SLAYDEN RD NE		2					5400	5500	4700*	4800
509	009.08	BEFORE JCT 47TH AVE SW		2					5000	5000	4900*	5000
509	009.08	AFTER JCT 47TH AVE SW		2					3100	3100	3000*	3000
509	011.24	BEFORE JCT 21ST AVE SW WYE CONN		2					4700	4800	4800*	4800
509	011.25	AFTER JCT 21ST AVE SW		2					19000	19000	19000*	19000
509	011.50	AFTER JCT SW 312TH ST WYE CONN		2					13000	14000	13000*	13000
509	014.28	BEFORE JCT SR 99 WYE CONN		2								16000*
509	019.62	AFTER JCT SR 516		1					20000	20000	19000*	19000
509	020.32	BEFORE JCT S 218TH ST		1					19000	18000	19000*	19000
509	020.41	BEFORE JCT DES MOINES MEM DR Y CONN		1					24000	23000	24000*	23000
509	020.47	AFTER JCT DES MOINES WY S WYE CONN		1					12000	12000	12000*	12000
509	020.75	BEFORE JCT S 216TH ST		1					11000	10000	11000*	10000
509	021.79	BEFORE JCT SW 200TH ST		1					12000	12000	12000*	12000
509	022.78	BEFORE JCT SW 185TH ST		1					16000	16000*	17000	16000
509	022.78	AFTER JCT SW 185TH ST		1					17000	17000*	17000	17000
509	023.07	AFTER JCT NORMANDY RD		1					16000	16000	15000*	15000

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509	023.88B	AFTER JCT S NORMANDY RD WYE CONN		1					10000	9900	11000*	10000
509	024.24B	AFTER JCT 8TH AVE S WYE CONN		1					15000	15000	16000*	15000
509	024.35B	AT SR 509 BRIDGE		1					15000	15000	15000*	14000
509	023.67	AFTER RAMP DES MOINES WAY S		1					29000	28000	29000*	29000
509	025.27	BEFORE RAMP SR 518		1					35000	34000	33000*	33000
509	026.37	AT ADC LOCATION D14		1	03			03	57000*	56000*	57000*	56000+
509	026.90	AT S 128TH ST BRIDGE		1							41000*	41000
509	027.27	AFTER RAMP S 128TH ST		1					41000	40000	48000*	47000
509	028.31	AFTER RAMP S 112TH ST		1							53000*	52000
	STATE ROUTE NO 510 MAINLINE SR 5 TO SR 507/YELM											
510	002.62	BEFORE JCT MARTIN WAY SE		2					15000*	16000	19000	19000*
510	002.93	BEFORE JCT SE 3RD AVE*3RD AVE SE		2						16000*	16000	16000
510	002.93	AFTER JCT SE 3RD AVE*3RD AVE SE		2						14000*	15000	15000
510	003.80	BEFORE BEGIN ROUNDABOUT		2					11000*	11000	11000	11000*
510	004.32	AFTER END ROUNDABOUT		2					9500*	9600	9900	9800
510	006.30	BEFORE JCT OLD PACIFIC HWY WYE CONN		2					7500*	7600	7800	7900
510	006.35	AFTER JCT OLD PACIFIC HWY		2					9000*	9100	9400	9500
510	006.95	AFTER JCT MERIDIAN RD SE		2					5600	6000*	6200	6200
510	009.09	BEFORE JCT RESERVATION RD SE		2					5300*	5400	5500	5600
510	009.27	BEFORE JCT YELM HWY SE		2					8500	9400*	9700	9800
510	009.27	AFTER JCT YELM HWY SE		2					11000*	12000*	12000	13000
510	010.40	BEFORE JCT MUK-SET-WEI DR		2					10000*	11000	11000	11000
510	010.74	AFTER JCT CHURCH KALAMA RD		2					10000*	10000	11000	11000
510	015.67	BEFORE JCT SR 507*FIRST ST		2						15000*	16000	16000
	STATE ROUTE NO 512 MAINLINE SR 5 TO SR 167/PUYALLUP											
512	001.53	AT ADC LOCATION D3		1	05	03	01	08	83000	84000	88000*	93000+

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512	002.54	AFTER RAMP SR 7		1								81000*
512	003.71	AT PORTLAND AVE		1								72000*
512	004.13	AFTER RAMP PORTLAND AVE		1								82000*
512	005.86	AT CANYON RD		1								64000*
512	006.30	AFTER RAMP CANYON RD		1								83000*
512	010.52	AFTER RAMP MERIDIAN ST		1								82000*
512	011.12	AT PUYALLUP RIVER BRIDGE		1								76000*
512	011.55	BEFORE RAMP SR 167		1					75000	76000	79000	80000*
512	012.06	AT SR 167 BRIDGE		1					38000	39000	40000	40000*
	STATE ROUTE NO 513 MAINLINE SR 520 TO MAGNUSON PK											
513	000.15	BEFORE JCT E SHELBY ST WYE CONN		1					49000*	50000	52000	52000
513	001.29	AFTER JCT NE 45TH ST WYE CONN		1					38000*	39000	40000	40000
513	003.35	BEFORE JCT NE 65TH*W G MAGNUSON PK		1					13000*	14000	14000	14000
	STATE ROUTE NO 515 MAINLINE SR 516 TO SR 900/RENTON											
515	000.01	AFTER JCT SR 516 WYE CONN		2					25000	26000	26000*	26000
515	002.20	BEFORE JCT SE 222ND PL		2					25000	27000*	28000	28000
515	002.20	AFTER JCT SE 222ND PL		2					29000	28000*	29000	29000
515	002.59	BEFORE JCT SE 217TH ST		2					29000	29000*	30000	30000
515	002.59	AFTER JCT SE 217TH ST		2					28000	28000*	28000	29000
515	005.14	BEFORE JCT SE CARR RD*SE 176TH ST		2							23000*	23000
515	005.14	AFTER JCT SE CARR RD*SE 176TH ST		2							22000*	22000
515	005.29	AFTER JCT BENSON RD		2							15000*	15000
515	006.75	BEFORE JCT S PUGET DR WYE CONN		2					20000	20000	20000*	20000
515	006.76	AFTER JCT S 15TH ST*S PUGET DR		2					33000	34000	31000*	32000
515	007.68	BEFORE JCT SR 900 EB		2					24000*	24000	25000	23000*
515	007.70	AFTER JCT SR 900 E BND		2					11000*	11000	12000	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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
515	007.82	BEFORE JCT SR 900 CO2NDST (COUPLET)		2					12000*	12000	12000	11000
	STATE ROUTE NO 516 MAINLINE SR 509 TO SR 169											
516	000.01	AFTER JCT OLD SR 509		1					11000	11000	11000*	11000
516	000.71	BEFORE JCT 16TH PL S WYE CONN		1					12000	12000	11000*	11000
516	000.75	AFTER JCT 16TH PL S WYE CONN		1					13000	13000	12000*	13000
516	000.94	BEFORE JCT 20TH AVE S		1					14000	12000*	12000	12000
516	000.94	AFTER JCT 20TH AVE S		1					15000	13000*	13000	13000
516	001.48	BEFORE JCT 24TH AVE S*25TH AVE S		1					15000	13000	13000*	13000
516	001.48	AFTER JCT 24TH AVE S*25TH AVE S		1							15000*	15000
516	001.74	BEFORE JCT SR 99 WYE CONN		1								16000*
516	001.83	AFTER JCT SR 99 WYE CONN		1							34000*	33000*
516	001.90	AFTER JCT 30TH AVE S WYE CONN		1					35000*	35000	36000	37000*
516	004.52	BEFORE JCT SR 181*68TH AVE S		1					23000*	23000	24000	24000
516	004.53	AFTER JCT SR 181 WYE CONN		1					38000*	39000	40000	40000
516	005.30	BEFORE JCT S CENTRAL AVE		1					18000	18000	19000	18000*
516	005.30	AFTER JCT S CENTRAL AVE		1								29000*
516	005.68	BEFORE JCT SMITH ST*N CENTRAL AVE		1					19000*	20000	20000	19000*
516	005.68	AFTER JCT SMITH ST*N CENTRAL AVE		1					28000*	29000	29000	29000*
516	007.34	BEFORE JCT SR 515*104TH AVE SE		1					34000	34000	31000*	31000
516	007.35	AFTER JCT SR 515 WYE CONN		1					40000	41000	40000*	40000
516	007.43	AFTER JCT SE 256TH ST WYE CONN		1					33000	33000	32000	31000*
516	007.82	AFTER JCT 111TH AVE SE		1								33000*
516	008.73	BEFORE JCT 124TH AVE SE WYE CONN		1					33000	33000	34000*	34000
516	008.75	AFTER JCT 124TH AVE SE		1					30000	30000	32000*	32000
516	009.38	AFTER JCT 132ND AVE SE		1					32000	33000	31000*	31000
516	010.61	BEFORE JCT 152ND AVE SE*152ND WY SE		1					30000	31000	29000*	29000
516	010.61	AFTER JCT 152ND AVE SE*152ND WY SE		1					26000	27000	25000*	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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
516	011.13	AFTER JCT 160TH AVE SE		1					23000	24000	27000*	27000
516	011.42	BEFORE RAMP SR 18		1					26000*	26000	27000	27000
516	011.51	AFTER RAMP SR 18		2					30000*	31000	32000	32000
516	012.08	BEFORE JCT SE WAX RD WYE CONN		2					23000*	24000	24000	27000*
516	012.12	AFTER JCT SE WAX RD WYE CONN		2					26000*	26000	27000	23000*
516	013.11	BEFORE JCT 192ND AVE SE		2					24000	22000*	23000	23000
516	013.11	AFTER JCT 192ND AVE SE		2					21000	20000*	20000	20000
516	014.63	BEFORE JCT 216TH AVE SE		2						17000*	17000	18000
516	014.63	AFTER JCT 216TH AVE SE		2						13000*	14000	14000
516	015.10	BEFORE JCT WITTE RD SE		2					15000	13000*	14000	14000
516	015.10	AFTER JCT WITTE RD SE		2					12000	12000*	13000	13000
516	016.22	BEFORE JCT SR 169		2					12000*	12000	12000	12000*
	STATE ROUTE NO 518 MAINLINE SR 509 TO SR 5/TUKWILA											
518	000.00	AFTER RAMP SR 509*BEG ROUTE		1								42000*
518	000.35	AT ADC LOCATION D13		1	03	01		04	58000*	57000*	58000*	58000+
518	000.83	AFTER RAMP DES MOINES WAY S		1							69000*	69000*
518	002.49	AT SR 99		1								50000*
518	002.83	AFTER RAMP SR 99		1								115000*
518	003.33	AFTER RAMP 51ST AVE S		1								101000*
	STATE ROUTE NO 519 MAINLINE SR 90 TO FERRY TERMINAL											
519	000.14	BEFORE JCT ROYAL BROUGHAM WY*4TH AV		1					34000*	35000	36000	36000
519	000.14	AFTER JCT ROYAL BROUGHAM WY*4TH AV		1					18000*	18000	18000	18000
519	000.48	BEFORE JCT ALASKAN WAY S WYE CONN		1					9800*	10000	10000	10000
519	000.51	AFTER JCT ROYAL BRGHM WY WYE CONN		1					14000*	14000	14000	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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
		STATE ROUTE NO 520 MAINLINE SR 5/SEATTLE TO SR 202										
520	000.00	AFTER JCT SR 5*BEG ROUTE		1					56000*	56000	56000	60000*
520	000.36	AFTER RAMP SR 5		1					94000*	94000	95000*	96000
520	000.94	AT SR 513		1					71000*	71000	72000*	73000
520	001.43	AFTER RAMP SR 513		1					92000*	92000	91000*	93000
520	004.00	AT ADC LOCATION D10		1	02	01		03	102000*	101000*	100000*	102000+
520	004.62	AFTER RAMP 84TH AVE NE		1					93000*	93000	92000*	93000
520	005.39	AFTER RAMP 92ND AVE NE-FLYER STOP		1					101000*	101000	101000*	102000
520	005.99	AFTER RAMP LK WA BLVD (OLD SR 908)		1					83000*	83000	83000*	85000
520	007.93	AT ADC LOCATION S533		1								103000*
520	009.60	AFTER RAMP 148TH AVE NE		1					92000*	92000	91000	92000
520	011.22	AFTER RAMP WBCD LANE		1					82000*	81000	81000	82000
520	012.01	AFTER RAMP W LK SAMMAMISH*ADC S547		1					64000*	63000*	64000*	66000*
520	012.83	AT SR 202-BN RR BRIDGE		1					31000*	31000	32000*	32000
		STATE ROUTE NO 522 MAINLINE SR 5/SEATTLE TO SR 2										
522	000.00	ENTERING CITY OF SEATTLE*BEG ROUTE		1					17000	17000*	18000	18000
522	005.29	BEFORE JCT NE 165TH ST		1						40000*	39000*	40000
522	005.63	BEFORE JCT NE 170TH ST		1						38000*	39000	39000
522	005.82	BEFORE JCT SR 104 WYE CONN		1					44000	40000*	41000	41000
522	007.21	BEFORE JCT 68TH AVE NE		1								48000*
522	007.21	AFTER JCT 68TH AVE NE		1								36000*
522	007.99	AFTER JCT 80TH AVE NE		1							36000*	36000
522	009.10	BEFORE JCT 96TH AVE NE		1							33000*	33000
522	009.10	AFTER JCT 96TH AVE NE		1							34000*	34000
522	009.81	BEFORE JCT SR 527*MAIN ST		1							37000*	37000
522	009.81	AFTER JCT SR 527*MAIN ST		1							27000*	27000

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
522	011.84	BEFORE RAMP SR 202		1					79000	80000	82000	82000*
522	012.04	ENTERING CITY OF BOTHELL		1					49000	49000	52000	52000*
522	012.31	AFTER RAMP SR 202		1								59000*
522	013.30	AT ADC LOCATION P19		1	07	02		10	36000	37000*	39000*	40000+
522	014.09	AT SR 9		1						22000*	23000	24000
522	016.60	BEFORE JCT SR 524*PARADISE LAKE RD		1							25000*	25000
522	016.60	AFTER JCT SR 524*PARADISE LAKE RD		1							22000*	22000*
522	018.60	AFTER JCT FALES RD*ECHO LAKE RD		1							23000*	23000
522	024.61	AT SR 2 BRIDGE		1					14000*	14000*	15000	15000*
	STATE ROUTE NO 523 MAINLINE SR 99 TO SR 522											
523	000.01	AFTER JCT SR 99 WYE CONN		1						22000*	22000	22000
523	000.50	BEFORE JCT MERIDIAN AVE N		1						22000*	23000	23000
523	000.50	AFTER JCT MERIDIAN AVE N		1						25000*	25000	26000
523	000.75	BEFORE JCT 1ST AVE NE		1								27000*
523	000.75	AFTER JCT 1ST AVE NE		1						28000*	29000	30000*
523	001.00	AFTER JCT 5TH AVE NE (OLD SR 513)		1						26000*	26000	29000*
523	001.50	BEFORE JCT 15TH AVE NE		1						25000*	26000	26000
523	001.50	AFTER JCT 15TH AVE NE		1						24000*	24000	25000
523	002.26	BEFORE JCT 30TH AVE NE		1						23000*	23000	24000
523	002.45	BEFORE JCT SR 522-BOTHL WY-LK CT WY		1						20000*	20000	20000
	STATE ROUTE NO 524 MAINLINE SR 104/EDMONDS TO SR 522											
524	000.00B	AFTER JCT SR 104*SUNSET AVE		1					3300*	3300	3000*	3000
524	000.00	BEFORE JCT SR 524 SP3RDAVE*MAIN ST		1					4300*	4300	3900*	5200*
524	000.00	AFTER JCT SR 524 SP3RDAVE*MAIN ST		1					7200	7300	6500*	6900*
524	000.82	BEFORE JCT 9TH AVE N WYE CONN		1					10000	11000	11000	11000*
524	000.84	AFTER JCT 9TH AVE N		1					14000	14000	14000*	15000*

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
524	001.11	AFTER JCT 9TH AVE N WYE CONN		1		14000	14000	14000	14000*
524	001.32	AFTER JCT OLYMPIC AVE		1		10000	10000	9700*	9800
524	002.61	BEFORE JCT 76TH AVE W		1		17000*	17000	17000	18000*
524	002.61	AFTER JCT 76TH AVE W		1		20000*	21000	21000	20000*
524	004.64	BEFORE JCT SR 524 SPCEDRWY*44TH AVE		1		31000	31000	30000*	30000
524	004.64	AFTER JCT SR 524 SPCEDRWY*44TH AVE		1		31000	31000	35000*	35000
524	005.14	BEFORE JCT ON RAMP WYE CONN		1		42000*	43000	44000	44000
524	005.37	AFTER RAMP SR 5 NB		2		24000*	25000	26000	26000*
524	005.87	AFTER JCT 24TH AVE W		2					22000*
524	007.51	AFTER JCT NORTH RD*N DAMSON RD		2				17000*	17000
524	009.48	BEFORE JCT SR 527 WYE CONN		2					18000*
524	009.52	AFTER JCT SR 527 WYE CONN		2					15000*
524	010.34	AFTER JCT 204TH ST SE		2					13000*
524	010.86	BEFORE JCT YORK RD		2		12000*	12000	13000	13000
524	010.97	AFTER JCT 204TH ST SE		2		8400*	8500	8800	8800
524	012.84	BEFORE JCT SR 9		3		9000*	7900*	7600*	7700
524	012.84	AFTER JCT SR 9		3		7600*	6400*	6400*	6400
524	013.56	BEFORE JCT 78TH AVE SE		3			6200*	6400	6400
524	013.56	AFTER JCT 78TH AVE SE		3			6100*	6300	6400
524	014.22	AFTER JCT BROADWAY AVE		3		6600	6800*	7000	7100
524	014.50	BEFORE JCT W BOSTIAN RD		3			12000*	12000	12000
524	014.56	BEFORE JCT SR 522		3				13000*	13000
	STATE ROUTE NO 524 SPUR CEDRWY SR 524 TO SR 5 UX NB								
524SPCEDRWY	004.64	AFTER JCT SR 524*BEG ROUTE		1		25000	25000	25000*	25000
524SPCEDRWY	004.89	AFTER JCT 200TH ST SW		1				37000*	37000
524SPCEDRWY	005.07	BEFORE JCT OFF RAMP WYE CONN		1		26000	26000	27000*	28000
524SPCEDRWY	005.14	AT SR 5 NB*END ROUTE		1		33000*	34000	35000	31000*

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	STATE ROUTE NO 524 SPUR 3RDAVE SR 524 TO SR 104											
524SP3RDAVE	000.00	AFTER JCT SR 524*MAIN ST*BEG ROUTE		1					6200*	6200	6100*	5700*
524SP3RDAVE	000.69	BEFORE JCT SR 104 WYE CONN		1					1400	1500	1400*	1400
	STATE ROUTE NO 525 MAINLINE SR 5 TO SR 20/RACE ROAD											
525	000.36	BEFORE RAMP ALDERWOOD MALL BLVD		1							45000*	45000
525	002.65	BEFORE RAMP SR 99 SB		1						26000*	27000	27000
525	006.51	AFTER JCT SR 526*84TH ST SW		1					18000	18000	17000*	17000
525	007.01	BEFORE JCT 76TH ST SW		1								16000*
525	007.01	AFTER JCT 76TH ST SW		1					16000	16000*	15000*	15000*
525	007.83	BEFORE JCT GOATTRAIL RD		1								15000*
525	007.83	AFTER JCT GOATTRAIL RD		1								14000*
525	008.18	BEFORE JCT 5TH ST		1					13000*	13000	14000	15000*
525	008.18	AFTER JCT 5TH ST		1					9400*	9500	9700	10000*
525	008.35	BEFORE JCT 2ND ST		1					9500	9600	9200*	9300
525	008.35	AFTER JCT 2ND ST		1					9400	9500	8800*	8600
525	008.47	AT MUKILTEO FERRY LANDING		1					6100*	6100*	6100*	6000*
525	008.79	BEFORE JCT HUMPHREY RD		1					6400*	6500	6700*	6800
525	008.80	AFTER JCT WILSON PL		1					7900*	8000	8300*	8400
525	008.96	AFTER JCT DEER LAKE RD		1					9200*	9300	9500	9600
525	009.06	AFTER JCT BOB GALBREATH RD		1					8800*	8900	9100	9200
525	009.99	BEFORE JCT CEDAR VISTA DR		1								9000*
525	009.99	AFTER JCT CEDAR VISTA DR		1					8800*	8900	9100	9200
525	011.10	BEFORE JCT CULTUS BAY RD*LANGLEY RD		1					9400	9500	9800	9900*
525	012.25	BEFORE JCT MAXWELTON RD		1					10000	10000*	10000	10000
525	012.25	AFTER JCT MAXWELTON RD		1					11000	11000*	11000	11000
525	014.68	BEFORE JCT BAYVIEW RD		1					12000*	12000	11000*	11000

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\+ SOURCE OF TRUCK PERCENTAGES

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525	014.68	AFTER JCT BAYVIEW RD		1					11000*	11000	10000	11000
525	016.93	BEFORE JCT DOUBLE BLUFF RD		1					12000	12000*	12000	12000
525	016.93	AFTER JCT DOUBLE BLUFF RD		1					12000	12000*	12000	12000
525	018.08	BEFORE JCT FISH RD*MAIN ST		1					9100	9800*	10000*	10000
525	018.92	BEFORE JCT BUSH PT RD*HONEYMOON BAY		1					9300	9400	10000*	10000
525	018.92	AFTER JCT BUSH PT RD*HONEYMOON BAY		1					5500	5600	6200*	6200
525	030.52	BEFORE JCT SR 20*RACE RD		1					6500	7200*	7300*	7400*
	STATE ROUTE NO 525 SPUR PAINE SR 525 TO SR 526											
525SPPAINE	006.45	BEFORE JCT SR 526*END ROUTE		1							19000*	19000
	STATE ROUTE NO 526 MAINLINE SR 525 TO SR 5/EVERETT											
526	000.00	AFTER JCT SR 525*BEG ROUTE		1					10000	10000	10000*	10000*
526	001.23	BEFORE RAMP AIRPORT RD		1					38000	30000	32000*	32000
526	001.43	AT AIRPORT RD BRIDGE		1					28000	23000	24000*	25000
526	001.65	AFTER RAMP AIRPORT RD		1					48000	38000*	40000*	41000
526	001.97	AT S-E RAMP UXING		1							31000*	31000
526	002.31	AFTER RAMP SEAWAY BLVD		1					67000	55000*	56000*	56000
526	004.52	SR 5 BRIDGE*END ROUTE		1						35000*	36000	36000
	STATE ROUTE NO 527 MAINLINE SR 522/BOTHELL TO SR 5											
527	000.43	AFTER JCT NE 190TH ST*NE 191ST ST		1					16000	16000	15000*	15000
527	001.58	BEFORE JCT 240TH ST SE		1					15000	15000*	15000	14000*
527	001.58	AFTER JCT 240TH ST SE		1					20000	19000*	19000	19000*
527	001.98	AFTER JCT 234TH ST SE		1								20000*
527	002.37	BEFORE JCT 228TH ST SE WYE CONN		1					25000	25000	25000*	26000
527	002.41	AFTER JCT 228TH ST SE WYE CONN		1					38000	39000	40000*	40000
527	002.93	AFTER JCT CANYON PRK BLVD*220TH ST		1					36000	36000	40000*	40000

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527	003.73	BEFORE JCT SR 524 WYE CONN		1								43000*
527	003.75	AFTER JCT SR 524 WYE CONN		1								38000*
527	005.50	BEFORE JCT 180TH ST SE		1					27000	28000	32000*	32000
527	005.50	AFTER JCT 180TH ST SE		1					31000	31000	31000*	32000
527	006.61	BEFORE JCT MILL CREEK RD WYE CONN		1					29000	29000	33000*	33000
527	006.63	AFTER JCT 164TH*MILL CRK WYE CONN		1					22000	22000	24000*	24000
527	007.00	AFTER JCT MILL CREEK BLVD		1								20000*
527	008.13	AFTER JCT HEATHERWOOD DR*TRILLIUM		1								23000*
527	008.37	BEFORE JCT DUMAS RD*136TH ST SE		1					23000	25000*	25000*	25000
527	008.37	AFTER JCT DUMAS RD*136TH ST SE		1					15000	17000*	17000	17000
527	008.85	BEFORE JCT SR 96-132ND ST SE		1					13000	13000*	14000*	14000
527	008.86	AFTER JCT SR 96 WYE CONN		1					19000	18000*	19000	18000*
527	011.08	BEFORE JCT 100TH ST SE		1						27000*	27000	27000
527	011.08	AFTER JCT 100TH ST SE		1						34000*	35000	35000
527	011.92	AT SR 5 BRIDGE		1						35000*	36000	36000
	STATE ROUTE NO 528 MAINLINE SR 5/MARYSVILLE TO SR 9											
528	000.36	BEFORE JCT SR 529*STATE AVE		2					20000*	20000	21000	22000*
528	000.36	AFTER JCT SR 529*STATE AVE		2					17000*	17000	17000	18000*
528	000.80	AFTER JCT 47TH AVE NE		2						18000*	19000	19000
528	002.07	BEFORE JCT 67TH AVE NE		2						15000*	16000	16000
528	002.07	AFTER JCT 67TH AVE NE		2						11000*	11000	11000
528	003.46	BEFORE JCT SR 9		2					8000	7900*	8100	8200*
	STATE ROUTE NO 529 MAINLINE SR 5/EVERETT TO SR 528											
529	000.00	AT SR 5 NB*BEG ROUTE		1					6900	7000	7200	7900*
529	000.03	AFTER JCT PACIFIC AVE		1								12000*
529	000.29	AFTER JCT SR 2 COEVRETT (COUPLET)		1					9100*	9200	9400	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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
529	000.38	AFTER JCT SR 529 SPUR*MAPLE ST		1		15000	16000*	17000	17000
529	001.46	BEFORE JCT W MARINE VIEW DR		1		3600	3600	5500*	5500
529	001.46	AFTER JCT W MARINE VIEW DR		1		14000	15000	16000*	16000
529	004.92B	AT SR 529 NB UXING		1		9200	9300	9600*	9700
529	003.82	AT SNOHOMISH RIVER BRIDGE		1		27000	28000	30000*	31000
529	005.79	BEFORE RAMP SR 5 SB*SR 5 NB		1		30000	30000	30000*	30000
529	005.85	AT SR 5 NB		1		15000	14000*	14000	14000
529	006.35	AT EBBEY SLOUGH BRIDGE		1		12000*	13000*	14000	14000
529	006.69	BEFORE JCT SR 528		1		12000*	12000	13000	13000*
	STATE ROUTE NO 529 SPUR EVERET SR 529 TO SR 5NB UXING								
529SPEVERET	000.38	AFTER JCT SR 529*MAPLE ST*BEG RTE		1		19000	16000*	17000	17000
529SPEVERET	000.58	AT SR 5 NB*END ROUTE		1					8900*
	STATE ROUTE NO 530 MAINLINE SR 5 TO SR 20								
530	017.04	AFTER RAMP SR 5		2		18000*	18000	18000	19000
530	017.30	BEFORE JCT OLD SR 99		2			18000*	18000	19000*
530	017.47	AFTER JCT OLD SR 99 WYE CONN		2		17000	18000*	18000	18000*
530	019.39	AFTER JCT 59TH AVE NE		2				17000*	18000
530	020.79	BEFORE JCT SR 9		2		13000	14000*	14000*	14000
530	020.91	AFTER JCT SR 9 WYE CONN		2		6400	8500*	8900*	8900
530	022.14	BEFORE JCT ARLINGTON HEIGHTS RD		2		12000	13000	13000*	13000
530	022.14	AFTER JCT ARLINGTON HEIGHTS RD		2		8300	8400	8800*	8900
530	025.52	BEFORE JCT JIM CREEK RD		2		6900	7400*	7600	7600
530	025.52	AFTER JCT JIM CREEK RD		2		5400	5600*	5800	5800
530	026.77	BEFORE JCT 139TH AVE NE		2		4800	5300*	5400	5500
530	026.77	AFTER JCT 139TH AVE NE		2		5100	5100*	5300	5300
530	032.73	BEFORE JCT CO RD*LAKE CAVANAUGH RD		2		4100	3900*	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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
530	032.73	AFTER JCT CO RD*LAKE CAVANAUGH RD		2		3800	3900*	3800*	3800
530	034.98	AFTER JCT WHITMAN RD		2		3400	3400	3200*	3200
530	043.74	BEFORE JCT SWEDE HEAVEN*MINE RDS		2		3600*	3100*	3200	3300
530	043.74	AFTER JCT SWEDE HEAVEN*MINE RDS		2		3400	3100*	3300*	3300
530	049.37	AFTER JCT SAUK PRAIRIE RD		2		1500	1500	1900*	1900
530	053.80	AFTER JCT SAUK PRAIRIE RD		2		800	810	960*	970
530	067.66	BEFORE JCT SR 20 WYE CONN		2		1000*	1100*	1100	970*
	STATE ROUTE NO 531 MAINLINE WENBERG STATE PK TO SR 9								
531	000.00	AFTER WENBERG ST PRK		3		960	980	1000*	1000
531	001.44	BEFORE JCT LAKEWOOD RD		3		2700*	2700	3200*	3200
531	001.44	AFTER JCT LAKEWOOD RD		3		6900*	6900	7800*	7900
531	002.10	BEFORE JCT FREESTAD RD		3		8200*	8300	8500	8600
531	002.10	AFTER JCT FREESTAD RD		3		8400*	8500	8700	8800
531	004.07	AFTER JCT FORTY FIVE RD		3		7800	7900	8100*	8200
531	004.58	AFTER JCT 3RD AVE NE		3		8500	8600	8500*	8600
531	005.47	BEFORE JCT 16TH DR NE		3		11000	11000	11000*	11000
531	005.47	AFTER JCT 16TH DR NE		3				12000*	12000
531	005.50	AFTER JCT 19TH DR NE		3				12000*	12000
531	006.27	BEFORE JCT OFF RAMP WYE CONN		3		15000	15000	16000*	16000
531	006.29	AFTER RAMP SR 5		3		20000	20000	23000*	23000
531	006.44	AFTER JCT OFF RAMP WYE CONN		3		33000*	33000	33000*	34000
531	006.50	AFTER JCT SMOKEY PT DR		3		30000*	31000	31000	32000
531	006.63	BEFORE JCT SMOKEY POINT BLVD		3					32000*
531	007.12	BEFORE JCT 43RD AVE NE		3		21000	21000	20000*	21000
531	007.12	AFTER JCT 43RD AVE NE		3		19000	19000	20000*	20000
531	008.59	BEFORE JCT 67TH AVE E-ARMAR RD		3		12000	12000	13000*	14000
531	008.59	AFTER JCT 67TH AVE E-ARMAR RD		3		8200	8300	10000*	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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
531	009.88	BEFORE JCT SR 9		3					6700*	6800*	7000	8100*
	STATE ROUTE NO 532 MAINLINE CAMANO ISLAND TO SR 5											
532	000.30	BEFORE JCT N CAMANO DR		3					13000	14000*	16000*	16000
532	000.42	AFTER JCT N CAMANO DR WYE CONN		3					16000	16000	19000*	19000
532	000.57	AFTER JCT HANSTAD RD		3						17000*	17000	17000
532	001.10	BEFORE JCT FOX TROT WAY		3					16000	17000*	17000	17000
532	001.10	AFTER JCT FOX TROT WAY		3					16000	16000*	17000	17000
532	001.85	BEFORE JCT GOOD RD		3					16000	18000*	18000	18000
532	001.85	AFTER JCT GOOD RD		3					17000	19000*	19000	19000
532	004.03	BEFORE JCT 102ND AVE NW		3					20000*	19000*	20000	20000
532	004.03	AFTER JCT 102ND AVE NW		3					18000*	18000*	19000	19000
532	005.25	BEFORE JCT PIONEER HWY (OLD SR 530)		3					17000	18000*	19000	19000
532	008.74	BEFORE JCT 28TH AVE*W SUNDAY LK RD		3					13000	15000*	16000	16000
532	009.79	BEFORE JCT 12TH AVE*E SUNDAY LK RD		3					13000	14000*	15000	15000
532	009.79	AFTER JCT 12TH AVE*E SUNDAY LK RD		3					15000	15000*	15000	15000
532	010.00	BEFORE JCT OFF RAMP WYE CONN		3					17000*	16000*	16000	16000
532	010.09	AT SR 5 NB		3					9500*	8800*	9700*	9800
	STATE ROUTE NO 534 MAINLINE SR 5 TO SR 9											
534	000.00	SR 5 BRIDGE*BEG ROUTE		3					7000*	7100*	7300	7800*
534	001.02	BEFORE JCT BULSON RD		3					2800	2900*	3000	2900
534	001.02	AFTER JCT BULSON RD		3					1900*	2000*	2100	2000*
534	002.07	BEFORE JCT ESTATE DR		3						1500*	1600	1600
534	002.07	AFTER JCT ESTATE DR		3					1200*	1300*	1400	1400
534	005.08	BEFORE JCT SR 9		3					1100*	1200	1100*	1100*

* 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
		STATE ROUTE NO 536 MAINLINE SR 20 TO SR 5/MT VERNON										
536	000.00	AFTER JCT SR 20*BEG ROUTE		2					4000*	4300*	4500*	4600
536	000.02	AFTER RAMP SR 20 EB		2					8500*	9200*	9600*	9700
536	002.65	BEFORE JCT AVON ALLEN RD		2					8900	8400*	8600	8700
536	002.65	AFTER JCT AVON ALLEN RD		2					11000	10000*	11000	11000
536	003.60	BEFORE JCT DUNBAR RD		2								12000*
536	004.55	AFTER JCT BARKER ST		2					19000*	19000	20000	20000
536	004.87	BEFORE JCT MAIN ST		2					22000	21000*	22000	22000
536	004.87	AFTER JCT MAIN ST		2					20000	20000*	21000	21000
536	004.91	BEFORE JCT 1ST ST WYE CONN		2					19000*	19000	20000	20000
536	004.94	AFTER JCT 1ST ST WYE CONN		2					11000*	11000	11000	11000*
536	005.33	BEFORE JCT ON RAMP WYE CONN		2						17000*	18000	18000
536	005.38	AT SR 5		2						15000*	16000	16000
		STATE ROUTE NO 538 MAINLINE SR 5/MT VERNON TO SR 9										
538	000.00	AT SR 5*BEG ROUTE		3					21000*	21000	22000	22000
538	000.06	AFTER JCT SR 5 NB RAMP WYE CONNS		3					25000*	26000	26000	27000
538	000.41	BEFORE JCT URBAN AVE		3					25000*	25000	26000	26000
538	000.41	AFTER JCT URBAN AVE		3					26000*	26000	27000	27000
538	000.59	AFTER JCT LEIGH WAY		3					24000*	24000	25000	25000
538	000.70	AFTER JCT CONTINENTAL PL		3					22000*	22000	23000	23000
538	001.03	BEFORE JCT N 18TH ST		3					21000*	22000	22000	22000
538	001.03	AFTER JCT N 18TH ST		3					21000*	21000	21000	22000
538	001.27	BEFORE JCT LA VENTURE RD		3					19000*	19000	19000*	18000*
538	001.27	AFTER JCT LA VENTURE RD		3					14000*	14000	15000	15000
538	002.28	BEFORE JCT WAUGH*MARTIN RDS		3					9300	9400	10000*	11000*
538	002.28	AFTER JCT WAUGH*MARTIN RDS		3					7000*	7000	7200	8300*

* 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
538	003.62	BEFORE JCT SR 9 WYE CONN		3					6100*	6300*	7200*	6900*
	STATE ROUTE NO 539 MAINLINE SR 5/BELLINGHM TO CANADA											
539	000.05	BEFORE RAMP SR 5		1					34000*	33000*	34000	34000
539	000.06	AFTER JCT SR 5 NB RAMP WYE CONNS		1					44000*	45000	46000	46000
539	000.30	BEFORE JCT E BELLIS FAIR PKWY		1							32000*	32000
539	000.30	AFTER JCT E BELLIS FAIR PKWY		1							32000*	33000
539	001.73	BEFORE JCT HORTON RD		1					21000	21000	22000*	22000
539	001.73	AFTER JCT HORTON RD		1					20000	21000	22000*	23000
539	002.48	BEFORE JCT KELLY RD		1					17000	17000	20000*	21000
539	004.50	BEFORE JCT AXTON RD		1							17000*	17000
539	004.50	AFTER JCT AXTON RD		1							17000*	17000
539	007.51	BEFORE JCT SR 544*W POLE RD		1					16000*	16000	16000*	14000*
539	007.51	AFTER JCT SR 544*W POLE RD		1					16000*	16000	16000*	15000
539	010.77	BEFORE JCT TROMP RD		1								13000*
539	010.80	AFTER JCT FRONT ST		1					11000	11000	12000*	12000
539	012.54	BEFORE JCT SR 546*BADGER RD		1					8000*	8100	8400	8400
539	012.54	AFTER JCT SR 546*BADGER RD		1					4400*	4500	4400	4200*
539	014.55	AFTER JCT H ST RD		1					2800*	2800	2900	3000
539	015.10	BEFORE JCT E BOUNDARY RD		1								2900*
539	015.16	INTERNATIONAL BOUNDARY		1					4800*	4900	5000	5100
	STATE ROUTE NO 542 MAINLINE SR 5 TO MT BAKER											
542	000.00	AT SR 5 BRIDGE*BEG ROUTE		2					25000*	25000	26000	27000*
542	000.06	AFTER RAMP SR 5		2					33000*	33000	34000	37000*
542	000.93	BEFORE JCT WOBURN ST*HANNEGAN RD		2							21000*	21000
542	000.93	AFTER JCT WOBURN ST*HANNEGAN RD		2							16000*	16000
542	001.74	BEFORE JCT MCLEOD RD		2							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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
542	001.74	AFTER JCT MCLEOD RD		2							13000*	13000
542	003.80	BEFORE JCT NOON RD		2							11000*	11000
542	007.13	BEFORE JCT SAND RD		2					9200*	9300	9600	9700
542	007.13	AFTER JCT SAND RD		2					8200*	8300	8600	8600
542	008.87	AFTER JCT SMITH RD		2					9300	9400	9300	9300*
542	009.96	BEFORE JCT SR 9 WYE CONN		2					10000	9900*	11000*	11000
542	009.98	AFTER JCT SR 9		2					9800	9500*	9500*	9600
542	014.57	BEFORE JCT SR 9		2					7200*	7600*	7900*	8000
542	014.58	AFTER JCT SR 9 WYE CONN		2					4900*	5700*	5800*	5900
542	022.80	BEFORE JCT SR 547 WYE CONN		2					3700	3700	4000*	4500*
542	022.91	AFTER JCT SR 547		3					2600	2600	2600	2600*
542	033.40	AT GALLUP CREEK BRIDGE		3							710*	900*
542	053.99	BEFORE JCT SR 542 COMTBAKR (COUPLT)		3							580*	590
542	** 054.01	AFTER JCT SR 542 COUPLET WYE CONN	C	3					300	300	340*	340
542	054.60	AFTER JCT SR 542 COMTBAKR (COUPLT)		3							450*	450
	STATE ROUTE NO 542 COUPLET MTBAKR SR 542 TO SR 542											
542COMTBAKR	** 054.62	AFTER JCT SR 542 WYE CONN		3					280	280	350*	350
542COMTBAKR	054.95	BEFORE JCT SR 542 WYE CONN		3							350*	350
	STATE ROUTE NO 543 MAINLINE SR 5 TO CANADA											
543	000.00	AT SR 5 BRIDGE*BEG ROUTE		1					4700	4800	4900	4700*
543	000.20	AFTER RAMP SR 5		1					9100*	9200	9400	9000*
	STATE ROUTE NO 544 MAINLINE SR 539 TO SR 9/NOOKSACK											
544	000.00	AFTER JCT SR 539*BEG ROUTE		3					5500*	5600	6100*	6000*
544	005.01	BEFORE JCT EVERSON GOSHEN RD		3					4800*	4900	5000	4900*
544	005.01	AFTER JCT EVERSON GOSHEN RD		3					5700*	5800	5900	6400*

** 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
544	007.52	AFTER JCT EVERSON RD (OLD ALIGN)		3					7200	7300	7500	7500*
544	009.01	BEFORE JCT SR 9		3					6100	6200	7000*	7100
	STATE ROUTE NO 546 MAINLINE SR 539 TO SR 9											
546	000.00	AFTER JCT SR 539*BEG ROUTE		1					6700*	6700	6900	7000
546	001.50	BEFORE JCT DEPOT RD		1					5900	6000	8500*	8500*
546	001.50	AFTER JCT DEPOT RD		1					6500	6600	8700*	9000*
546	003.53	AFTER JCT NORTHWOOD RD		1								5700*
546	008.02	BEFORE JCT SR 9*NOOKSACK RD		1					4200	4200	4500*	4500
	STATE ROUTE NO 547 MAINLINE SR 542 TO SR 9/SUMAS											
547	000.00	AFTER JCT SR 542*BEG ROUTE		3								1100*
547	000.09	AFTER JCT SR 542 WYE CONN		3					3400	3400	3500*	4300*
547	003.24	BEFORE JCT LIMESTONE RD WYE CONN		3					1900*	1900	2000	2000*
547	003.26	AFTER JCT LIMESTONE RD		3					1900	1900	2000	1900*
547	003.99	BEFORE JCT SOUTHPASS RD		3								1900*
547	003.99	AFTER JCT SOUTHPASS RD		3								1300*
547	008.88	AFTER JCT HILLVIEW RD		3					1900	1700*	1700	1700
547	010.79	BEFORE JCT SR 9*CHERRY ST		3					2200*	2200	2300	2200*
	STATE ROUTE NO 548 MAINLINE SR 5 TO SR 5/BLAINE											
548	000.00	AT SR 5 BRIDGE*BEG ROUTE		3								6800*
548	000.09	AFTER RAMP SR 5		3					9100*	9200	9400	11000*
548	000.97	BEFORE JCT VISTA DR		3					5600	7500*	7700	7800
548	000.97	AFTER JCT VISTA DR		3					3700	5300*	5400	5500
548	004.93	BEFORE JCT KICKERVILLE RD		3					2900	2700*	2700	2800
548	004.93	AFTER JCT KICKERVILLE RD		3					3200	2900*	3000	3000
548	005.93	BEFORE JCT REFINERY*GRANDVIEW RD		3						2900*	3000	3000

* 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
548	005.93	AFTER JCT REFINERY*GRANDVIEW RD		3						990*	1000	1000
548	006.98	AFTER JCT BAY RD WYE CONN		3					2000	2000*	2000	2100
548	008.96	BEFORE JCT BIRCH BAY LYNDEN RD		3					2800*	2900	2900	3000
548	008.96	AFTER JCT BIRCH BAY LYNDEN RD		3					2600*	2600	2700	2700
548	010.85	BEFORE JCT DRAYTON HARBOR RD		3					2700	2700*	2800	2800
548	010.85	AFTER JCT DRAYTON HARBOR RD		3					6800	6300*	6500	6500
548	013.78	BEFORE JCT MARINE DR		3					8700	8800	5400*	4800*
	STATE ROUTE NO 599 MAINLINE SR 5 TO SR 99											
599	000.00	AT SR 5 BRIDGE*BEG ROUTE		1					36000	34000*	31000*	32000
599	001.40	AT ADC LOCATION S839		1	06	05	01	12	37000	37000*	37000*	38000+
	STATE ROUTE NO 702 MAINLINE SR 507/MCKENNA TO SR 7											
702	000.00	AFTER JCT SR 507*BEG ROUTE		2					6400*	6500	6600	7900*
702	003.32	AFTER JCT 40TH AVE S*ALLEN RD		2					3800*	3900	4000	4700*
702	009.32	BEFORE JCT SR 7		2					2900	2700*	2800	2800
	STATE ROUTE NO 705 MAINLINE SR 5 TO SCHUSTER PARKWAY											
705	000.00	AT SR 5 NB*BEG ROUTE		5								25000*
705	000.49	BEFORE RAMP SR 509		5							67000*	67000
705	000.72	BEFORE RAMP PACIFIC AVE*15TH ST		5							45000*	46000
705	000.72	AFTER RAMP PACIFIC AVE*15TH ST		5							38000*	38000
705	000.99	AFTER RAMP SR 509		5							51000*	51000
705	001.15	AFTER RAMP PACIFIC AVE*A ST*13TH ST		5							44000*	44000
705	001.50	BEFORE SHUSTER PARKWAY AHEAD		5							38000*	38000
	STATE ROUTE NO 706 MAINLINE SR 7/ELBE TO MT RAINIER											
706	000.01	AFTER JCT 182ND AVE CT E		2					3200*	3300	3800*	3300*

* 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
706	007.81	AFTER JCT 304TH AVE E		2					3300*	3300	3300	3300*
706	013.44	AFTER JCT 387TH AVE CT E		2					2200*	2200	2300	1700*
	STATE ROUTE NO 730 MAINLINE OREGON TO SR 12/WALLULA											
730	000.00	OREGON ST LINE*BEG ROUTE		2					2500*	2500*	2500*	2500*
730	005.82	BEFORE JCT SR 730 SPWALULA (SPUR)		2					2200	2900*	2900	2800
	STATE ROUTE NO 730 SPUR WALULA SR 730 TO SR 12											
730SPWALULA	006.12	BEFORE JCT SR 12*END ROUTE		2					1600	2700*	2700	2700
	STATE ROUTE NO 821 MAINLINE SR 82/YAKIMA TO SR 82											
821	000.00	AT SR 82 BRIDGE*BEG ROUTE		3								4400*
821	000.29	BEFORE JCT SR 823-HARRISON RD		3					6300*	6500	6700	5500*
821	000.29	AFTER JCT SR 823-HARRISON RD		3					3800*	4000	4100	3600*
821	002.61	AFTER JCT FRONTAGE RD		3					1700*	1700	1800	1600*
821	012.72	AT SQUAW CREEK BRIDGE		3					1200*	1300	1300	1300*
821	024.64	BEFORE JCT CANYON RD		3					1300*	1400	1400	1500*
821	025.08	BEFORE RAMP SR 82		3					750*	780	800	890*
	STATE ROUTE NO 823 MAINLINE SR 12 TO SR 821											
823	000.00B	AT SR 12 EB*BEG ROUTE		1								10000*
823	000.03B	AFTER RAMP SR 82 EB		1					6300*	6400	6300	6100*
823	000.08	AFTER JCT FRONTAGE RD WYE CONN		1					27000*	27000	28000	32000*
823	000.68	BEFORE JCT 11TH AVE*SOUTHERN AVE		1						26000*	26000	27000
823	000.68	AFTER JCT 11TH AVE*SOUTHERN AVE		1						26000*	26000	27000
823	001.43	BEFORE JCT NACHES AVE*1ST ST		1					22000	22000	23000*	24000
823	001.43	AFTER JCT NACHES AVE*1ST ST		1					10000	10000	11000	11000*
823	001.54	AFTER JCT NACHES AVE*WENAS ST		1					9700	10000	10000	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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
823	002.74	BEFORE JCT SR 823 WYE CONN		2		9500	9900	10000*	10000
823	002.86	AFTER JCT N WENAS RD WYE CONN		2		4300	4500	4600*	4700
823	004.74	BEFORE JCT SR 821		2		4100*	4200	4100	4000*
	STATE ROUTE NO 900 MAINLINE SR 5 TO SR 90/ISSAQUAH								
900	006.66	AT SR 5 BRIDGE		1		30000*	30000	31000	31000
900	007.74	AFTER JCT S 129TH ST WYE CONN		1		30000*	30000	31000	32000
900	009.53	BEFORE JCT STEVENS AVE SW		1		19000*	19000	19000	19000*
900	009.53	AFTER JCT STEVENS AVE SW		1		17000*	18000	18000	18000*
900	009.77	BEFORE JCT HARDIE AVE SW WYE CONN		1		17000*	17000	18000	18000*
900	** 010.49	BEFORE JCT SR 515-MAIN AVE S	C	1		8000*	8100	8100	8200*
900	010.51	AFTER JCT SR 515 WYE CONN	C	1					22000*
900	010.71	BEFORE JCT SR 900 CO2NDST (COUPLET)	C	1		4600*	4700	4800	5100*
900	010.71	AFTER JCT SR 900 CO2NDST (COUPLET)		1		23000*	23000	24000	25000*
900	011.55	AT SR 405		1		14000*	14000	14000	14000*
900	012.50	AT SR 405 SB		1		22000	23000	23000	20000*
900	015.05	BEFORE JCT 148TH AVE SE		1		9600	9200*	9500	9500
900	015.05	AFTER JCT 148TH AVE SE		1		8700	8500*	8800	8800
900	016.18	BEFORE JCT 164TH AVE SE		1		7600*	8000*	8700*	8700*
900	016.19	AFTER JCT 164TH AVE SE WYE CONN		1		11000*	11000*	12000*	12000*
900	017.41	BEFORE JCT SE MAY VALLEY RD		2		11000	11000*	12000*	12000
900	017.42	AFTER JCT SE MAY VALLEY RD WYE CONN		2		13000*	12000*	13000	14000*
900	021.08	BEFORE JCT NEWPORT WAY WYE CONN		1		15000	15000	15000*	15000
900	021.10	AFTER JCT NEWPORT WAY WYE CONN		1				16000*	16000
900	021.42	BEFORE JCT GILMAN BLVD		1		23000	23000*	24000	24000
900	021.42	AFTER JCT GILMAN BLVD		1		30000	35000*	36000	36000
900	021.64	AT SR 90 BRIDGE		1		35000*	35000	35000	35000*

** 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
		STATE ROUTE NO 900 COUPLET 2NDST MILL AVE TO RAINIER AVE										
900CO2NDST	** 010.71	AFTER JCT SR 900-MILL AVE*BEG RTE		1					17000*	17000	17000	18000*
900CO2NDST	010.91	AFTER JCT WILLIAMS AVE S		1								8800*
		STATE ROUTE NO 902 MAINLINE SR 90 TO MEDICAL LAKE										
902	000.14	AFTER JCT CLEAR LAKE RD		3					1400*	1400	1400	1400*
902	004.06	BEFORE JCT SIMPSON LOOP		3						1500*	1600	1600
902	004.10	AFTER JCT CIRCLE DR		2						1600*	1600	1600
902	006.09	BEFORE JCT LAKE ST		2						3000*	3100	3100
902	006.09	AFTER JCT LAKE ST		2						3400*	3500	3500
902	006.55	BEFORE JCT SR 902 WYE CONN		2							3800*	3800
902	012.13	BEFORE JCT HAYFORD RD*WHITE RD		2								5200*
902	012.17	BEFORE RAMP SR 90		2					7400*	7500	7600	7600
902	012.36	AT SR 90 BRIDGE		2								5600*
		STATE ROUTE NO 903 MAINLINE SR 970 TO FOREST BDRY										
903	000.00	AFTER JCT SR 970*BEG ROUTE		3					2400	2400	2500	2700*
903	000.21	AFTER JCT SR 903 WYE CONN		3					5200*	5200	5400	5500*
903	001.19	AFTER JCT YAKIMA AVE		3							7000*	7000
903	001.90	AFTER JCT PENNSYLVANIA AVE		3						8000*	8200	8300
903	004.29	AFTER JCT CO RD #245		3						4700*	4800	4900
903	010.06	NATIONAL FOREST BNDRY		3					1300	1300	1200*	1200
		STATE ROUTE NO 903 SPUR CLEELM SR 903 TO SR 970										
903SPCLEELM	000.19	AFTER JCT SR 903*BEG ROUTE		3					2600*	2700*	2800	3300*

** COUPLET SKETCH IN BACK OF BOOK

* BASED ON ACTUAL COUNT
+ SOURCE OF TRUCK PERCENTAGES

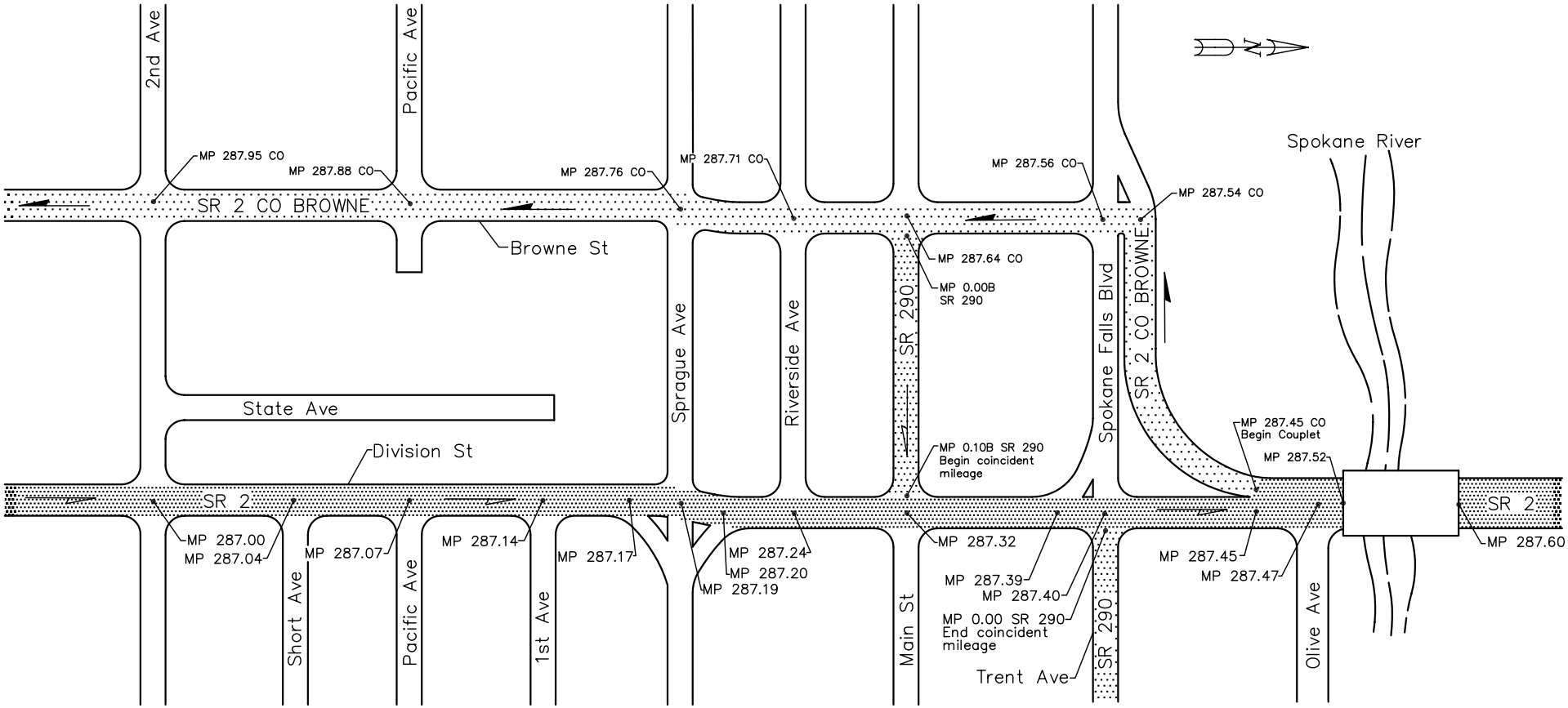
STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
		STATE ROUTE NO 904 MAINLINE SR 90/TYLER TO SR 90/4LK										
904	000.00	AT SR 90 BRIDGE*BEGIN ROUTE		3					720	750	670*	690*
904	000.12	AFTER RAMP SR 90		3					990	1000	880*	890
904	003.77	AFTER JCT RITCHEY RD		3					970*	1000	1000	990*
904	005.95	BEFORE JCT CAMERON RD		3								1100*
904	008.82	BEFORE JCT LANCE HILL RD		3					1500*	1500	1500	1500*
904	008.82	AFTER JCT LANCE HILL RD		3					1700*	1800	1900	2000*
904	009.10	AFTER JCT MULLENIX RD		3					2500*	2600	2600	2700*
904	009.68	AFTER JCT PRESLEY RD		3					3600*	3800	3800	3800*
904	010.93	BEFORE JCT F ST		2					8500*	8700	9500*	9800*
904	010.93	AFTER JCT F ST		2					10000*	10000	11000*	11000*
904	011.93	BEFORE JCT CHENEY-SPOKANE RD		2					13000*	13000	14000*	14000
904	011.93	AFTER JCT CHENEY-SPOKANE RD		2					12000*	12000	13000*	13000
904	012.51	BEFORE JCT BETZ RD		2							10000*	10000
904	012.55	AFTER JCT BETZ RD WYE CONN		2							15000*	15000
		STATE ROUTE NO 906 MAINLINE SR 90/KING TO SR 90/HYAK										
906	000.07	AFTER JCT ON RAMP WYE CONN		3					1900	1900	1900	2300*
906	000.63	BEFORE JCT YELLOWSTONE RD		3					2400*	2400	2500	3000*
906	002.55	BEFORE JCT SR 906 SPHYAK*PAC WEST		3					430*	430	440	450*
906	002.65	AT SR 90		3								330*
		STATE ROUTE NO 906 SPUR HYAK SR 906 TO DOT MAINT AREA										
906SPHYAK	002.55	AFTER JCT SR 906*PAC WEST*BEG RTE		3								260*
		STATE ROUTE NO 908 MAINLINE SR 405 TO SR 202/REDMOND										
908	003.52	AT SR 405*BEGIN ROUTE		1					46000*	47000	48000	49000

* 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 2000 UNITS	2001 UNITS	2002 UNITS	2003 UNITS
908	004.50	BEFORE JCT 132ND AVE NE		1					38000*	38000	39000	40000
908	004.50	AFTER JCT 132ND AVE NE		1					38000*	39000	40000	40000
908	006.35	BEFORE JCT CLEVELAND ST WYE CONN		1					28000*	28000	29000	27000*
908	** 006.36	AFTER JCT SR 908 COREDMND (COUPLT)	C	1					12000*	12000	12000	12000
908	006.66	BEFORE JCT SR 202*164TH AVE NE	C	1					13000*	13000	13000	13000*
	STATE ROUTE NO 908 COUPLET REDMND SR 202 TO CLEVELAND ST											
908COREDMND	** 006.66	AFTER JCT SR 202*BEG ROUTE		1					13000*	13000	13000	13000
908COREDMND	006.94	BEFORE JCT SR 908*160TH		1					20000*	20000	20000	20000*
	STATE ROUTE NO 970 MAINLINE SR 90 TO SR 97/VIRDEN											
970	000.00	AT SR 90 BRIDGE*BEG ROUTE		1					2500	2500	2700	2600*
970	000.24	AFTER RAMP SR 90		1					4900*	5000	5300	5000*
970	000.36	AFTER JCT SR 903		1								2900*
970	000.76	AFTER RAMP SR 970 EB		1					5000*	5100	5300	5600*
970	002.69	BEFORE JCT SR 10		1							5300*	5300
970	002.69	AFTER JCT SR 10		1						4700*	5000	5000
970	006.85	AT ADC LOCATION R057		1	08	06	01	15	3800*	3800*	4000*	4000+
970	010.31	BEFORE JCT SR 97		1					3900	3900	3700*	3700
	STATE ROUTE NO 971 MAINLINE SR 97 ALT TO SR 97 ALT											
971	000.01	AFTER JCT SR 97 ALT WYE CONN		3					640*	640*	650	650
971	007.71	AFTER JCT BEAR MTN RD		3						360*	370	370
971	009.07	AFTER JCT S LAKESHORE RD		3						1200*	1300	1300
971	013.73	BEFORE JCT MINNEAPOLIS BEACH RD		3						1500*	1600	1600
971	013.73	AFTER JCT MINNEAPOLIS BEACH RD		3						1700*	1700	1700
971	015.00	BEFORE JCT SR 97 ALT WYE CONN		3					1700*	1700	1800	2200*

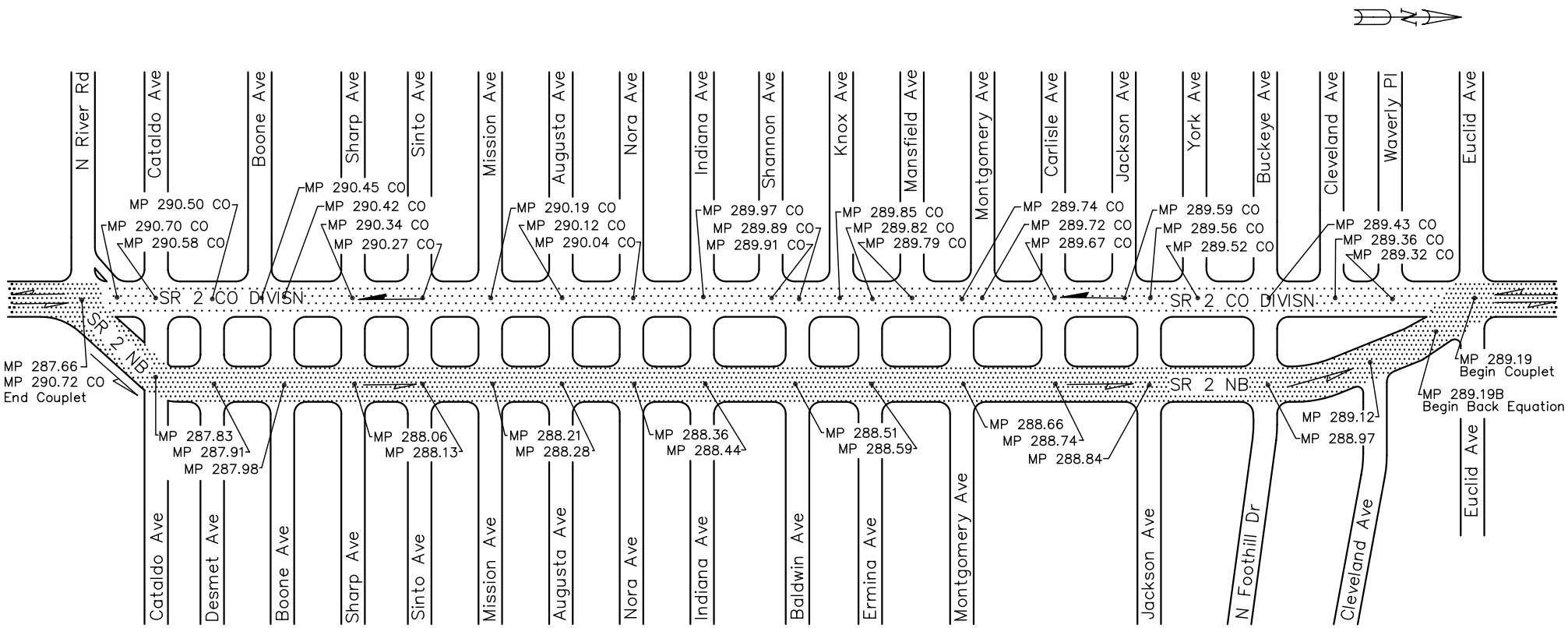
** COUPLET SKETCH IN BACK OF BOOK

* BASED ON ACTUAL COUNT
+ SOURCE OF TRUCK PERCENTAGES



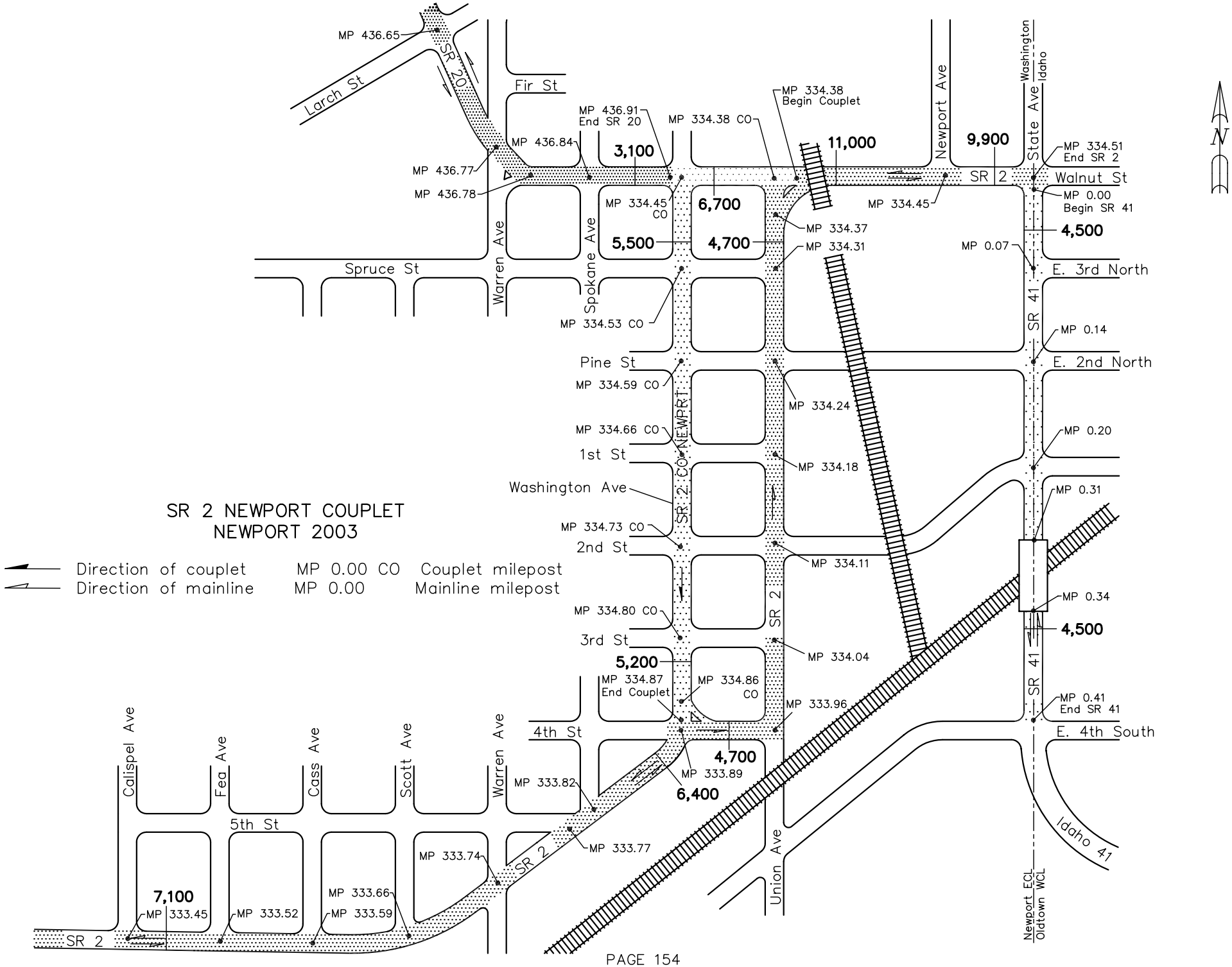
SR 2 BROWNE STREET COUPLET
SPOKANE 2003 – No Current Data Available

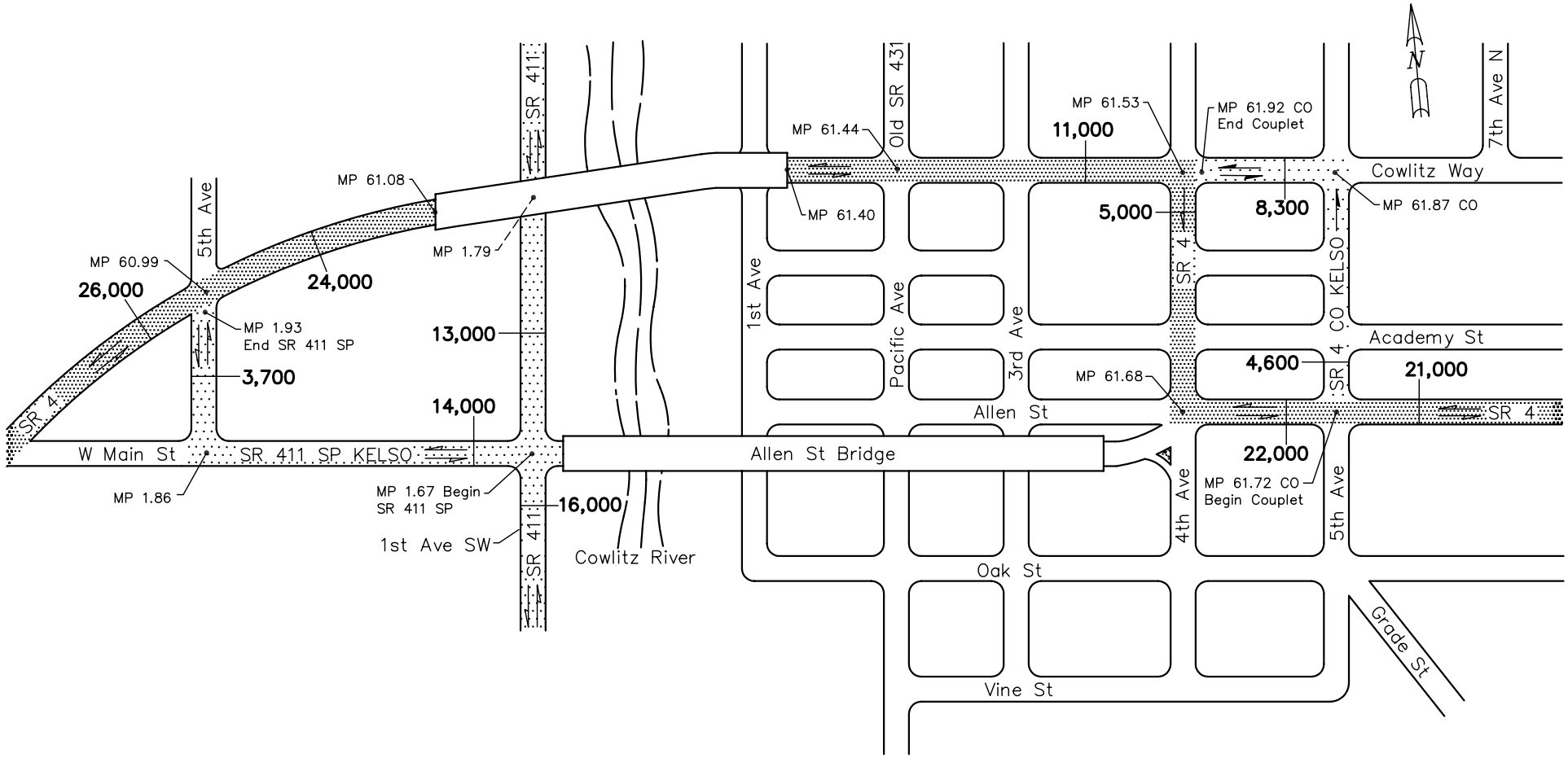
Direction of couplet — MP 0.00 CO Couplet milepost
Direction of mainline — MP 0.00 Mainline milepost



SR 2 DIVISION STREET COUPLET
SPOKANE 2003 – No Current Data Available

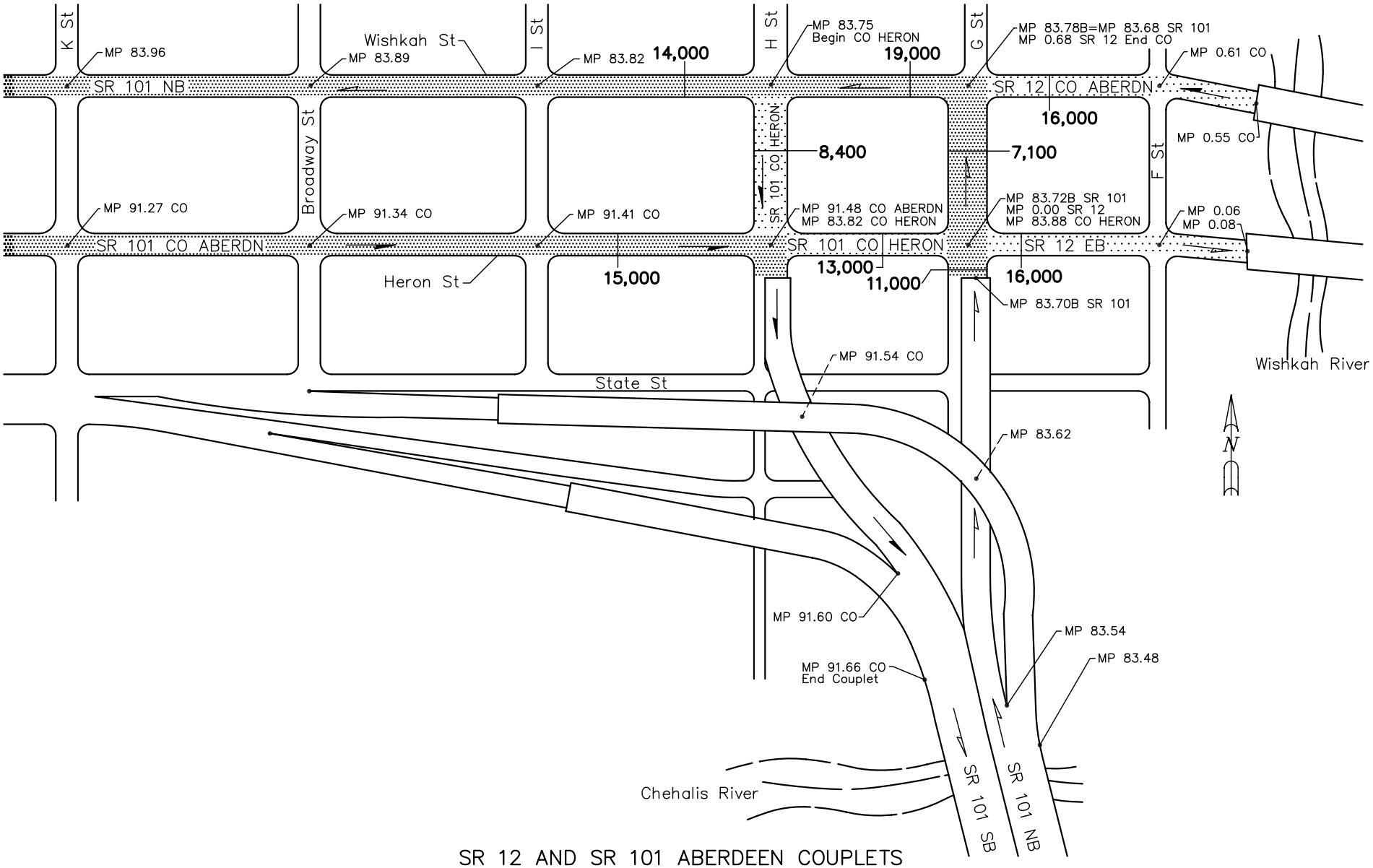
Direction of couplet — MP 0.00 CO — Couplet milepost
Direction of mainline — MP 0.00 — Mainline milepost


SR 2 NEWPORT COUPLET
NEWPORT 2003
Direction of couplet
Direction of mainline
MP 0.00 CO Couplet milepost
MP 0.00 Mainline milepost
N
Larch St
SR 20
Fir St
Spruce St
Pine St
1st St
Washington Ave
2nd St
3rd St
4th St
5th St
Walnut St
E. 3rd North
E. 2nd North
E. 4th South
Warren Ave
Spokane Ave
Newport Ave
State Ave
Washington
Idaho
SR 2
SR 2 CO
NEWPORT
SR 41
Union Ave
Calispel Ave
Fea Ave
Cass Ave
Scott Ave
Idaho 41
Newport ECL
Oldtown WCL
MP 436.65
MP 436.77
MP 436.78
MP 436.84
MP 436.91
End SR 20
MP 334.38 CO
MP 334.38
Begin Couplet
MP 334.45
CO
MP 334.45
MP 334.37
MP 334.31
MP 334.53 CO
MP 334.59 CO
MP 334.24
MP 334.66 CO
MP 334.18
MP 334.73 CO
MP 334.11
MP 334.80 CO
MP 334.04
MP 334.87
End Couplet
MP 334.86
CO
MP 333.96
MP 333.89
MP 333.82
MP 333.77
MP 333.74
MP 333.66
MP 333.59
MP 333.52
MP 333.45
MP 334.51
End SR 2
MP 0.00
Begin SR 41
MP 0.07
MP 0.14
MP 0.20
MP 0.31
MP 0.34
MP 0.41
End SR 41
3,100
6,700
5,500
4,700
11,000
9,900
4,500
4,500
5,200
4,700
6,400
7,100



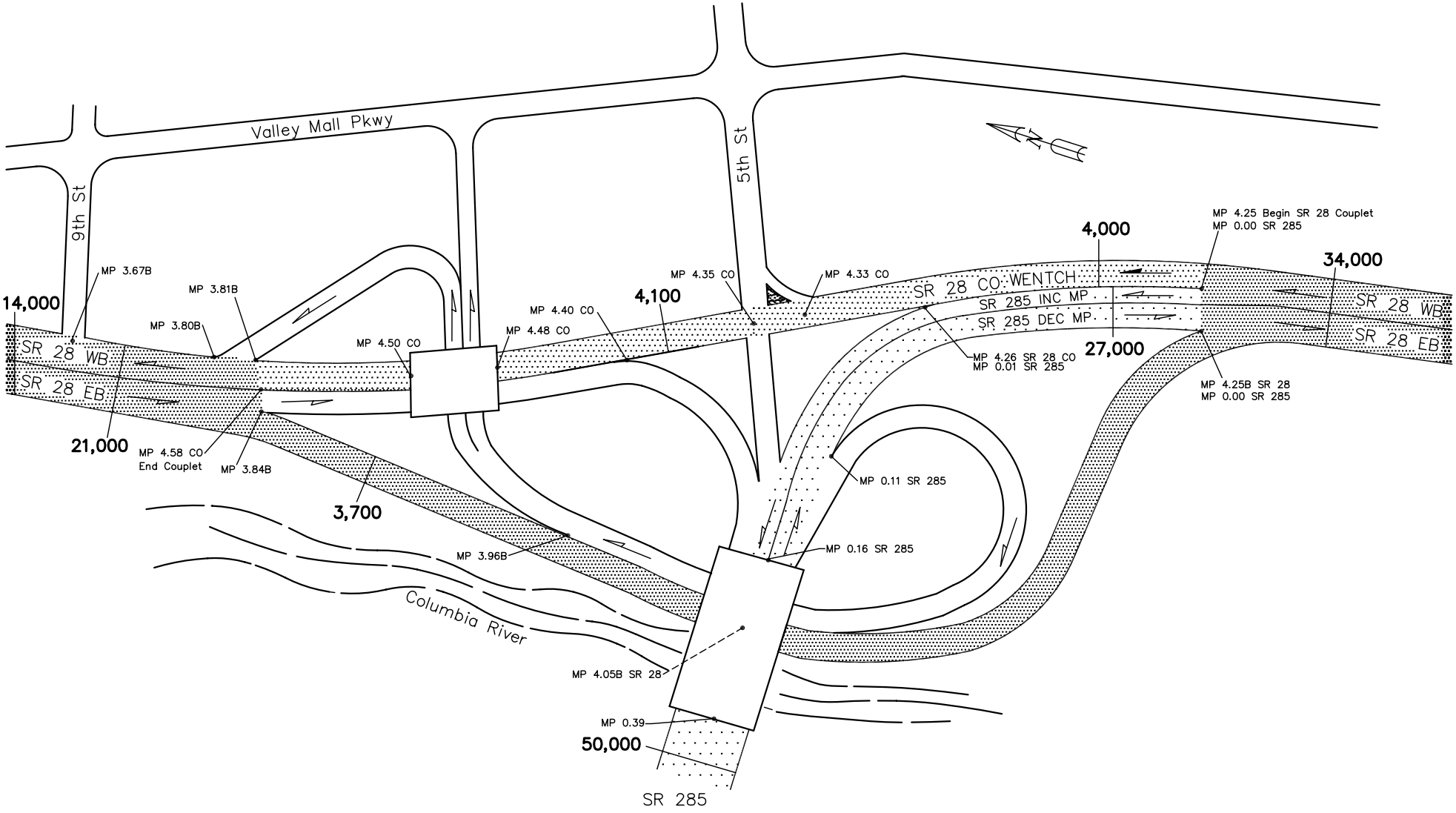
SR 4 KELSO COUPLET
KELSO 2003

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



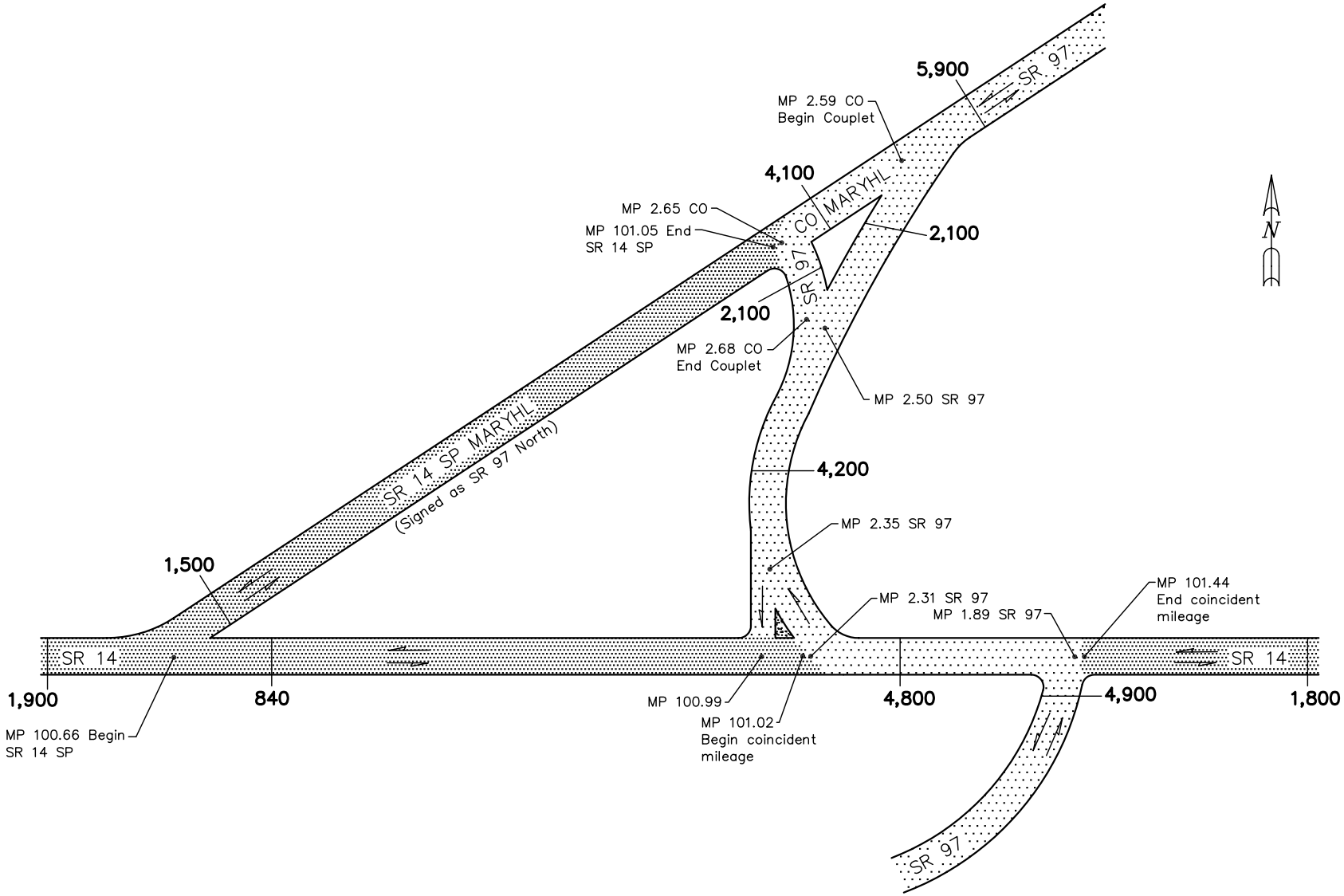
SR 12 AND SR 101 ABERDEEN COUPLETS
ABERDEEN 2003

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



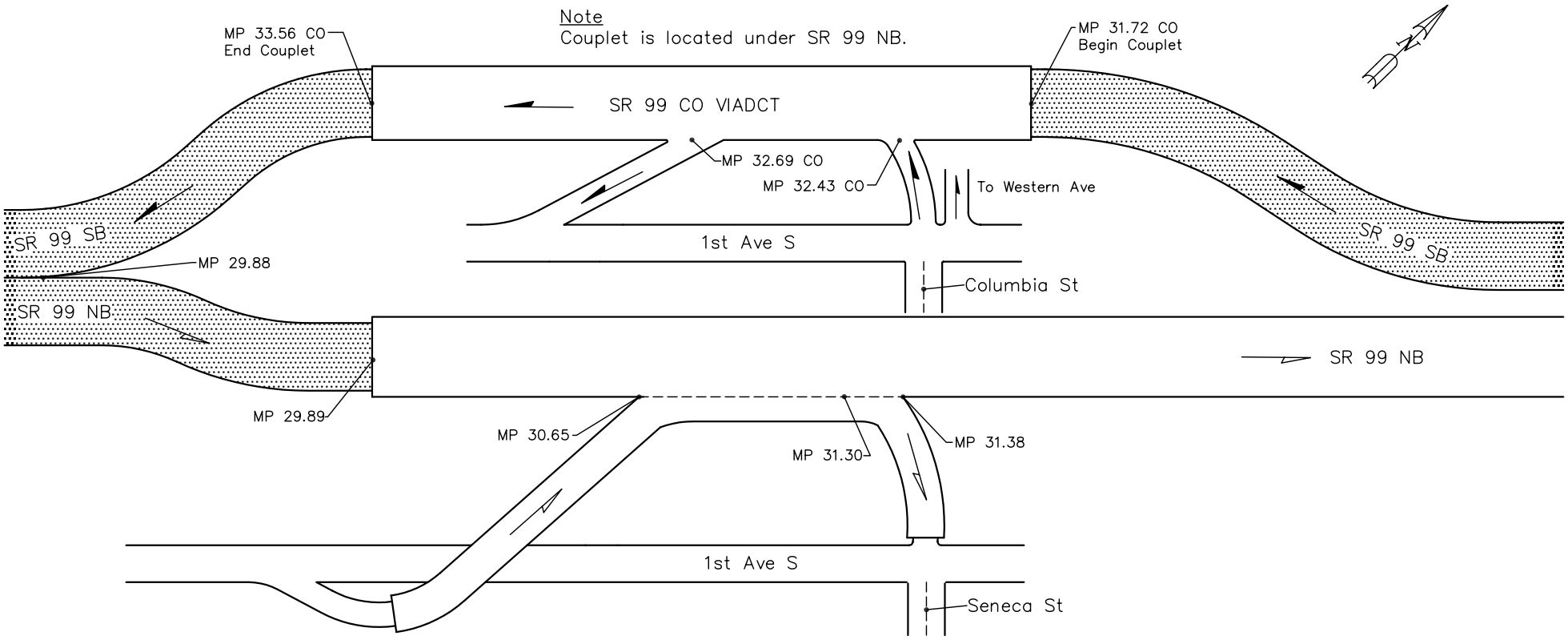
SR 28 EAST WENATCHEE COUPLET
EAST WENATCHEE 2003

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



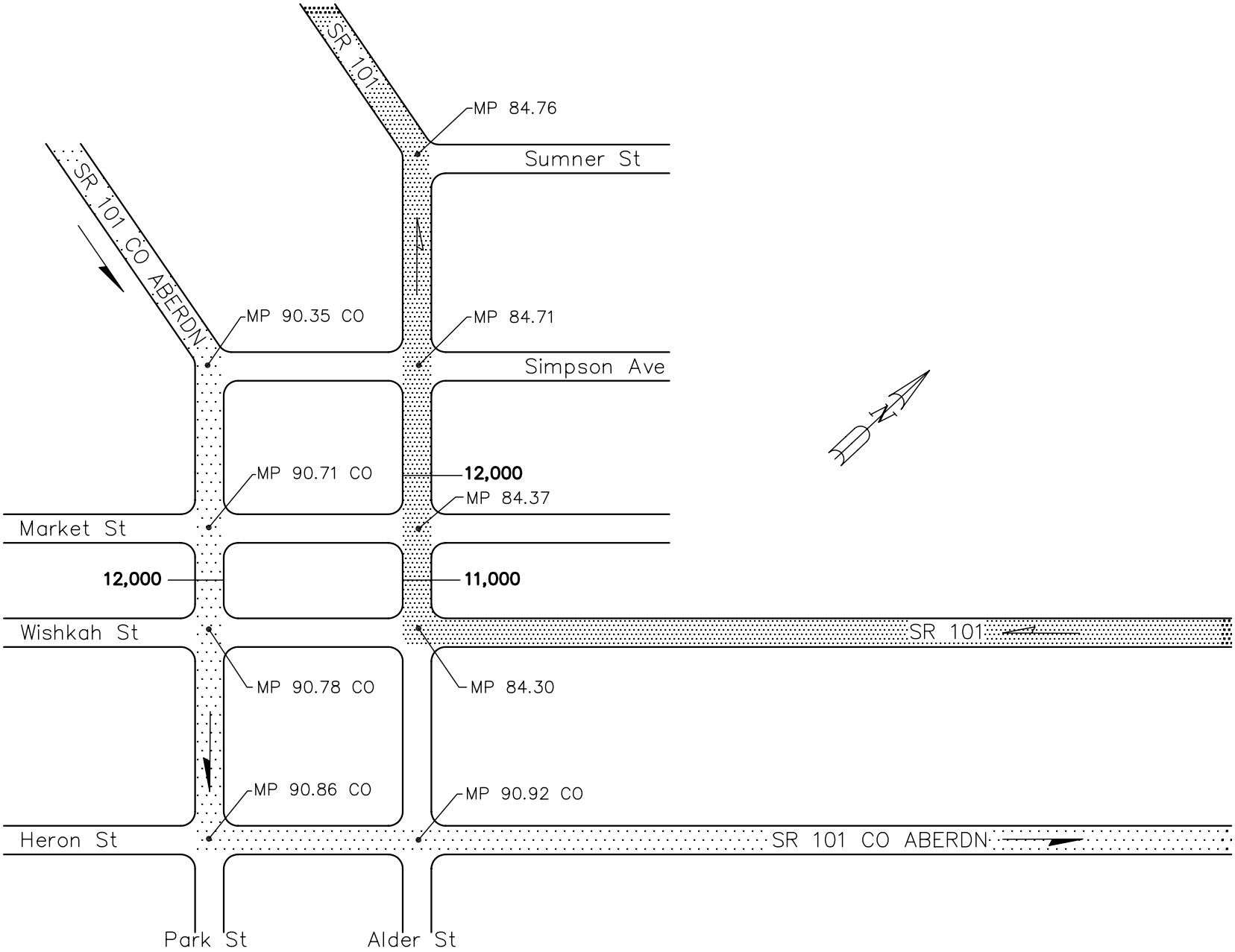
SR 97 MARYHILL COUPLET
MARYHILL 2003

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



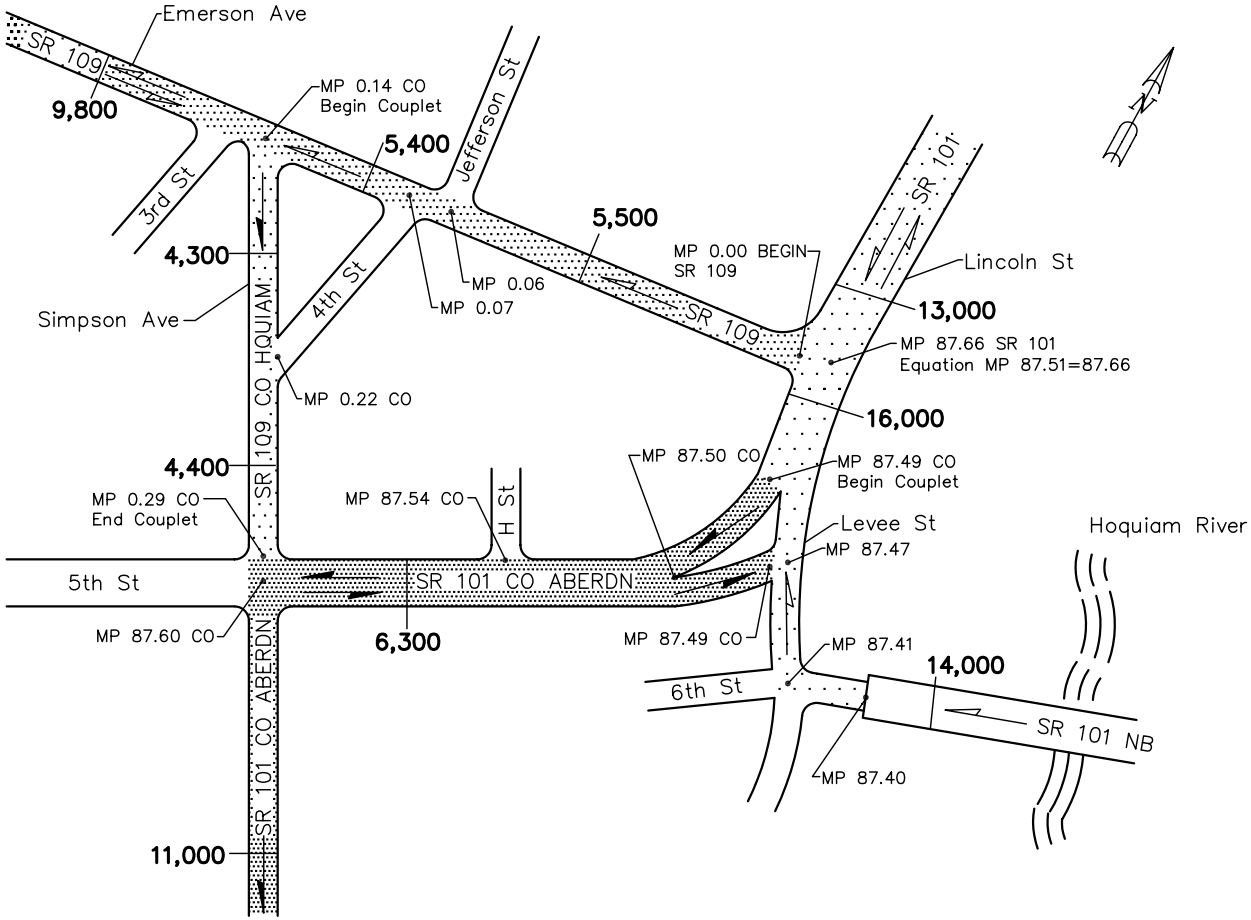
SR 99 ALASKAN WAY VIADUCT
SEATTLE 2003 – No Current Data Available

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



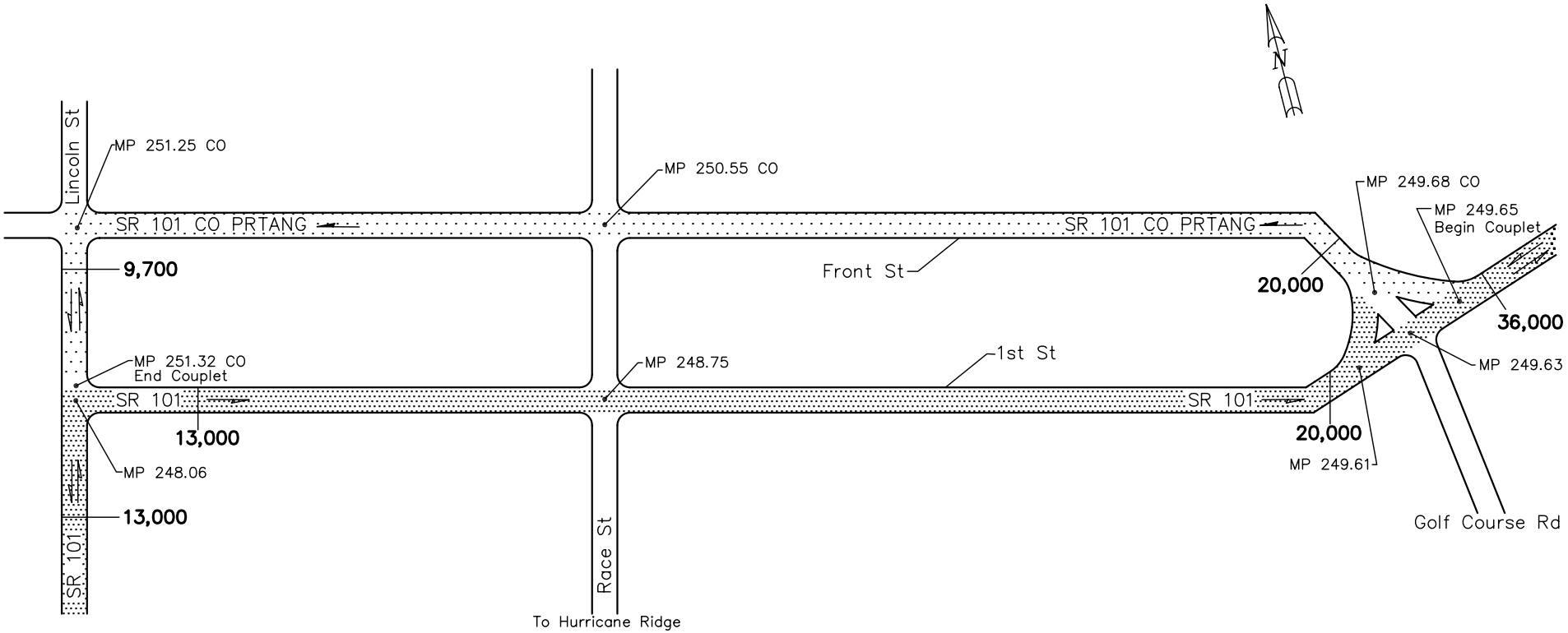
SR 101 ABERDEEN–HOQUIAM COUPLET
ABERDEEN 2003

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



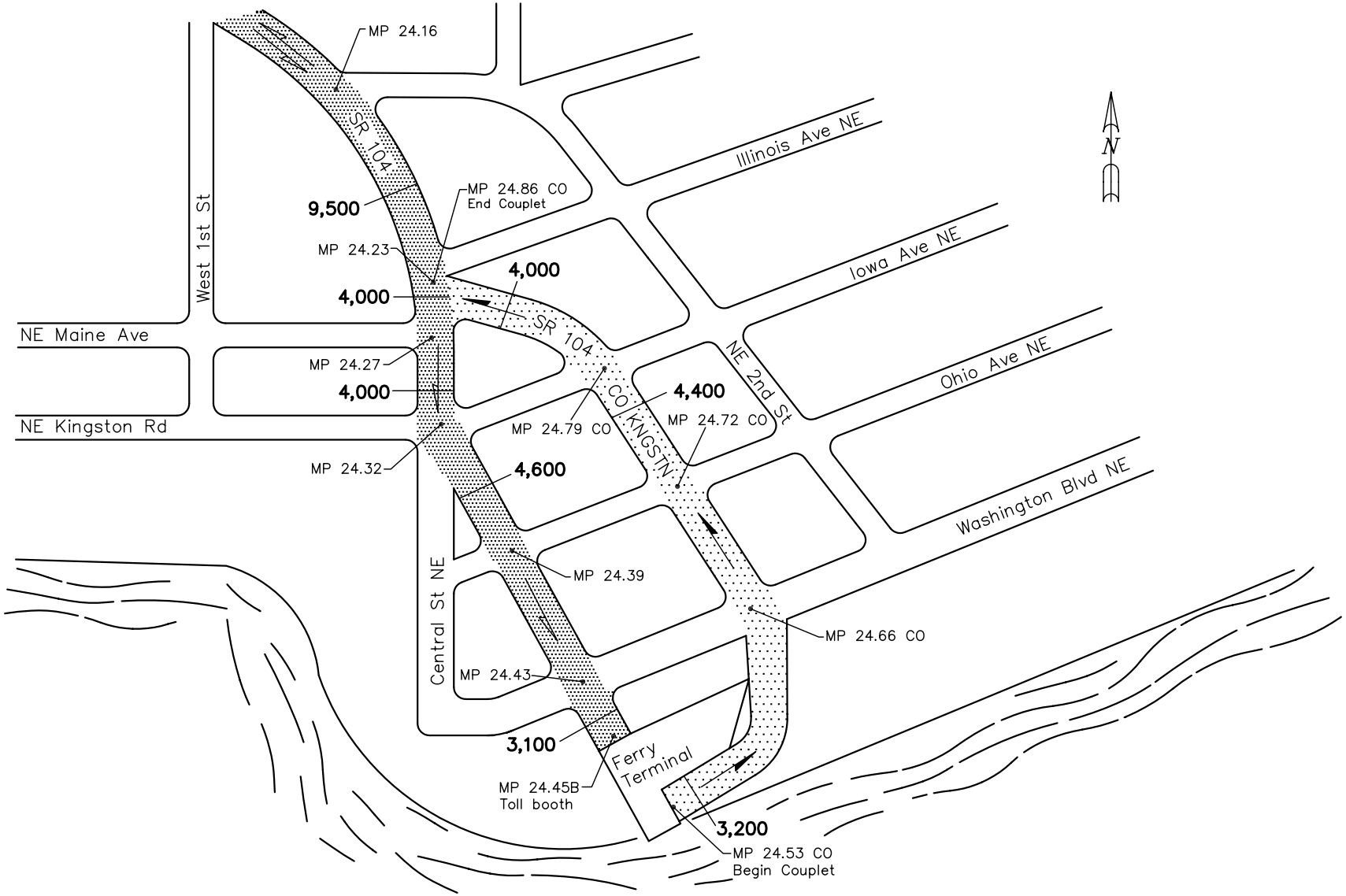
SR 101 AND SR 109 ABERDEEN–HOQUIAM COUPLETS
HOQUIAM 2003

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



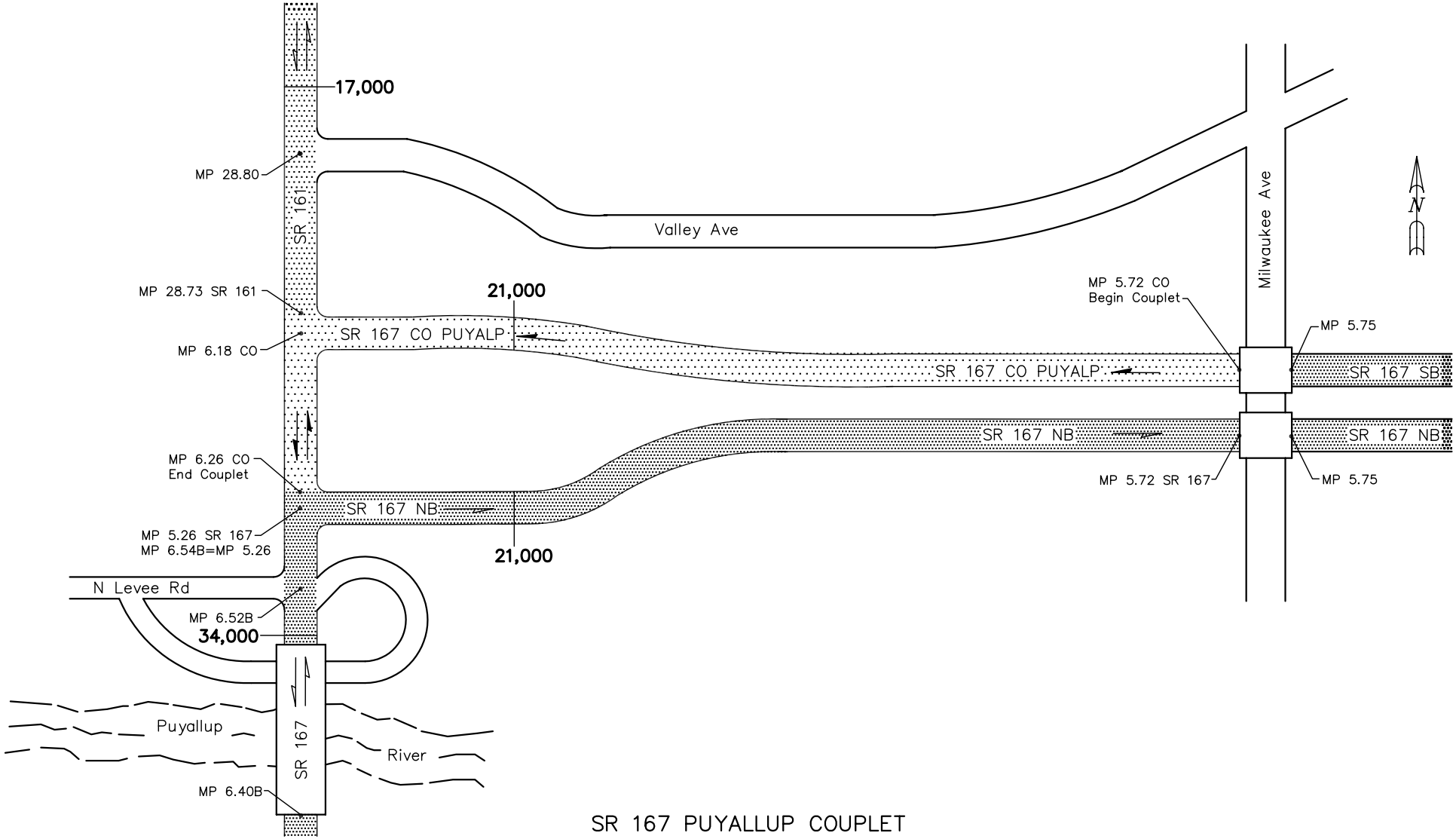
SR 101 PORT ANGELES COUPLET
PORT ANGELES 2003

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



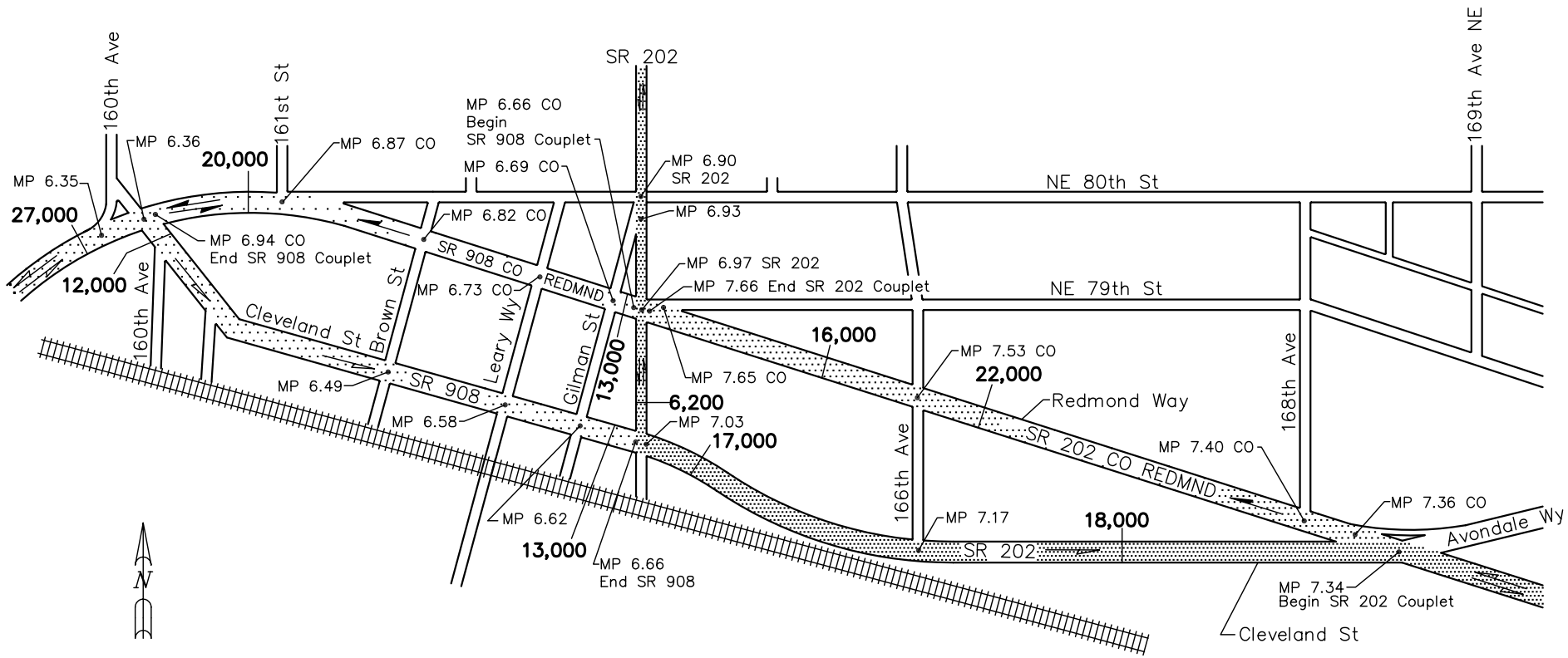
SR 104 KINGSTON COUPLET
KINGSTON 2003

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



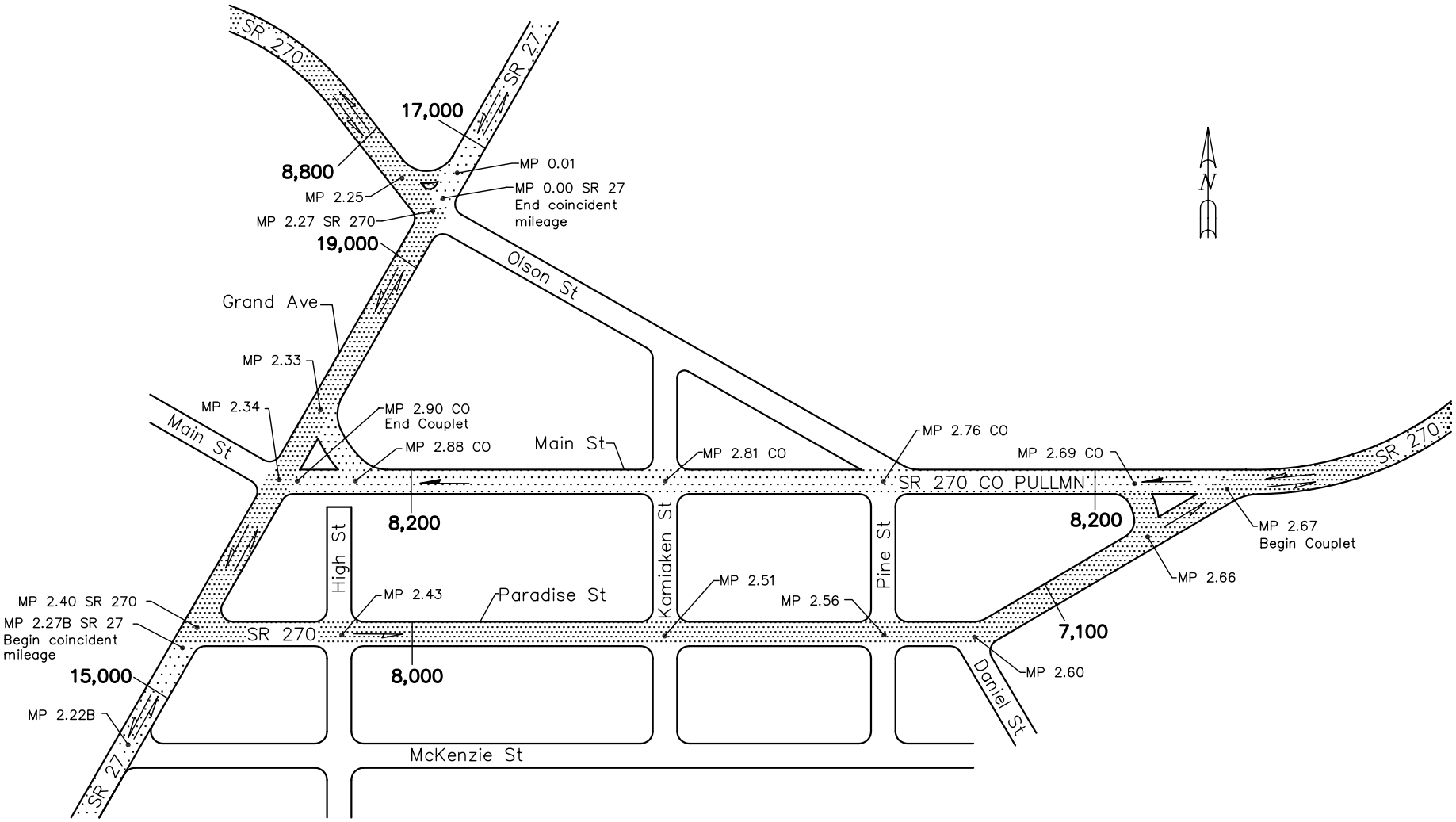
SR 167 PUYALLUP COUPLET
PUYALLUP 2003

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



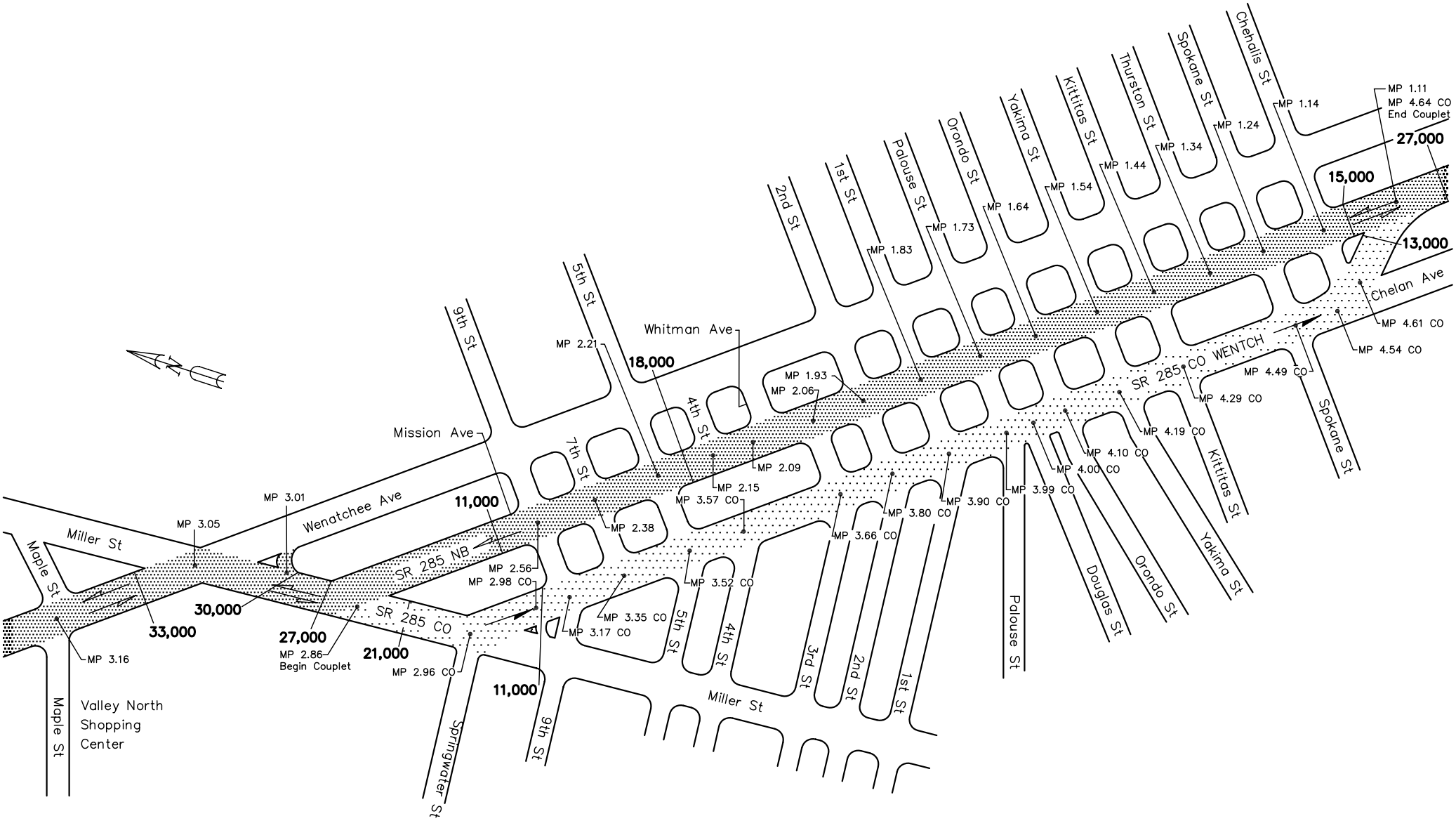
SR 202 AND SR 908 REDMOND COUPLETS
REDMOND 2003

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



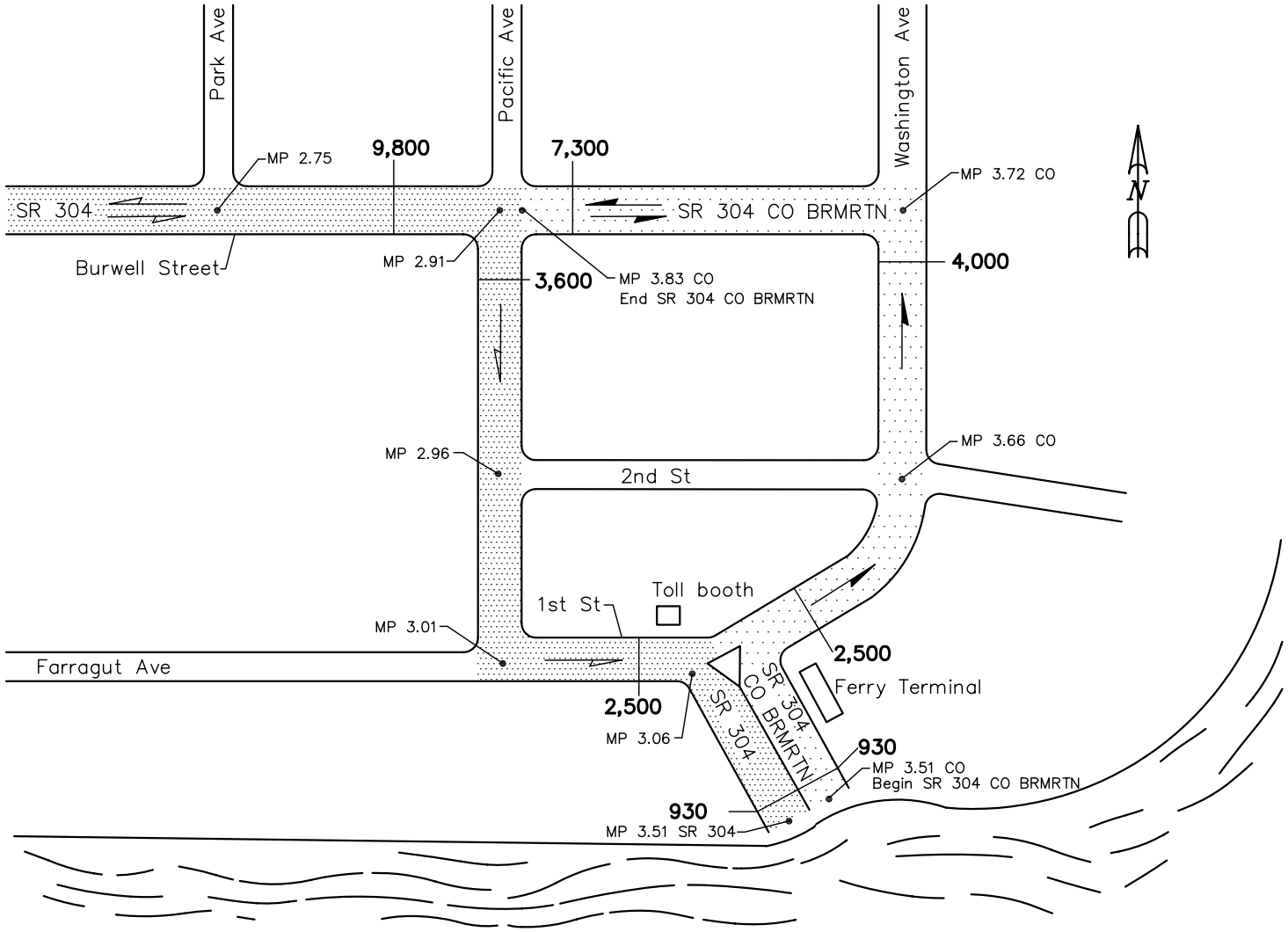
SR 270 PULLMAN COUPLET
PULLMAN 2003

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



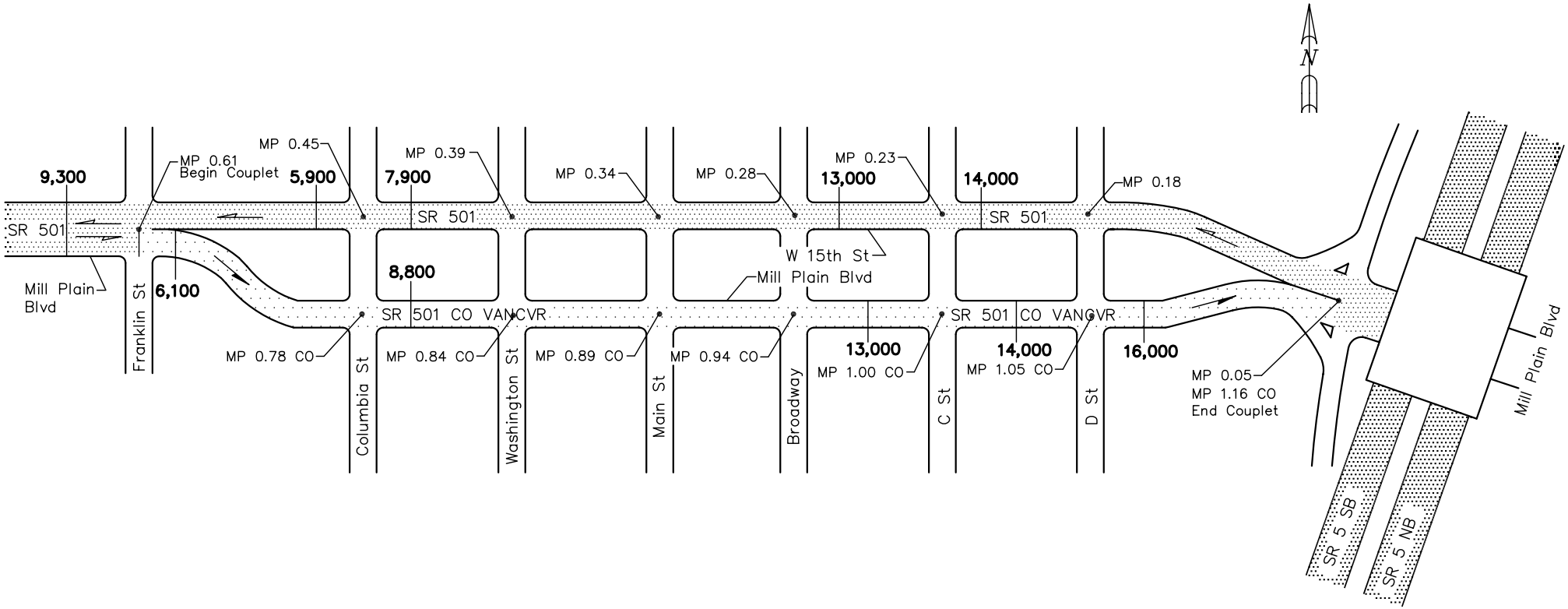
SR 285 WENATCHEE COUPLET
WENATCHEE 2003

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



SR 304 BREMERTON COUPLET
BREMERTON 2003

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

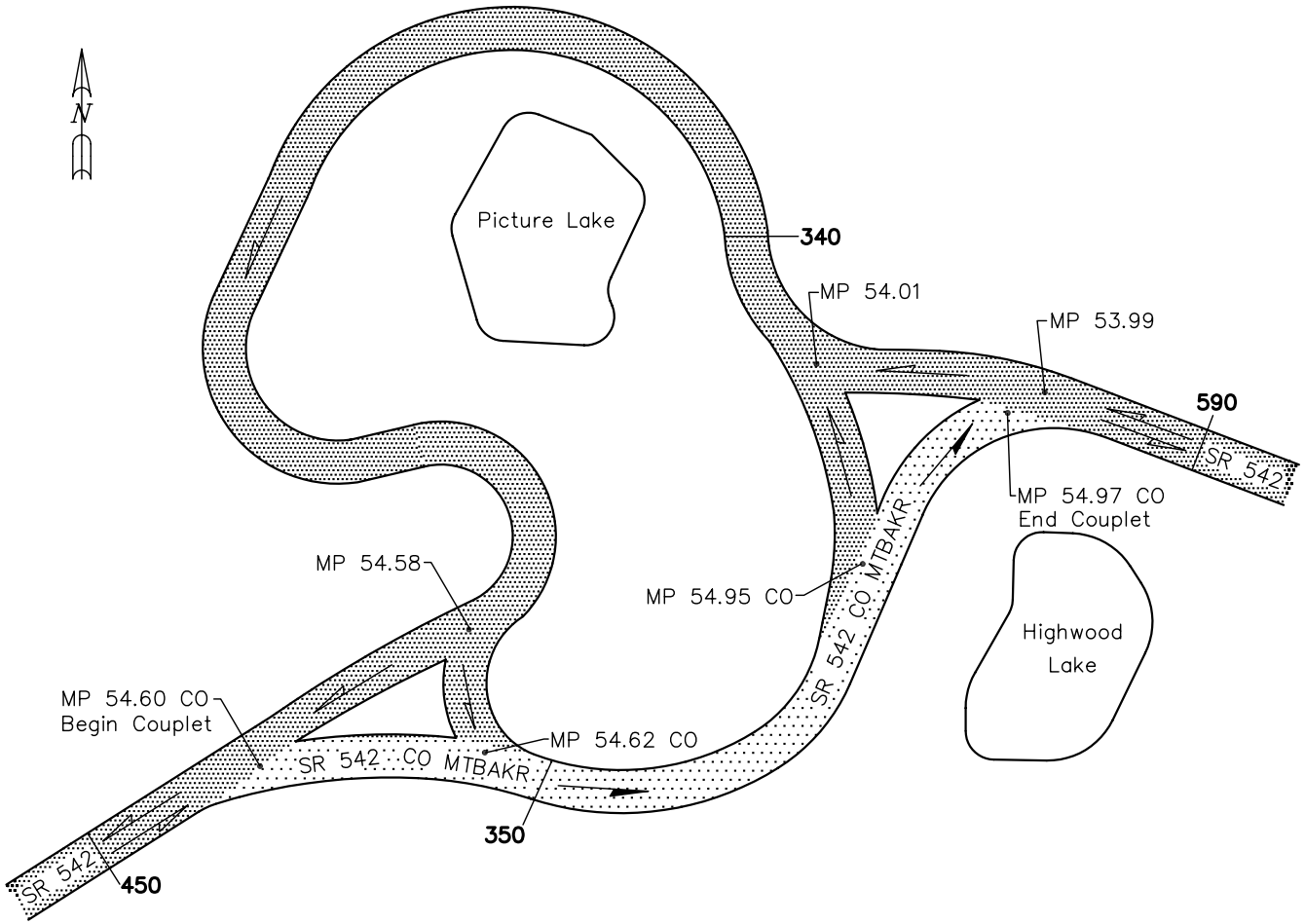


SR 501 VANCOUVER COUPLET
VANCOUVER 2003

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

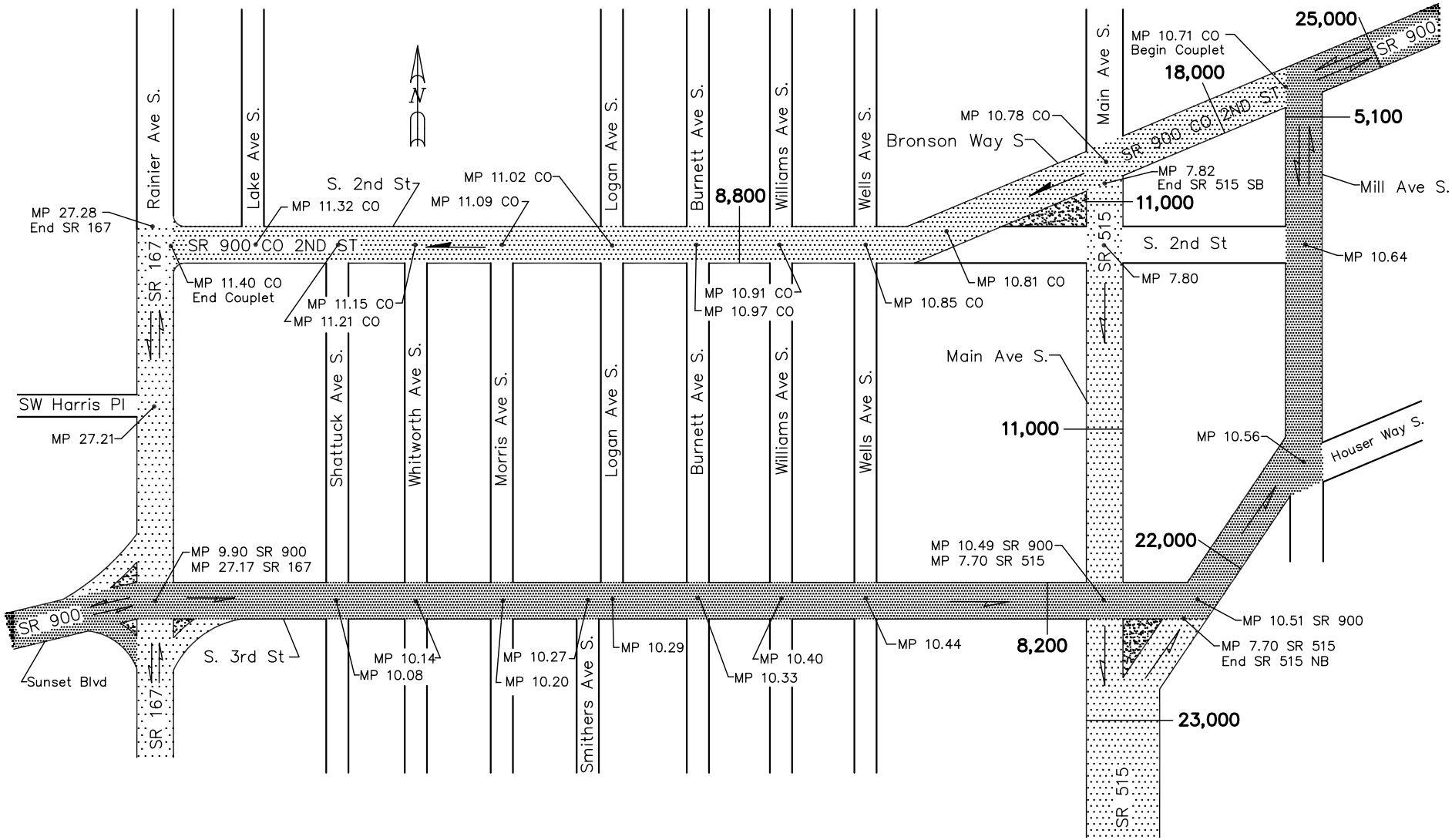
SR 507 PEARL STREET COUPLET
CENTRALIA 2003

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



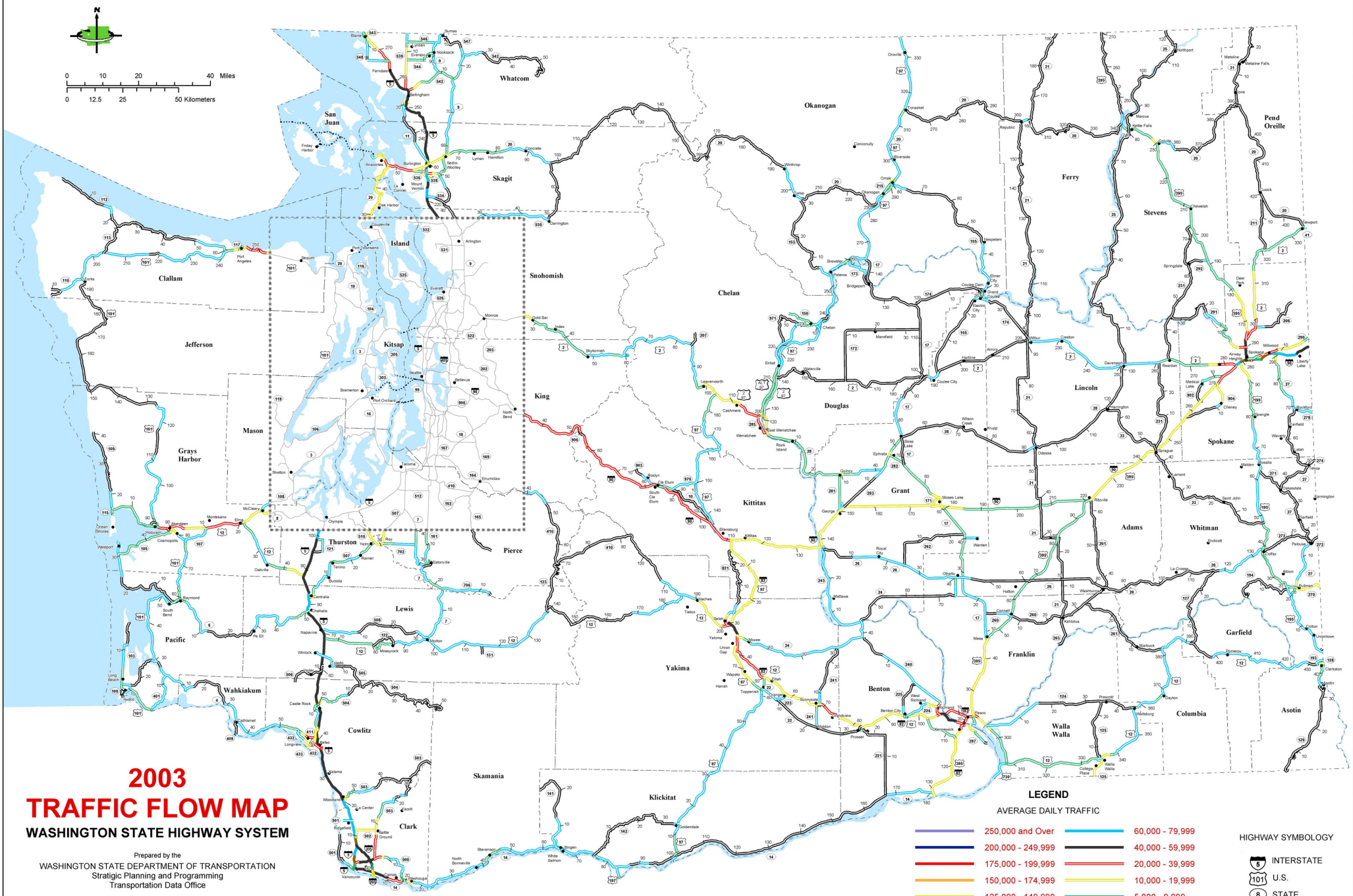
SR 542 MOUNT BAKER COUPLET
MOUNT BAKER 2003

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



SR 900 2ND STREET COUPLET
RENTON 2003

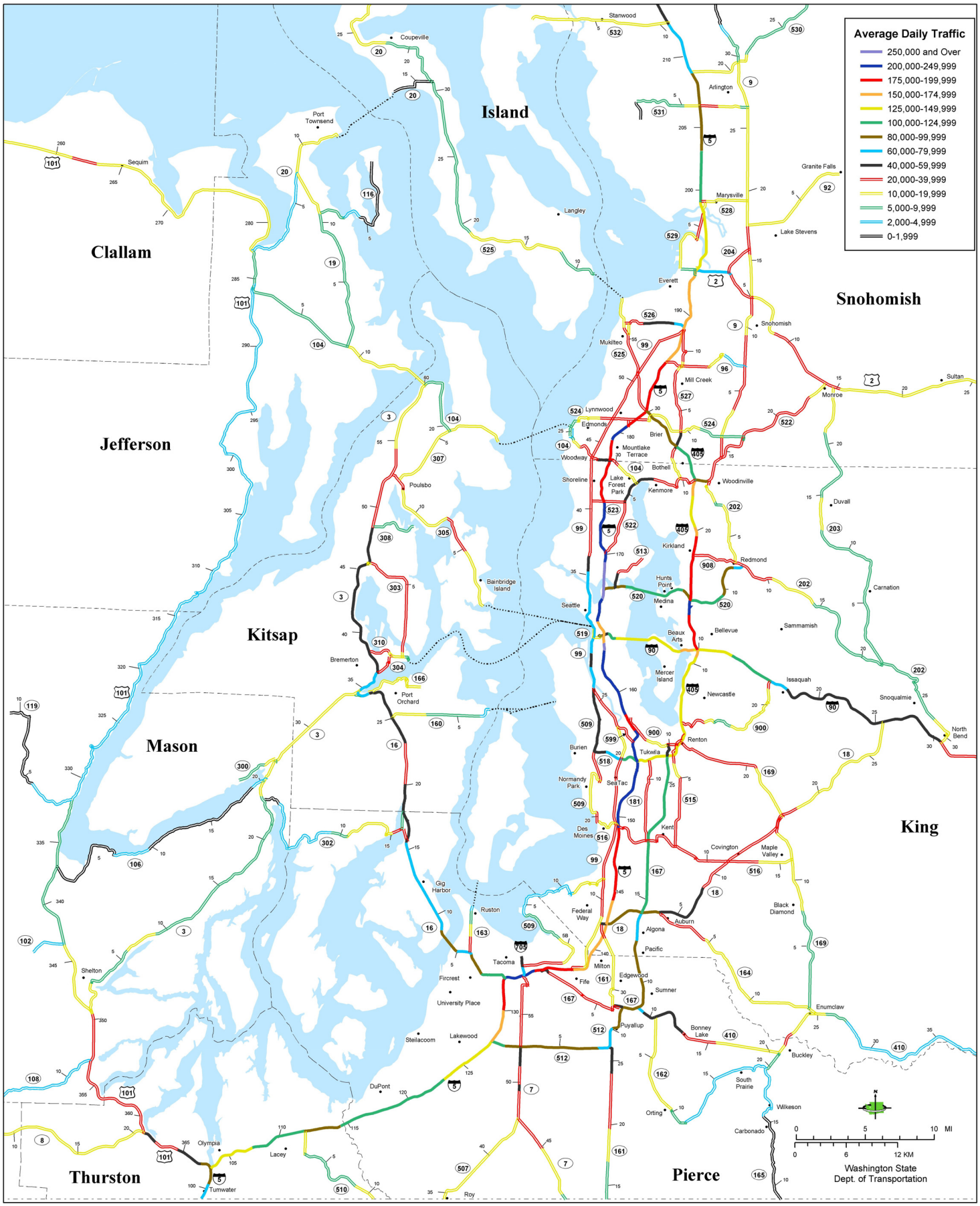
Direction of couplet — MP 0.00 CO Couplet milepost
Direction of mainline — MP 0.00 Mainline milepost



2003
TRAFFIC FLOW MAP
WASHINGTON STATE HIGHWAY SYSTEM

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

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



Puget Sound Enlargement